

PHASING DIAGRAM

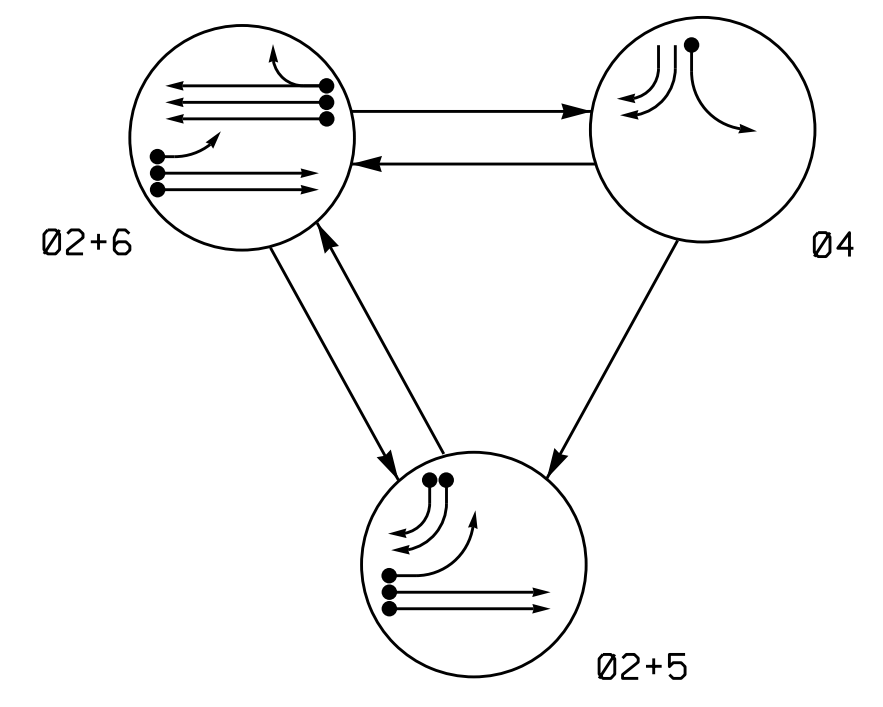
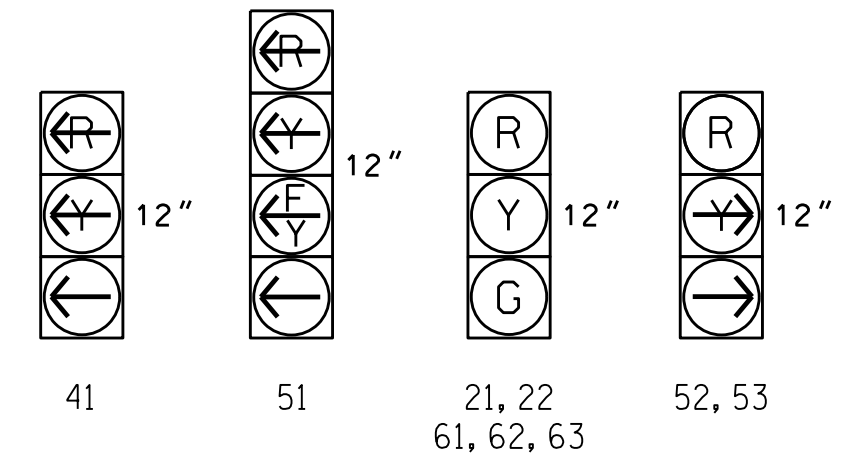


TABLE OF OPERATION

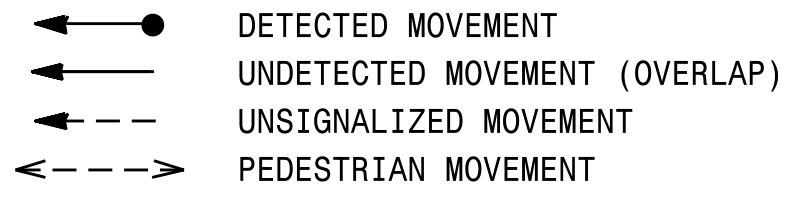
SIGNAL FACE	PHASE			
	02+5	02+6	04	F
21, 22	G	R	Y	
41	R	R	R	
51	R	R	R	
52, 53	R	R	R	
61, 62, 63	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



PHASING DIAGRAM DETECTION LEGEND



LOOP & DETECTOR INSTALLATION CHART
ASC/3-2070EN2 CONTROLLER w/ TS-2 CABINET

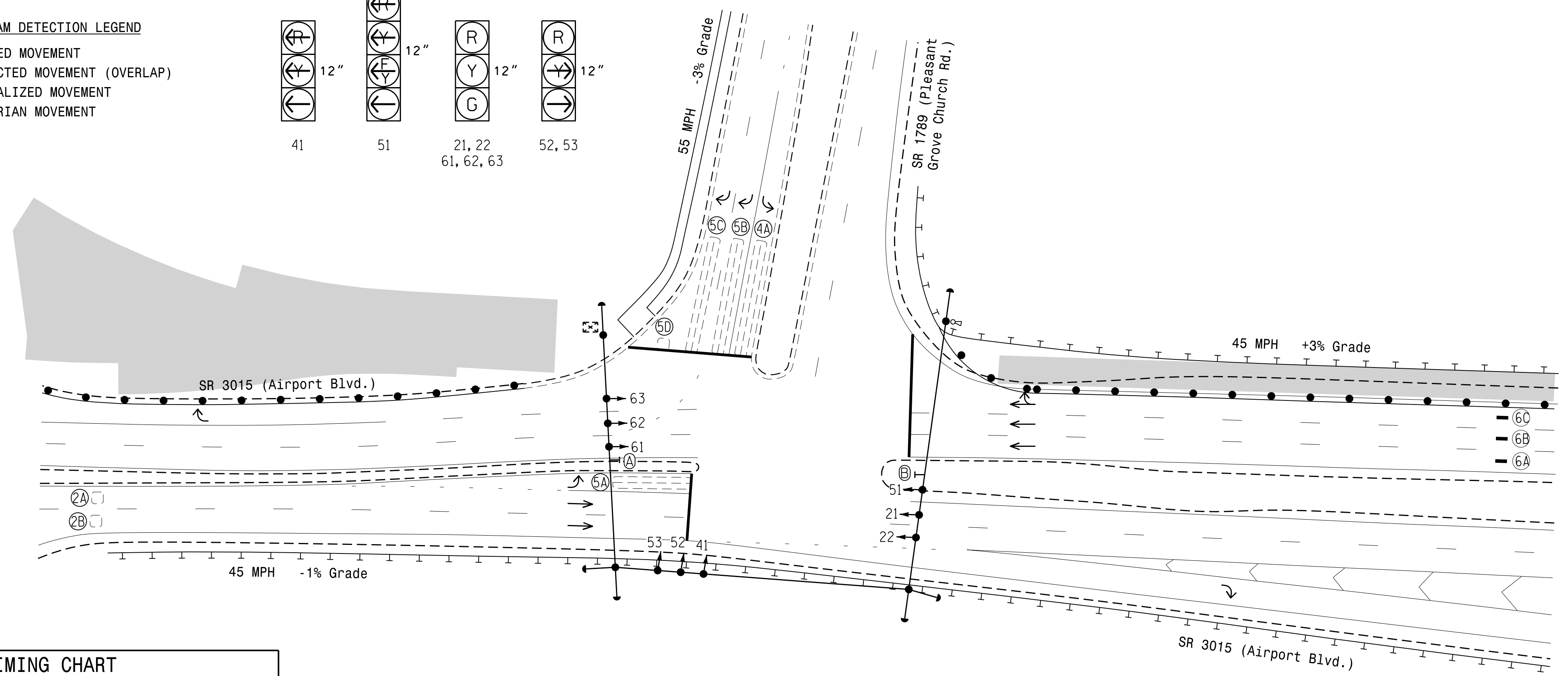
LOOP / ZONE NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	TURNS	INDUCTIVE LOOPS		DETECTOR UNITS		TIMING		ADDED INITIAL	DET. TYPE	
				NEW	EXISTING	NEW	EXISTING	FEATURE	TIME (sec)			
2A	6X6	300	EXIST	-	X	2	-	X	-	X	N	
2B	6X6	300	EXIST	-	X	2	-	X	-	X	N	
4A	6X60	0	2-4-2	-	X	4	-	X	-	-	S	
5A	6X40	0	2-4-2	-	X	5	-	X	DELAY	15	-	S
						2	-	X	DELAY	3	-	G
5B	6X60	0	2-4-2	-	X	5	-	X	DELAY	15	-	S
5C	6X60	0	2-4-2	-	X	5	-	X	DELAY	15	-	S
5D	6X60	0	2-4-2	-	X	5	-	X	DELAY	15	-	S
6A*	6X6	300	*	X	-	6	-	*	-	X	N	
6B*	6X6	300	*	X	-	6	-	*	-	X	N	
6C*	6X6	300	*	X	-	6	-	*	-	X	N	

* 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.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Pavement markings are existing.
- 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.

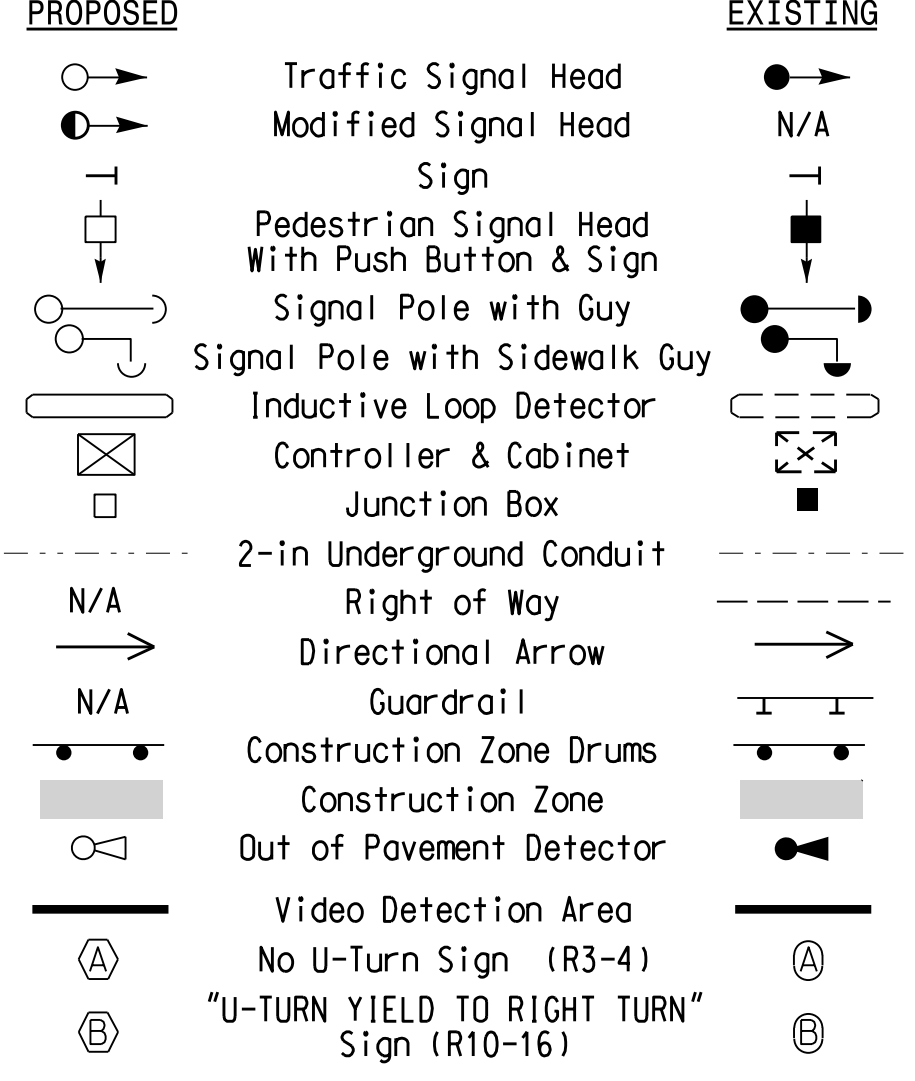


TIMING CHART
ASC/3-2070EN2 CONTROLLER

PHASE	02	04	05	06
MINIMUM GREEN *	12 SEC.	7 SEC.	7 SEC.	12 SEC.
VEHICLE EXT. *	6.0 SEC.	1.0 SEC.	2.0 SEC.	6.0 SEC.
YELLOW CHANGE INT.	4.6 SEC.	3.0 SEC.	3.0 SEC.	4.6 SEC.
RED CLEARANCE	2.0 SEC.	3.3 SEC.	2.6 SEC.	2.0 SEC.
MAX. I *	120 SEC.	30 SEC.	15 SEC.	120 SEC.
RECALL POSITION	MIN. RECALL	NONE	NONE	MIN. RECALL
LOCK DET.	ON	OFF	OFF	ON
WALK *	- SEC.	- SEC.	- SEC.	- SEC.
PED. CLEAR	- SEC.	- SEC.	- SEC.	- SEC.
VOLUME DENSITY	ON	OFF	OFF	ON
ACTUATION B4 ADD *	- VEH.	- VEH.	- VEH.	- VEH.
SEC. PER ACTUATION *	1.5 SEC.	- SEC.	- SEC.	1.0 SEC.
MAX. INITIAL *	34 SEC.	- SEC.	- SEC.	34 SEC.
TIME B4 REDUCTION *	15 SEC.	- SEC.	- SEC.	15 SEC.
TIME TO REDUCE *	30 SEC.	- SEC.	- SEC.	30 SEC.
MINIMUM GAP	3.0 SEC.	- 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 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



Signal Upgrade - Temporary Design 1 (TMP Phase I)

SR 3015 (Airport Blvd.) at SR 1789 (Pleasant Grove Church Rd.)
Division 5 Wake County Morrisville
PLAN DATE: March 2019 REVIEWED BY:
PREPARED BY: J.A. Lohr REVIEWED BY:
REVISIONS INIT. DATE
SCALE 0 40
1"=40'

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SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
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7/24/2019
DATE
SIG. INVENTORY NO. 05-190671