

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. The order of phase 3 and phase 4 may be reversed.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
7. To provide a leading pedestrian interval on phase 4, program FYA head numbered 44 to delay for 7 seconds after the start of the phase 4 walk. See Electrical Details for programming.
8. To provide a leading pedestrian interval on phase 6, program FYA heads numbered 51 and 63 to delay for 7 seconds after the start of the phase 6 walk. See Electrical Details for programming.
9. The Division Traffic Engineer will determine the Delay Time and Preempt Dwell Min Time for the emergency vehicle preemption timing.
10. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

SIG. INVENTORY NO. 14-0411