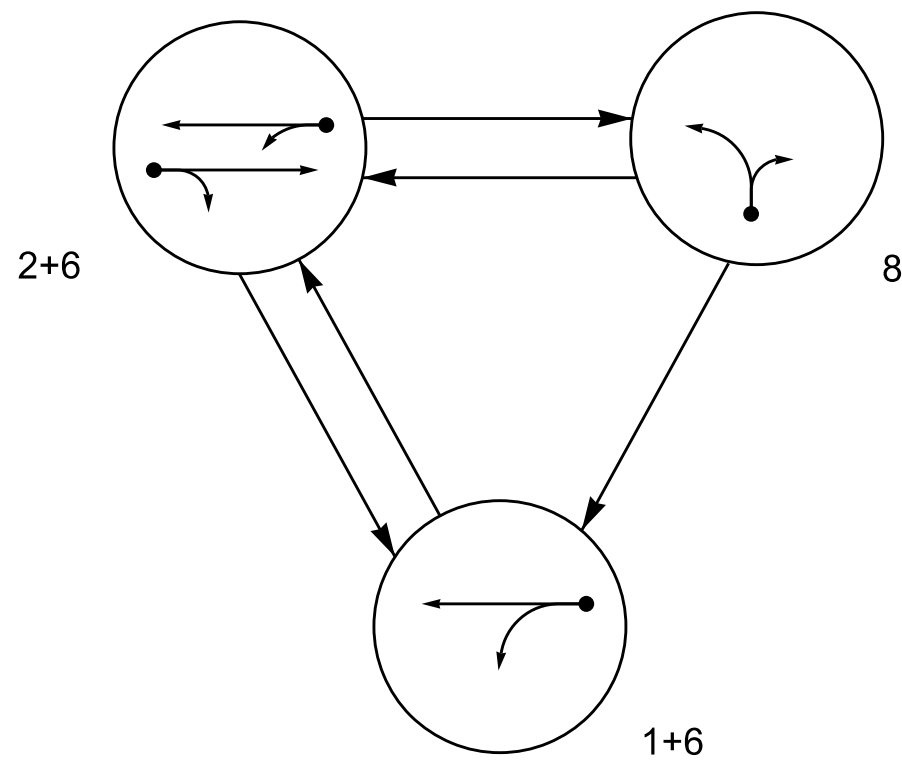


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	1 + 6	2 + 6	8	FLASH
22, 23	R	G	R	R
61	G	G	R	R
62	G	G	R	R
81, 82, 83	R	R	G	R

MAXTIME DETECTOR INSTALLATION CHART												
DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	6X40	0	2-4-2	X	1	30.0	-	X	-	X	-	X
2A	6X6	70	4	X	2	-	-	X	-	X	-	X
6A	6X6	70	4	X	6	-	-	X	-	X	-	X
8A	6X40	0	2-4-2	X	8	5.0	-	X	-	X	-	X

3 Phase
Fully Actuated
(Old US 64 Closed Loop System)
Signal System #: D09-33_Lexington

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SR 1192 (W. 5th Avenue)

35 MPH -3% Grade

35 MPH -2% Grade

SR 1192 (W. 5th Avenue)

Direct bury

LEGEND

- | PROPOSED | EXISTING |
|-------------------------------|----------|
| Traffic Signal Head | N/A |
| Modified Signal Head | N/A |
| Sign | N/A |
| Pedestrian Signal Head | N/A |
| Signal Pole with Guy | N/A |
| Signal Pole with Sidewalk Guy | N/A |
| Inductive Loop Detector | N/A |
| Controller & Cabinet | N/A |
| Junction Box | N/A |
| 2-in Underground Conduit | N/A |
| Right of Way | N/A |
| Directional Arrow | N/A |
| Construction Zone | N/A |
| Construction Zone Drums | N/A |
| No Left Turn Sign (R3-2) | N/A |
| No Right Turn Sign (R3-1) | N/A |

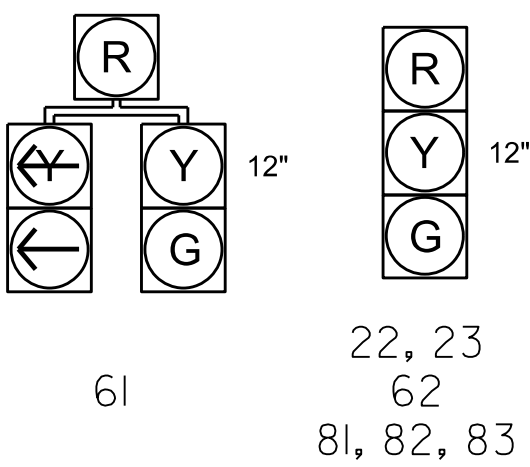
MAXTIME TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green	7	10	10	7
Passage *	2.0	3.0	3.0	2.0
Max 1 *	30	90	90	30
Yellow Change	3.0	4.1	4.1	3.0
Red Clear	2.4	2.0	2.0	2.9
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Advance Walk	-	-	-	-
Non Lock Detector	X	-	-	X
Vehicle Recall	-	MIN RECALL	MIN RECALL	-
Dual Entry	-	-	-	-

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown.
Min Green for all other phases should not be lower than 4 seconds.

SIGNAL FACE I.D.

All Heads L.E.D.



New Installation - Temporary Design (TMP Phase 4)

Prepared in the Offices of: 750 N. Greenfield Pkwy, Garner, NC 27529	SR 1192 (W. 5th Avenue) at SR 1239 (Murphy Drive) and US 29 SB/US 70 WB Ramp Division 9 Davidson County In Lexington PLAN DATE: February 2025 PREPARED BY: I. O. Umzurike REVIEWED BY: REVISIONS INIT. DATE	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZEMBA 026486 02/27/2025 DATE SIG. INVENTORY NO. 09-0993T
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