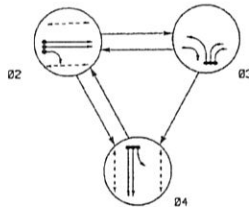


PHASING DIAGRAM



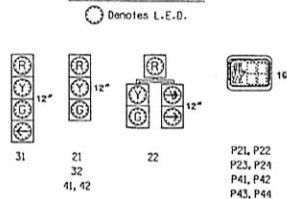
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	Ø 2	Ø 3	Ø 4	F L Ø 5
21	G	R	R	Y
22	G	R	R	Y
31	R	G	R	R
32	R	G	R	R
41,42	R	R	G	R
P21,P22	W	DN	DN	DRK
P23,P24	W	DN	DN	DRK
P41,P42	DN	DN	W	DRK
P43,P44	DN	DN	W	DRK

W - Walk  
DN - Don't Walk  
DRK - Dark

SIGNAL FACE I.D.



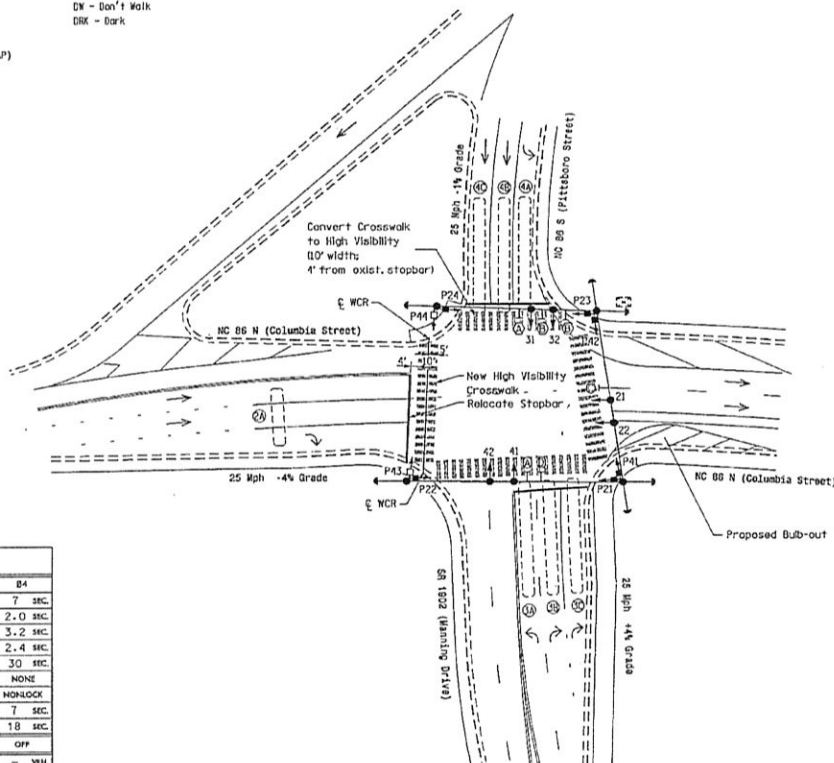
NEMA LOOP & DETECTOR UNIT INSTALLATION CHART

LOOP NO.	SIZE	DIST. FROM SIGNAL (ft)	TURNS	TYPE	UNIT NO.	ELEVATION	DETECTOR UNITS				
							NEMA PHASE	PHASE	TIME	PLACEMENT	
2A	6X30	65+/-	Existing	X	1	-	X	-	-	ALL	NO
3A,3B,3C	6X60	+5	Existing	X	2	-	X	-	-	ALL	NO
4A,4B,4C	6X60	+5	Existing	X	3	-	X	-	-	ALL	NO

3 Phase Fully Actuated Chapel Hill - Carrboro Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current Signals and Geometrics Design Manual and submit a Plan of Record to the Signals and Geometrics Section.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Remove existing "Left Turn Signal" signs-(R10-10L) and/or existing "Right Turn Signal" signs-(R10-10R).
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



PHASE	TIMING CHART NEMA CONTROLLER		
	Ø 2	Ø 3	Ø 4
MINIMUM GREEN	10 SEC.	7 SEC.	7 SEC.
PASSAGE GAP	3.0 SEC.	1.0 SEC.	2.0 SEC.
YELLOW CHANGE INT.	3.4 SEC.	3.0 SEC.	3.2 SEC.
RED CLEARANCE	2.5 SEC.	2.8 SEC.	2.4 SEC.
MAX. I	30 SEC.	15 SEC.	30 SEC.
RECALL POSITION	MIN. RECALL	NONE	NONE
VEH. CALL MEMORY	LOCK	NONLOCK	NONLOCK
WALK	7 SEC.	- SEC.	7 SEC.
FLASHING DON'T WALK	2.2 SEC.	- SEC.	1.8 SEC.
VEHICLE IDENTITY	OFF	OFF	OFF
ACTUATION B4 ADD	- VEH.	- VEH.	- VEH.
SEC. PER ACTUATION	- SEC.	- SEC.	- SEC.
MAX. INITIAL	- SEC.	- SEC.	- SEC.
TIME B4 REDUCTION	- SEC.	- SEC.	- SEC.
TIME TO REDUCE	- SEC.	- SEC.	- SEC.
MINIMUM GAP	- SEC.	- SEC.	- SEC.

PROPOSED		EXISTING	
○	Traffic Signal Head	○	N/A
○	Modified Signal Head	○	N/A
+	Sign	+	N/A
○	Pedestrian Signal Head With Push Button & Sign	○	N/A
○	Signal Pole with Guy	○	N/A
○	Signal Pole with Sidewalk Guy	○	N/A
○	Inductive Loop Detector Controller & Cabinet	○	N/A
○	Junction Box	○	N/A
○	2-In Underground Conduit	○	N/A
○	Right of Way with Marker	○	N/A
○	Directional Arrow	○	N/A
○	Pavement Marking Arrow	○	N/A
○	Left Arrow "ONLY" Sign (R3-5L)	○	N/A
○	Right Arrow "ONLY" Sign (R3-5R)	○	N/A
○	No Left Turn Sign (R3-2)	○	N/A
○	*TURNING TRAFFIC MUST YIELD TO PEDESTRIANS* Sign (R10-15)	○	N/A

Signal Upgrade

NC 86 N (Columbia Street) At NC 86 S (Pittsboro Street) / SR 1902 (Manning Drive)

Division 7 Orange County Chapel Hill

DATE: JUNE 2008

SCALE: 1"=30'

DESIGNED BY: JFG

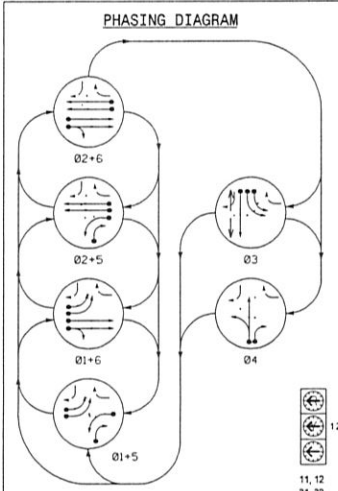
REVIEWED BY: [Signature]

6/28/08

67-36520

11/10/08 10:10 AM  
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 11/10/08 10:10 AM  
 C:\Users\jfg\Documents\Projects\110808\110808.dwg

6 PHASE  
FULLY ACTUATED  
(CHAPEL HILL CLOSED LOOP SYSTEM)

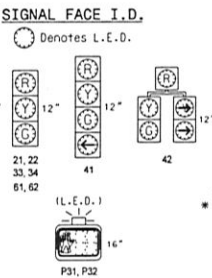


**TABLE OF OPERATION**

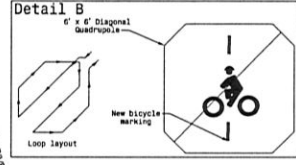
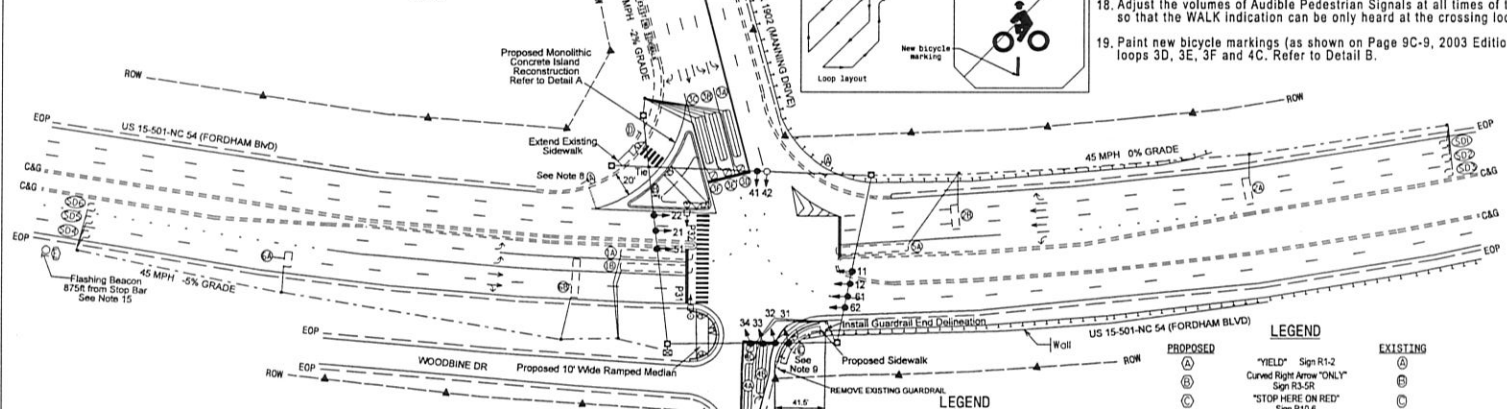
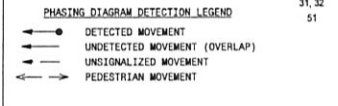
SIGNAL FACE	PHASE					
	01+5	02+6	03	04	05	06
11, 12	-	-	-	-	-	-
21, 22	R	R	G	R	R	Y
31, 32	-	-	-	-	-	-
33, 34	R	R	R	G	R	R
41	R	R	R	G	R	R
42	R	R	R	G	R	R
51	-	-	-	-	-	-
61, 62	R	R	G	R	R	Y
P3, P32	DM	DM	DM	DM	DM	DM

**NEMA LOOP & DETECTOR UNIT INSTALLATION CHART**  
with TS-1 CABINET

LOOP NO.	SIZE (ft)	DIST. FROM STOPBAR (ft)	TURNS	NEW EXISTING	UNIT NO.	DETECTOR UNITS		TIMING	PLACE CALL DURING GREEN	INHERIT DURING GREEN
						INDUCTIVE	DIAGNOSTIC			
1A	6'x60'	+5	Existing	X	1	X	1	1	X	SEC. ABL. NO
1B	6'x60'	+5	Existing	X	1	X	2	1	X	SEC. ABL. NO
2A	6'x22'	330	Existing	X	2	X	1	2	X	EXTEND 2.25 SEC. ABL. NO
2B	6'x20'	90	Existing	X	2	X	2	2	X	SEC. ABL. NO
3A	6'x40'	16	2-4-2	X	3	X	1	3	X	SEC. ABL. YES
3B	6'x40'	16	2-4-2	X	3	X	2	3	X	SEC. ABL. NO
3C	6'x40'	16	2-4-2	X	3	X	1	3	X	SEC. ABL. NO
4A	6'x40'	16	2-4-2	X	4	X	2	4	X	SEC. ABL. YES
4B	6'x40'	0	2-4-2	X	4	X	5	5	X	DELAY 15 SEC. ALL. NO
5A	6'x60'	+5	Existing	X	5	X	5	5	X	SEC. ABL. NO
6A	6'x12'	330	Existing	X	6	X	1	6	X	EXTEND 2.25 SEC. ABL. NO
6B	6'x32'	90	Existing	X	6	X	2	6	X	SEC. ABL. NO
* SD1	6'x6'	500	Existing	X	7	X	1	2	X	* ALL. NO
* SD2	6'x6'	500	Existing	X	7	X	2	2	X	* ALL. NO
** SD3	6'x6'	500	Existing	X	8	X	1	2	X	** ALL. NO
** SD4	6'x6'	490	Existing	X	8	X	2	6	X	** ALL. NO
** SD5	6'x6'	490	Existing	X	9	X	1	6	X	** ALL. NO
** SD6	6'x6'	490	Existing	X	9	X	2	6	X	** ALL. NO
*** 3D	6'x6'	0	2-4-2	X	10	X	1	3	X	DELAY 2 SEC. ALL. YES
*** 3E	6'x6'	0	2-4-2	X	10	X	2	3	X	SEC. ABL. NO
*** 3F	6'x6'	0	2-4-2	X	10	X	3	3	X	SEC. ABL. NO
*** 4C	diagonal	0	2-4-2	X	12	X	4	4	X	DELAY 5 SEC. ALL. YES

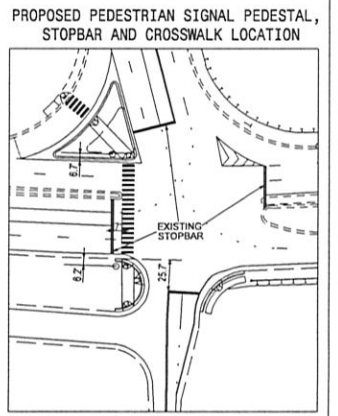
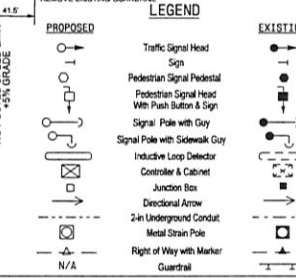
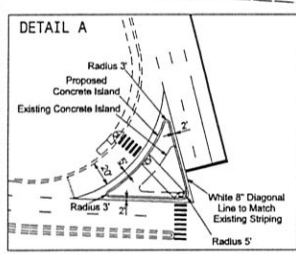


- NOTES**
- Refer to "Roadway Standard Drawings NCDOT" dated July 2006, and "Standard Specifications for Roads and Structures" dated July 2008, and all applicable sections of the latest version of the generic Project Special Provisions. The PSP can be accessed at the following website: <http://www.ncdot.org/doh/preconstruct/traffic/ITS/>
  - Do not program signal for late night flashing operations unless otherwise directed by the Engineer.
  - Phase 1 or phase 5 may be lagged.
  - The order of phase 3 and phase 4 may be reversed.
  - Set all detector units to presence mode.
  - Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
  - Program pedestrian heads to countdown the flashing "Don't Walk" time only.
  - Relocate the existing "YIELD" sign to new location as shown on the plans.
  - Relocate the existing "STOP HERE ON RED" sign to new location as shown on the plan.
  - Reposition existing signal head numbered 41.
  - Provide ADA accessibility between wheel chair ramps and pedestrian pushbuttons.
  - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
  - Reconstruct the channelization island at northwest corner to provide larger pedestrian refuge area. Refer to Detail A.
  - Closed loop system data: Intersection Number #1, Local telemetry address number #12, Channel number #1.
  - Install solar powered LED flashing beacon with sign 875ft away from the stop bar. Flash beacon continuously.
  - Audible pedestrian signals in the north-south direction shall cuckoo and in the east-west direction shall peep-peep.
  - Install ADA compliant audible pushbuttons to provide pushbutton locator tones. Refer to NCDOT Standard Specifications Section 1705 and MUTCD 4E.09.
  - Adjust the volumes of Audible Pedestrian Signals at all times of the day and night, and aim the speakers appropriately, so that the WALK indication can be only heard at the crossing location.
  - Paint new bicycle markings (as shown on Page 9C-9, 2003 Edition of MUTCD) in the middle of the sawcuts for new loops 3D, 3E, 3F and 4C. Refer to Detail B.



**NEMA TIMING CHART**

FEATURE	PHASE					
	1	2	3	4	5	6
Minimum Green *	7.0	12.0	7.0	7.0	7.0	12.0
Passage Gap *	1.0	2.0	1.0	1.0	1.0	2.0
Yellow Change Int	3.5	4.5	4.0	3.6	3.2	5.0
Red Clearance	2.5	1.7	2.6	2.1	2.8	1.6
Maximum I *	20	70	45	30	10	75
Recall Position	NONE	MNL RECALL	NONE	NONE	NONE	MNL RECALL
Vehicle Call Memory	NONLOCK	LOCK	NONLOCK	NONLOCK	NONLOCK	LOCK
Walk *	-	-	7	-	-	-
Flashing Don't Walk	-	-	1B	-	-	-



**MARTIN ALEKIOU BRYSON**



US 15-501-NC 54  
(Fordham Boulevard)  
at  
SR 1902 (Manning Drive)

DIVISION 7 ORANGE COUNTY CHAPEL HILL

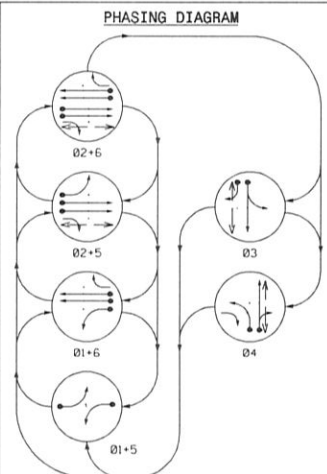
PLANNING DATE: 10/13/2008 REVIEWER BY: JLL

PREPARED BY: JLM REVIEWER BY:

REVISIONS: \_\_\_\_\_

SCALE: 1"=50'

SIC. INVENTORY NO. 07-0505

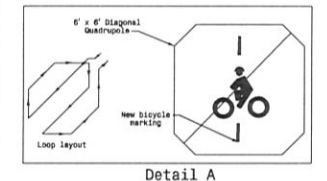
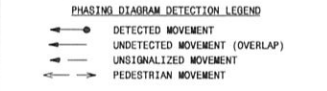


SIGNAL FACE	PHASE						FLASH
	01+5	01+6	02+5	02+6	03	04	
11	←	←	←	←	←	←	←
21	R	R	G	G	R	R	Y
22	R	R	G	G	R	R	Y
31	R	R	R	R	G	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	G	R	R
42	R	R	R	R	G	R	R
51	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	Y
P2L, P22	DW	DW	W	W	DW	DW	DRR
P3L, P32	DW	DW	DW	W	DW	DRR	
P4L, P42	DW	DW	DW	DW	W	DRR	

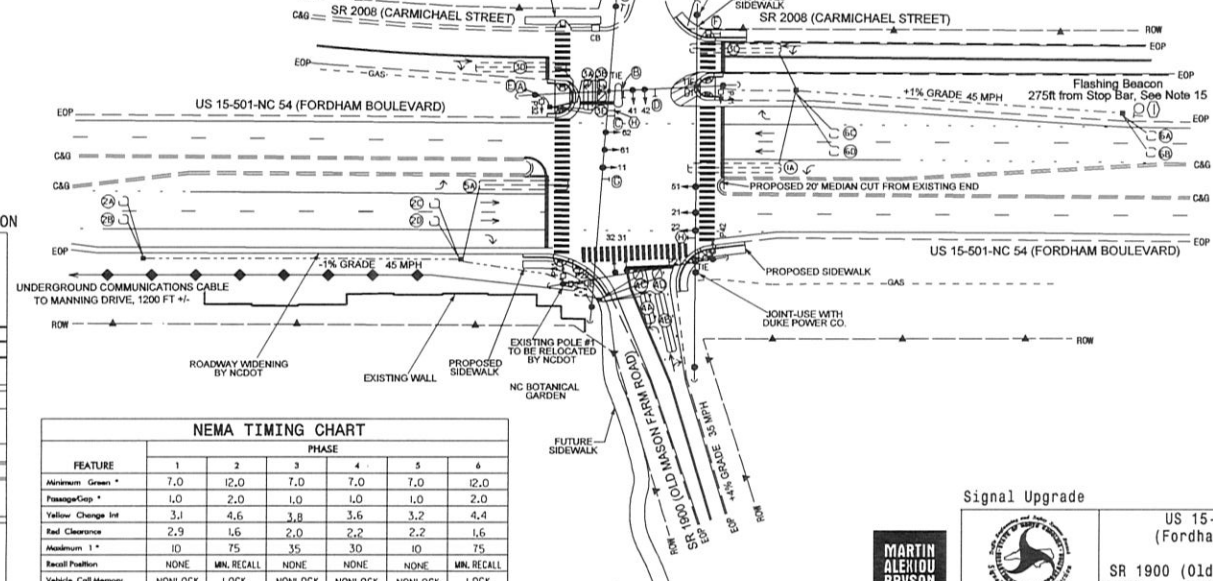
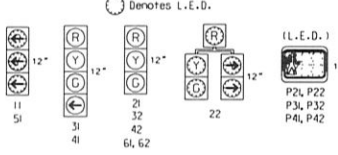
NEMA LOOP & DETECTOR UNIT INSTALLATION CHART														
INDUCTIVE LOOPS						DETECTOR UNITS								
LOOP NO.	SIZE	DIST. FROM STOPBAR (ft)	URNS	UNIT NO.	UNIT TYPE	UNIT NO.	UNIT TYPE	NEMA PHASE	FEATURE	TIMING	PLACE CALL DURING PHASE	INHIBIT DELAY DURING GREEN		
2A, 2B	6'X6'	280	5	X	1	X	X	1	2	EXTEND	1.58 SEC.	ALL	NO	
2C, 2D	6'X6'	70	4	X	1	X	X	2	2	---	SEC.	ALL	NO	
5A	6'X6'	+15	2-4-2	X	2	X	X	1	5	---	SEC.	ALL	NO	
6A, 6B	6'X6'	280	5	X	2	X	X	2	6	EXTEND	1.58 SEC.	ALL	NO	
6C, 6D	6'X6'	70	4	X	3	X	X	1	6	---	SEC.	ALL	NO	
1A	6'X6'	+22	2-4-2	X	3	X	X	2	1	---	SEC.	ALL	NO	
3A	6'X20'	+5	2-4-2	X	4	X	X	1	3	DELAY	10 SEC.	ALL	YES	
3C	6'X6'	+21	2-4-2	X	4	X	X	2	3	DC/EC	6.5/5 SEC.	ALL	YES	
3B	6'X6'	8	3	X	4	X	X	3	3	---	SEC.	ALL	NO	
3D	6'X6'	+8	2-4-2	X	5	X	X	1	3	DELAY	15 SEC.	ALL	YES	
4A	6'X20'	16	2-4-2	X	6	X	X	1	4	DELAY	---	SEC.	ALL	YES
4B	6'X40'	16	2-4-2	X	6	X	X	2	4	DELAY	15 SEC.	ALL	YES	
3E*	6'X6'	0	2-4-2	X	7	X	X	1	3	DELAY	---	SEC.	ALL	NO
4C*	DIAGONAL	0	2-4-2	X	8	X	X	1	4	DELAY	3 SEC.	ALL	YES	
4D*	DIAGONAL	0	2-4-2	X	8	X	X	2	4	DELAY	15 SEC.	ALL	YES	

6 PHASE FULLY ACTUATED (CHAPEL HILL CLOSED LOOP SYSTEM)

- NOTES**
- Refer to "Roadway Standard Drawings NCDOT" dated July 2006, and "Standard Specifications for Roads and Structures" dated July 2006, and all applicable sections of the latest version of the generic Project Special Provisions. The PSP can be accessed at the following website: <http://www.ncdot.org/doh/preconstruct/traffic/ITSS/>
  - Do not program signal for late night flashing operations unless otherwise directed by the Engineer.
  - Set all detector units to presence mode.
  - Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
  - Program pedestrian heads to countdown the flashing "Don't Walk" time only.
  - Install sidewalks to provide ADA access between wheel chair ramps and pedestrian push buttons.
  - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
  - During coordination, phase 1 or phase 5 may be lagged.
  - During coordination, the order of phase 3 and phase 4 may be reversed.
  - Closed loop system data: Intersection Number #2, Local telemetry number #12, Channel number #1.
  - Install 20 foot long side walk at each side of proposed wheel chair ramps.
  - Install ADA compliant audible pushbuttons to provide pushbutton locator tones. Refer to NCDOT Standard Specifications Section 1705 and MUTCD 4E.09.
  - Paint new bicycle markings (as shown on Page 9C-9, 2003 edition of MUTCD) in the middle of the sawcuts for new loops 33, 3F, 4C, and 4D. Refer to Detail A.
  - The repositioning of signal head 21 and replacement of signal head 22 will be completed as part of NCDOT roadway widening and shown as existing conditions in the plan.
  - Install solar powered LED flashing beacon with sign 275ft away from the stop bar. Flash beacon continuously.



SIGNAL FACE I.D.



**LEGEND**

PROPOSED	EXISTING
Traffic Signal Head	Traffic Signal Head
Sign	Sign
Pedestrian Signal Pedestal	Pedestrian Signal Pedestal
Pedestrian Signal Head With Push Button & Sign	Pedestrian Signal Head With Push Button & Sign
Signal Pole with Guy	Signal Pole with Guy
Signal Pole with Sidewalk Guy	Signal Pole with Sidewalk Guy
Inductive Loop Detector	Inductive Loop Detector
Controller & Cabinet	Controller & Cabinet
Junction Box	Junction Box
Directional Arrow	Directional Arrow
2-in Underground Conduit	2-in Underground Conduit
Interconnect Cable (Hardwire)	Interconnect Cable (Hardwire)
Right of Way with Marker	Right of Way with Marker
"STOP" Sign R1-1	"STOP" Sign R1-1
Curved Left Arrow "ONLY" Sign R3-6L	Curved Left Arrow "ONLY" Sign R3-6L
Curved Right Arrow "ONLY" Sign R3-6R	Curved Right Arrow "ONLY" Sign R3-6R
Thru + Right Arrow Sign R3-6R	Thru + Right Arrow Sign R3-6R
"DO NOT BLOCK INTERSECTION" Sign R10-1	"DO NOT BLOCK INTERSECTION" Sign R10-1
"YIELD" Sign R1-2	"YIELD" Sign R1-2
"LEFT TURN SIGNAL" Sign R10-10L	"LEFT TURN SIGNAL" Sign R10-10L
"TURNING TRAFFIC MUST YIELD TO PEDESTRIANS" Sign (R10-15)	"TURNING TRAFFIC MUST YIELD TO PEDESTRIANS" Sign (R10-15)
SIGNAL AHEAD SIGN Sign V0-3	SIGNAL AHEAD SIGN Sign V0-3
LED Flashing Beacon	LED Flashing Beacon

FEATURE	PHASE					
	1	2	3	4	5	6
Minimum Green *	7.0	12.0	7.0	7.0	7.0	12.0
Passage Gap *	1.0	2.0	1.0	1.0	1.0	2.0
Yellow Change Int	3.1	4.6	3.8	3.6	3.2	4.4
Red Clearance	2.9	1.6	2.0	2.2	2.2	1.6
Maximum I *	10	75	35	30	10	75
Recall Position	NONE	MIN. RECALL	NONE	NONE	NONE	MIN. RECALL
Vehicle Call Memory	NONLOCK	LOCK	NONLOCK	NONLOCK	NONLOCK	LOCK
Walk *	-	7	7	7	-	-
Flashing Don't Walk	-	12	19	21	-	-

\* 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.

Signal Upgrade



US 15-501-NC 54 (Fordham Boulevard) at SR 1900 (Old Mason Farm Road) GRADE COUNTY CHAPEL HILL

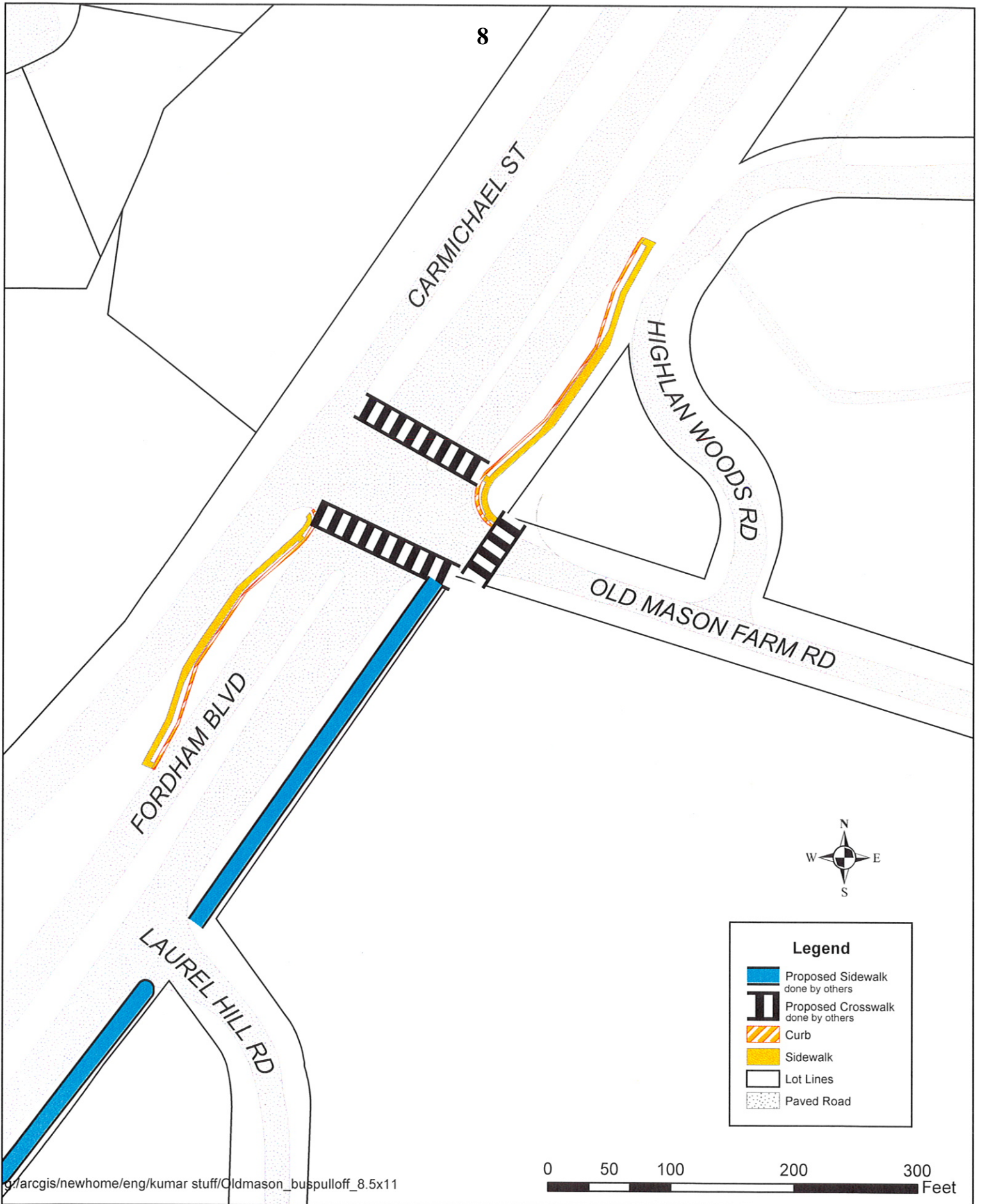
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DATE: 10/13/2008

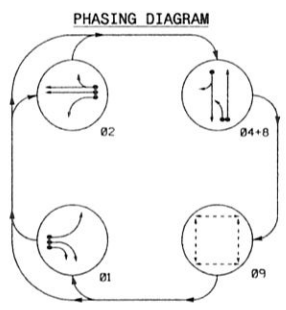
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REVISIONS: [Table with columns for REV, DATE, INTL, DATE]

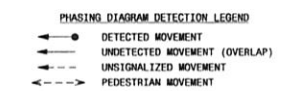
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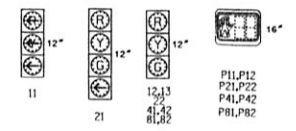
# Proposed Bus Pullofs for Fordham Blvd. at Old Mason Farm Rd and Christopher Rd



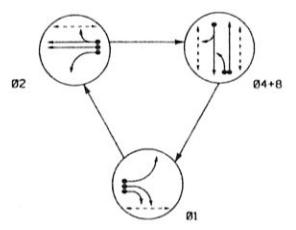
SIGNAL FACE	PHASE				
	01	02	04+B	09	10
11	-	R	R	R	R
12,13	C	R	R	R	R
21	R	C	R	R	R
22	R	C	R	R	R
41,42	R	R	C	R	Y
81,82	R	R	C	R	Y
P11,P12	DW	DW	DW	W	DRK
P21,P22	DW	DW	DW	W	DRK
P41,P42	DW	DW	DW	W	DRK
P81,P82	DW	DW	DW	W	DRK



SIGNAL FACE I.D.  
○ Denotes L.E.D.

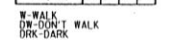


ALTERNATE PHASING DIAGRAM



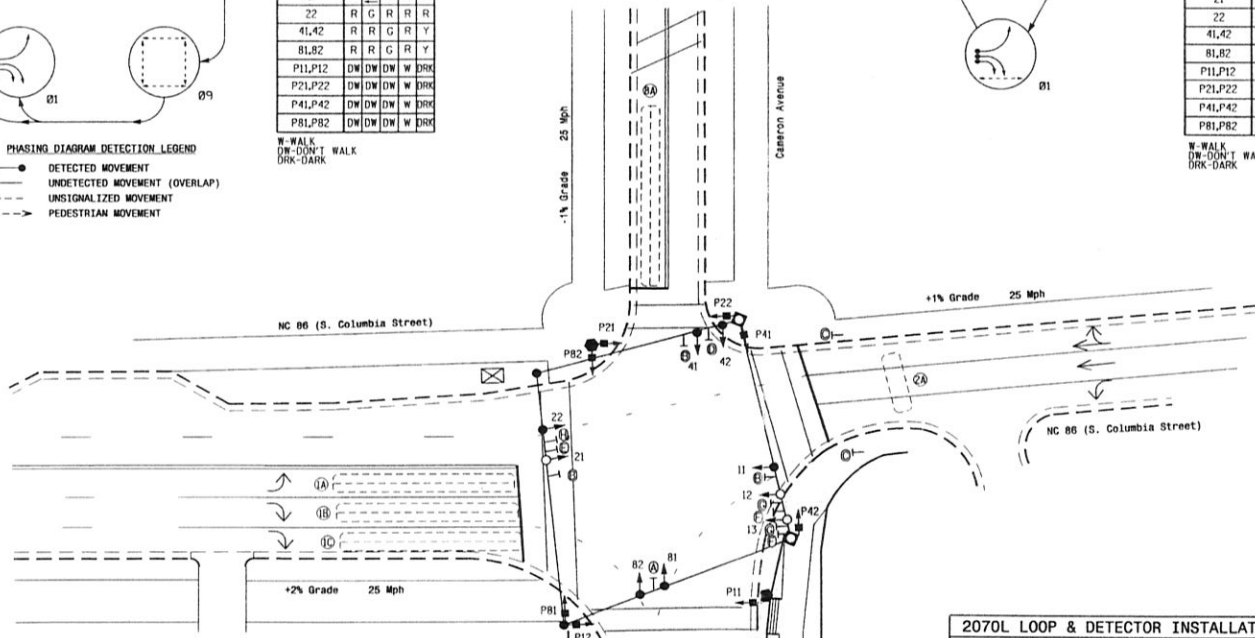
ALTERNATE TABLE OF OPERATION

SIGNAL FACE	PHASE				
	01	02	04+B	09	10
11	-	R	R	R	R
12,13	C	R	R	R	R
21	R	C	R	R	R
22	R	C	R	R	R
41,42	R	R	C	R	Y
81,82	R	R	C	R	Y
P11,P12	W	DW	DW	DRK	
P21,P22	DW	W	DW	DRK	
P41,P42	DW	W	DW	DRK	
P81,P82	DW	W	DW	DRK	



3 Phase Fully Actuated Chapel Hill - Carrboro Signal System

- NOTES
- Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
  - Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
  - Set all detector units to presence mode.
  - In the event of loop replacement, refer to the current Signals and Geometrics Design Manual and submit a Plan of Record to the Signals and Geometrics Section.
  - Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
  - Program pedestrian heads to countdown the flashing "Don't Walk" time only.
  - Remove existing "Left Turn Signal" sign(s)-(R10-10L) and/or existing "Right Turn Signal" sign(s)-(R10-10R).
  - The 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.



LEGEND

PROPOSED	EXISTING
○	Traffic Signal Head
○	Modified Signal Head
○	Sign
○	Pedestrian Signal Head
○	Signal Pole with Guy
○	Signal Pole with Sidewalk Guy
○	Inductive Loop Detector
○	Controller & Cabinet
○	Junction Box
○	2-in Underground Conduit
○	Right of Way with Marker
○	Directional Arrow
○	Pavement Marking Arrow
○	Pedestrian Signal Pedestal
○	No Left Turn Sign (R3-2)
○	Left Arrow "ONLY" Sign (R3-5L)
○	"DO NOT ENTER" Sign (R5-1)
○	No Right Turn Sign (R3-1)
○	Thru Arrow "ONLY" with Flags Sign (R3-5a)
○	"NO TURN ON RED" Sign (R10-11)
○	Right Arrow "ONLY" Sign (R3-SR)
○	"YIELD TO BICYCLISTS AND PEDESTRIANS" Sign

2070L TIMING CHART

FEATURE	PHASE				
	1	2	4	8	9
Min Green 1"	7	7	10	10	7
Extension 1"	2.0	2.0	2.0	2.0	-
Max Green 1"	30	30	60	60	-
Yellow Clearance	3.0	3.1	3.2	3.2	3.0
Red Clearance	2.6	2.8	3.0	3.0	-
Walk 1"	7	7	7	7	7
Don't Walk 1	15	15	15	15	15
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Restore *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	PED**	PED**	MIN/PED**	MIN/PED**	PED RECALL
Vehicle Call Memory	-	YELLOW	-	-	-
Doel Entry	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON

2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS				DETECTOR PROGRAMMING			
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	COLOR	EXTENSION	PAUSE TIME (SECS)
1A	6X60	0	2-4-2	-	1	Y	Y
1B	6X60	0	2-4-2	-	1	Y	Y
1C	6X60	0	2-4-2	-	1	Y	Y
2A	6X60	25+/-	Existing	-	2	Y	Y
4A	6X60	0	2-4-2	-	4	Y	Y
4B	6X60	0	2-4-2	-	4	Y	Y
8A	6X60	0	2-4-2	-	8	Y	Y

\* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 4 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.  
\*\* Program Ped Recall for Phases 1, 2, 4, 8, 9 only during Alternate Phasing.  
\*\*\* Program Ped Recall for Phase 9 during Normal Phasing.  
1. Doel Ped Phase 1, 2, 4, 8, 9 during Normal Phasing.  
2. Doel Ped Phase 9 during Alternate Phasing.

Signal Upgrade

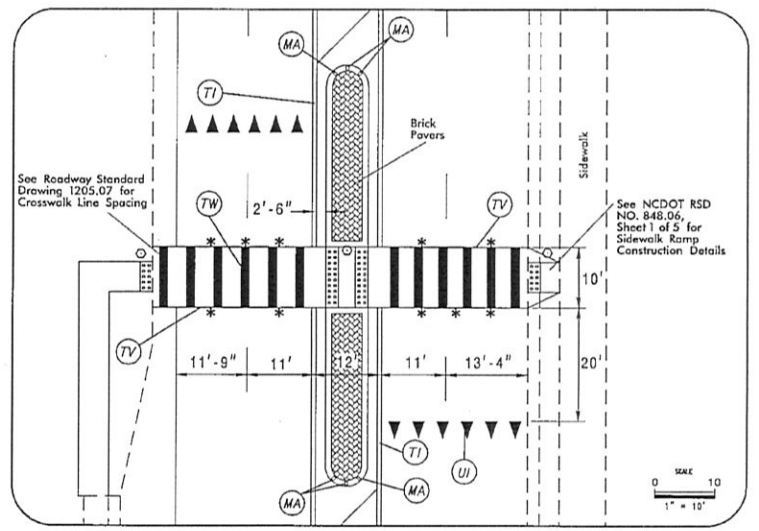
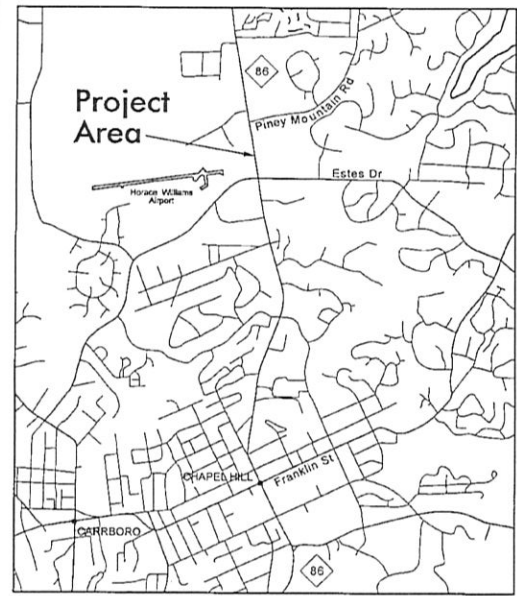
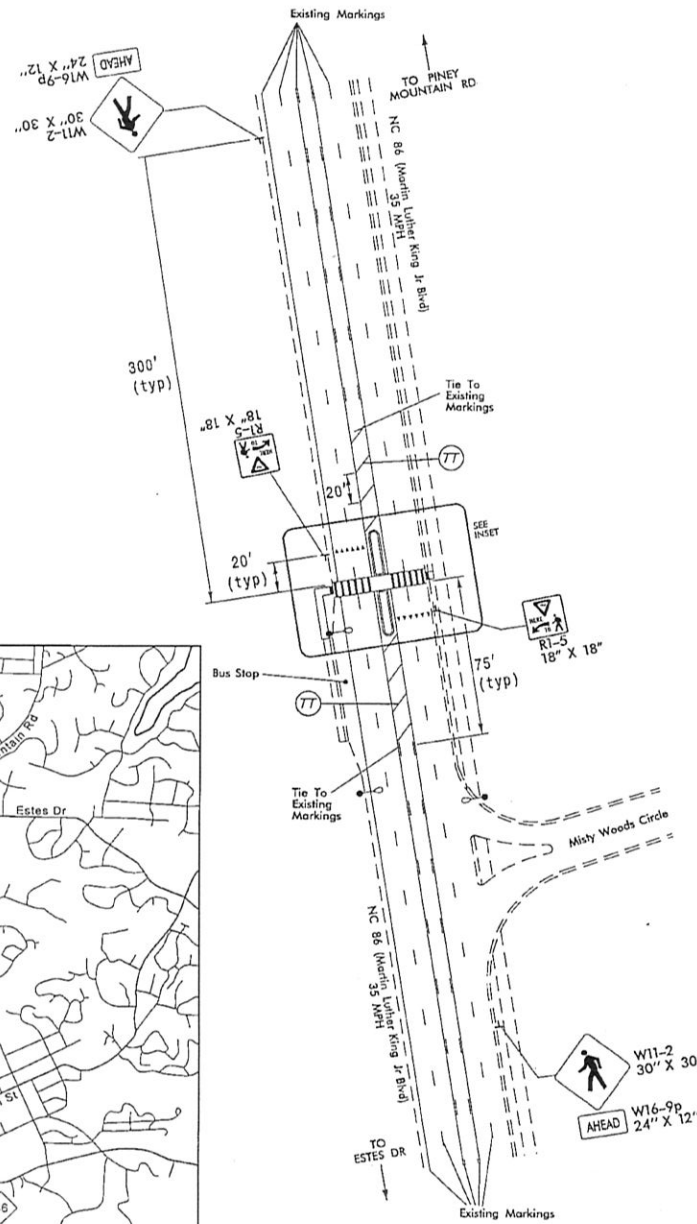
Prepared in the Office of  
  
 NC 86 (S. Columbia Street)  
 At  
 Cameron Avenue

Division 7 Orange County Chapel Hill  
 PLAN DATE: May 2008 REVISION BY: M. K. Mahboob  
 PREPARED BY: K. Maldonado REVIEWED BY:

SCALE: 1"=20'

SEAL  
  
 M. K. Mahboob  
 PROJECT ENGINEER

116.1 IMPRINT NO. 07-0518



PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAY ITEM
(TI)	YELLOW DOUBLE CENTERLINE	THERMOPLASTIC (4\",120 MILS)
(TT)	YELLOW DIAGONAL	THERMOPLASTIC (8\",90 MILS)
(TV)	WHITE CROSSWALK	THERMOPLASTIC (8\",120 MILS)
(TW)	WHITE CROSSWALK	THERMOPLASTIC (2\",120 MILS)
(MA)	YELLOW AND YELLOW	PERM. RAISED PAVEMENT MARKER (LED)
(UI)	ALPHANUMERIC SYMBOL	THERMOPLASTIC (120 MILS)

- LEGEND
- Pedestrian Pushbutton Post
  - \* In-Pavement Lighting
  - Existing Wood Pole with Luminaire
  - Detectable Warning Domes
  - ▲ Proposed Wheelchair Accessible Ramp

**PBS** 1616 EAST WILLOW BROOK ROAD, SUITE 310  
 RALEIGH, NORTH CAROLINA 27603  
 (919) 876-6886

	Prepared for the Officers of: <b>TOWN OF CHAPEL HILL</b>	NC 86 (Martin Luther King Jr Blvd) Pedestrian Refuge Island With In-Pavement Lighting	SEAL PRELIMINARY PLANS NOT FOR CONSTRUCTION
	485 Atlantic Center Drive, P.O. Box 26170 Chapel Hill, North Carolina 27517		
	SCALE 0 40 1" = 40'	REVISIONS: _____ DATE: _____ _____ DATE: _____ _____ DATE: _____	SIGNATURE: _____ DATE: _____ CADD File name: Rec07.dgn

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