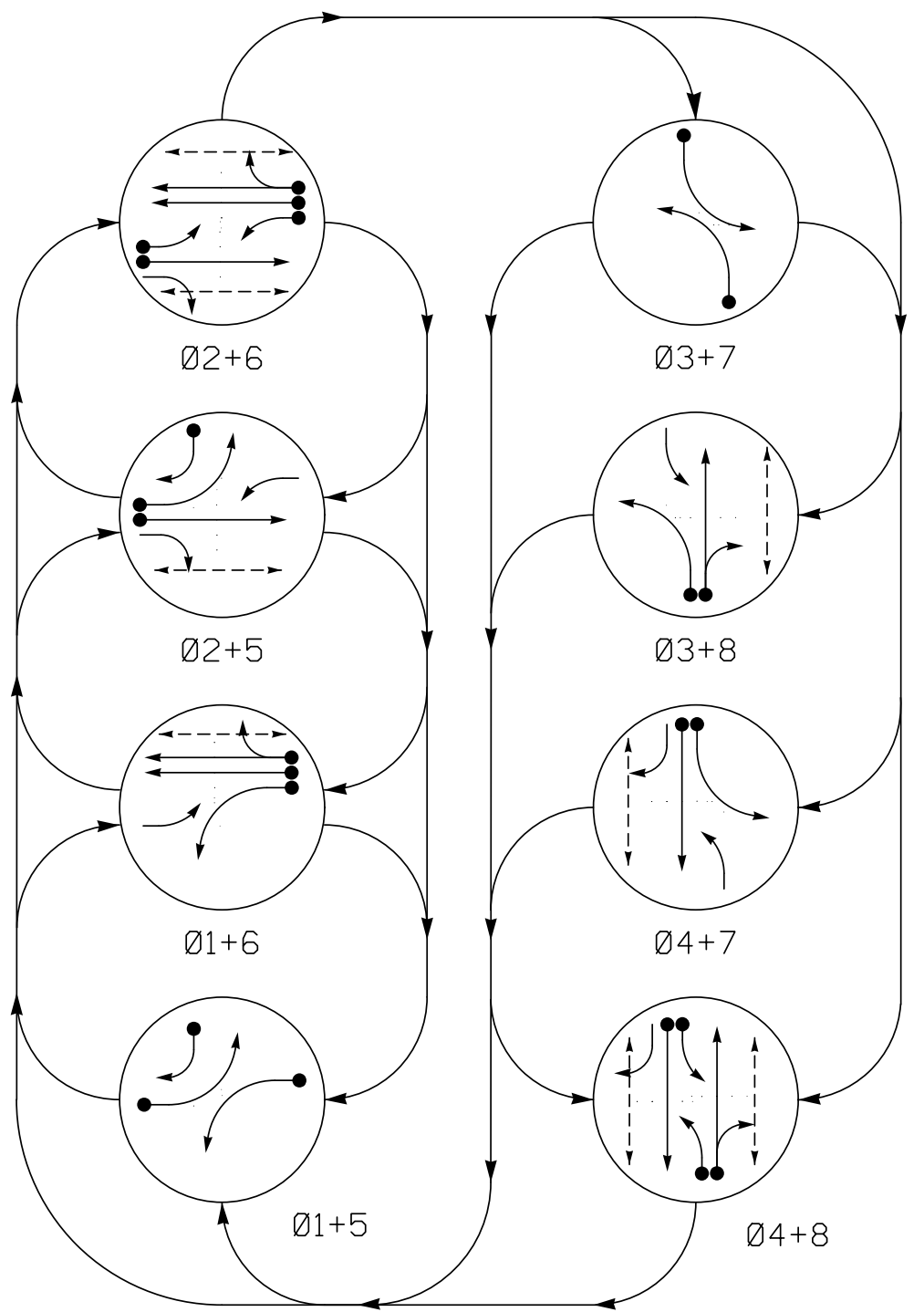


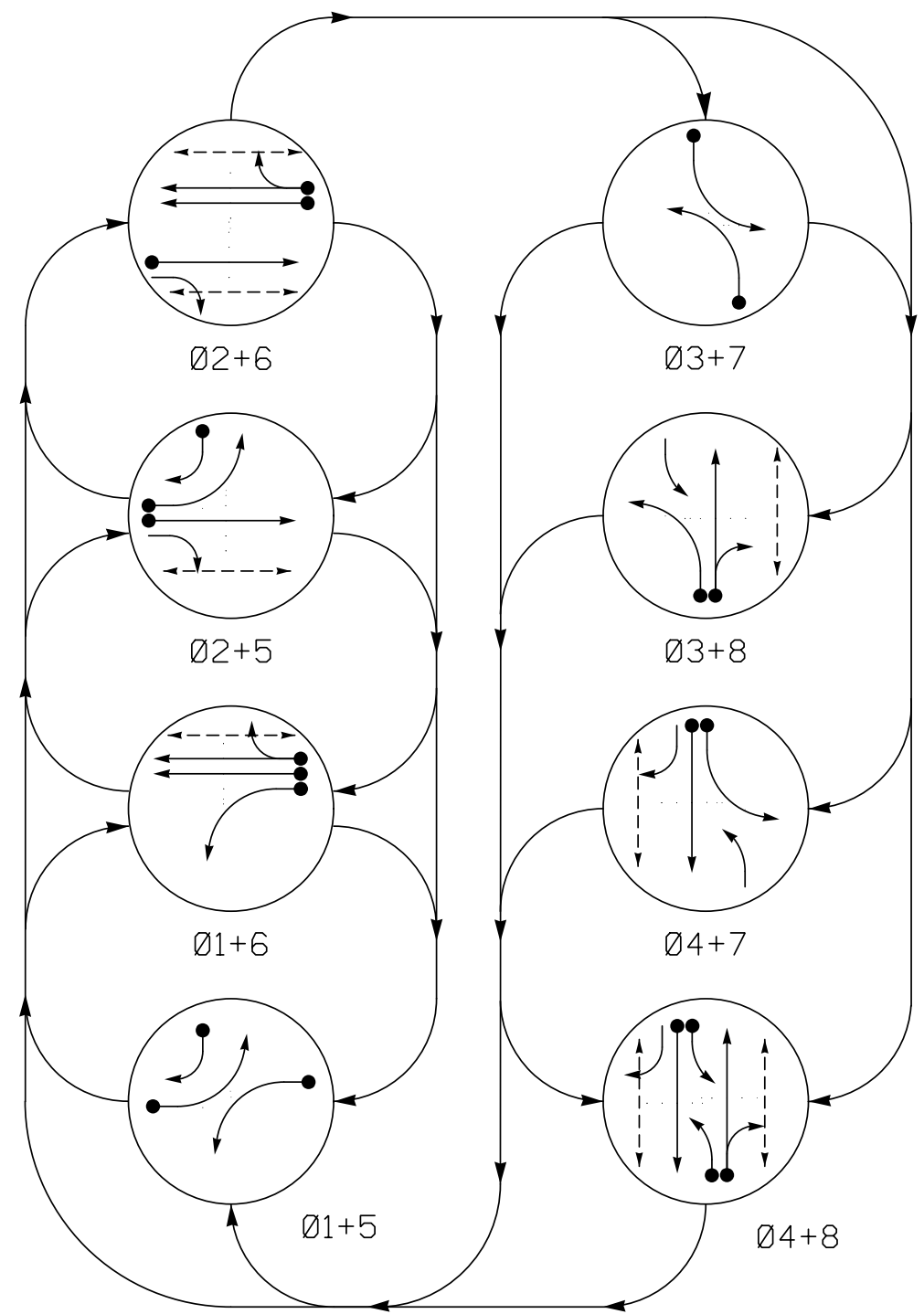
DEFAULT PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE								FLASH
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	
11	←	←	←	←	←	←	←	←	
21, 22	R	R	G	G	R	R	R	R	
23	R	R	←	←	R	R	R	R	
31	←	←	←	←	←	←	←	←	
41	R	R	R	R	←	←	G	G	
42	R	R	R	R	R	R	G	G	
51	←	←	←	←	←	←	←	←	
61, 62	R	G	R	G	R	R	R	R	
71	←	←	←	←	←	←	←	←	
81, 82	R	R	R	R	R	G	R	G	
P21, P22	DW	DW	W	W	DW	DW	DW	DRK	
P41, P42	DW	DW	DW	DW	DW	DW	W	W	DRK
P61, P62	DW	W	DW	W	DW	DW	DW	DRK	
P81, P82	DW	DW	DW	DW	W	DW	W	DRK	

ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE								FLASH
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	
11	←	←	←	←	←	←	←	←	
21, 22	R	R	G	G	R	R	R	R	
23	R	R	←	←	R	R	R	R	
31	←	←	←	←	←	←	←	←	
41	R	R	R	R	←	←	G	G	
42	R	R	R	R	R	R	G	G	
51	←	←	←	←	←	←	←	←	
61, 62	R	G	R	G	R	R	R	R	
71	←	←	←	←	←	←	←	←	
81, 82	R	R	R	R	R	G	R	G	
P21, P22	DW	DW	W	W	DW	DW	DW	DRK	
P41, P42	DW	DW	DW	DW	DW	DW	W	W	DRK
P61, P62	DW	W	DW	W	DW	DW	DW	DRK	
P81, P82	DW	DW	DW	DW	W	DW	W	DRK	

MAXTIME DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					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
2A	6X6	300	6	X	2	-	-	X	X	X	-	X
3A	6X40	0	2-4-2	X	3	15.0	-	X	-	X	-	X
					8	-	-	X	-	X	-	X
4A	6X40	0	2-4-2	X	4	-	-	X	-	X	-	X
5A	6X40	0	2-4-2	X	5	15.0*	-	X	-	X	-	X
					2#	3.0	-	X	-	X	X	X
6A	6X6	300	6	X	6	-	-	X	X	X	-	X
6B	6X6	300	6	X	6	-	-	X	X	X	-	X
7A	6X40	0	2-4-2	X	7	15.0	-	X	-	X	-	X
					4	-	-	X	-	X	-	X
8A	6X40	0	2-4-2	X	8	10.0	-	X	-	X	-	X

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

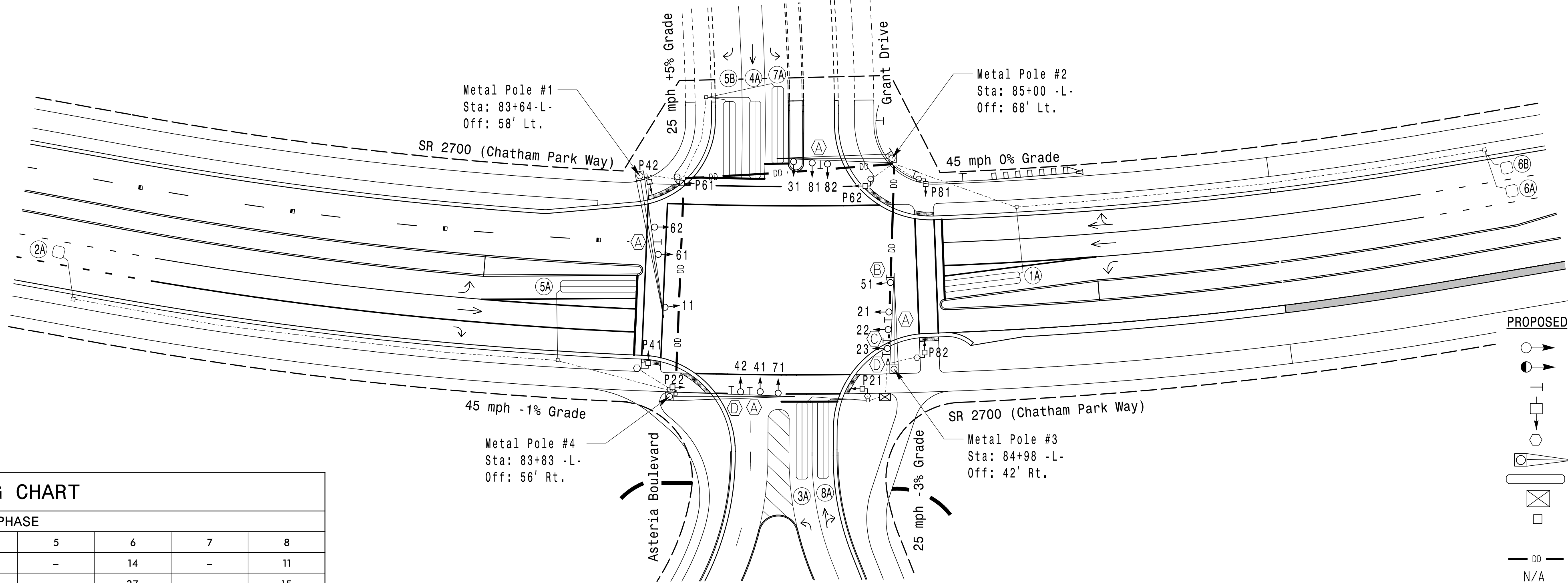
8 Phase Fully Actuated (Isolated)

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 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 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.
- To provide a leading pedestrian interval on phase 2, program FYA heads 11 and 23 to delay for 7 seconds after the start of the phase 2 Walk Interval. See electrical details.
- All metal poles and pedestrian pedestals to be painted agate gray.

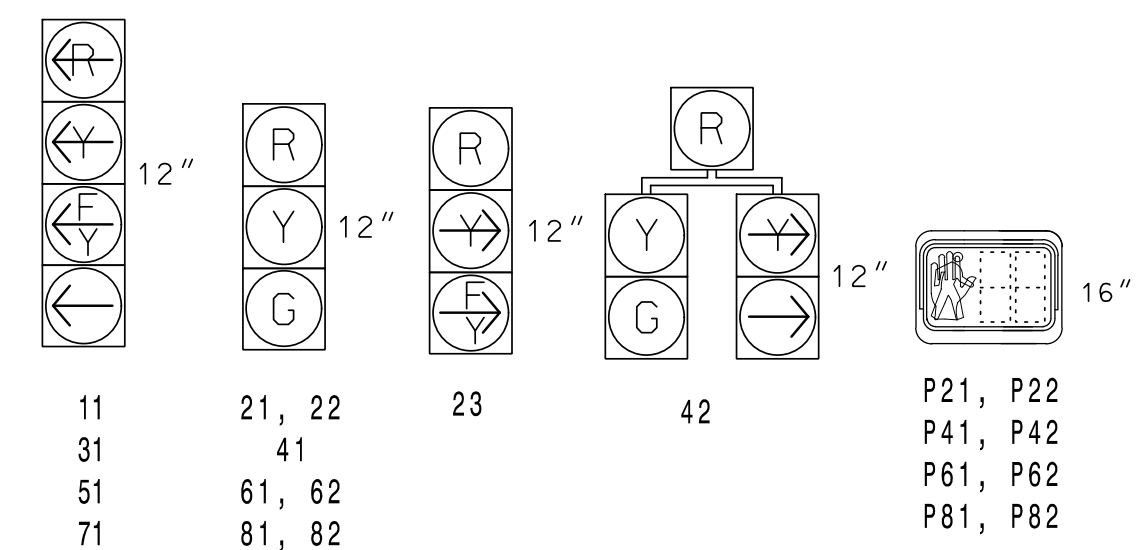
PHASING DIAGRAM DETECTION LEGEND

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



SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Walk *	-	14	-	14	-	14	-	11
Ped Clear	-	17	-	21	-	27	-	15
Min Green *	7	12	7	7	7	12	7	7
Passage *	2.0	6.0	2.0	6.0	2.0	6.0	2.0	2.0
Max I *	30	90	20	40	30	90	20	40
Yellow Change	3.0	4.6	3.0	3.3	3.0	4.6	3.0	3.3
Red Clear	3.3	2.3	3.3	3.4	3.3	2.3	3.4	3.4
Added Initial *	-	2.5	-	-	-	1.5	-	-
Maximum Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	45	-	-	-	45	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Advance Walk	-	**	-	7	-	7	-	4
Non Lock Detector	X	-	X	X	X	-	X	X
Vehicle Recall	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Dual Entry	-	-	-	X	-	-	-	X

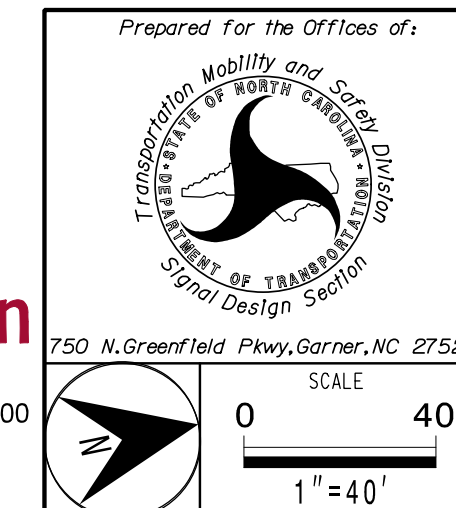
* These values may be field adjusted. Do not adjust Min Green and Passage times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

** See Note #10.

LEGEND

- | | | | |
|-----|--|-----|---|
| ○ → | Traffic Signal Head | ● → | EXISTING Traffic Signal Head |
| ○ → | Modified Signal Head | ○ → | EXISTING Modified Signal Head |
| ○ → | Sign | ○ → | EXISTING Sign |
| ○ → | Pedestrian Signal Head With Push Button & Sign | ○ → | EXISTING Pedestrian Signal Head With Push Button & Sign |
| ○ → | Type II Signal Pedestal | ○ → | EXISTING Type II Signal Pedestal |
| ○ → | Metal Pole with Mastarm | ○ → | EXISTING Metal Pole with Mastarm |
| ○ → | Inductive Loop Detector | ○ → | EXISTING Inductive Loop Detector |
| ○ → | Controller & Cabinet | ○ → | EXISTING Controller & Cabinet |
| ○ → | Junction Box | ○ → | EXISTING Junction Box |
| ○ → | 2-in Underground Conduit | ○ → | EXISTING 2-in Underground Conduit |
| ○ → | Directional Drill | ○ → | EXISTING Directional Drill |
| ○ → | N/A | ○ → | EXISTING N/A |
| ○ → | Right of Way | ○ → | EXISTING Right of Way |
| ○ → | Directional Arrow | ○ → | EXISTING Directional Arrow |
| ○ → | N/A | ○ → | EXISTING N/A |
| ○ → | Guardrail | ○ → | EXISTING Guardrail |
| ○ → | Street Name Sign (D3-1) | ○ → | EXISTING Street Name Sign (D3-1) |
| ○ → | "U-TURN YIELD TO RIGHT TURN" Sign (R10-16) | ○ → | EXISTING "U-TURN YIELD TO RIGHT TURN" Sign (R10-16) |
| ○ → | "RIGHT TURN SIGNAL" Sign (R10-10R) | ○ → | EXISTING "RIGHT TURN SIGNAL" Sign (R10-10R) |
| ○ → | Right Arrow "ONLY" Sign (R3-5R) | ○ → | EXISTING Right Arrow "ONLY" Sign (R3-5R) |

New Installation



SR 2700 (Chatham Park Way) at Grant Dirve and Asteria Boulevard

Division 8 Chatham County Pittsboro

PLAN DATE: April 2024 REVIEWED BY: KP Baumann

PREPARED BY: SP Pennington REVIEWED BY:

REVISIONS INIT. DATE

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

PROFESSIONAL ENGINEER

SEAL 044434

DATE 12/12/2024

SIG. INVENTORY NO. 08-0521

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