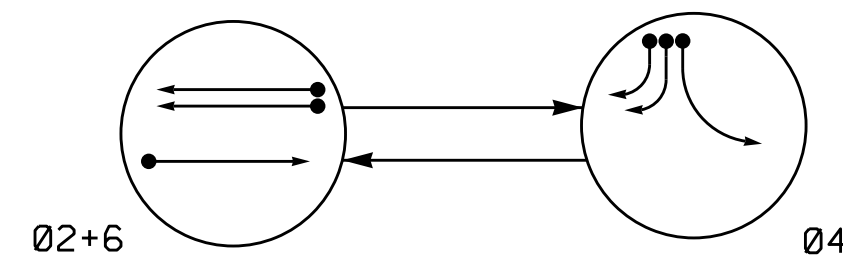


PHASING DIAGRAM



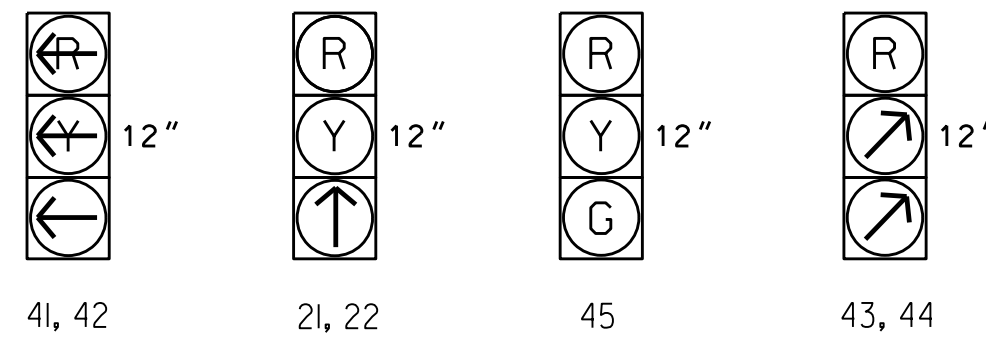
PHASING DIAGRAM DETECTION LEGEND

- ● DETECTED MOVEMENT
- ○ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ⚡ PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	02+6	04	FLASH
21, 22	↑	R	Y
41, 42	←	←	←
43, 44	R	↙	R
45	R	G	R
61, 62	↑	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



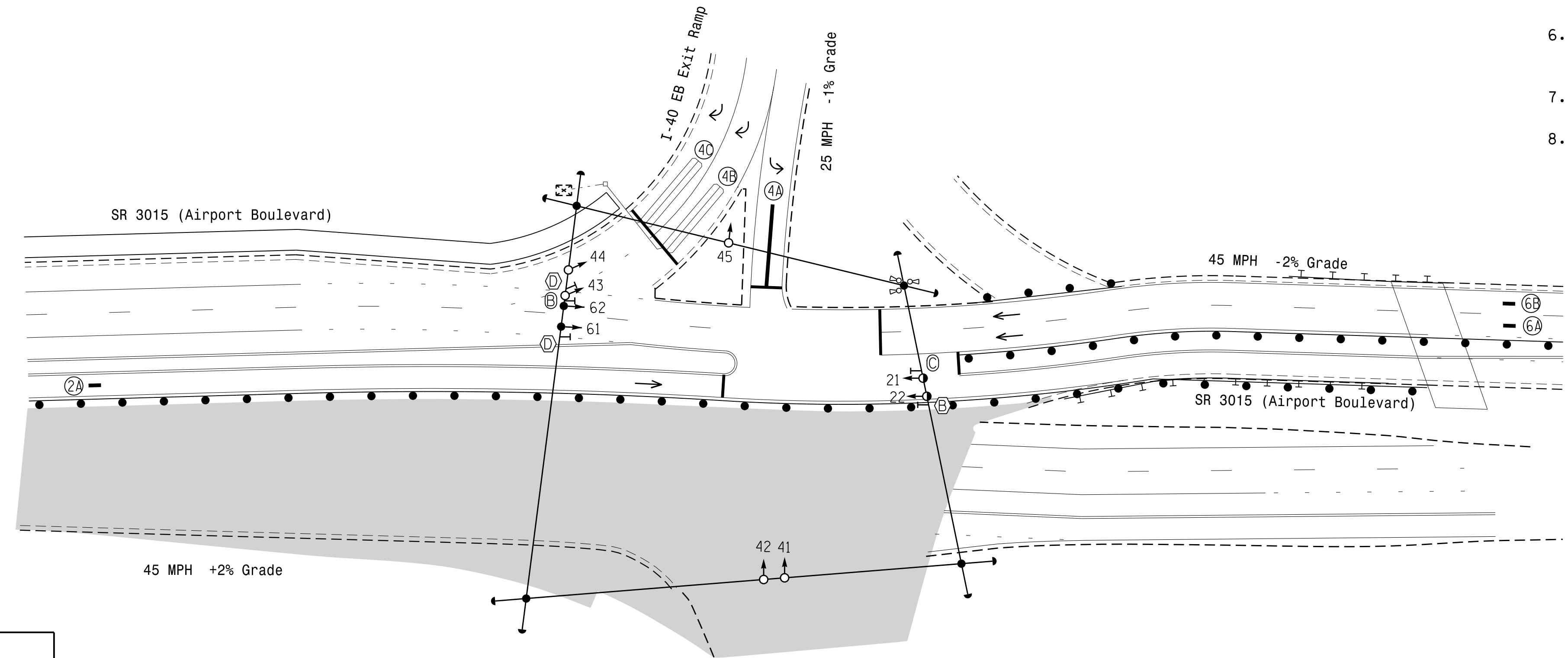
LOOP & DETECTOR INSTALLATION CHART												
ASC/3-2070EN2 CONTROLLER w/ TS-2 CABINET												
INDUCTIVE LOOPS						DETECTOR UNITS						
LOOP / ZONE NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	TURNS	NEW EXISTING	NEMA PHASE	TIMING		ADDED INITIAL	DET. TYPE	TIMING		
						FEATURE	TIME (sec)			FEATURE	TIME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

* Video detection zone.

2 Phase Fully Actuated (Cary Signal System)

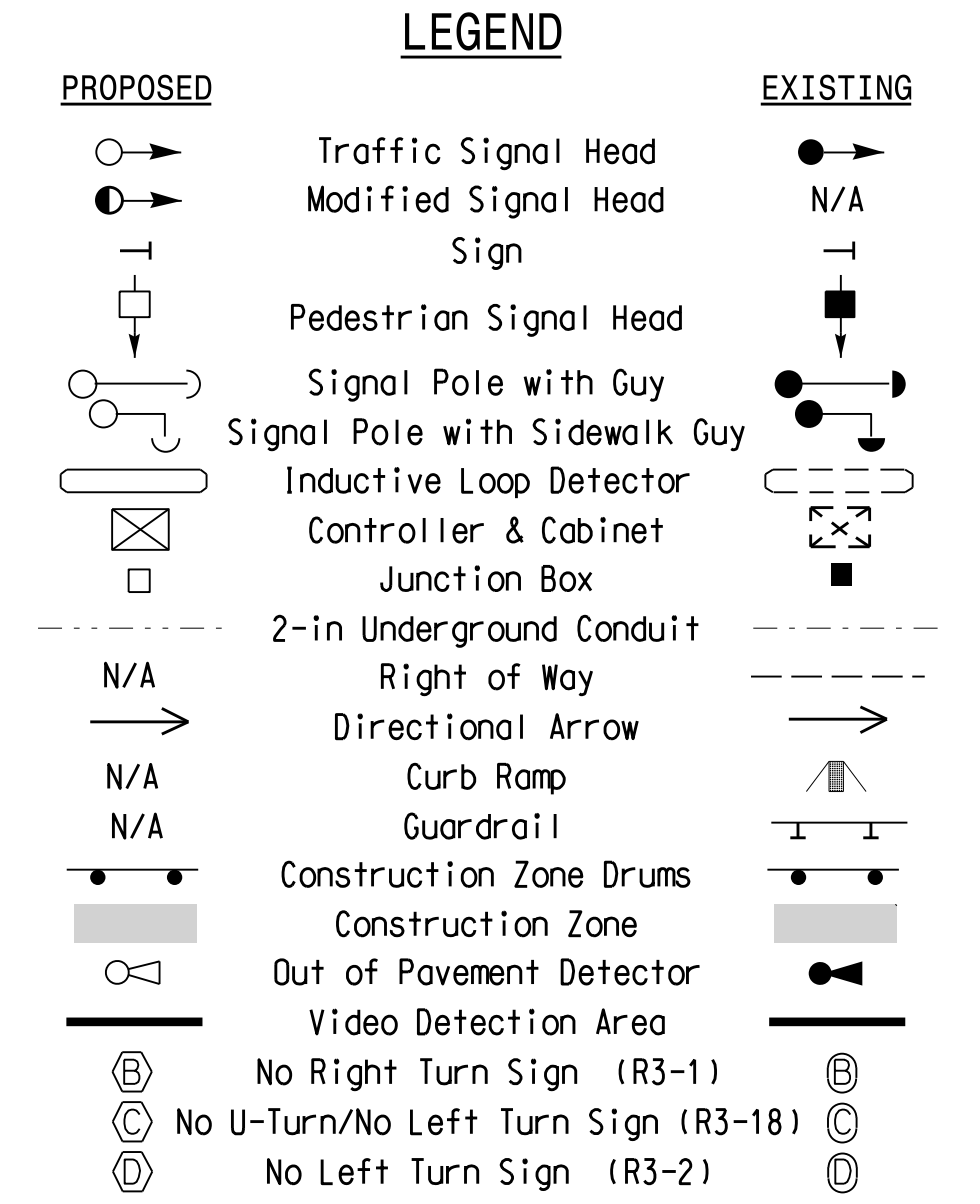
NOTES

- 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.
- Reposition existing signal heads numbered 21, 22, 61, and 62.
- Set all detector units to presence mode.
- Pavement markings are existing unless otherwise shown.
- 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.



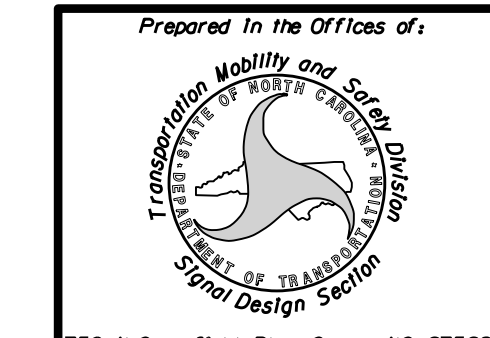
TIMING CHART			
ASC/3-2070EN2 CONTROLLER			
PHASE	02	04	06
MINIMUM GREEN *	12 SEC.	7 SEC.	12 SEC.
VEHICLE EXT. *	6.0 SEC.	2.0 SEC.	6.0 SEC.
YELLOW CHANGE INT.	4.7 SEC.	3.0 SEC.	4.7 SEC.
RED CLEARANCE	2.6 SEC.	2.1 SEC.	2.6 SEC.
MAX. I *	120 SEC.	25 SEC.	120 SEC.
RECALL POSITION	MIN. RECALL	NONE	MIN. RECALL
LOCK DET.	ON	OFF	ON
WALK *	- SEC.	- SEC.	- SEC.
PED. CLEAR	- SEC.	- SEC.	- SEC.
VOLUME DENSITY			
	ON	OFF	ON
ACTUATION B4 ADD *	- VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	2.5 SEC.	- SEC.	1.5 SEC.
MAX. INITIAL *	34 SEC.	- SEC.	34 SEC.
TIME B4 REDUCTION *	15 SEC.	- SEC.	15 SEC.
TIME TO REDUCE *	45 SEC.	- SEC.	45 SEC.
MINIMUM GAP	3.0 SEC.	- SEC.	3.0 SEC.
DUAL ENTRY	OFF	OFF	OFF
SIMULTANEOUS GAP	ON	ON	ON

* These values may be field adjusted. Do not adjust in 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.



This plan supersedes the plan signed and sealed on 7/24/19.

Signal Upgrade - Temporary Design 3 (TMP Phase III, Step A)



SR 3015 (Airport Boulevard) at I-40 EB Ramp

Division 5 Wake County Morrisville

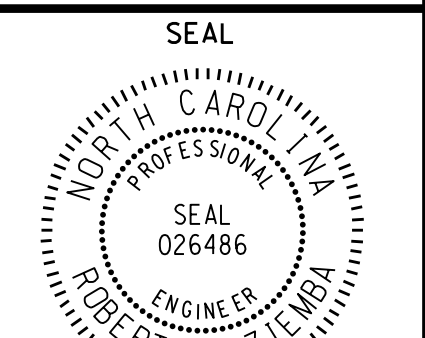
PLAN DATE: September 2019 REVIEWED BY:

PREPARED BY: J.A. Lohr REVIEWED BY:

REVISIONS: _____

INIT. DATE

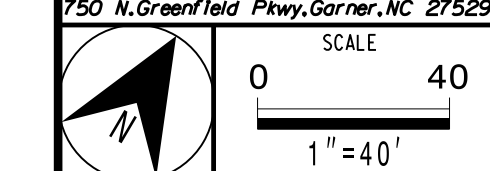
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



DocuSign 10/2/2019

DATE

SIG. INVENTORY NO. 05-094773



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