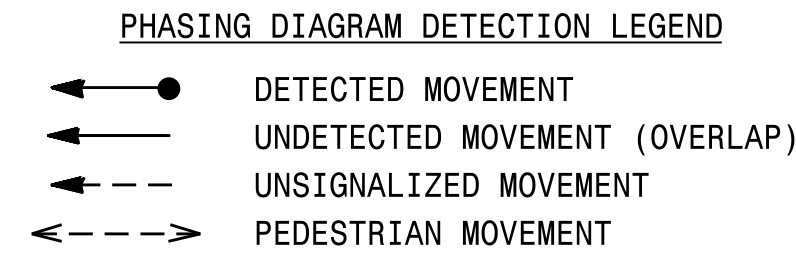
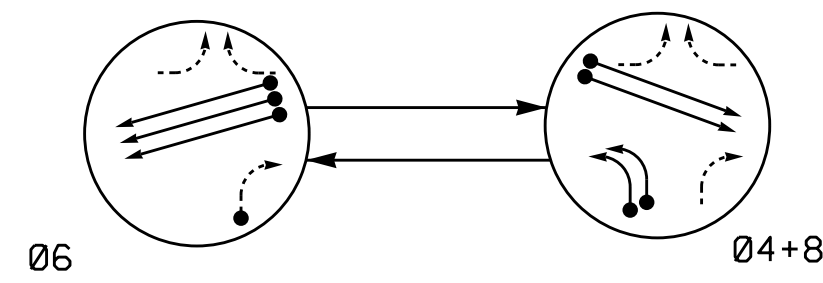
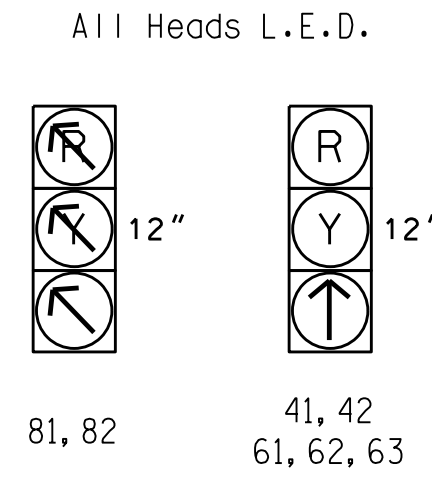


PHASING DIAGRAM



SIGNAL FACE	PHASE		
	06	04+8	F L HEADS
41, 42	R	↑	R
61, 62, 63	↑	R	R
81, 82	R	↘	R

SIGNAL FACE I.D.



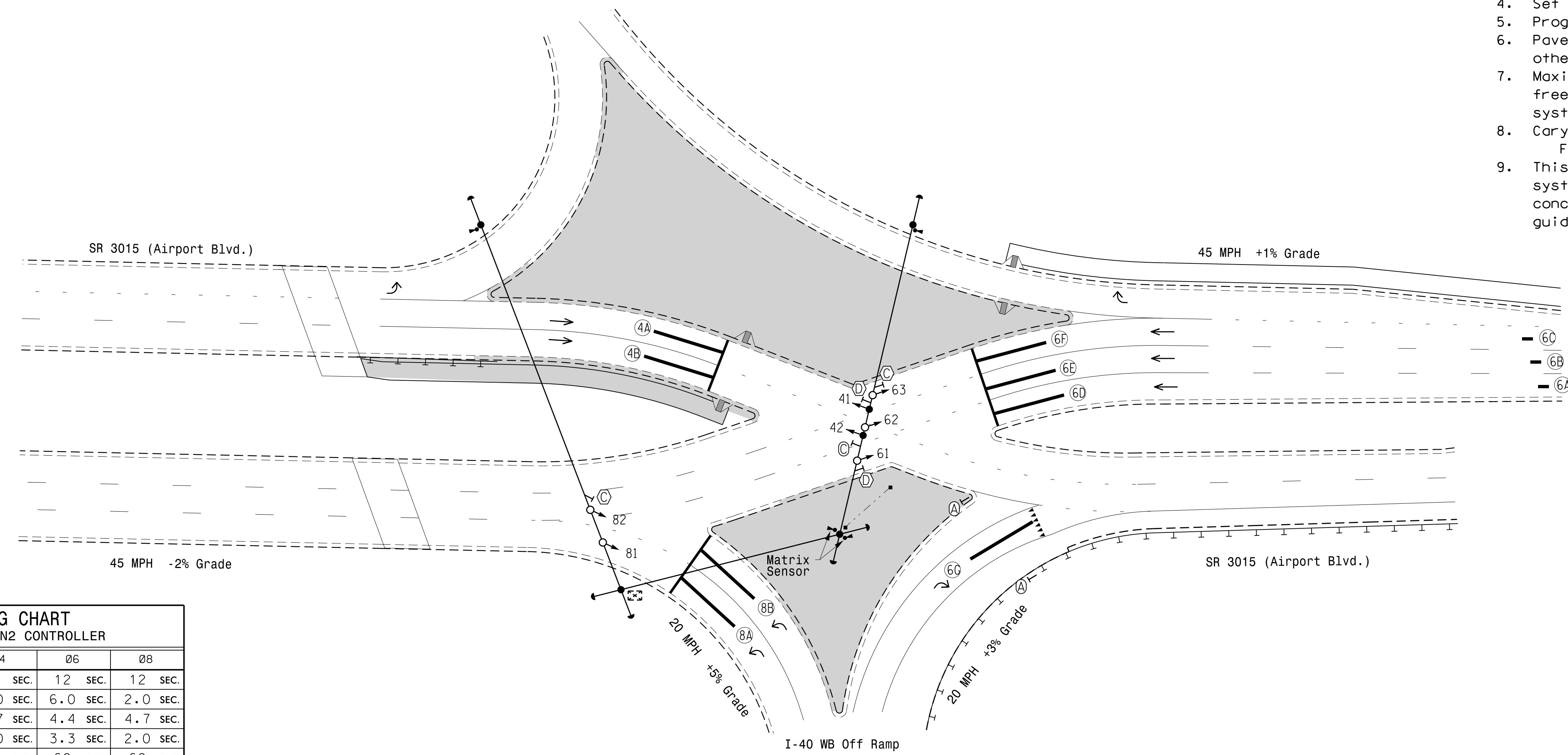
LOOP & DETECTOR INSTALLATION CHART											
ASC/3-2070EN2 CONTROLLER w/ TS-2 CABINET											
ZONE NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	TURNS	NEW EXISTING	NEMA PHASE	NEW EXISTING	DETECTOR UNITS				
							FEATURE	TIME	ADDED INITIAL	DET. TYPE	
4A*	6X40	0	* X	-	4	-	*	-	-	-	S
4B*	6X40	0	* X	-	4	-	*	-	-	-	S
6A*	6X6	300	* X	-	6	-	*	-	-	X	N
6B*	6X6	300	* X	-	6	-	*	-	-	X	N
6C*	6X6	300	* X	-	6	-	*	-	-	X	N
6D*	6X40	0	* X	-	6	-	*	-	-	-	S
6E*	6X40	0	* X	-	6	-	*	-	-	-	S
6F*	6X40	0	* X	-	6	-	*	-	-	-	S
6G*	6X40	0	* X	-	6	-	*	DELAY	20	-	S
8A*	6X40	0	* X	-	8	-	*	-	-	-	S
8B*	6X40	0	* X	-	8	-	*	-	-	-	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.
- Renumber existing signal head numbered 21 and 22 to 41 and 42, respectively.
- Set all detector units to presence mode.
- Program controller to start up in all red.
- 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	04	06	08
MINIMUM GREEN *	12 SEC.	12 SEC.	12 SEC.
VEHICLE EXT. *	2.0 SEC.	6.0 SEC.	2.0 SEC.
YELLOW CHANGE INT.	4.7 SEC.	4.4 SEC.	4.7 SEC.
RED CLEARANCE	2.0 SEC.	3.3 SEC.	2.0 SEC.
MAX. 1 *	60 SEC.	60 SEC.	60 SEC.
MAX. 2 *	- SEC.	- SEC.	- SEC.
RECALL POSITION	NONE	SOFT RECALL	NONE
LOCK DET.	OFF	OFF	OFF
WALK *	- SEC.	- SEC.	- SEC.
PED. CLEAR	- SEC.	- SEC.	- SEC.
VOLUME DENSITY	OFF	ON	OFF
ACTUATION B4 ADD *	- VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	- SEC.	1.0 SEC.	- SEC.
MAX. INITIAL *	- SEC.	34 SEC.	- SEC.
TIME B4 REDUCTION *	- SEC.	15 SEC.	- SEC.
TIME TO REDUCE *	- SEC.	30 SEC.	- SEC.
MINIMUM GAP	- SEC.	3.0 SEC.	- SEC.
DUAL ENTRY	ON	OFF	ON
SIMULTANEOUS GAP	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.

PROPOSED		EXISTING	
○ →	Traffic Signal Head	● →	N/A
○ →	Modified Signal Head Sign	○ →	N/A
○ →	Pedestrian Signal Head With Push Button & Sign	○ →	N/A
○ →	Signal Pole with Guy	○ →	N/A
○ →	Signal Pole with Sidewalk Guy	○ →	N/A
□	Inductive Loop Detector	□	N/A
□	Controller & Cabinet	□	N/A
□	Junction Box	□	N/A
□	2-in Underground Conduit	□	N/A
N/A	Right of Way	N/A	N/A
→	Directional Arrow	→	N/A
N/A	Curb Ramp	N/A	N/A
N/A	Guardrail	N/A	N/A
○	Video Detector	○	N/A
■	Video Detection Area	■	N/A
■	Construction Zone Drums	■	N/A
■	Construction Zone	■	N/A
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ	N/A
Ⓒ	No Right Turn Sign (R3-1)	Ⓒ	N/A
Ⓓ	No U-Turn / No Left Turn Sign (R3-18)	Ⓓ	N/A

Signal Upgrade - Temporary Design 4 (TMP Phase IV)

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

Division 5 Wake County Morrisville

PLAN DATE: March 2018 REVIEWED BY: J.A. Lohr

PREPARED BY: J.A. Lohr REVIEWED BY: J.A. Lohr

SCALE: 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

DATE: 7/24/2019

SIG. INVENTORY NO. 05-116814