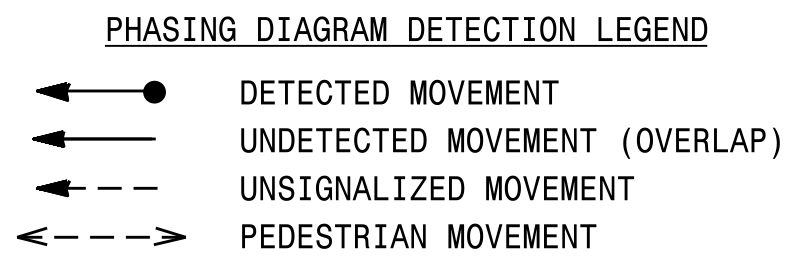
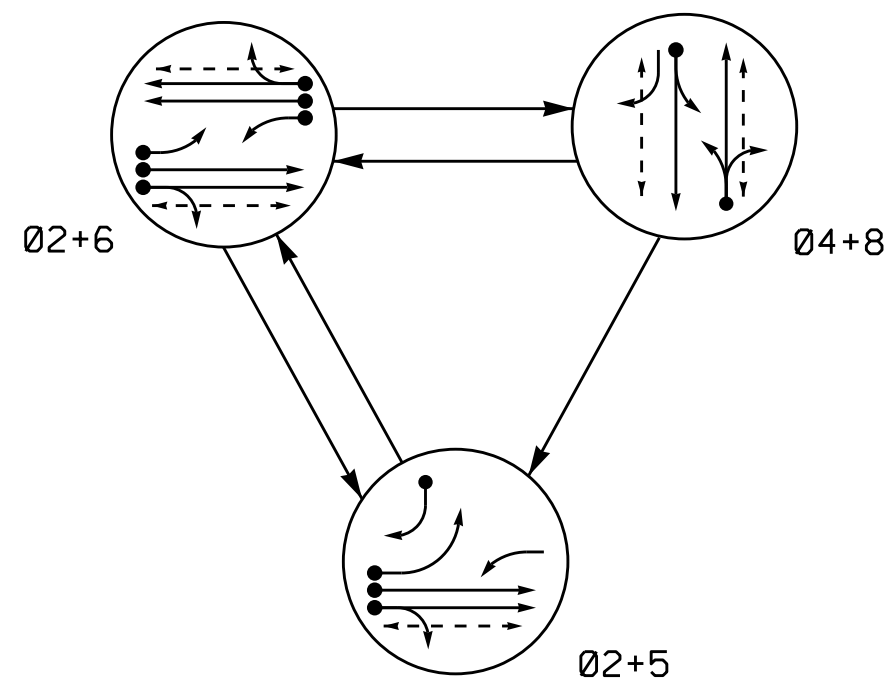
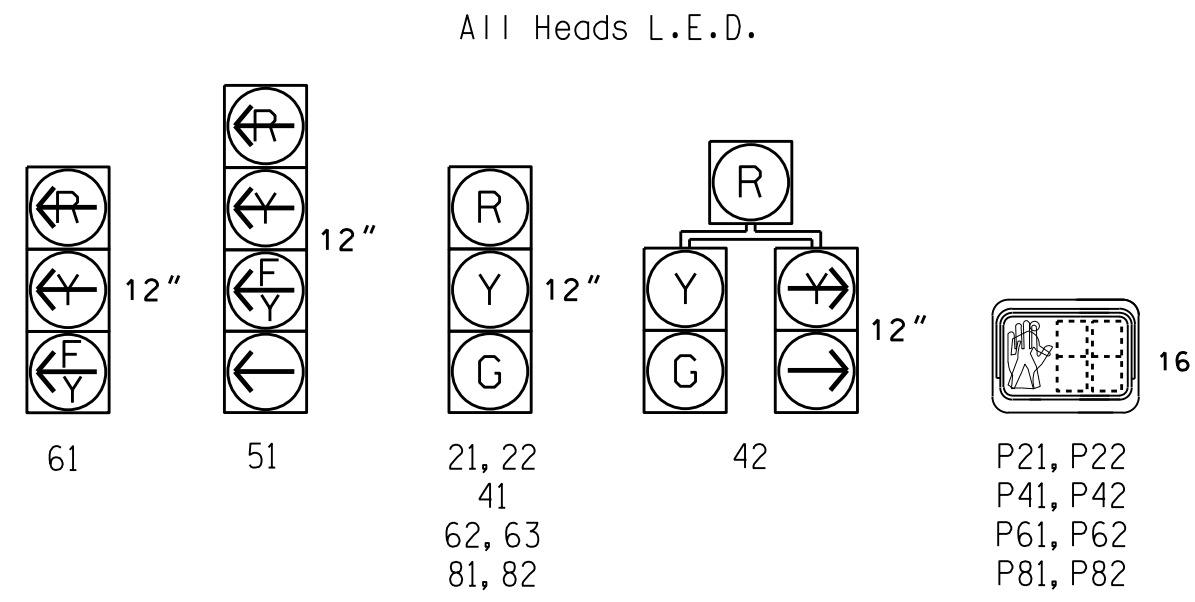


PHASING DIAGRAM



SIGNAL FACE	PHASE				
	Ø2+5	Ø2+6	Ø4+8	Ø4+8	FLASHERS
21, 22	G	G	R	Y	
41	R	R	G	R	
42	R	G	R		
51	F	F	R	Y	
61	F	F	R	Y	
62, 63	R	G	R	Y	
81, 82	R	R	G	R	
P21, P22	W	W	DW	DRK	
P41, P42	DW	DW	W	DRK	
P61, P62	DW	W	DW	DRK	
P81, P82	DW	DW	W	DRK	

SIGNAL FACE I.D.



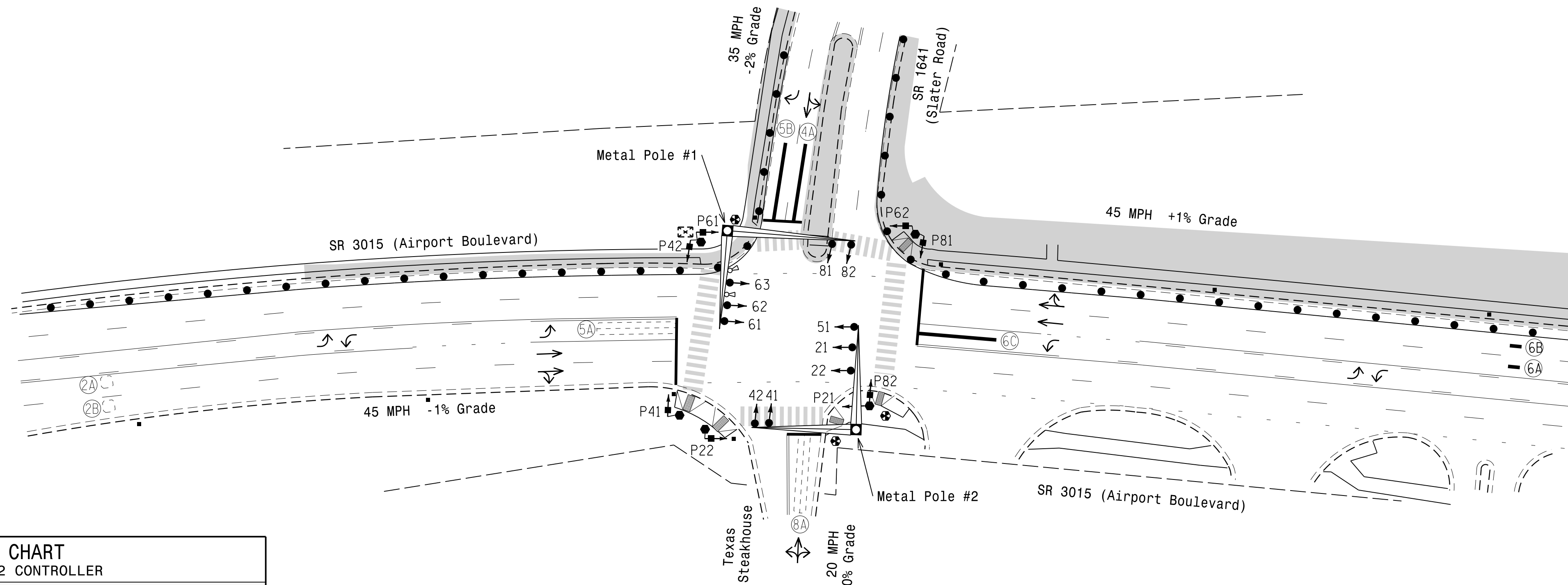
LOOP & DETECTOR INSTALLATION CHART											
ASC/3-2070EN2 CONTROLLER w/ TS-2 CABINET											
INDUCTIVE LOOPS						DETECTOR UNITS					
LOOP / ZONE NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	TURNS	NEW EXISTING	NEMA PHASE	NEW EXISTING	TIMING FEATURE	TIME (sec.)	ADDED INITIAL	DET. TYPE	
2A	6X6	300	5	- X	2	- X	-	-	X	N	
2B	6X6	300	5	- X	2	- X	-	-	X	N	
4A*	6X40	0	*	X	-	*	-	-	-	S	
5A	6X40	0	2-4-2	- X	5	- X	DELAY	15	-	S	
5B*	6X40	0	*	X	-	*	DELAY	15	-	S	
6A*	6X6	300	*	X	-	*	-	-	X	N	
6B*	6X6	300	*	X	-	*	-	-	X	N	
6C*	6X40	0	*	X	-	*	DELAY	3	-	G	
8A	6X40	0	2-4-2	- X	8	- X	DELAY	5	-	S	

* Video detection zone.

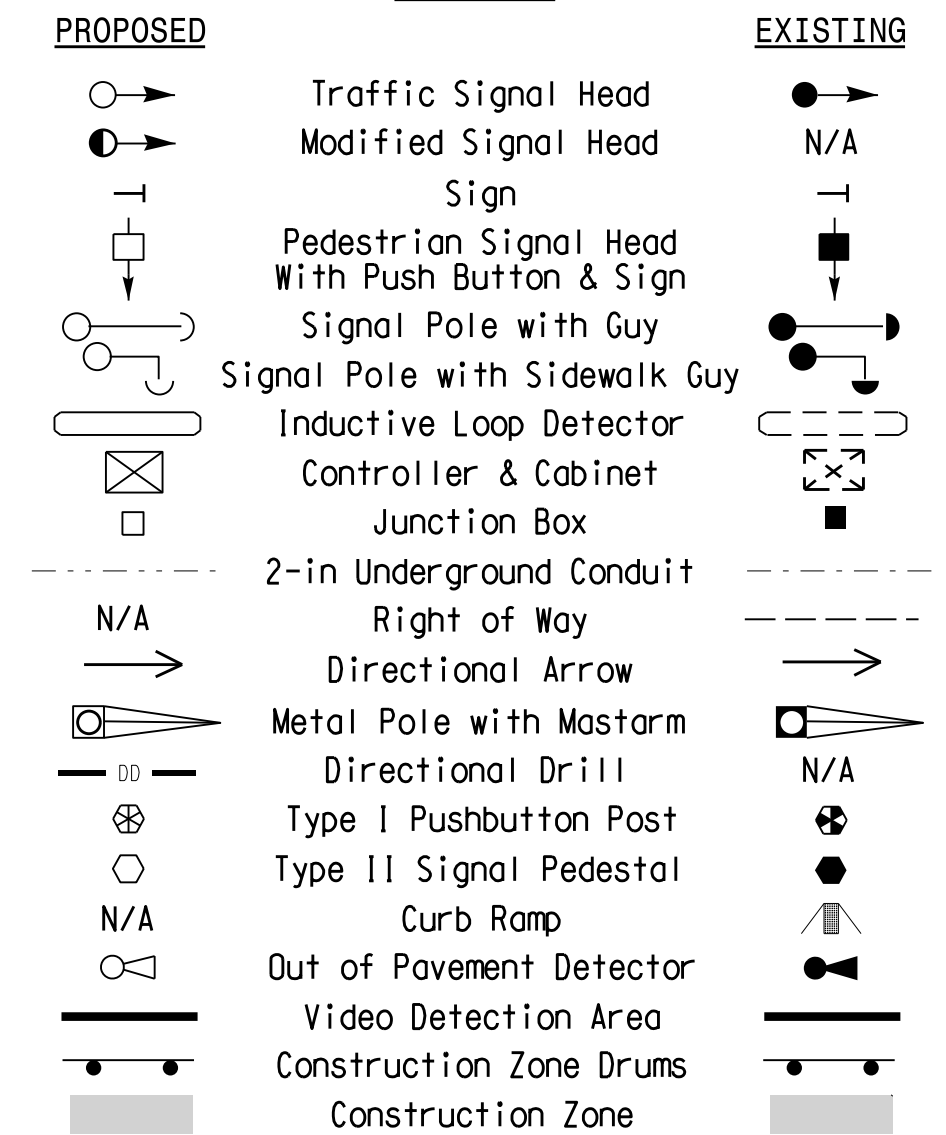
3 Phase Fully Actuated (Cary Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- Disconnect and bag all existing pedestrian signal heads.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Cary signal system data: Fiber channel #: 26.
- This intersection features a video detection system. Shown locations of detectors are conceptual only. Refer to the manufacturer's guidelines for optimal detector placement.



LEGEND



TIMING CHART					
ASC/3-2070EN2 CONTROLLER					
PHASE	Ø2	Ø4	Ø5	Ø6	Ø8
MINIMUM GREEN *	12 SEC.	7 SEC.	7 SEC.	12 SEC.	7 SEC.
VEHICLE EXT. *	6.0 SEC.	2.0 SEC.	2.0 SEC.	6.0 SEC.	2.0 SEC.
YELLOW CHANGE INT.	4.6 SEC.	4.0 SEC.	3.0 SEC.	4.6 SEC.	3.0 SEC.
RED CLEARANCE	1.6 SEC.	1.9 SEC.	3.2 SEC.	1.6 SEC.	3.2 SEC.
MAX. I *	90 SEC.	30 SEC.	15 SEC.	90 SEC.	30 SEC.
RECALL POSITION	MIN. RECALL	NONE	NONE	MIN. RECALL	NONE
LOCK DET.	ON	OFF	OFF	ON	OFF
WALK *	7 SEC.	7 SEC.	- SEC.	7 SEC.	7 SEC.
PED. CLEAR	9 SEC.	14 SEC.	- SEC.	17 SEC.	17 SEC.
VOLUME DENSITY	ON	OFF	OFF	ON	OFF
ACTUATION B4 ADD *	- VEH.	- VEH.	- VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	1.5 SEC.	- SEC.	- SEC.	1.5 SEC.	- SEC.
MAX. INITIAL *	34 SEC.	- SEC.	- SEC.	34 SEC.	- SEC.
TIME B4 REDUCTION *	15 SEC.	- SEC.	- SEC.	15 SEC.	- SEC.
TIME TO REDUCE *	30 SEC.	- SEC.	- SEC.	30 SEC.	- SEC.
MINIMUM GAP	3.0 SEC.	- SEC.	- SEC.	3.0 SEC.	- SEC.
DUAL ENTRY	OFF	ON	OFF	OFF	ON
SIMULTANEOUS GAP	ON	ON	ON	ON	ON

* 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.

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

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SR 3015 (Airport Boulevard) at SR 1641 (Slater Road)

Division 5 Wake County Morrisville

PLAN DATE: February 2019 REVIEWED BY:

PREPARED BY: J.A. Lohr REVIEWED BY:

REVISIONS INIT. DATE

SCALE 0 40 1"=40'

7/24/2019

SIG. INVENTORY NO. 05-208871

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

ROBERT J. ZIEGLER

PROFESSIONAL ENGINEER

026486

DATE

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