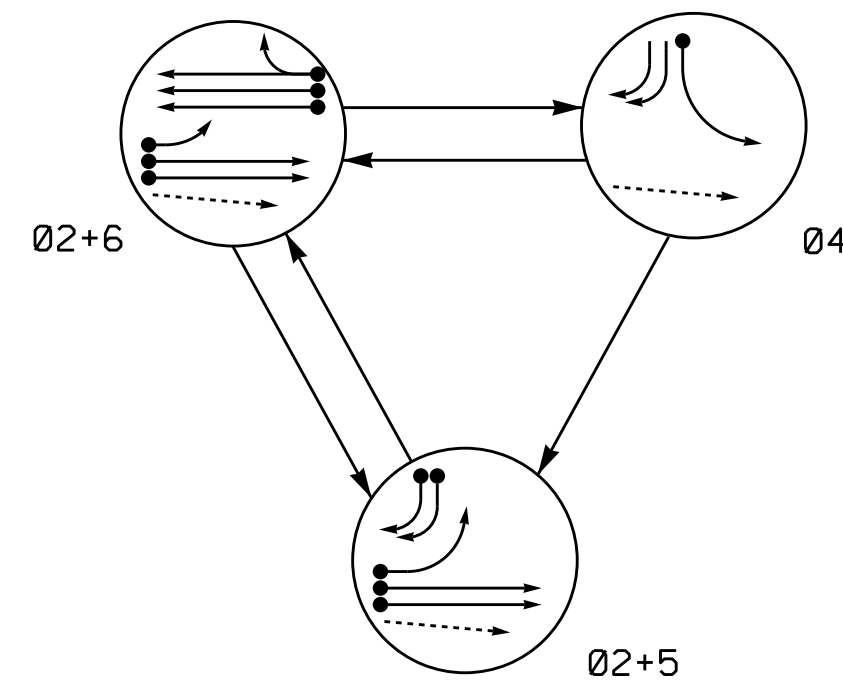
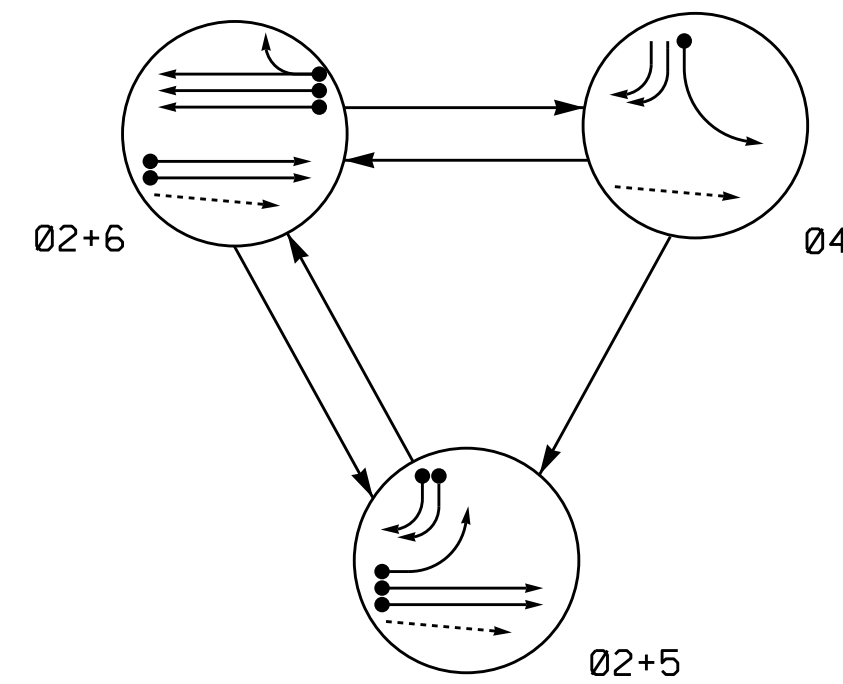


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

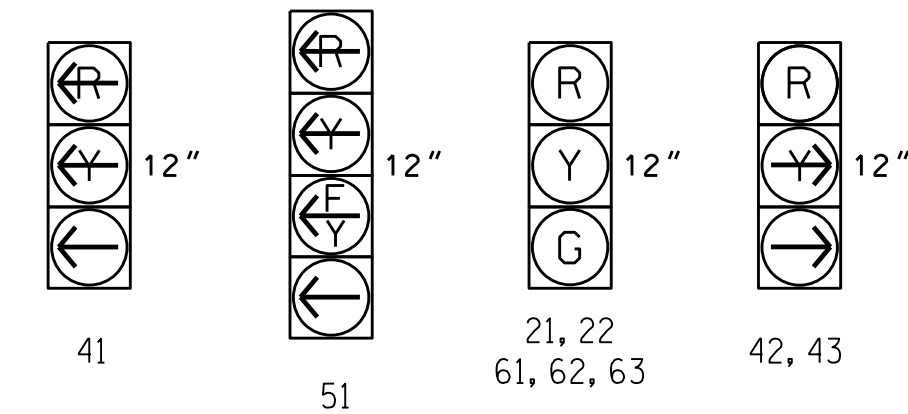
SIGNAL FACE	PHASE			
	02+5	02+6	04	FLASH
21, 22	G	G	R	Y
41	←	←	←	←
42, 43	→	R	→	R
51	←	←	←	←
61, 62, 63	R	G	R	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	04	FLASH
21, 22	G	G	R	Y
41	←	←	←	←
42, 43	→	R	→	R
51	←	←	←	←
61, 62, 63	R	G	R	Y

SIGNAL FACE I.D.

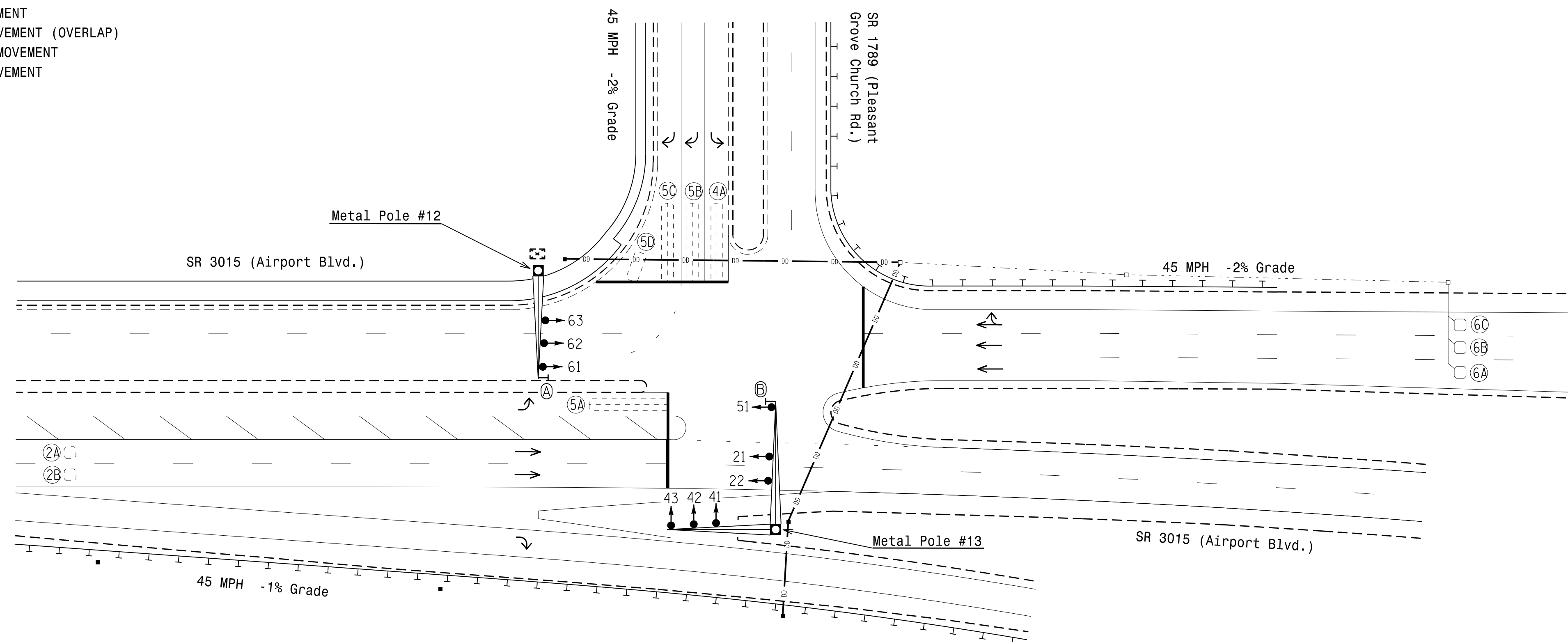
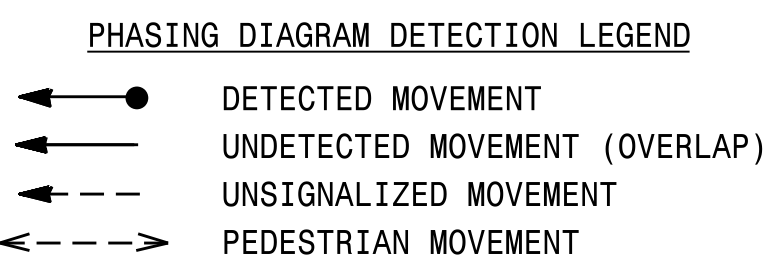
All Heads L.E.D.



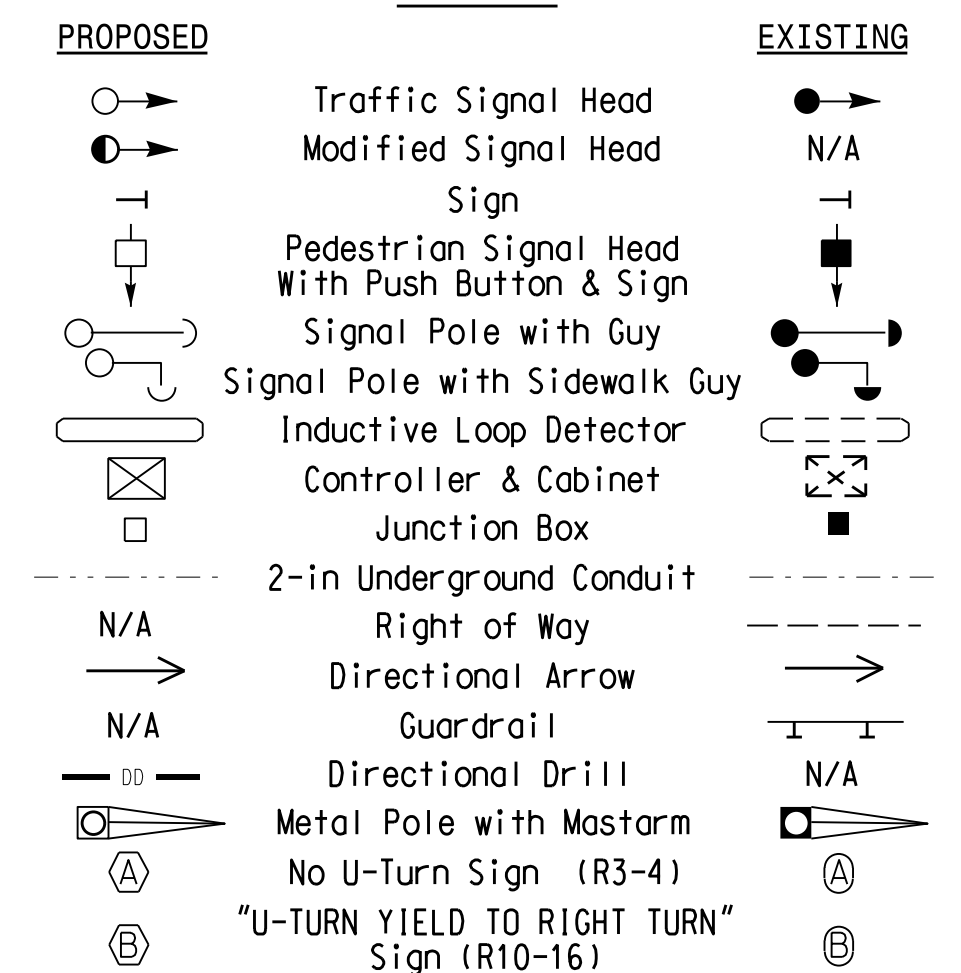
3 Phase Fully Actuated (Cary Signal System)

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.
- 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.



LEGEND



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.	2.0 SEC.	2.0 SEC.	6.0 SEC.
YELLOW CHANGE INT.	4.7 SEC.	3.0 SEC.	3.0 SEC.	4.7 SEC.
RED CLEARANCE	1.8 SEC.	3.3 SEC.	2.6 SEC.	1.8 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

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

LOOP NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	TURNS	INDUCTIVE LOOPS		DETECTOR UNITS						
				NEW	EXISTING	NEMA PHASE	NEW	EXISTING	FEATURE	TIME	ADDED INITIAL	DET. TYPE
2A	6X6	300	5	-	X	2	-	X	-	-	X	N
2B	6X6	300	5	-	X	2	-	X	-	-	X	N
4A	6X60	0	2-4-2	-	X	4	-	X	-	-	-	S
5A	6X60	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	6X15	0	3	-	X	5	-	X	DELAY	15	-	S
6A	6X6	300	5	X	-	6	-	X	-	-	X	N
6B	6X6	300	5	X	-	6	-	X	-	-	X	N
6C	6X6	300	5	X	-	6	-	X	-	-	X	N

* Disable delay during Alternate Phasing operation.
Disable phase call for loop during Alternate Phasing operation.

Signal Upgrade - Final Design

Prepared in the Offices of:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

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: 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 026486
ROBERT J. TEMPLE
7/24/2019
DATE

SIG. INVENTORY NO. 05-1906