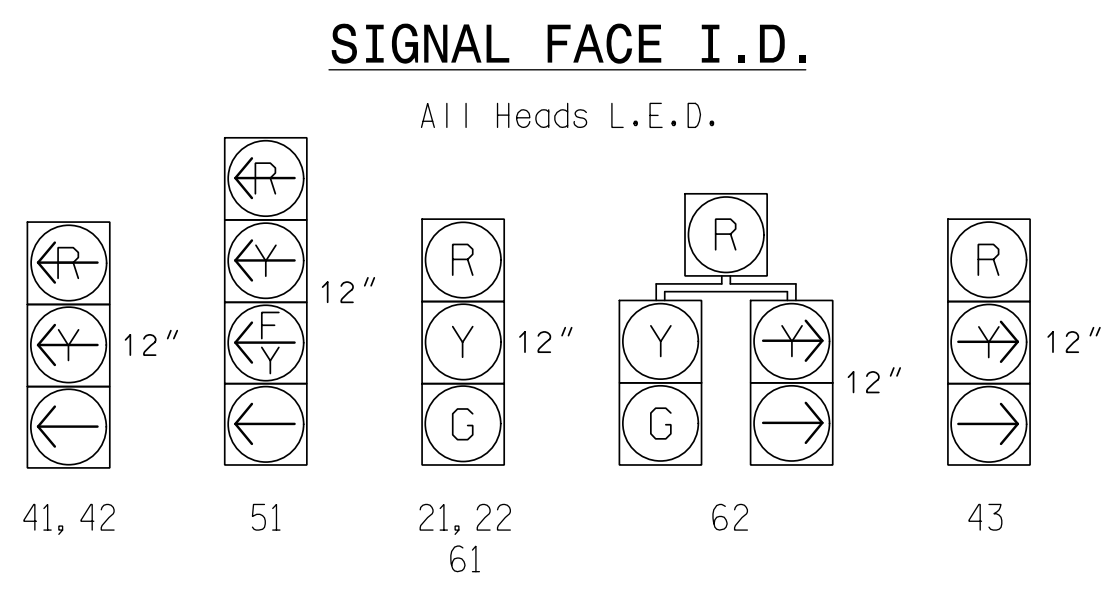


SIGNAL FACE	PHASE					
	Ø 2+5	Ø 2+6	Ø 4	PRE 3	PRE 5	FULL
21, 22	G	G	R	G	G	Y
41, 42	R	R	←	←	←	←
43	→	R	→	→	R	R
51	←	←	←	←	←	←
61	R	G	R	R	G	Y
62	R	G	R	R	G	Y



ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
2A/S13	6X6	300	*	*	2	Yes	-	-	X	N	X	*
4A	6X40	0	*	*	4	Yes	-	3	-	S	-	*
4B	6X40	0	*	*	4	Yes	-	-	-	S	-	*
5A	6X40	0	*	*	5	Yes	-	15	-	S	-	*
					2	Yes	-	3	-	G	-	*
5B	6X40	0	*	*	5	Yes	-	15	-	S	-	*
6A/S11	6X6	300	*	*	6	Yes	-	-	X	N	X	*
S12	6x6	300	*	*	-	No	-	-	-	N	X	*
S15	6x6	+145	*	*	-	No	-	-	-	N	X	*
S16	6x6	+145	*	*	-	No	-	-	-	N	X	*

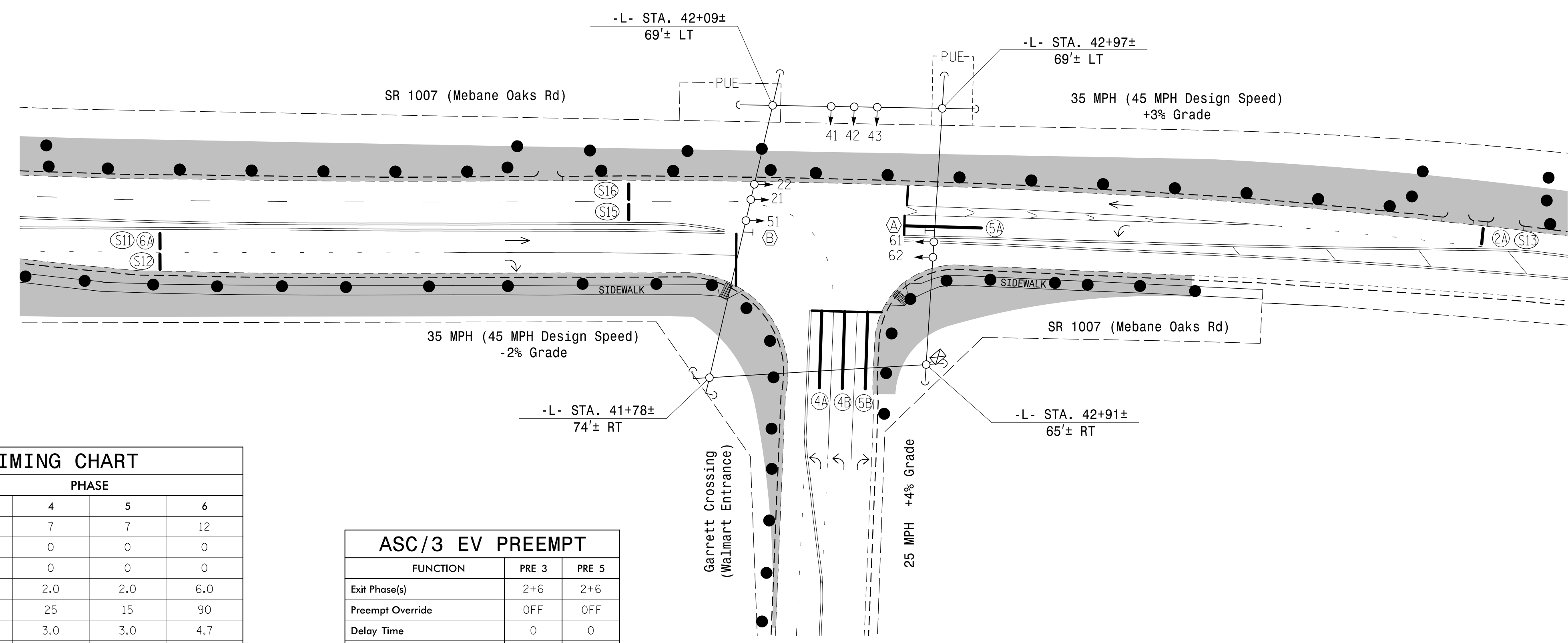
\* Video Detection Zone

### 3 Phase Fully Actuated w/ Emergency Vehicle Preemption SR 1007 (Mebane Oaks Rd) CLS Signal System: 10705

- 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.
  - Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
  - Pavement markings are existing.
  - Relocate the existing GPS Emergency Vehicle Preemption system.
  - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
  - Closed loop system data:  
Controller Asset #: 2060.

**PHASING DIAGRAM DETECTION LEGEND**  

 DETECTED MOVEMENT (arrow with dot)  
 UNDETECTED MOVEMENT (OVERLAP) (arrow with line)  
 UNSIGNALIZED MOVEMENT (dashed arrow)

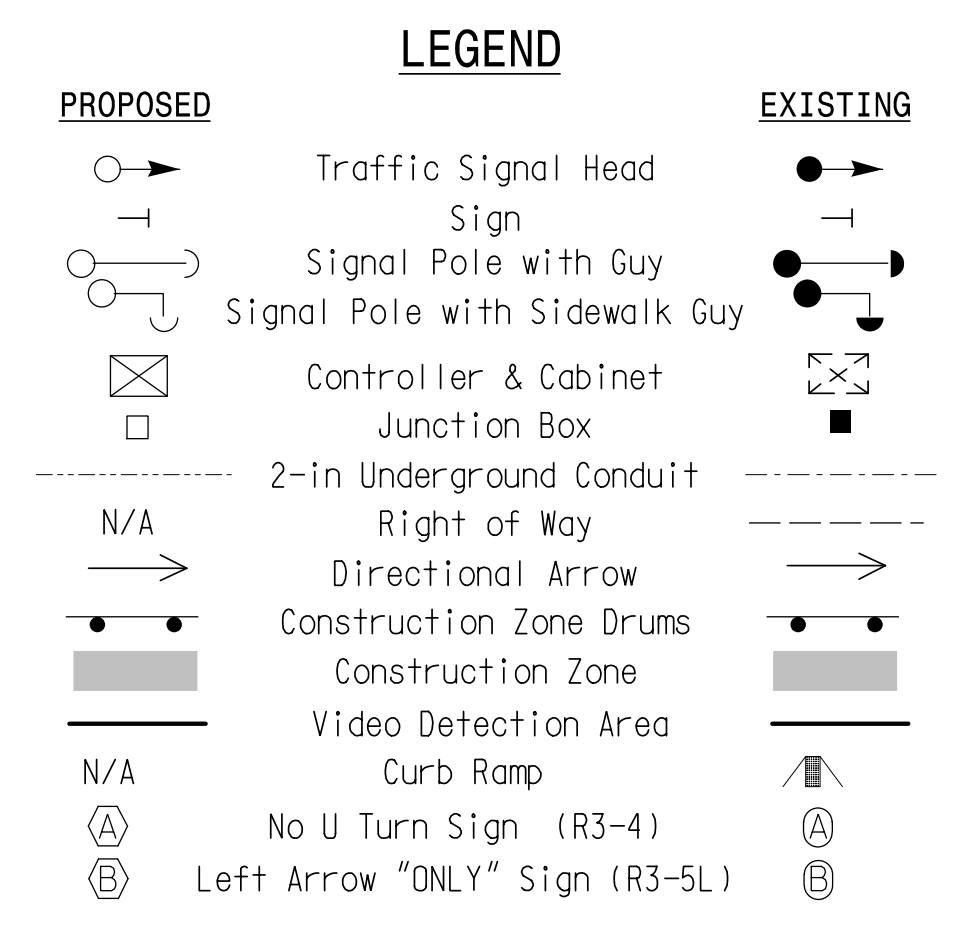


FEATURE	PHASE			
	2	4	5	6
Min Green *	12	7	7	12
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	6.0	2.0	2.0	6.0
Max I *	90	25	15	90
Yellow	4.7	3.0	3.0	4.7
Red Clear	1.2	2.4	2.1	1.2
Red Revert	2.0	2.0	2.0	2.0
Actuations B4 Add *	0	-	-	0
Seconds / Actuation *	2.5	-	-	2.5
Max Initial *	34	-	-	34
Time 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

\* 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.

FUNCTION	PRE 3	PRE 5
Exit Phase(s)	2+6	2+6
Preempt Override	OFF	OFF
Delay Time	0	0
Ped Clear Through Yellow	N	N
Terminate Phases	N	N
Entrance Walk	255*	255*
Entrance Ped Clear	255*	255*
Entrance Min Green	1	1
Entrance Yellow Clear	25.5*	25.5*
Entrance Red Clear	25.5*	25.5*
Min Dwell Time	7	7
Preempt Input Extension Time	2	2
Preempt Max Time	120	120
Exit Yellow Clear	25.5*	25.5*
Exit Red Clear	25.5*	25.5*

\* Time defaults to time used for phase during normal operation

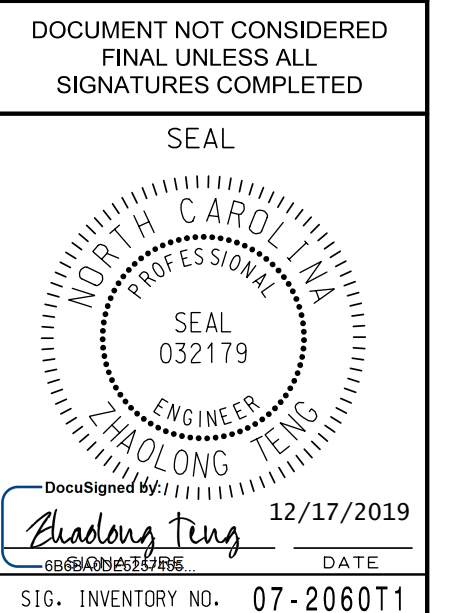


(TMP Phase I)  
Signal Upgrade - Temporary Design 1

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SR 1007 (Mebane Oaks Rd) at  
**Garrett Crossing (Walmart Entrance)**  
Division 7 Alamance County Mebane  
PLAN DATE: November 2019 REVIEWED BY: Z. "Gavin" Teng  
PREPARED BY: Z. "Gavin" Teng REVIEWED BY: \_\_\_\_\_



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