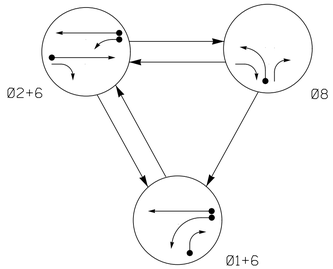
PROJECT REFERENCE NO.	SHEET NO.
R-5930B	Sig. 2.0

3 Phase
Fully Actuated
(SR 2700 (Chatham Park Way) CLS)
Signal System#: D08-35_Pittsboro

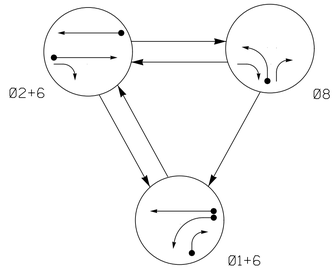
DEFAULT PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	PHASE Ø2+6	PHASE Ø8	FLASH
11	←Y	←Y	←R	←R
21	R	↑	R	R
22	R	G	R	R
23	R	←Y	→	R
61	G	G	R	R
62	↑	↑	R	R
81	R	R	←	R
82	→	R	→	R

ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	PHASE Ø2+6	PHASE Ø8	FLASH
11	←	←R	←R	←R
21	R	↑	R	R
22	R	G	R	R
23	R	←Y	→	R
61	G	G	R	R
62	↑	↑	R	R
81	R	R	←	R
82	→	R	→	R

PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	6X40	0	2-4-2	X	1	15.0*	-	X	-	X	-	X
					6#	3.0	-	X	-	X	X	X
1B	6X40	0	2-4-2	X	1	15.0	-	X	-	X	-	X
2A	6X6	300	6	X	2	-	-	X	X	X	-	X
6A	6X6	300	6	X	6	-	-	X	X	X	-	X
8A	6X40	0	2-4-2	X	8	-	-	X	-	X	-	X

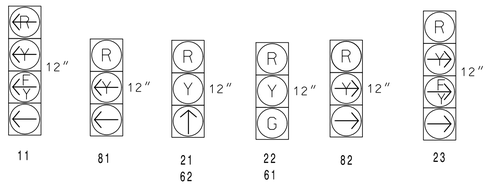
* Disable Delay during Alternate Phasing operation.
\# Disable Phase call for loop during Alternate Phasing operation.

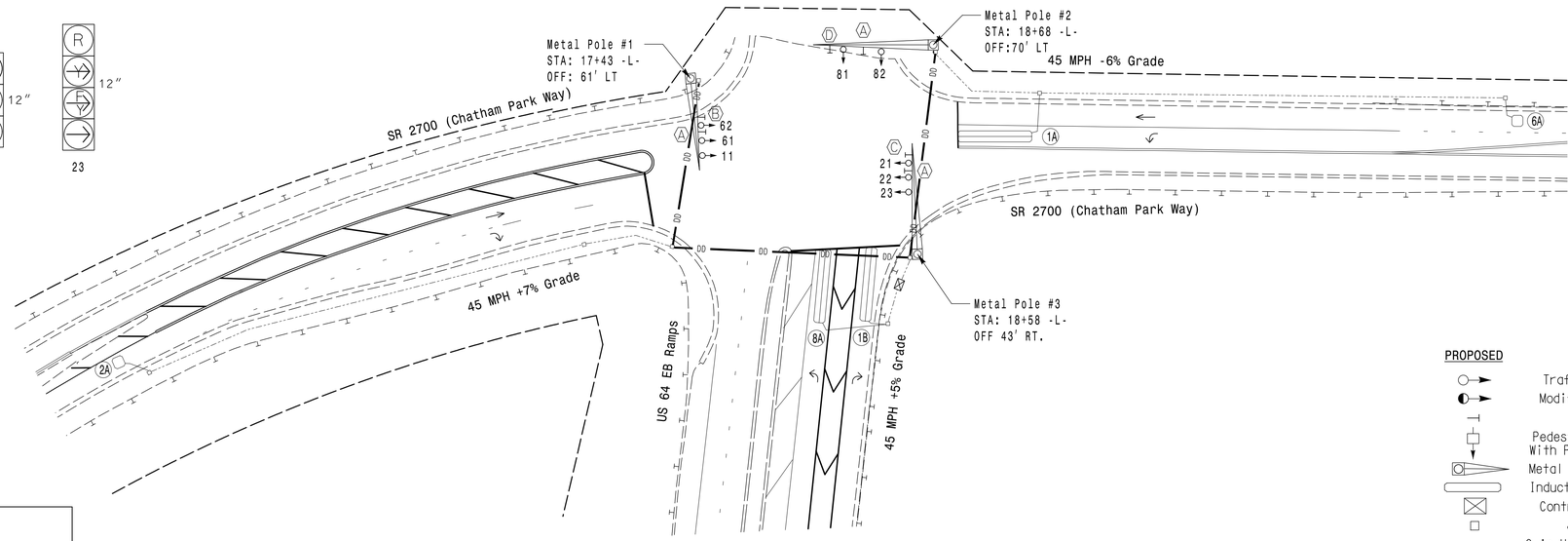
NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. The Division Traffic Engineer will determine the hours of use for each phasing plan.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. All metal poles to be painted agate gray.

SIGNAL FACE I.D.

All Heads L.E.D.





MAXTIME TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 6	PHASE 8
Walk *	–	–	–	–
Ped Clear *	–	–	–	–
Min Green	7	12	12	7
Passage *	2.0	6.0	6.0	2.0
Max 1 *	30	90	90	40
Yellow Change	3.1	5.1	5.1	3.0
Red Clear	3.4	2.1	2.1	2.9
Added Initial *	–	2.5	2.5	–
Maximum Initial *	–	34	34	–
Time Before Reduction *	–	15	15	–
Time To Reduce *	–	45	45	–
Minimum Gap	–	3.0	3.0	–
Advance Walk	–	–	–	–
Non Lock Detector	X	–	–	X
Vehicle Recall	–	MIN RECALL	MIN RECALL	–
Dual Entry	–	–	–	–

* 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	■↓
◯▷	Metal Pole with Mastarm	◯▷
▭	Inductive Loop Detector	▭
⊠	Controller & Cabinet	⊠
□	Junction Box	■
·····	2-in Underground Conduit	·····
DD	Directional Drill	N/A
N/A	Right of Way	-----
→	Directional Arrow	→
N/A	Guardrail	⊥⊥
Ⓐ	Street Name Sign (D3-1)	Ⓐ
Ⓑ	No Right Turn Sign (R3-1)	Ⓑ
Ⓒ	No Left Turn Sign (R3-2)	Ⓒ
Ⓓ	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	Ⓓ

New Installation

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared for the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

PLANS PREPARED IN THE OFFICE OF:
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421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

SR 2700 (Chatham Park Way) at US 64 EB Ramps

Division 8 Chatham County Pittsboro

PLAN DATE:	April 2024	REVIEWED BY:	KP Baumann
PREPARED BY:	SP Pennington	REVIEWED BY:	

REVISIONS	INIT.	DATE

SCALE 0 40 1"=40'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 044434 ENGINEER KEVIN P. BAUMANN
Docusigned by:
SIGNATURE 12/12/2024 DATE
SIG. INVENTORY NO. 08-0519

12/11/2024 3:43:33 PM susan.pennington K:\MAL_TPTD_SIGNALS\011036584 R-5930 N CP\WKS4 - Signal Design\2.0 08-0519_2024g.dgn