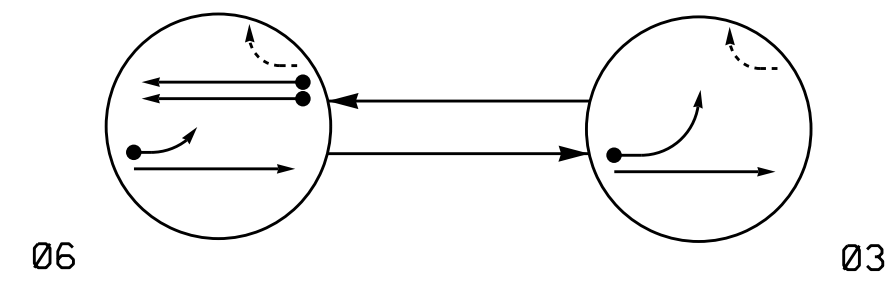


PHASING DIAGRAM

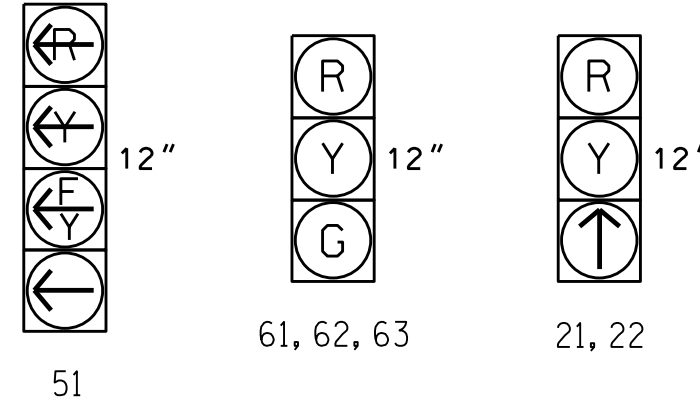


PHASING DIAGRAM DETECTION LEGEND
 —●— DETECTED MOVEMENT
 — UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 <--- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	06	03	F Head
21, 22	↑	↑	Y
51	←	→	Y
61, 62, 63	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



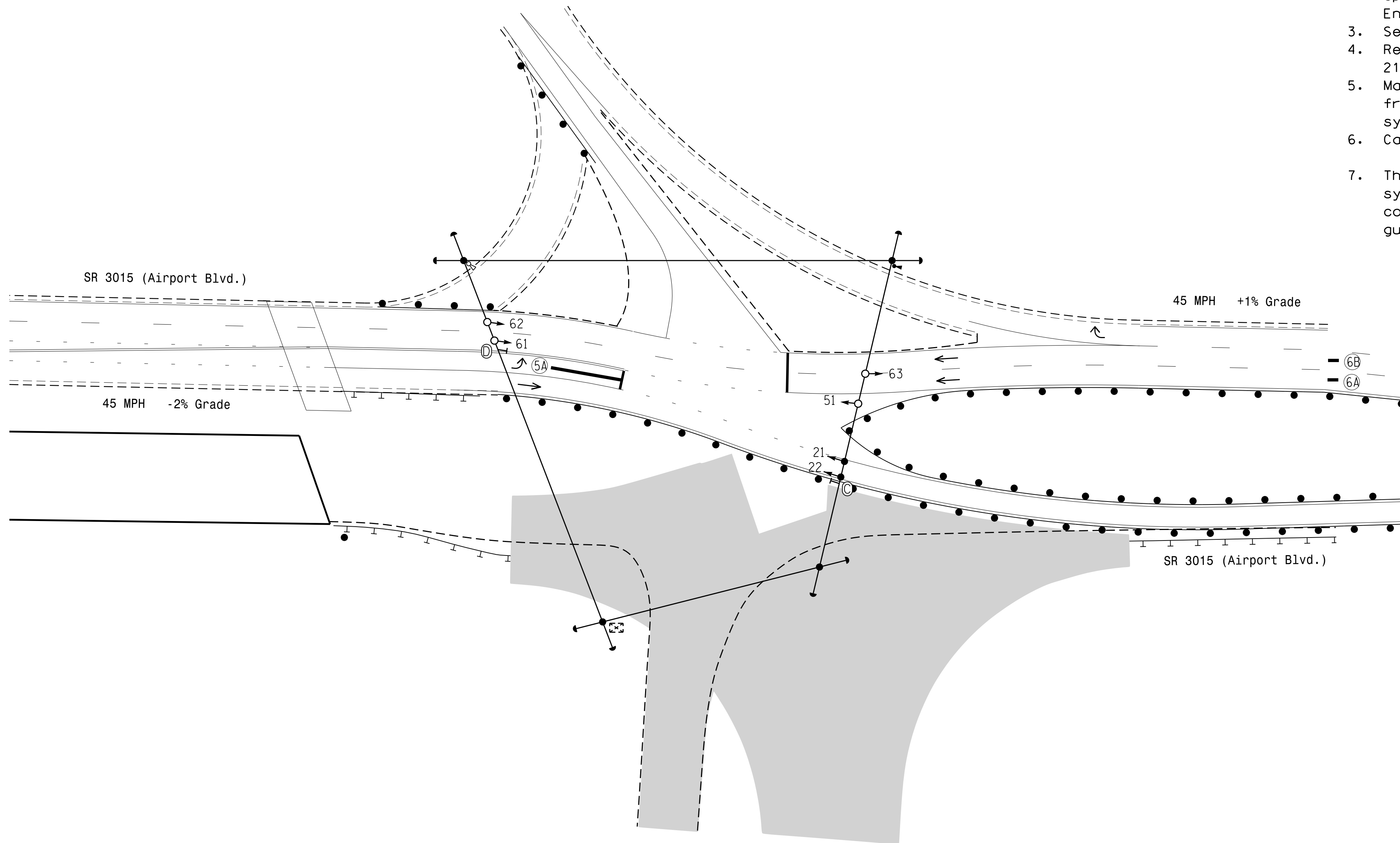
LOOP & DETECTOR INSTALLATION CHART												
ASC/3-2070EN2 CONTROLLER w/ TS-2 CABINET												
ZONE NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	TURNS	INDUCTIVE LOOPS			DETECTOR UNITS					
				NEW	EXISTING	NEW	EXISTING	TIMING		ADDED	DET. TYPE	
				PHASE	PHASE	FEATURE	TIME (sec)	INITIAL				
5A*	6X40	0	*	X	-	3	-	*	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.
- Set all detector units to presence mode.
- Reposition existing signal heads numbered 21 and 22.
- 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 Chabnnel #: 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	03	06
MINIMUM GREEN *	7 SEC.	12 SEC.
VEHICLE EXT. *	2.0 SEC.	6.0 SEC.
YELLOW CHANGE INT.	3.0 SEC.	4.4 SEC.
RED CLEARANCE	1.9 SEC.	1.2 SEC.
MAX. 1 *	35 SEC.	120 SEC.
MAX. 2 *	15 SEC.	35 SEC.
RECALL POSITION	NONE	MIN. RECALL
LOCK DET.	OFF	ON
WALK *	- SEC.	- SEC.
PED. CLEAR	- SEC.	- SEC.
VOLUME DENSITY	OFF	ON
ACTUATION B4 ADD *	- VEH.	- VEH.
SEC. PER ACTUATION *	- SEC.	1.5 SEC.
MAX. INITIAL *	- SEC.	34 SEC.
TIME B4 REDUCTION *	- SEC.	15 SEC.
TIME TO REDUCE *	- SEC.	45 SEC.
MINIMUM GAP	- SEC.	3.0 SEC.
DUAL ENTRY	OFF	OFF
SIMULTANEOUS GAP	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.

LEGEND

PROPOSED	EXISTING

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

SR 3015 (Airport Boulevard) at I-40 WB Ramps			
Division 5	Wake County	Morrisville	
PLAN DATE: March 2018	REVIEWED BY:		
PREPARED BY: J.A. Lohr	REVIEWED BY:		
REVISIONS	INIT.	DATE	
DocuSigned by: 7/24/2019			
SIG. INVENTORY NO. 05-116812			

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED