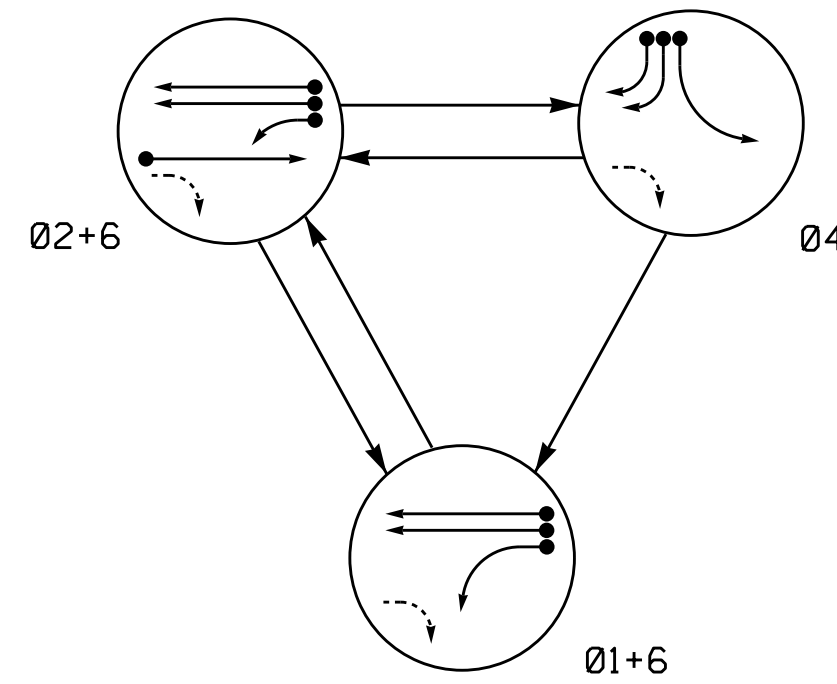


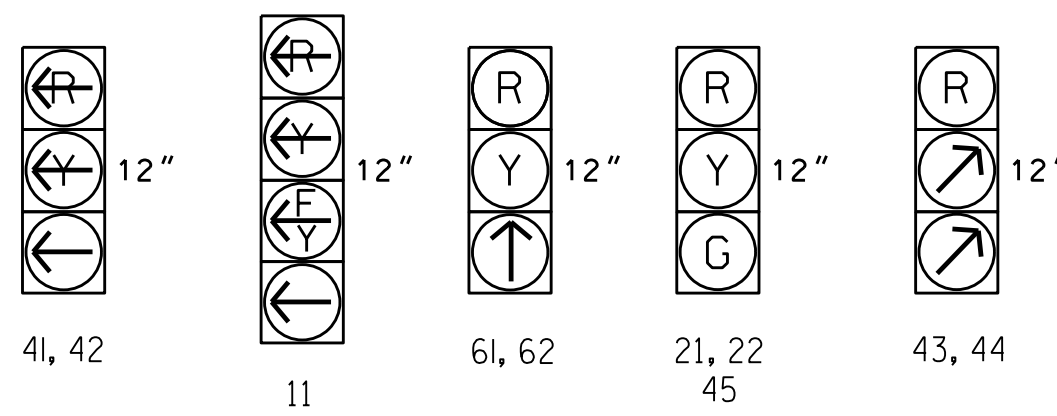
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4	F L T H O D
11	←	←	←	←
21, 22	R	G	R	Y
41, 42	←	←	←	←
43, 44	R	R	G	R
45	R	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	NEW EXISTING	TIMING		ADDED INITIAL	DET. TYPE	
							FEATURE	TIME (sec)			
1A*	6X40	0	*	*	-	-	X	DELAY	15	-	S
					6	-	X	DELAY	3	-	G
2A*	6X6	300	*	*	2	-	X	-	-	X	N
4A*	6X40	0	*	*	4	X	-	-	-	-	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	*	*	6	-	X	-	-	X	N
6B*	6X6	300	*	*	6	-	X	-	-	X	N

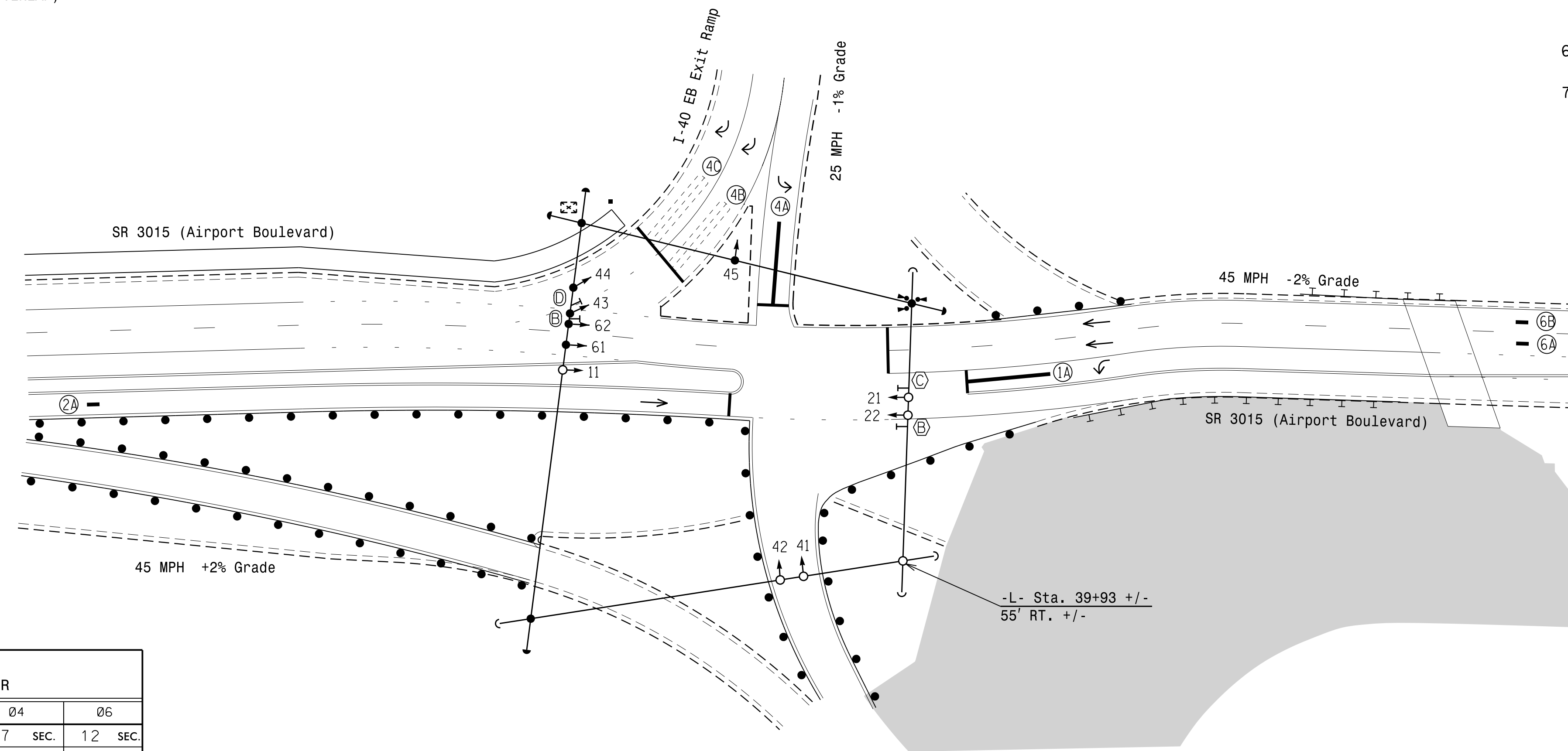
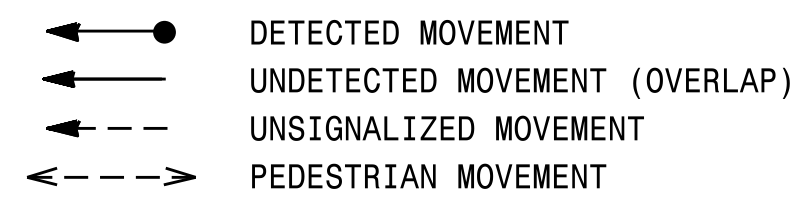
\* Video detection zone.

3 Phase Fully Actuated (Cary Signal System)

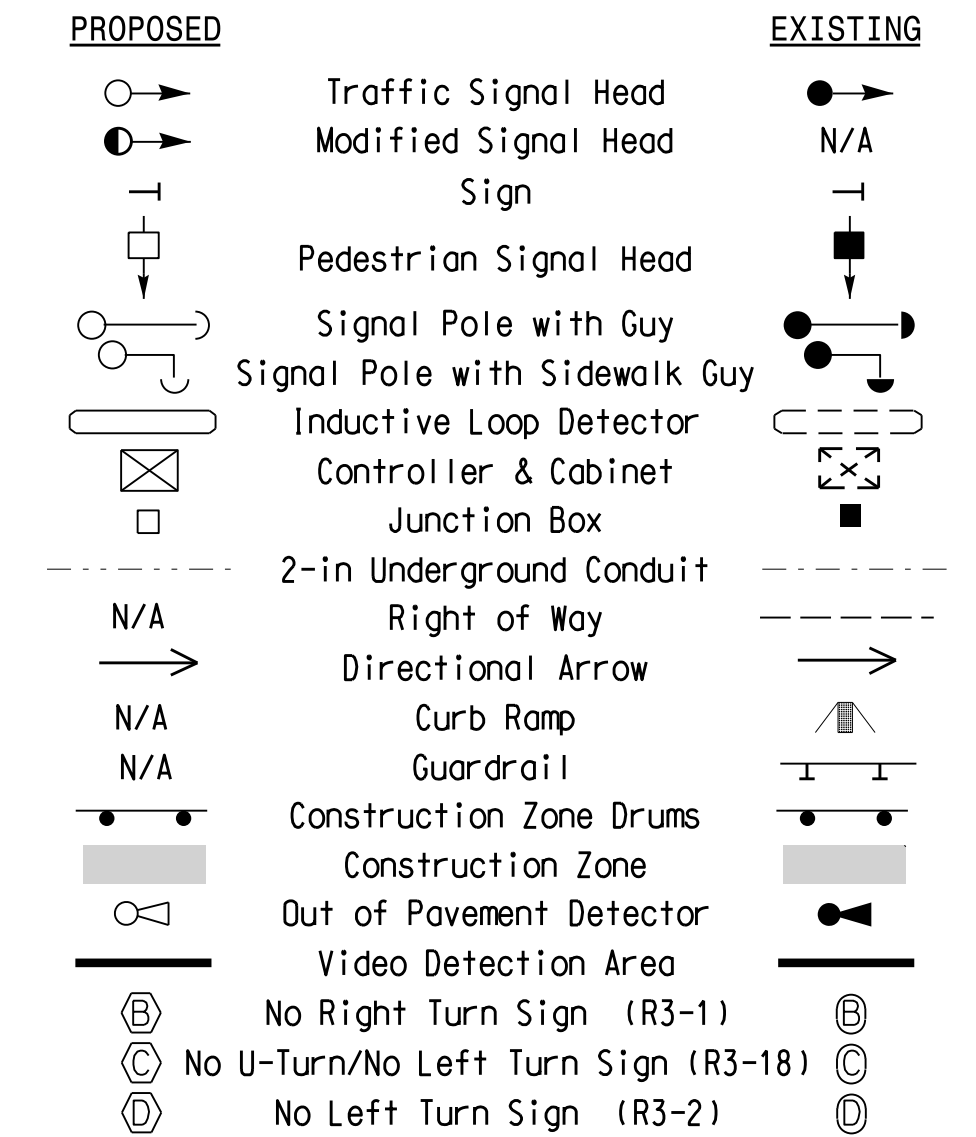
NOTES

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. Set all detector units to presence mode.
4. Pavement markings are existing.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
6. Cary signal system data: Fiber channel #: 26.
7. This intersection features a video detection system. Shown locations of detectors are conceptual only. Refer to the manufacturer's guidelines for optimal detector placement.

PHASING DIAGRAM DETECTION LEGEND



LEGEND



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

TIMING CHART				
ASC/3-2070EN2 CONTROLLER				
PHASE	Ø1	Ø2	Ø4	Ø6
MINIMUM GREEN *	7 SEC.	12 SEC.	7 SEC.	12 SEC.
VEHICLE EXT. *	2.0 SEC.	6.0 SEC.	2.0 SEC.	6.0 SEC.
YELLOW CHANGE INT.	3.0 SEC.	4.7 SEC.	3.0 SEC.	4.7 SEC.
RED CLEARANCE	2.6 SEC.	2.6 SEC.	1.9 SEC.	2.6 SEC.
MAX. 1 *	25 SEC.	120 SEC.	25 SEC.	120 SEC.
RECALL POSITION	NONE	MIN. RECALL	NONE	MIN. RECALL
LOCK DET.	OFF	ON	OFF	ON
WALK *	- SEC.	- SEC.	- SEC.	- SEC.
PED. CLEAR	- SEC.	- SEC.	- SEC.	- SEC.
VOLUME DENSITY	OFF	ON	OFF	ON
ACTUATION B4 ADD *	- VEH.	- VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	- SEC.	2.5 SEC.	- SEC.	1.5 SEC.
MAX. INITIAL *	- SEC.	34 SEC.	- SEC.	34 SEC.
TIME B4 REDUCTION *	- SEC.	15 SEC.	- SEC.	15 SEC.
TIME TO REDUCE *	- SEC.	45 SEC.	- SEC.	45 SEC.
MINIMUM GAP	- SEC.	3.0 SEC.	- SEC.	3.0 SEC.
DUAL ENTRY	OFF	OFF	OFF	OFF
SIMULTANEOUS GAP	ON	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.

Signal Upgrade - Temporary Design 4 (TMP Phase III, Step B)

750 N. Greenfield Pkwy, Garner, NC 27529

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

Division 5 Wake County Morrisville

PLAN DATE: September 2019 REVIEWED BY:

PREPARED BY: J.A. Lohr REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

10/2/2019