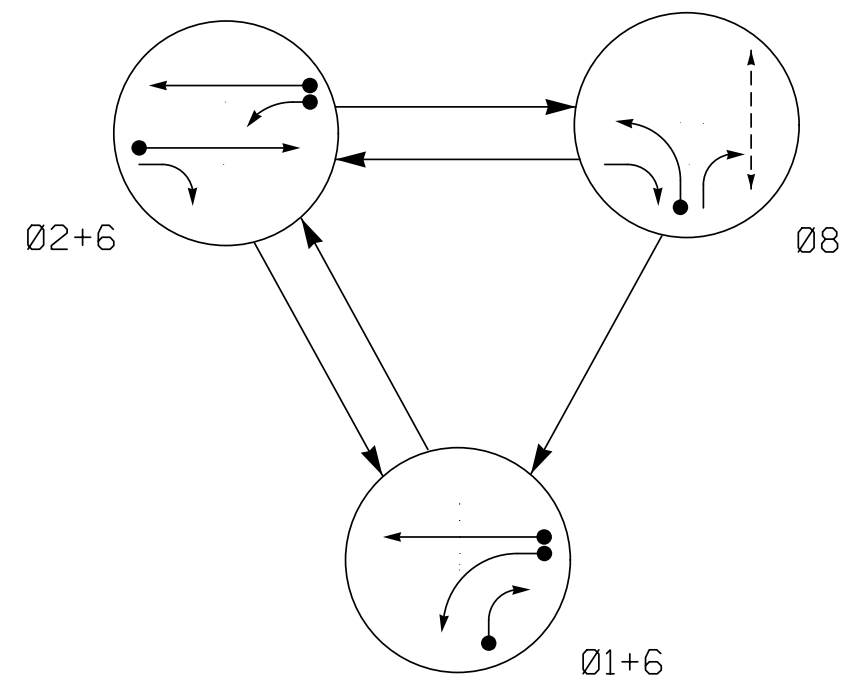
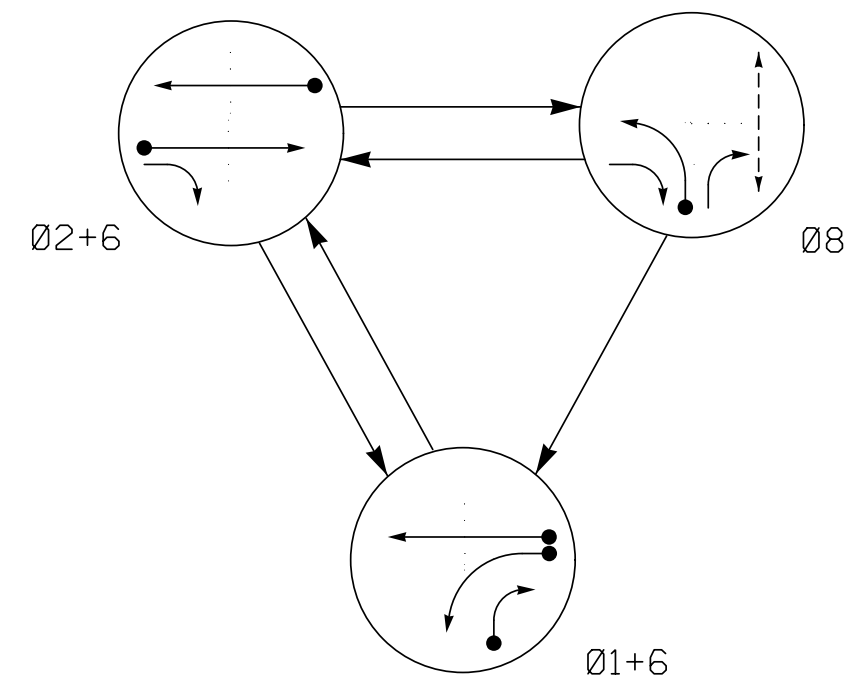


DEFAULT PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 8	FLASH
11	←	←	←	←
21	R	↑	R	R
22	R	G	R	R
23	R	↓	→	R
61, 62	G	G	R	R
81	R	R	←	R
82	→	R	↓	R
P81, P82	DW	DW	W	DRK

ALTERNATE PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 8	FLASH
11	←	←	←	←
21	R	↑	R	R
22	R	G	R	R
23	R	↓	→	R
61, 62	G	G	R	R
81	R	R	←	R
82	→	R	↓	R
P81, P82	DW	DW	W	DRK

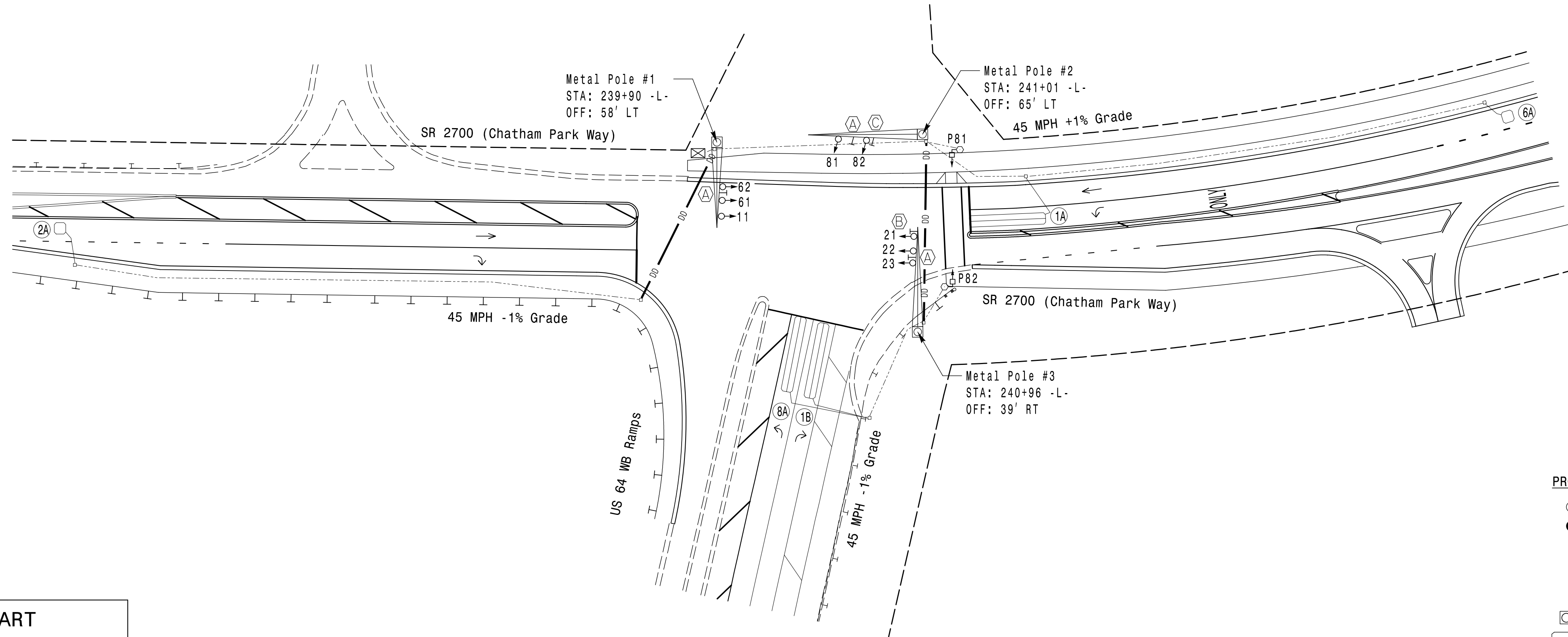
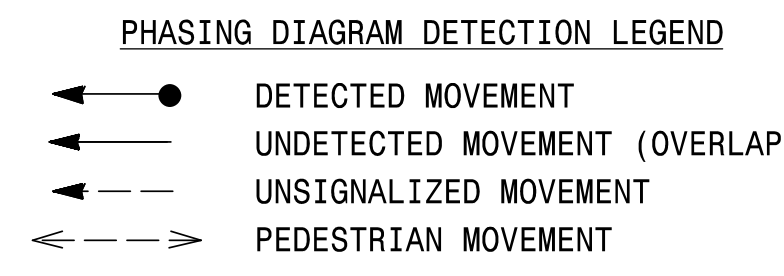
MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR				PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	6X40	0	2-4-2	X	1	15.0*	-	X	-	X	-
					6#	3.0	-	X	-	X	X
1B	6X40	0	2-4-2	X	1	15.0	-	X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

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

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

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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- To provide a leading pedestrian interval on phase 8, program FYA head 82 to delay for 5 seconds after the start of the phase 8 Walk Interval. See electrical details.
- All metal poles and pedestrian pedestals to be painted agate gray.



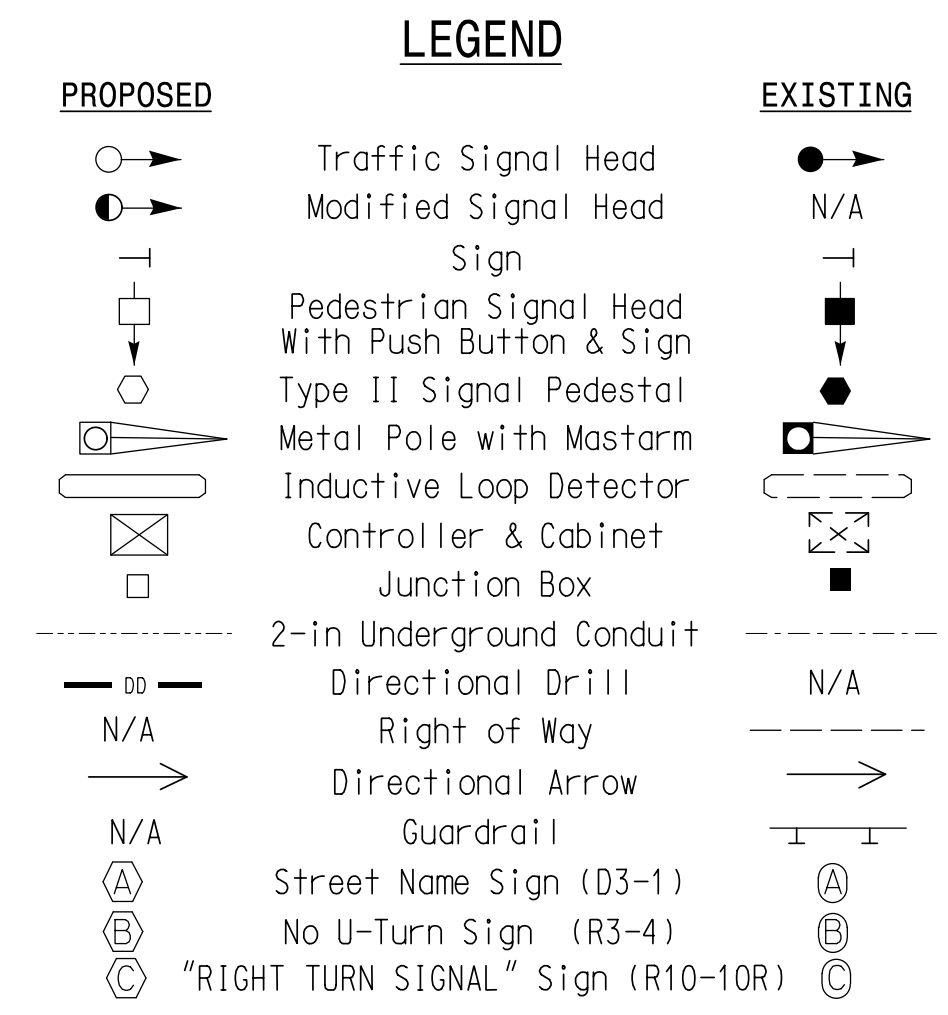
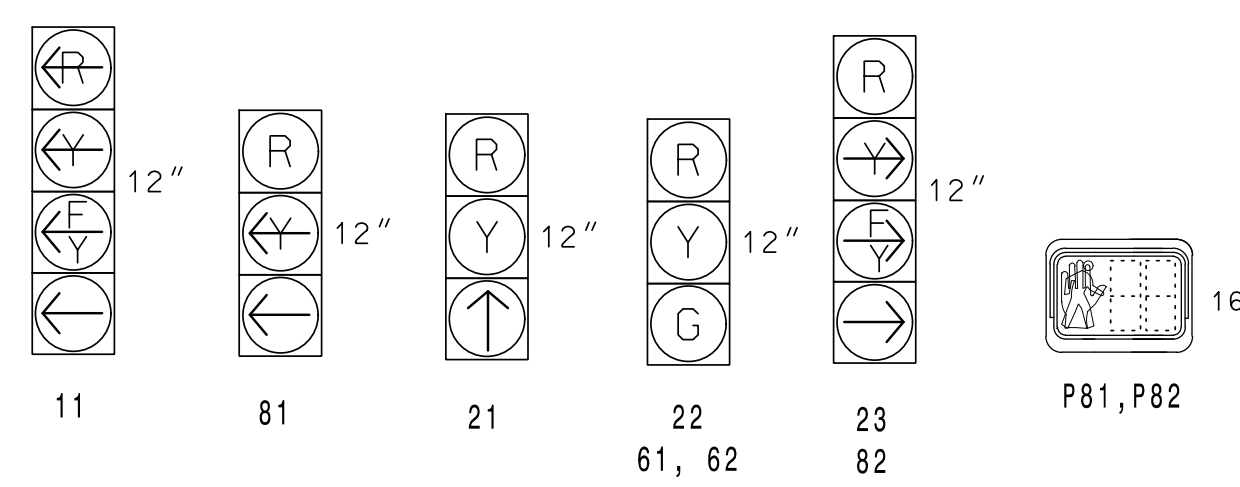
MAXTIME TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Walk *	-	-	-	12
Ped Clear *	-	-	-	11
Min Green	7	12	12	7
Passage *	2.0	6.0	6.0	2.0
Max I *	30	90	90	40
Yellow Change	3.0	4.6	4.6	3.0
Red Clear	3.6	2.5	2.5	3.1
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.
** See Note #10.

SIGNAL FACE I.D.

All Heads L.E.D.



Signal Upgrade

Prepared for the Offices of:
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(919) 677-2000

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

Division 8 Chatham County Pittsboro
PLAN DATE: April 2024 REVIEWED BY: KP Baumann
PREPARED BY: SP Pennington REVIEWED BY: [Signature]
REVISIONS INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 044434
KEVIN P. BAUMANN
12/12/2024
SIG. INVENTORY NO. 08-0520

12/11/2024 3:43:47 PM susan.pennington K:\BLL\TPTD\SIGNALS\01036584 R-5930 N CPMS4 - Signal Design\08-0520-2024.dgn