

MAXTIME TIMING CHART								
	PHASE							
FEATURE	1	2	4	6				
Walk *	_	-	_	_				
Ped Clear	_	_	_	_				
Min Green *	7	12	7	12				
Passage *	2.0	6.0	2.0	6.0				
Max 1 *	20	90	25	90				
Yellow Change	3.0	4.6	3.8	4.6				
Red Clear	2.6	1.1	1.7	1.1				
Added Initial *	_	1.5	_	1.5				
Maximum Initial *	_	34	_	34				
Time Before Reduction *	_	15	_	15				
Time To Reduce *	_	30	_	30				
Minimum Gap	_	3.0	_	3.0				
Advance Walk	_	_	_	_				
Non Lock Detector	Х	_	Х	_				
Vehicle Recall	_	MIN RECALL	_	MIN RECAL				
Dual Entry	_	_	_	_				
* These values may be field for phases 2 and 6 lower other phases should not b	r than what is sl	nown. Min Gree		ige times				

Signed R Peest Face Defection R 246 4 1	ANCE OM PBAR T)	NOZ MAN CAL PHA X 1 X 6 X 4 X 4 x 4 x 4 x 4	LL DELA ASE TIM 1 15:0 6 3.0 4 - 4 15.0	0 -	AL	CALL CALL	X - DELAY DURING GREEN
Advance Microwave Detection FUNCTION Sumon 128	OM PBAR T)	x 1 x 6 x 4 x 4 x 4	1 15.0 6 3.0 4 - 4 15.0	0* -	X X EXTEND ADDED INITI	CALL CALL	 X -
R IIRR IRR IR	0 * 2	X 4	4 15.		_	X X	· · · - ·
I+6 Image: set and i							
Inf SR 8174 (Idlexild Road) SR 8174 (Idlexild Road) Image: Sr 8174 (Idlexild Road) Image							
Advance Microwave Detection FUNCTION Sensor 1 (A) Sensor 2 (A)	-1% Grade						
FUNCTION Sensor 1 2A Sensor 2 6A							
Channel I I Phase 2 6							
Direction of Travel EB WB							
Type Priority Level 2 QUEUE 2 QUEUE							
Level2QOLOL2QOLOLDiscovery Zone (ft) <750 N/A <750 N/A							
Detection Zone (ft) 100–600 100–150 100–600 100–150							
Enable Speed Y Y Y Speed Prove (mak) 35,100 1,35 35,100 1,35		c ;	iano'] line	nnada	c	Fin
Speed Range (mph) 35–100 1–35 35–100 1–35 Enable Estimated Time of Arrival Y N Y N				l Upg			Γ <u>Ι</u>]]
Estimated Time of Arrival (sec) 2.5–6.5 – 2.5–6.5 –				NODILITY ONO			S

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PLANS PREPARED IN THE OFFICE OF:

PROJECT REFERENCE NO.	SHEET NO.					
U-4913A	Sig. 8.0					

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

<u>NOTES</u>

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- 2. Phase 1 may be lagged.
- 3. Set all detector units to presence mode. 4. The Division Traffic Engineer will determine the hours of use for
- each phasing plan. 5. Maximum times shown in timing chart are for free-run operation only.
- Coordinated signal system timing values supersede these values. 6. This intersection uses multi-zone microwave detection. Install detectors
- according to the manufacturer's instructions to achieve the desired detection.

