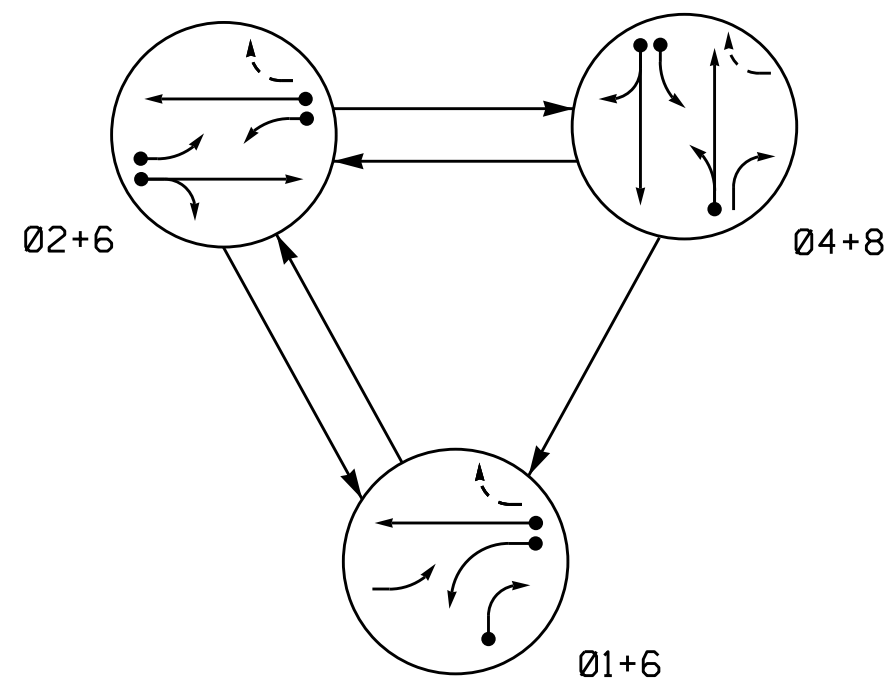


PHASING DIAGRAM

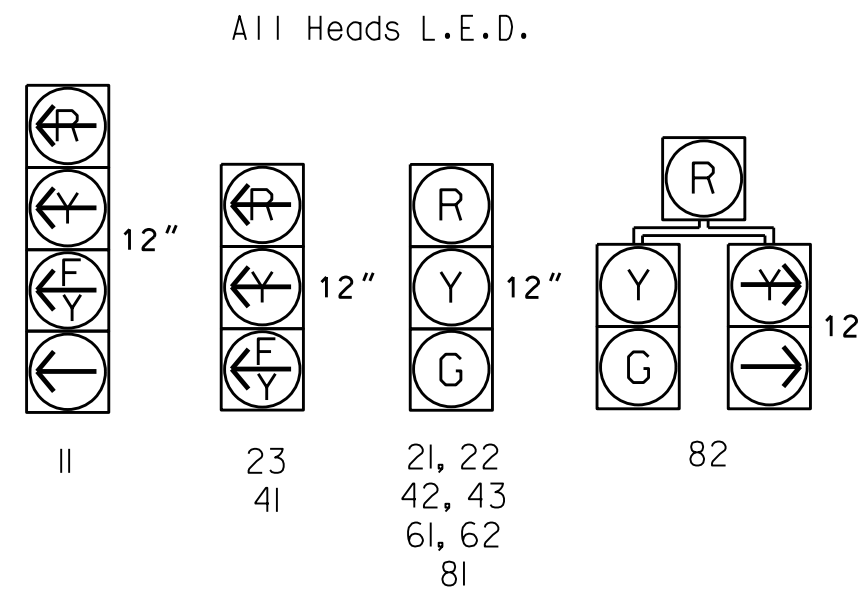


PHASING DIAGRAM DETECTION LEGEND

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	01+6	02+6	04+8	F
II	←	→	←	→
21, 22	R	G	R	Y
23	←	→	←	→
41	←	→	←	→
42, 43	R	R	G	R
61, 62	G	G	R	Y
81	R	R	G	R
82	←	→	←	→

SIGNAL FACE I.D.

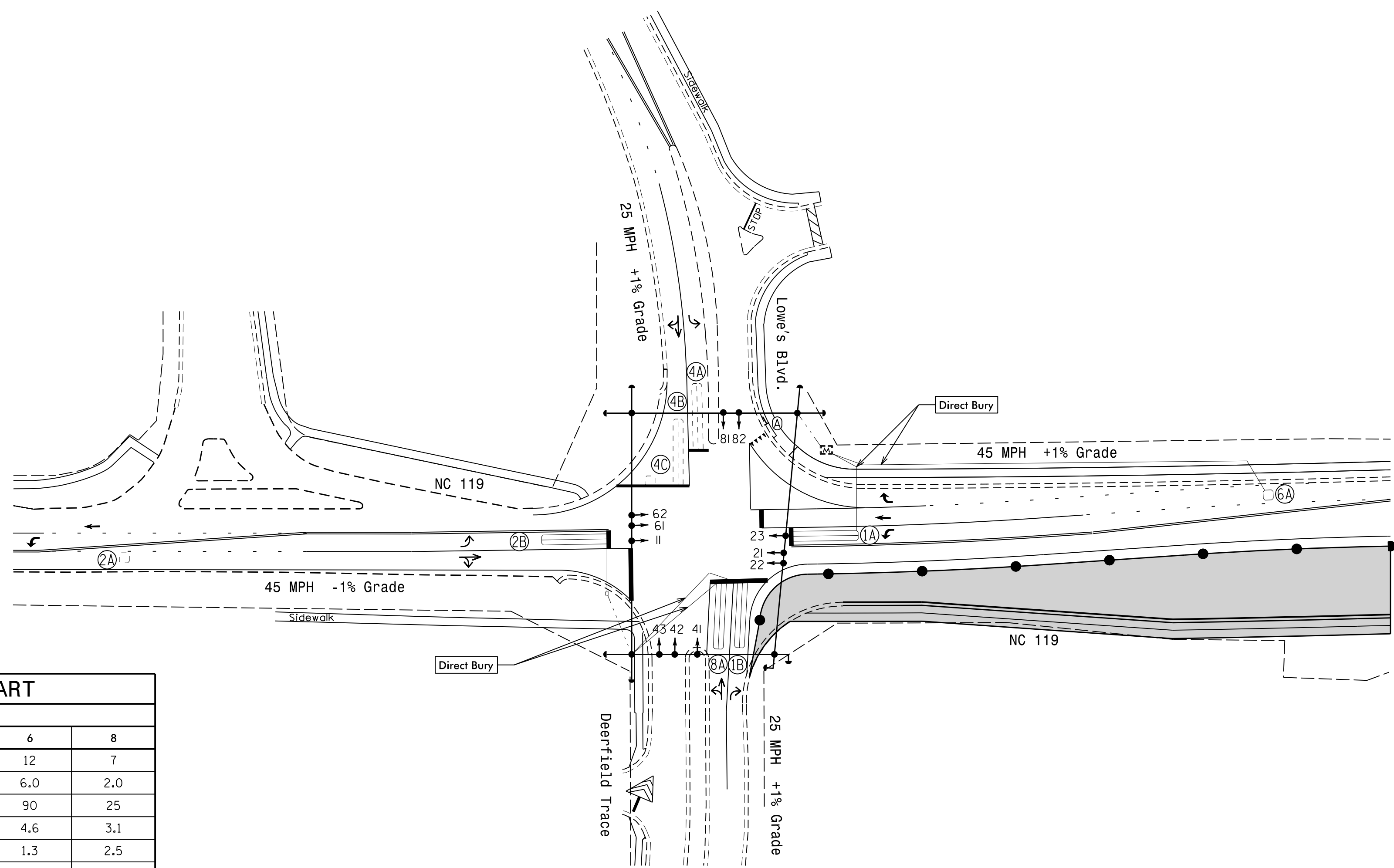


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY		
IA	6X40	0	2-4-2	Y	1	Y	Y	-	15	-
IB	6X40	0	2-4-2	Y	1	Y	Y	-	3	-
2A	6X6	300	4	-	2	Y	Y	-	-	-
2B	6X40	0	2-4-2	Y	2	Y	Y	-	3	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-
4B	6X40	0	2-4-2	-	4	Y	Y	-	10	-
4C	6X6	0	4	-	4	Y	Y	-	15	-
6A	6X6	300	4	Y	6	Y	Y	-	-	-
8A	6X40	0	2-4-2	Y	8	Y	Y	-	3	-

3 Phase Fully Actuated (NC 119 CLS)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Reposition existing signal heads as necessary.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Master Asset #: 10726, Controller Asset #: 2059.



FEATURE	PHASE				
	1	2	4	6	8
Min Green 1 *	7	12	7	12	7
Extension 1 *	2.0	6.0	2.0	6.0	2.0
Max Green 1 *	15	90	25	90	25
Yellow Clearance	3.0	4.6	3.1	4.6	3.1
Red Clearance	2.4	1.3	2.5	1.3	2.5
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	2.5	-	2.5	-
Max Variable Initial *	-	34	-	34	-
Time Before Reduction *	-	15	-	15	-
Time To Reduce *	-	30	-	30	-
Minimum Gap	-	3.0	-	3.0	-
Recall Mode	-	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	YELLOW	-
Dual Entry	-	-	ON	-	ON
Simultaneous Gap	ON	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

- | PROPOSED | EXISTING |
|--|-------------------------|
| ○→ Traffic Signal Head | ●→ |
| ●→ Modified Signal Head | N/A |
| ↓ Sign | ↓ |
| ↓ Pedestrian Signal Head With Push Button & Sign | ↓ |
| ○ Signal Pole with Guy | ● |
| ○ Signal Pole with Sidewalk Guy | ● |
| □ Inductive Loop Detector | □ |
| □ Master Controller & Cabinet | □ |
| □ Junction Box | □ |
| - - - 2-in Underground Conduit | - - - |
| N/A Right of Way | - - - |
| → Directional Arrow | → |
| Construction Zone | Construction Zone |
| Construction Zone Drums | Construction Zone Drums |
| ⓐ "YIELD" Sign (R1-2) | ⓐ |

Signal Upgrade Temporary Design 2 (TMP Phase II)

Prepared In the Offices of: **TRANSPARENCY MOBILITY AND SAFETY SOLUTIONS** (MEMBER OF TRANSCORP GROUP)

750 N. Greenfield Pkwy, Garner, NC 27529

NC 119 at Deerfield Trace and Lowe's Boulevard

Division 7 Alamance County Mebane

PLAN DATE: November 2016 REVIEWED BY:

PREPARED BY: I. O. Umozurike REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 0 50 1"=50'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEMBA SEAL 026486

DocuSign by: [Signature] 1/25/2017 DATE

SIG. INVENTORY NO. 07-2059T2

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