

TABLE OF OPERATION

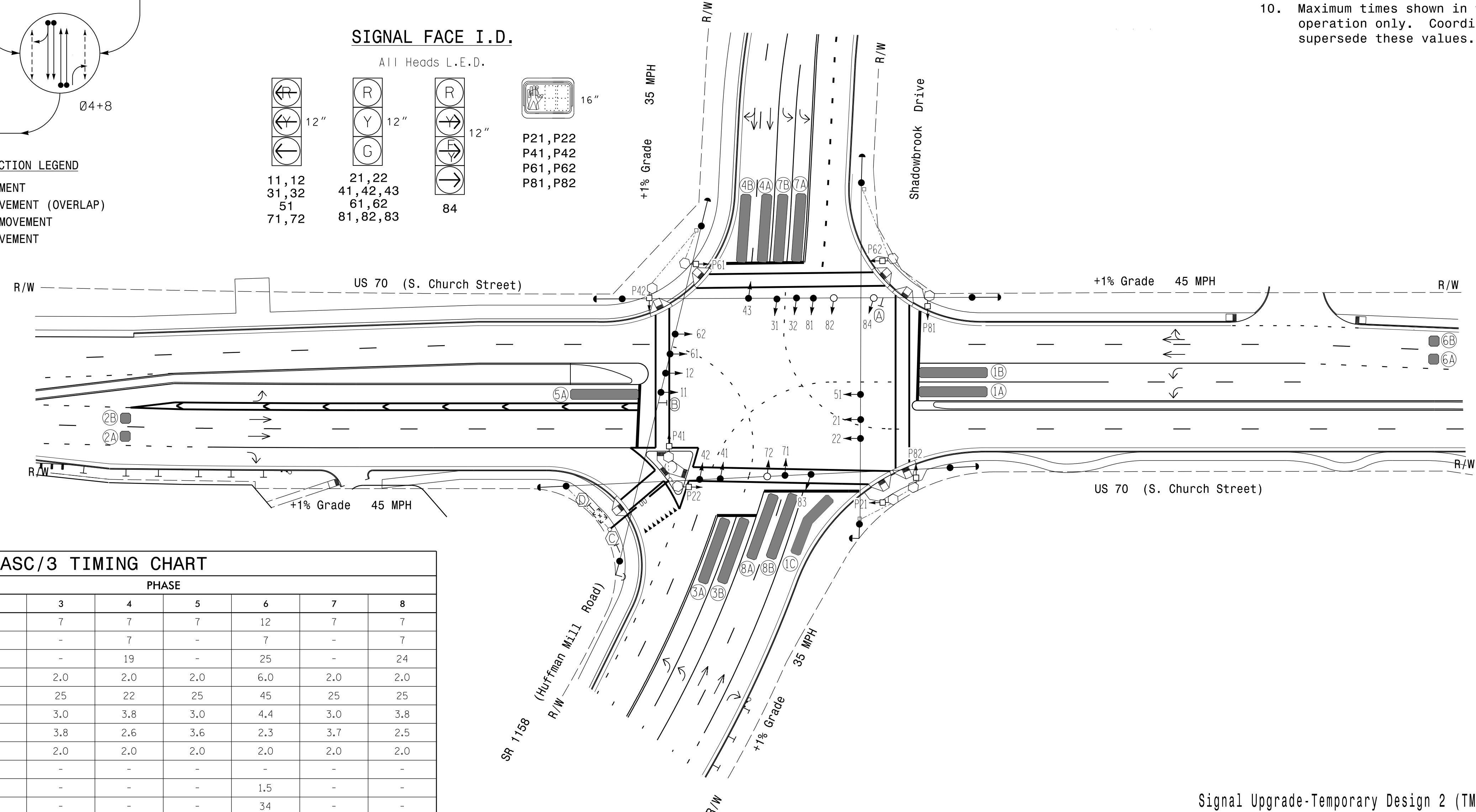
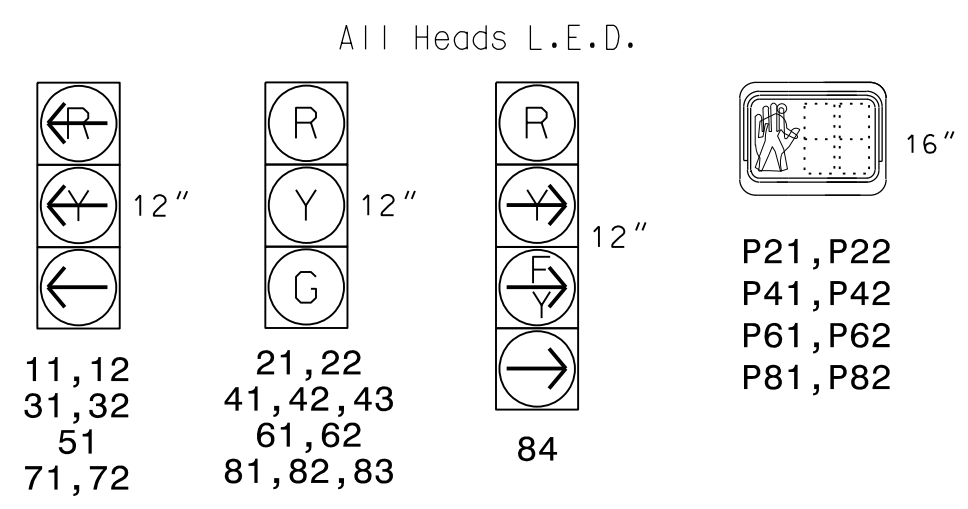
SIGNAL FACE	PHASE							
	01+5	02+5	03+8	04+7	01+6	02+6	03+7	04+8
11,12	←	←	←	←	←	←	←	←
21,22	R	R	G	G	R	R	R	Y
31,32	←	←	←	←	←	←	←	←
41,42,43	R	R	R	R	R	R	G	G
51	←	←	←	←	←	←	←	←
61,62	R	G	R	G	R	R	R	Y
71,72	←	←	←	←	←	←	←	←
81,82,83	R	R	R	R	G	R	G	R
84	←	←	←	←	←	←	←	←
P21,P22	DW	DW	W	W	DW	DW	DW	DRK
P41,P42	DW	DW	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DW	DW	DRK
P81,P82	DW	DW	DW	DW	DW	DW	W	DRK

ASC/3 DETECTOR INSTALLATION CHART

ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW ZONE	PROGRAMMING						
					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	-
7B	6X40	0	*	X	7	Yes	-	-	-	N	-
8A	6X40	0	*	X	8	Yes	-	-	-	N	-
8B	6X40	0	*	X	8	Yes	-	-	-	N	-

* Video Detection Zone

SIGNAL FACE I.D.



ASC/3 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	12	7	7	7	12	7	7
Walk *	-	7	-	7	-	7	-	7
Ped Clear	-	28	-	19	-	25	-	24
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	3.9	2.4	3.8	2.6	3.6	2.3	3.7	2.5
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

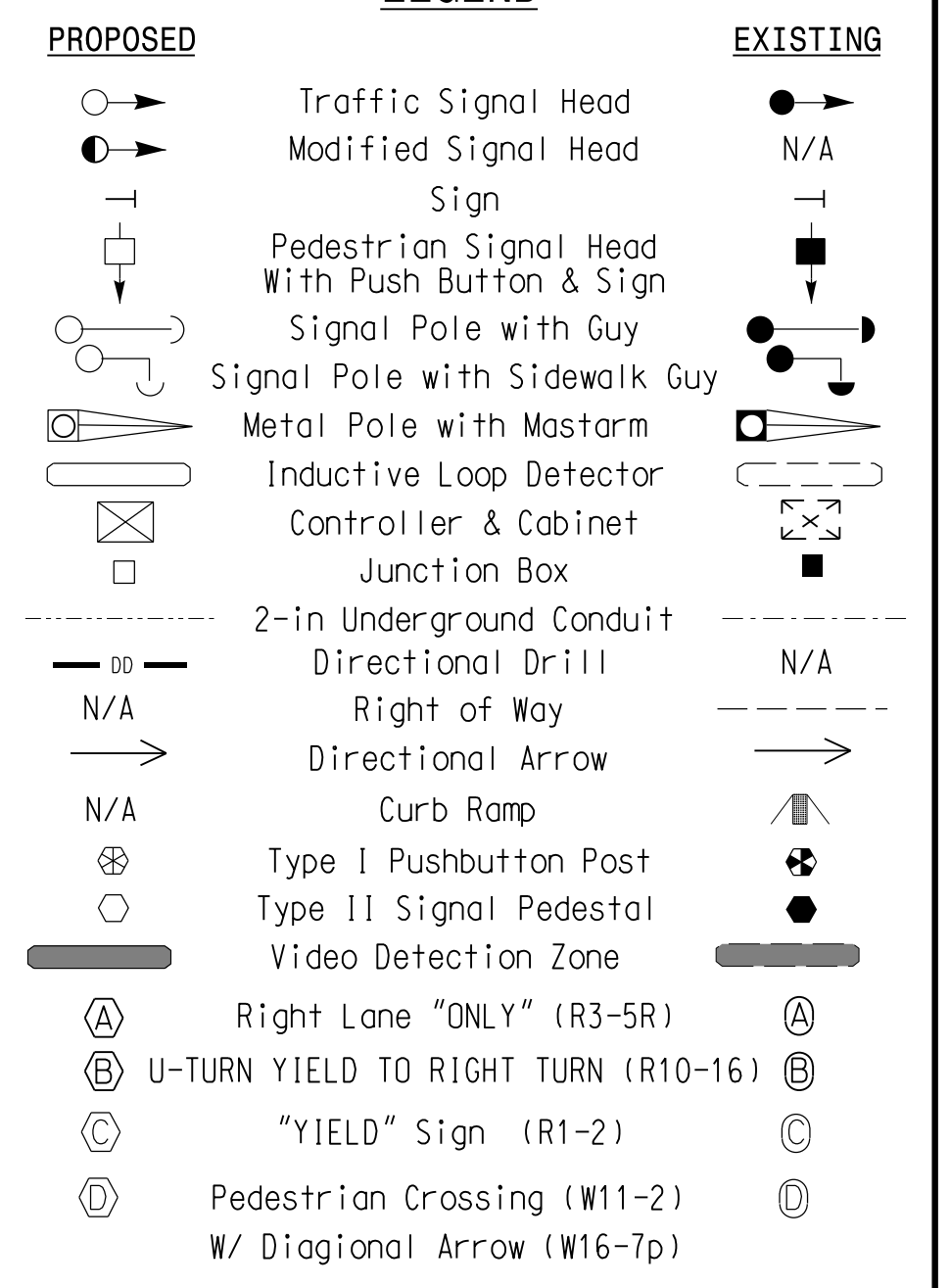
* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

8 Phase Fully Actuated (Burlington-Graham Signal System)

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.
- Reposition existing Sign A and signal heads numbered 31, 32, 41, 42, 43, 51 & 81.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 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.

LEGEND



Signal Upgrade-Temporary Design 2 (TMP Phase 2)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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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:

SEAL

SEAL 14543
ENGINEER
GENE G. MURR, JR.
SIGNATURE DATE