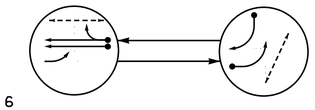
PROJECT REFERENCE NO.	SHEET NO.
U-4913A	Sig. 5.0

DEFAULT PHASING DIAGRAM



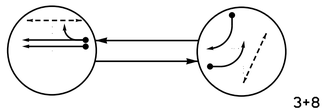
PHASING DIAGRAM DETECTION LEGEND

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

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 6	PHASE 3+8	PHASE FLASH
31, 32	FY	—	~~R~~
61	↑	R	R
62	G	R	R
81, 82	R	→	R
P61, P62	W	DW	DRK
P81, P82	DW	W	DRK

ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 6	PHASE 3+8	PHASE FLASH
31, 32	~~R~~	—	~~R~~
61	↑	R	R
62	G	R	R
81, 82	R	→	R
P61, P62	W	DW	DRK
P81, P82	DW	W	DRK

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW ZONE	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
3A✱	6X40	0	✱	X	3	15.0*	-	X	-	X	-	-
8A✱	6X40	0	✱	X	8	15.0	-	X	-	X	-	-

* Disable delay during Alternate Phasing Operation.
✱ Microwave Detection Zone

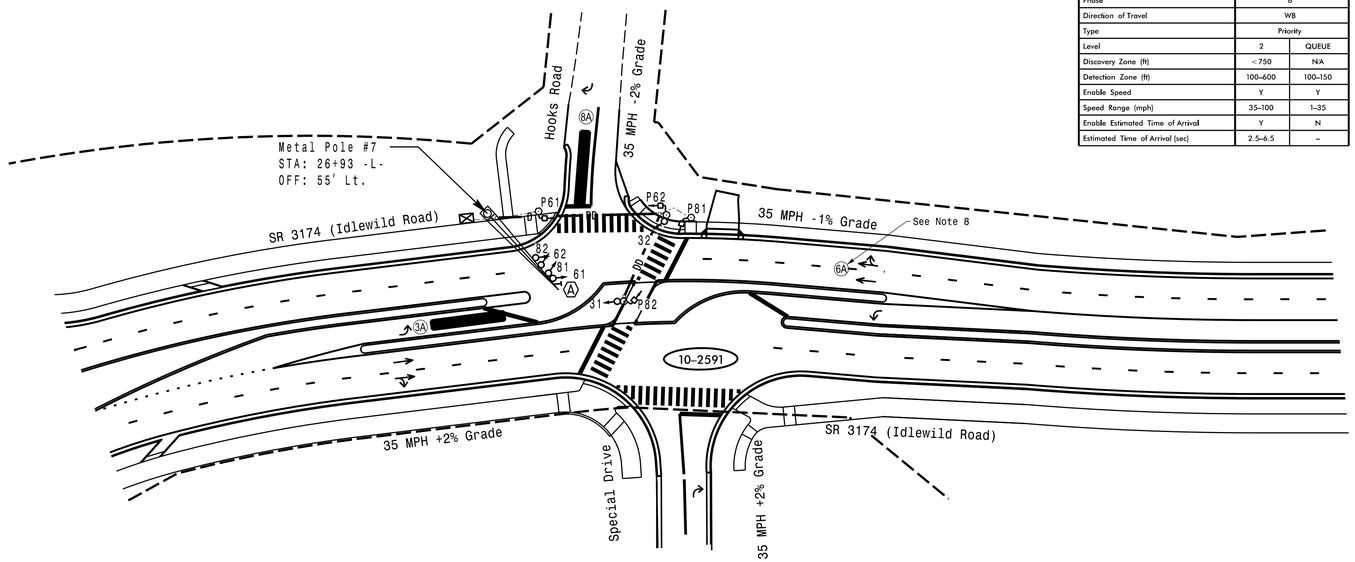
Advance Microwave Detection

FUNCTION	Sensor 1 (6A)	
Channel	1	
Phase	6	
Direction of Travel	WB	
Type	Priority	
Level	2	QUEUE
Discovery Zone (ft)	< 750	N/A
Detection Zone (ft)	100–600	100–150
Enable Speed	Y	Y
Speed Range (mph)	35–100	1–35
Enable Estimated Time of Arrival	Y	N
Estimated Time of Arrival (sec)	2.5–6.5	–

2 Phase
Fully Actuated w/
Alternate Phasing
SR 3174/1501(Idlewild Road) CLS

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Set all detector units to presence mode.
3. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
4. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
5. Program pedestrian heads to countdown the flashing "DON'T WALK" time only.
6. The Division Traffic Engineer will determine the hours of use for each phasing plan.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.



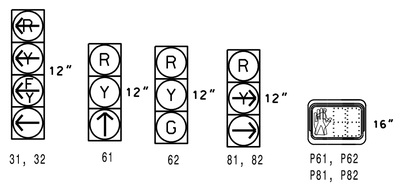
MAXTIME TIMING CHART

FEATURE	PHASE 3	PHASE 6	PHASE 8
Walk *	–	14	7
Ped Clear	–	10	5
Min Green *	7	10	7
Passage *	2.0	3.0	2.0
Max 1 *	25	90	25
Yellow Change	3.0	3.9	3.0
Red Clear	2.1	1.5	2.1
Added Initial *	–	–	–
Maximum Initial *	–	–	–
Time Before Reduction *	–	–	–
Time To Reduce *	–	–	–
Minimum Gap	–	–	–
Advance Walk	–	7	–
Non Lock Detector	X	–	X
Vehicle Recall	–	MIN RECALL	–
Dual Entry	X	–	X

* These values may be field adjusted. Do not adjust Min Green and Passage times for phase 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.



LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
□↓	Pedestrian Signal Head With Push Button & Sign	■↓
⬡	Type II Signal Pedestal	⬢
▭◁	Metal Pole with Mastarm	▭◁
▬	Non-Intrusive Detection Zone	▬
⊠	Controller & Cabinet	⛶
□	Junction Box	■
·-·-·	2-in Underground Conduit	·-·-·
DD	Directional Drill	N/A
N/A	Right of Way	- - - - -
→	Directional Arrow	→
N/A	Curb Ramp	♿
Ⓐ	No Left Turn Sign (R3-2)	Ⓐ

New Installation

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PLANS PREPARED IN THE OFFICE OF:
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Raleigh, NC 27601
(919) 677-2000

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SR 3174 (Idlewild Road)
Westbound at
Hooks Road

Division 10 Mecklenburg County Stallings

PLAN DATE: February 2025 REVIEWED BY: KP Baumann
PREPARED BY: SP Pennington REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 044434 ENGINEER KEVIN P. BAUMANN
DocuSigned by: SDC709A86BCB8447
5/12/2025
SIGNATURE DATE
SIG. INVENTORY NO. 10-2592