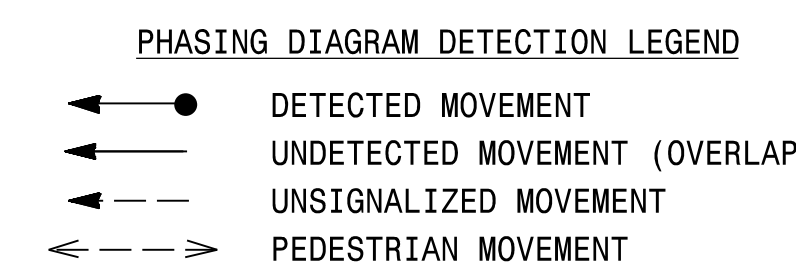
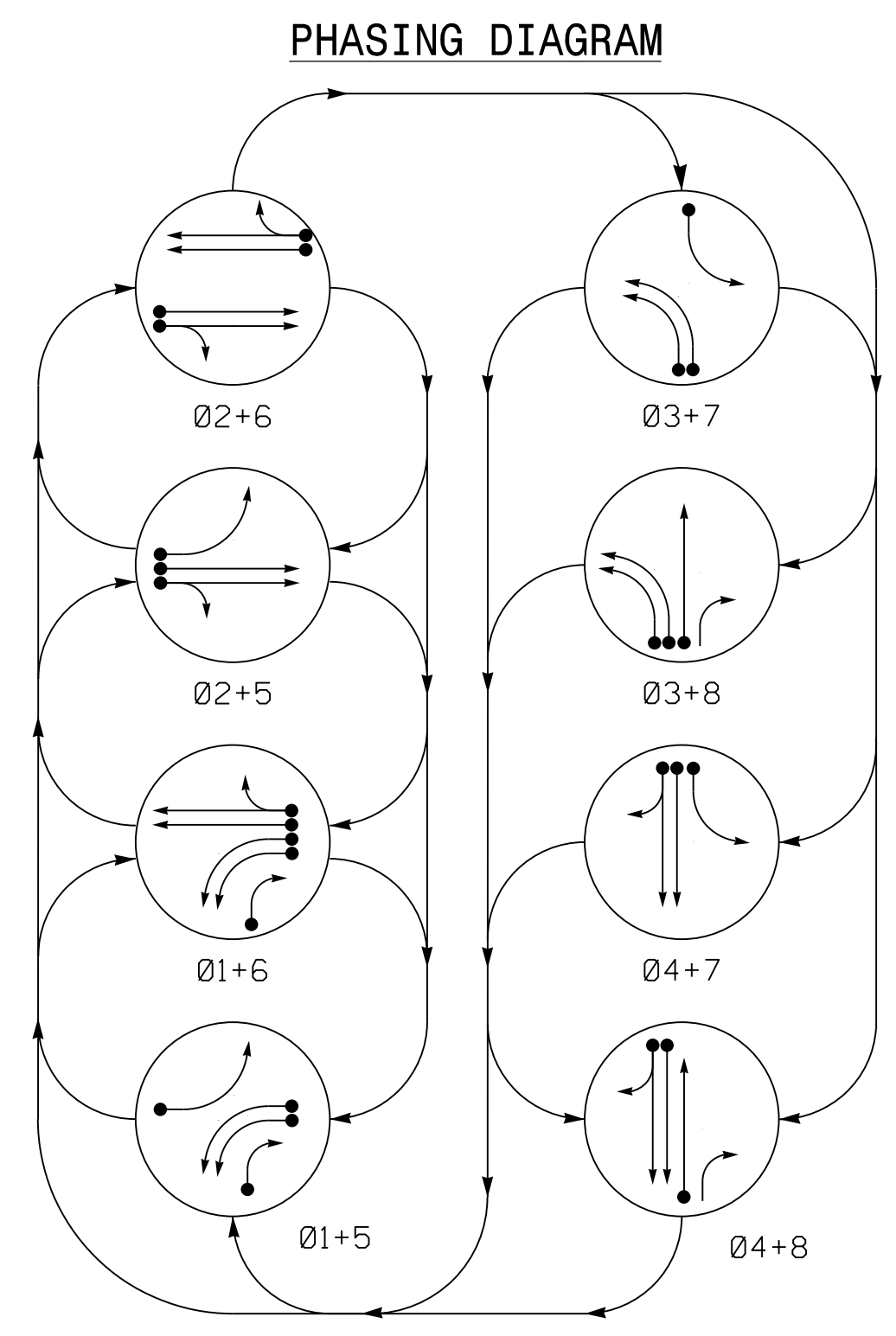


8 Phase Fully Actuated (Burlington-Graham Signal System)

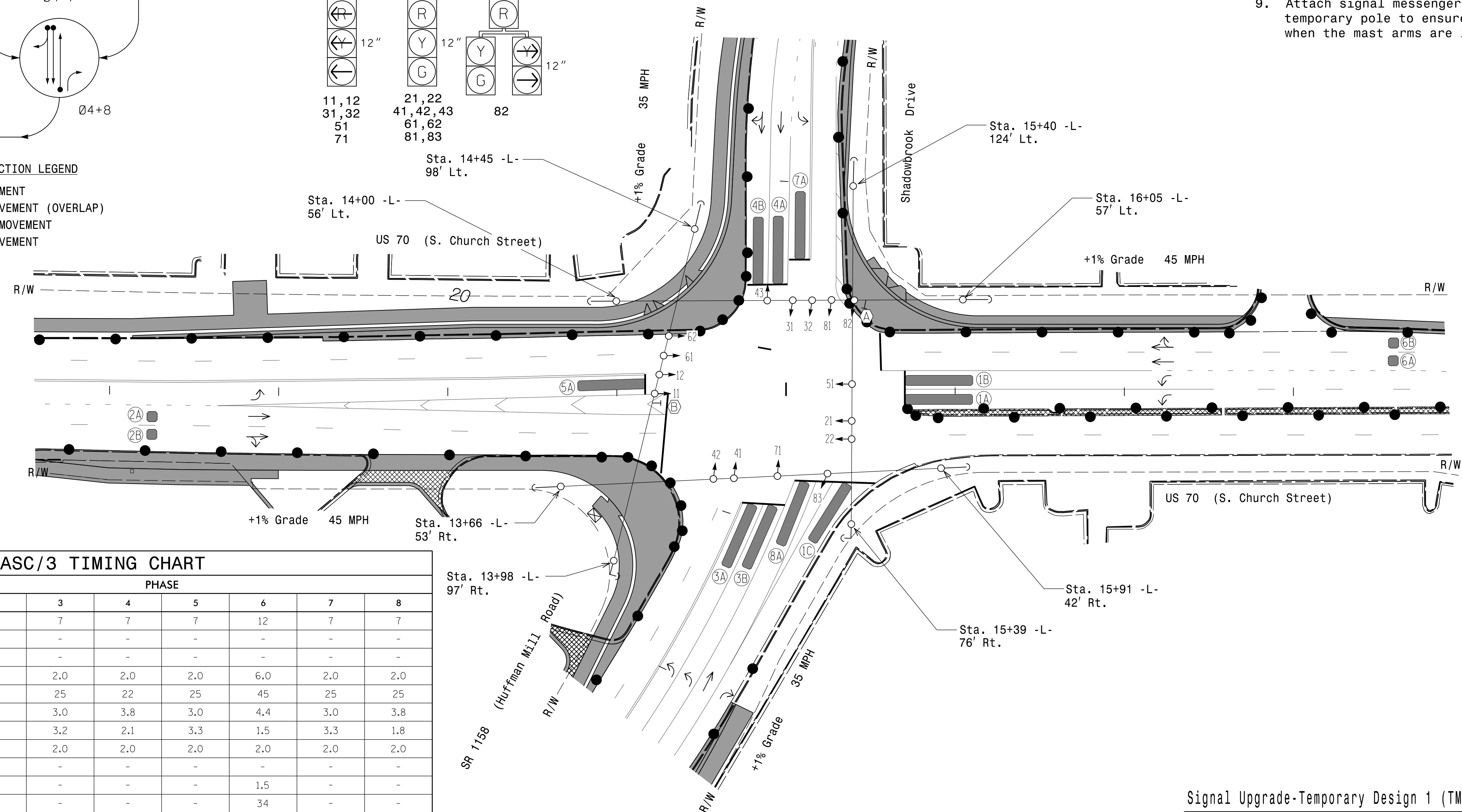
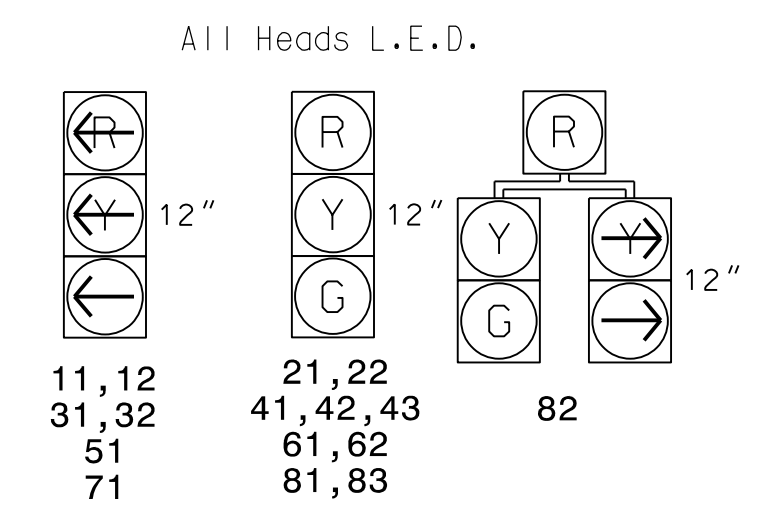


SIGNAL FACE	PHASE							
	01+5	02+6	03+7	04+8	01+6	02+5	03+8	04+7
11,12	←	←	←	←	←	←	←	←
21,22	R	R	G	G	R	R	R	Y
31,32	←	←	←	←	←	←	←	←
41,42,43	R	R	R	R	R	R	G	G
51	←	←	←	←	←	←	←	←
61,62	R	G	R	G	R	R	R	Y
71	←	←	←	←	←	←	←	←
81,83	R	R	R	R	R	G	R	G
82	←	←	←	←	←	←	←	←

ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR				PROGRAMMING							
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP
1A	6X40	0	*	X	1	Yes	-	-	-	N	-
1B	6X40	0	*	X	1	Yes	-	-	-	N	-
1C	6X40	0	*	X	1	Yes	-	15	-	N	-
2A	6X6	300	*	X	2	Yes	-	-	X	N	-
2B	6X6	300	*	X	2	Yes	-	-	X	N	-
3A	6X40	0	*	X	3	Yes	-	3	-	N	-
3B	6X40	0	*	X	3	Yes	-	-	-	N	-
4A	6X40	0	*	X	4	Yes	-	-	-	N	-
4B	6X40	0	*	X	4	Yes	-	10	-	N	-
5A	6X40	0	*	X	5	Yes	-	-	-	N	-
6A	6X6	300	*	X	6	Yes	-	-	X	N	-
6B	6X6	300	*	X	6	Yes	-	-	X	N	-
7A	6X40	0	*	X	7	Yes	-	3	-	N	-
8A	6X40	0	*	X	8	Yes	-	-	-	N	-

\* Video Detection Zone

SIGNAL FACE I.D.



FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	12	7	7	7	12	7	7
Walk *	-	-	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	25	45	25	22	25	45	25	25
Yellow	3.0	4.4	3.0	3.8	3.0	4.4	3.0	3.8
Red Clear	3.5	1.9	3.2	2.1	3.3	1.5	3.3	1.8
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-	-	-	-	-
Seconds /Actuation *	-	1.5	-	-	-	1.5	-	-
Max Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	30	-	-	-	30	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Locking Detector	-	X	-	-	-	X	-	-
Recall Position	-	VEH. RECALL	-	-	-	VEH. RECALL	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	X	X	X	X	X	X	X	X

\* 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.

- NOTES
- Refer to "Roadway Standard Drawings NCDOT" dated January 2024, "Standard Specifications for Roads and Structures" dated January 2024.
  - Do not program signal for late night flashing operation unless otherwise directed by the Engineer. Phase 1 and/or phase 5 may be lagged.
  - Phase 3 and/or phase 7 may be lagged.
  - Set all detector units to presence mode.
  - Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
  - This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
  - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
  - Attach signal messenger cables to the highest point on each temporary pole to ensure the signal heads will not be obscured when the mast arms are installed as shown in the Final plan.

PROPOSED	EXISTING
	N/A
	N/A
	N/A

Signal Upgrade-Temporary Design 1 (TMP Phase 1)

US 70 (S. Church Street) at SR 1158 (Huffman Mill Road)/ Shadowbrook Drive

Division 07 Alamance County Burlington

PLAN DATE: March 2024 REVIEWED BY: G.G. Murr, Jr.

PREPARED BY: B.E. Wynn REVIEWED BY:

REVISIONS: \_\_\_\_\_

SCALE: 1" = 40'

1 Glenwood Avenue Raleigh, NC 27603 Tel: 919.789.9977 Fax: 919.789.9591 License: F-0453

TRANSYSTEMS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 14543 G. G. MURR, JR.

SIGNATURE: B. E. Wynn, Jr.

SIG. INVENTORY NO. 07-0112 11

3/7/2024  
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 USER: lbouillon