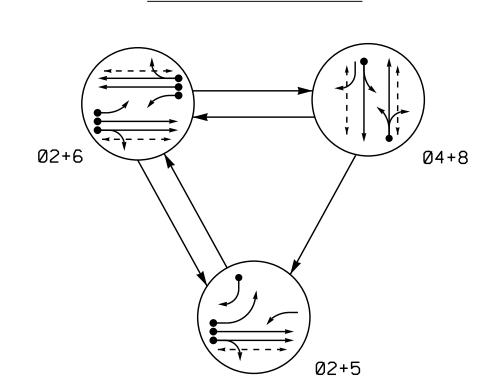
#### PROJECT REFERENCE NO. Sig 2.0 I-5700

## PHASING DIAGRAM



### PHASING DIAGRAM DETECTION LEGEND

<b>←</b>	DETECTED MOVEMENT
<b>←</b>	UNDETECTED MOVEMENT (OVERLAP)
<b>←</b>	UNSIGNALIZED MOVEMENT
<>	PEDESTRIAN MOVEMENT

TABLE OF OPERATION												
		PHASE										
SIGNAL FACE	Ø2+5	Ø20+6	04+8	11日のエ								
21, 22	G	G	R	Υ								
41	R	R	G	R								
42	R/	R	G	R								
51	-	<del>F</del> →	<del>√</del> R	<del>-</del> ¥								
61	₹	₹	<del>∢ </del> }	<del>-</del> ¥								
62,63	R	G	R	Υ								
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								

		All Head	s L.E.D.	
12" 61	12" 51	R Y 12" 21, 22 41 62, 63 81, 82	T	P21, P22 P41, P42 P61, P62 P81, P82

SIGNAL FACE I.D.

LOOP & DETECTOR INSTALLATION CHART  ASC/3-2070EN2 CONTROLLER W/ TS-2 CABINET												
	INDUCT	IVE LOOP	PS			DETECTOR UNITS						
LOOP /	SIZE	DIST. FROM STOPBAR	TURNS	NEW	EXISTING	NEMA PHASE	ZEX	XISTING	TIM	ING	ADDED INITIAL	DET. TYPE
ZONE NO.	(ft)	(ft)		Z	EXI	IIIAJE	Z	EXI	FEATURE	TIME (sec.)		
2A	6X6	300	5	-	Χ	2	-	Χ	-	_	Х	N
2B	6X6	300	5	-	Χ	2	-	Χ	-	-	X	Ν
4A <del>*</del>	6X40	0	*	Х	-	4	*	-	-	-	-	S
Ε Λ	CV 10	0	2-4-2	-		5	_	Χ	DELAY	15	-	S
5A	6X40				X	2	_	Χ	DELAY	3	-	G
5B <b>*</b>	6X40	0	*	Χ	-	5	*	-	DELAY	15	-	S
6A <del>*</del>	6X6	300	*	Х	-	6	*	-	-	-	Χ	N
6B <del>*</del>	6X6	300	*	Х	-	6	*	-	-	-	Х	N
6C <del>*</del>	6X40	0	*	Х	-	6	*	-	DELAY	3	-	G
8.8	6X40	0	2-4-2	-	Χ	8	-	Χ	DELAY	5	-	S

<sup>\*</sup> Video detection zone.

# 3 Phase Fully Actuated (Cary Signal System)

## **NOTES**

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Phase 5 may be lagged.
- 4. Set all detector units to presence mode.
- 5. Disconnect and bag all existing pedestrian signal heads.
- 6. Pavement markings are existing.
- 7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- 8. Cary signal system data: Fiber channel #: 26.

**PROPOSED** 

N/A

9. 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

Traffic Signal Head

Modified Signal Head

Sign Pedestrian Signal Head With Push Button & Sign Signal Pole with Guy Signal Pole with Sidewalk Guy Inductive Loop Detector Controller & Cabinet Junction Box

2-in Underground Conduit

Right of Way Directional Arrow Metal Pole with Mastarm

Directional Drill

Type I Pushbutton Post Type II Signal Pedestal Curb Ramp Out of Pavement Detector Video Detection Area Construction Zone Drums Construction Zone

**EXISTING** 

**-**

N/A

N/A

	MPH Grade	(9)
	35 M -2% Gr	
	Metal Pole #1	45 MPH +1% Grade
	SR 3015 (Airport Boulevard)	P81
=======================================	=====================================	<u></u>
	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	€
2ACI	= = = = = = = = = = = = = = = = = = =	<u>→</u> 6A
	P22	SR 3015 (Aipport
	Metal Po	ole #2 SR 3015 (Airport Boulevard)
TIMING CHART /3-2070EN2 CONTROLLER	Texas Steakhouse  \$\frac{1}{20} \text{MPH} \\ \frac{20}{20} \text{MPH} \\ \frac{20}{20} \text{Grade} \\ \frac{1}{20} \\ \frac{1}{20} \text{Grade} \\ \frac{1}{20}	

		MTNO OI	LADT		
		MING CH		R	
PHASE	02	04	05	Ø6	Ø8
MINIMUM GREEN *	12 <b>SEC</b> .	7 sec.	7 SEC	c. 12 <b>SEC</b> .	. 7 <b>SEC</b> .
VEHICLE EXT. *	6.0 SEC.	2.0 <b>SEC</b> .	2.0 <b>SEC</b>	c. 6.0 sec.	. 2.0 <b>SEC</b> .
YELLOW CHANGE INT.	4.6 SEC.	4.0 sec.	3.0 <b>SEC</b>	2. 4.6 <b>SEC</b> .	3.0 <b>SEC</b> .
RED CLEARANCE	1.6 SEC.	1.9 <b>SEC</b> .	3.2 <b>SEC</b>	1.6 sec.	3.2 <b>SEC</b> .
MAX. 1 *	90 <b>SEC</b> .	30 <b>SEC</b> .	15 <b>SEC</b>	. 90 <b>SEC</b> .	. 30 <b>SEC</b> .
RECALL POSITION	MIN. RECALL	NONE	NONE	MIN. RECALL	NONE
LOCK DET.	ON	OFF	OFF	ON	OFF
WALK *	7 <b>SEC</b> .	7 sec.	– SEC	. 7 <b>SEC</b> .	. 7 <b>SEC</b> .
PED. CLEAR	9 <b>SEC</b> .	14 sec.	- SEC	. 17 sec.	. 17 <b>SEC</b> .
VOLUME DENSITY	ON	OFF	OFF	ON	OFF
ACTUATION B4 ADD *	- VEH.	– VEH.	- VEH	I. – VEH.	. – VEH.
SEC. PER ACTUATION *	1.5 SEC.	– SEC.	– SEC.	. 1.5 SEC.	- SEC.
MAX. INITIAL *	34 SEC.	– SEC.	– SEC.	. 34 <b>SEC</b> .	– SEC.
TIME B4 REDUCTION *	15 <b>SEC</b> .	- SEC.	– SEC.	. 15 <b>SEC</b> .	- SEC.

emporary Design 1 (TMP Phase I, Step A)



1"=40'

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

Division 5 Wake County Morrisville PLAN DATE: February 2019 REVIEWED BY: 750 N.Greenfield Pkwy.Garner.NC 27529 PREPARED BY: J.A. Lohr REVIEWED BY:

INIT. DATE REVISIONS

026486 SIG. INVENTORY NO. 05-2088T

DOCUMENT NOT CONSIDERED

FINAL UNLESS ALL SIGNATURES COMPLETED

*	These value	s may be	field	adjusted.	Do	not adjust Min	Green	and	Extension	times f	for pho	ases 2	and	6
	Lancia alla anno	المالية المنافية		M: C	c .	and all the state of the state		.1.1			4			

ON

SEC.

SEC.

ON

ON

30 **SEC**.

ON

30 **SEC** 

3.0 SEC

TIME TO REDUCE \*

SIMULTANEOUS GAP

MINIMUM GAP

DUAL ENTRY