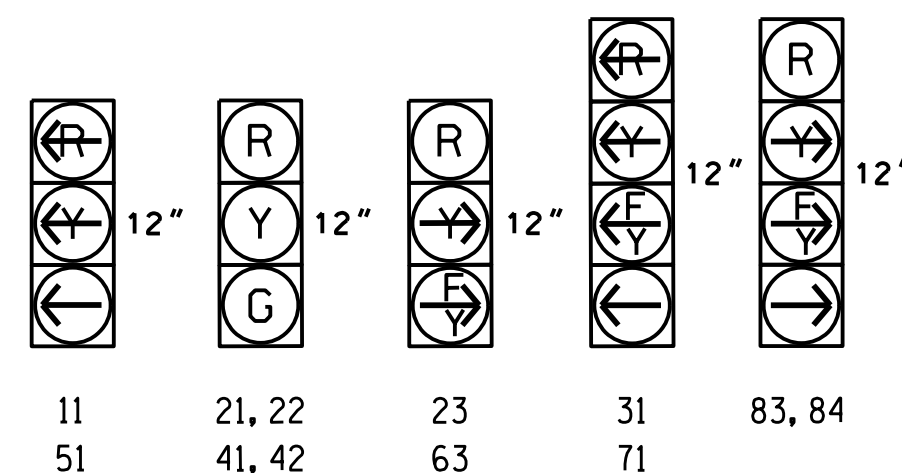


All Heads L.E.D.



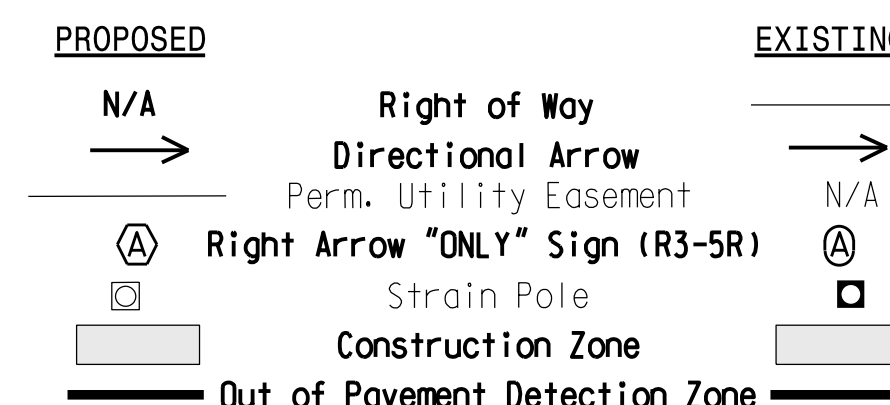
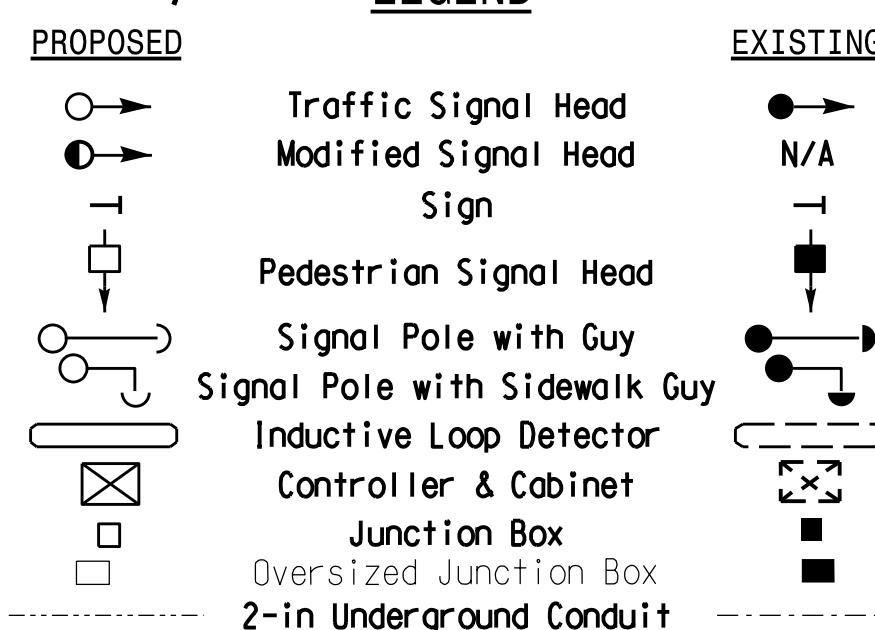
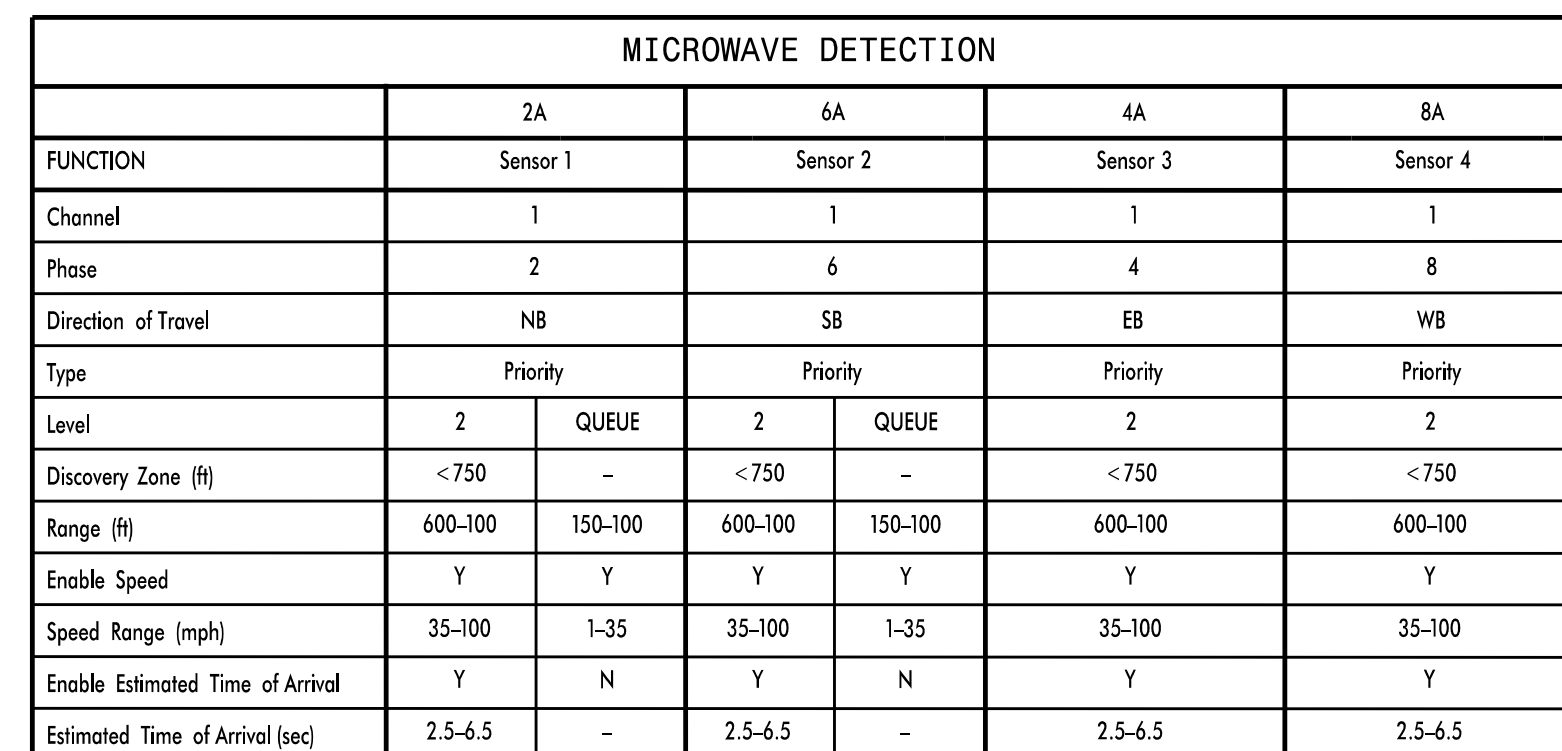
PHASING DIAGRAM DETECTION LEGEND

	DETECTED MOVEMENT
	UNDETECTED MOVEMENT (OVERLAP)
	UNSIGNALIZED MOVEMENT
	PEDESTRIAN MOVEMENT

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. The Division Traffic Engineer will determine the hours of use for each phasing plan.
7. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired direction.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

- * Denotes Microwave Detection
- + Reduce delay to 3 seconds during Alternate Phasing Operation
- @ Disable call during Alternate Phasing Operation

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



Prepared for the Offices of

Transportation Mobility and Safety Division
DEPARTMENT OF TRANSPORTATION
Signal Design Section

750 N. Greenfield Pkwy, Garner, NC

SCALE

0

1" = 40'

[illegible]

SEAL



NORTH CAROLINA
PROFESSIONAL
SEAL
029531
ENGINEER
STEVEN G. HAYNIE

DocuSigned by
Steven G. Haynie 6/12/17
0633D9D844F440C

SIGNATURE	DATE
G. INVENTORY NO.	06-11