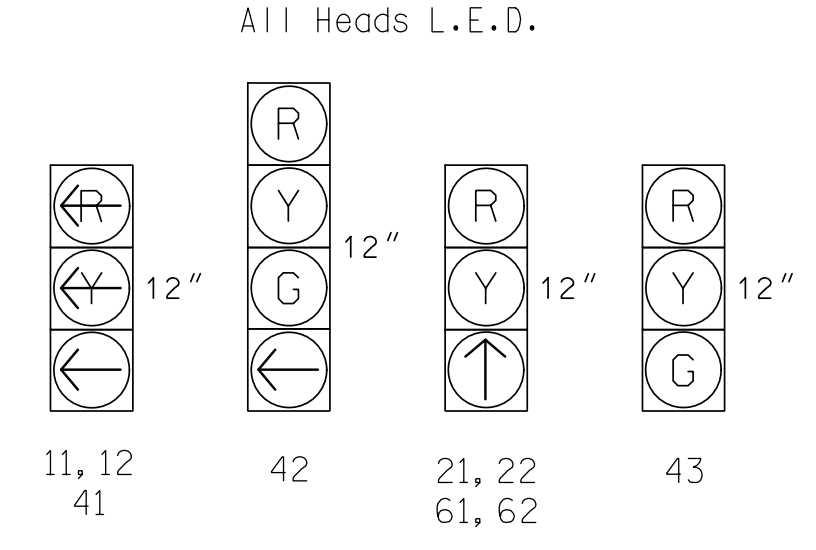


SIGNAL FACE	PHASE					
	01+6	02+6	04	PRE 3	04	01+6
11, 12	←	→	→	→	←	→
21, 22	R	↑	R	↑	R	Y
41	→	→	→	→	→	→
42	R	R	G	R	R	R
43	R	R	G	R	R	R
61, 62	↑	↑	R	↑	↑	Y

#### SIGNAL FACE I.D.



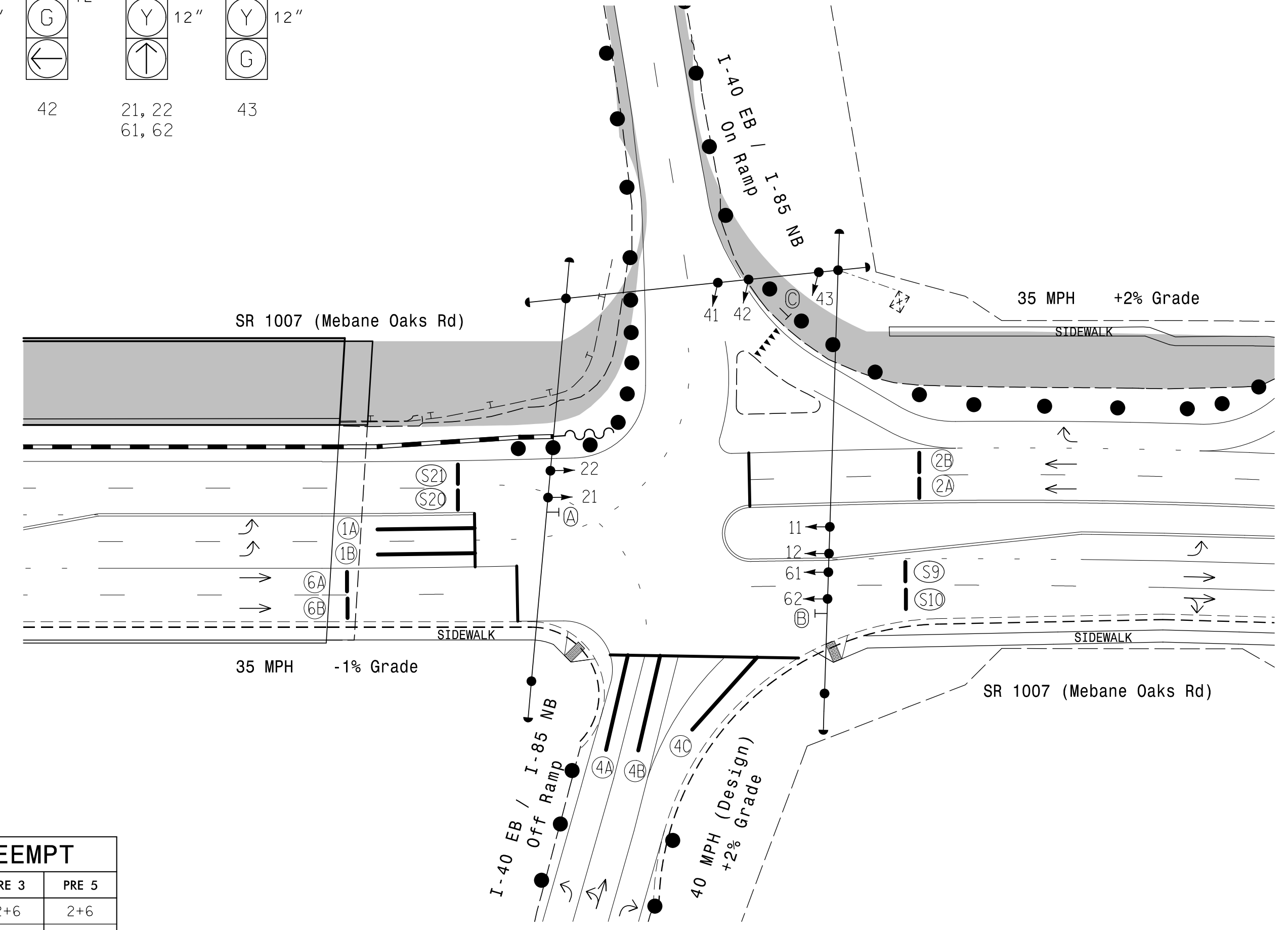
ASC/3 DETECTOR INSTALLATION CHART												
DETECTOR				PROGRAMMING							SYSTEM LOOP	NEW CARD
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	NEW CARD	
1A	6x40	0	*	*	1	Yes	-	3	-	S	*	
1B	6x40	0	*	*	1	Yes	-	-	-	S	*	
2A	6x6	70	*	*	2	Yes	-	-	-	S	*	
2B	6x6	70	*	*	2	Yes	-	-	-	S	*	
4A	6x40	0	*	*	4	Yes	-	-	-	S	*	
4B	6x40	0	*	*	4	Yes	-	-	-	S	*	
4C	6x40	0	*	*	4	Yes	-	15	-	S	*	
6A	6x6	70	*	*	6	Yes	-	-	-	S	*	
6B	6x6	70	*	*	6	Yes	-	-	-	S	*	
S9	6x6	+160	*	*	-	No	-	-	-	N	X	
S10	6x6	+160	*	*	-	No	-	-	-	N	X	
S20	6x6	+120	*	*	-	No	-	-	-	N	X	
S21	6x6	+120	*	*	-	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 1 may be lagged.
- Reposition existing signal heads numbered 11, 12, 21, 22, 61, 62 and signs A and B.
- Set all detector units to presence mode.
- This intersection features a 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 #: 2025.



FEATURE	PHASE			
	1	2	4	6
Min Green *	7	10	7	10
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	2.0	3.0	2.0	3.0
Max I *	35	60	35	60
Yellow	3.0	3.7	4.0	3.9
Red Clear	3.2	1.0	1.6	2.4
Red Revert	2.0	2.0	2.0	2.0
Actuations B4 Add *	-	-	-	-
Seconds /Actuation *	-	-	-	-
Max Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
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.

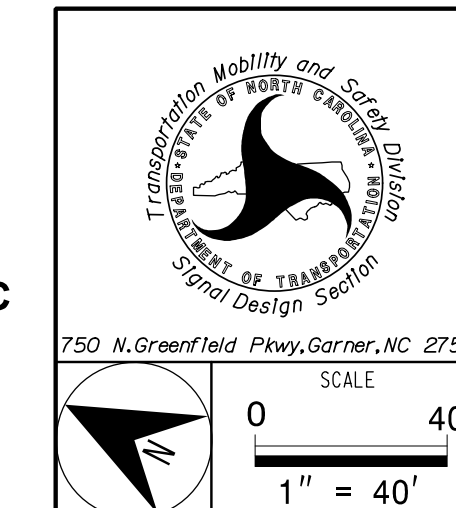
ASC/3 EV PREEMPT		
FUNCTION	PRE 3	PRE 5
Exit Phase(s)	2+6	2+6
Preempt Override	OFF	OFF
Delay Time	0	0
Ped Clear Through Yellow	N	N
Terminate Phases	N	N
Entrance Walk	255*	255*
Entrance Ped Clear	255*	255*
Entrance Min Green	1	1
Entrance Yellow Clear	25.5*	25.5*
Entrance Red Clear	25.5*	25.5*
Min Dwell 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

LEGEND	
PROPOSED	EXISTING
N/A	
N/A	
N/A	

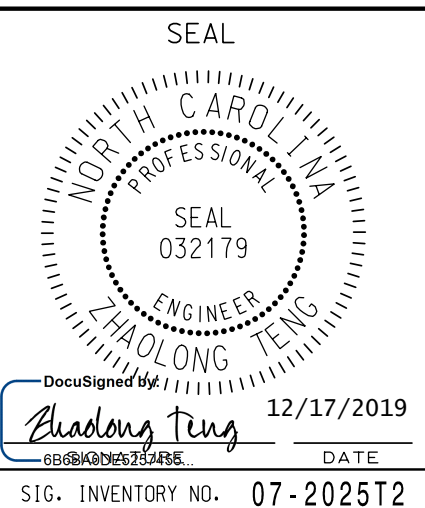
#### (TMP Phase II) Signal Upgrade - Temporary Design 2

PREPARED IN THE OFFICE OF:  
**Accelerate Engineering, PLLC**  
875 Walnut Street, Suite 316  
Cary, NC 27511  
Tel: 919.263.5678 Fax: 919.263.5687  
NC License No. P-1442



SR 1007 (Mebane Oaks Road) at I-40 EB / I-85 NB Ramps	
Division 7 Alamance County Mebane	
PLAN DATE: November 2019	REVIEWED BY: Z. "Gavin" Teng
PREPARED BY: Z. "Gavin" Teng	REVIEWED BY:
REVISIONS	INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



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