



~	•	DETECTED MOVEMENT
-		UNDETECTED MOVEMENT (OVERLAP)
◄-		UNSIGNALIZED MOVEMENT
≪-	->	PEDESTRIAN MOVEMENT

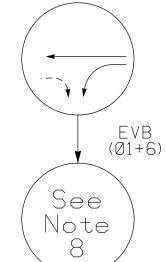
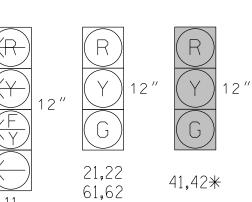


TABLE OF	0PI	ERA	TIO	N
		PHA	4SE	
SIGNAL FACE	Ø 1 + 6	Ø2+6	E V B	FLAST
11	+	FY	•	-
21,22	R	G	R	Y
61,62	G	G	G	Y

SIGNAL FACE I.D.

АІІ	Heads L.E.D.
*	See Note 9
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2033 SOFTWARE w/ 2070 CONTROLLER LOOP & DETECTOR UNIT INSTALLATION CHART

						DETECTOR PROGRAMMING															
INDUCTIVE LOOPS										ATTRIBUTES								PS	STA	STATUS	
						TIMING			1	2	3	4 5		6	7	8	8				
	SIZE	SIZE		>	<u>8</u>	NEMA	MA		TIME AY	RIAN	VED .		N 0	ო	ڻ ع	VATE	≥	, Z E K	EXISTING		
LOOP NO.	(ft)	TURNS	STOPBAR (ft)	ZEW	EXISTING	PHASE	DEI	_AY		RRY ETCH)	FULL T DELA		RESERVED	COUNT	EXTENSIO	TYPE	CALLING	ALTERNATE	SYSTEM	Ž	EXIS
1 A	6X40	*	0	*	_	1	15	SEC.	_	SEC.	-	-	-	-	Χ	-	Χ	-	-	-	*
1 A	0 0 0 0	本 		*		6	-	SEC.	-	SEC.	-	-	-	_	Χ	_	Χ	_	-	_	*
2A	6×6	*	70	*	-	2	_	SEC.	_	SEC.	_	-	-	_	Χ	-	Χ	_	-	_	*
6A	6×6	*	70	*	-	6	-	SEC.	_	SEC.	_	-	-	_	Χ	_	Χ	_	_	_	*

* Video Detection Zone

2 Phase Fully Actuated w/ EV Preemption (Durham Signal System)

NOTES

- 1. Refer to "Road Standard Drawings NCDOT" dated January 2012, "Standard Specifications for Roads and Structures" dated January 2012.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Set all detector units to presence mode.
- 4. Program all timing information into phase banks 1,2, and 3 unless otherwise noted.
- 5. Set phase bank 3 maximum limit to 250 seconds for phases used.
- 6. This intersection features an optical preemption system. Shown locations of optical detectors are conceptual only.

PROJECT REFERENCE NO.

U-3308

Sig. 2.5

- 7. Upon completion of Emergency Vehicle Preemtion, controller returns to normal operation based on vehicle demand.
- 8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- 9. Bag and disconnect signal heads #41 and #42 during this phase of construction.

TIMING CHART 2033 SOFTWARE w/2070 CONTROLLER									
PHASE	Ø1		Ø2		Ø6				
MINIMUM INITIAL *	7	SEC.	10	SEC.	10	SE			
VEHICLE EXTENSION *	2.0	SEC.	3.0	SEC.	3.0	SE			
YELLOW CHANGE INT.	3.0	SEC.	3.6	SEC.	4.1	SE			
RED CLEARANCE	2.6	SEC.	1.0	SEC.	1.5	SE			
MAXIMUM LIMIT *	15	SEC.	50	SEC.	50	SE			
RECALL POSITION	ИОИ	1E	VEH. RE	CALL	VEH. RECA				
VEHICLE CALL MEMORY	ИОИ	1E	YELLOW	LOCK	YELLOW	LO			
DOUBLE ENTRY	OFF	=	OFF		OF	F			
WALK *	_	SEC.	_	SEC.	_	SE			
FLASHING DON'T WALK	_	SEC.	_	SEC.	_	SE			
MIN PED CLEARANCE	_	SEC.	_	SEC.	_	SE			
TYPE 3 LIMIT	_	SEC.	_	SEC.	_	SE			
ALTERNATE EXTENSION	_	SEC.	_	SEC.	_	SE			
ADD PER VEHICLE *	_	SEC.	_	SEC.	_	SE			
MAXIMUM INITIAL *	_	SEC.	_	SEC.	_	SE			
MAXIMUM GAP*	2.0	SEC.	3.0	SEC.	3.0	SE			
REDUCE 0.1 SEC EVERY *	_	SEC.	_	SEC.	_	SE			
MINIMUM GAP	2.0	SEC	3.0	SEC	3.0	SF			

2033 EV PREEMPTION

FUNCTION

MIN. PED. CLEAR BEFORE PREEMPT

** Program Timing on Optical Detector Unit

MIN. GREEN BEFORE PREEMPT

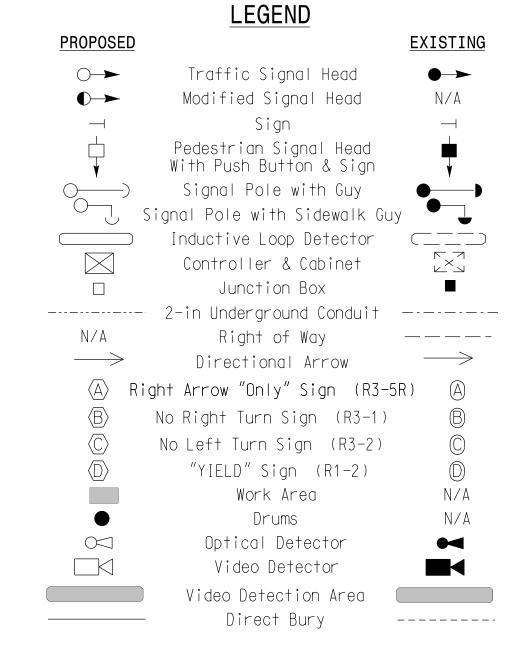
DELAY BEFORE PREEMPT

CLEARANCE TIME

PREEMPT EXTEND**

* 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.

	35 Mph +2% Grade	
R/W — NC 55 (S. Alston Aver	62 62 61 21 22	35 Mph -3% Grade
35 Mph +5% Grade	42 41 SB Ramp WC 147 SB Ramp White the state of the sta	NC 55 (S. Alston Avenue)



Signal Upgrade - Temporary Design 2 (TMP Phase 1, Step 4A)



NC 55 (South Alston Avenue)

NC 147 SB Ramps Division 5 Durham County Durham

PLAN DATE: March 2015 REVIEWED BY: J Hochanadel 1025 Wade Avenue
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Reviewed BY:
Plan Date: March 2015
Reviewed BY:
PREPARED BY: R Drayton
Reviewed BY:
R INIT. DATE

MyPDL SIG. INVENTORY NO. 05-102872

4/02/15 DATE