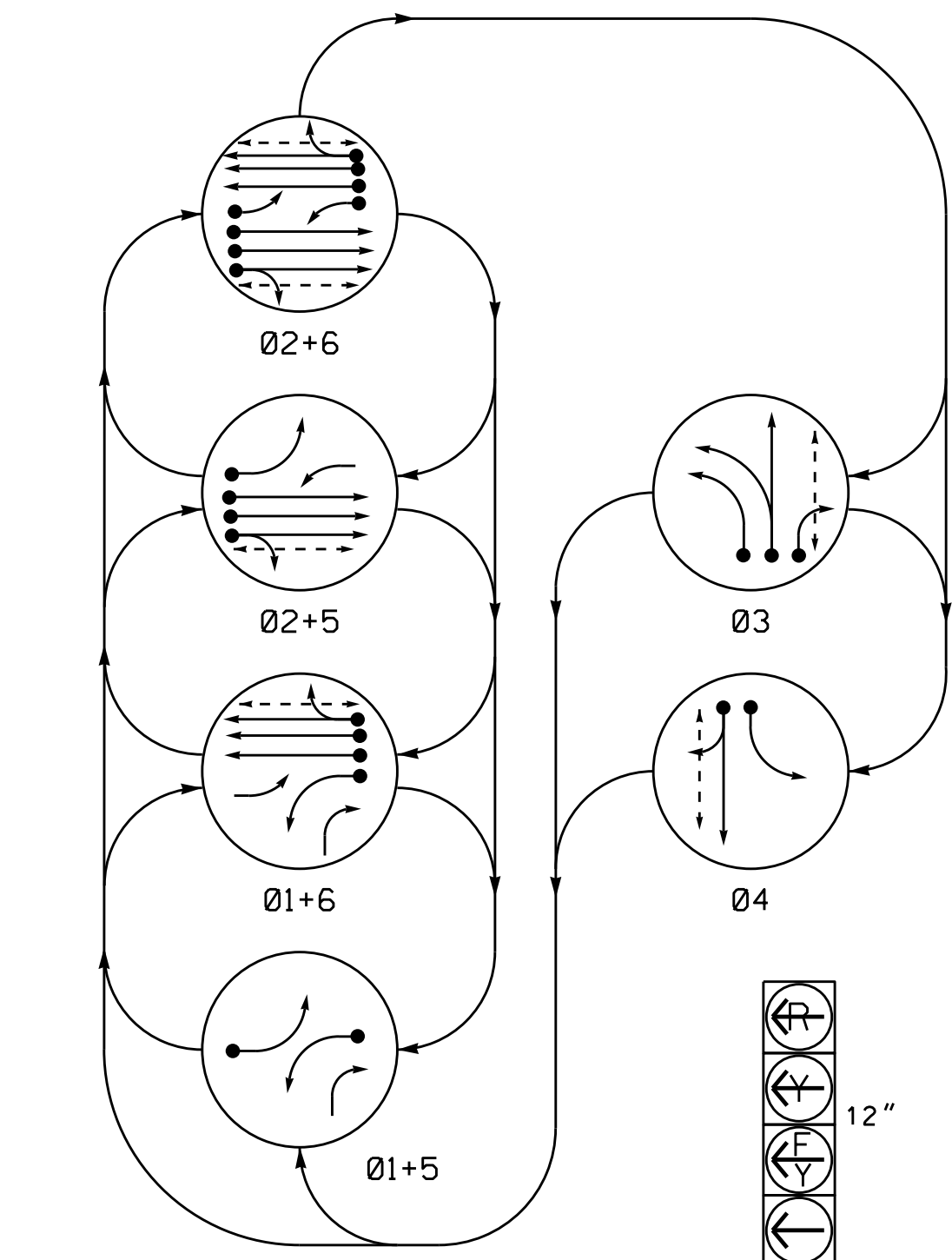


PHASING DIAGRAM



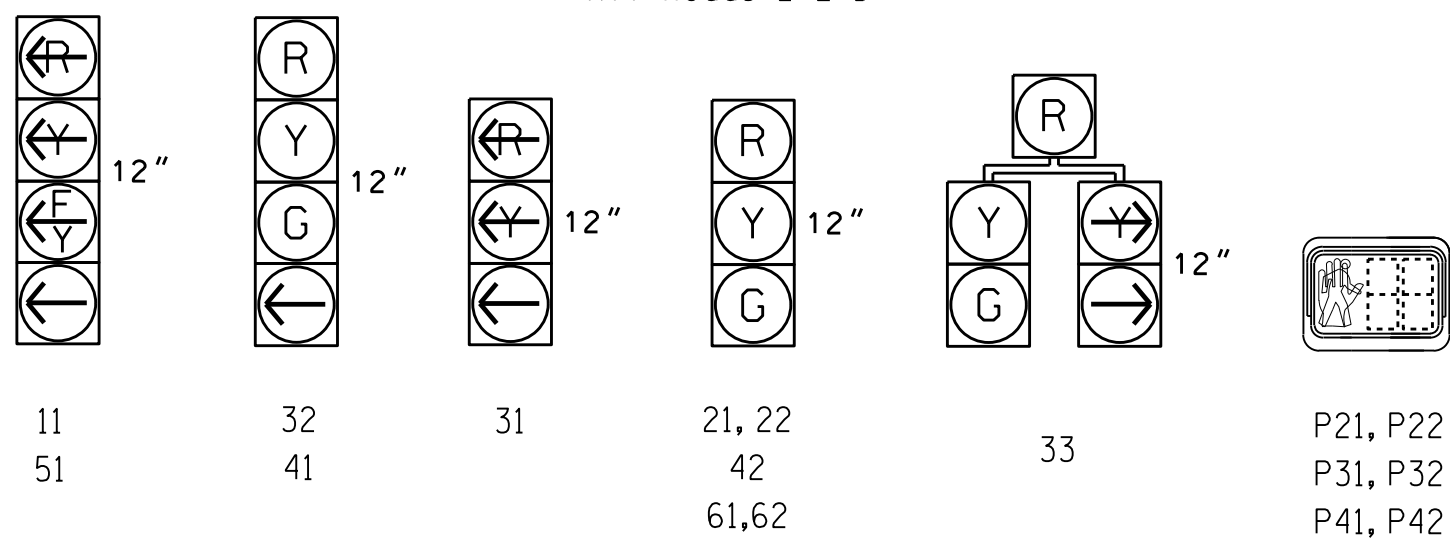
PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ◄ UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 → PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE						F L H S A
	Ø 1 + 5	Ø 1 + 6	Ø 2 + 5	Ø 2 + 6	Ø 3	Ø 4	
11	→	→	→	→	→	→	Y
21,22	R	R	G	G	R	R	Y
31	→	→	→	→	→	→	Y
32	R	R	R	R	G	R	R
33	→	→	R	R	G	R	R
41	R	R	R	R	R	G	R
42	→	→	R	R	R	G	R
51	→	→	→	→	→	→	Y
61,62	R	G	R	G	R	R	Y
P21,P22	DW	DW	W	W	DW	DRK	
P31,P32	DW	DW	DW	DW	W	DRK	
P41,P42	DW	DW	DW	DW	W	DRK	
P61,P62	DW	W	DW	W	DW	DRK	

SIGNAL FACE I.D.

All Heads L.E.D.

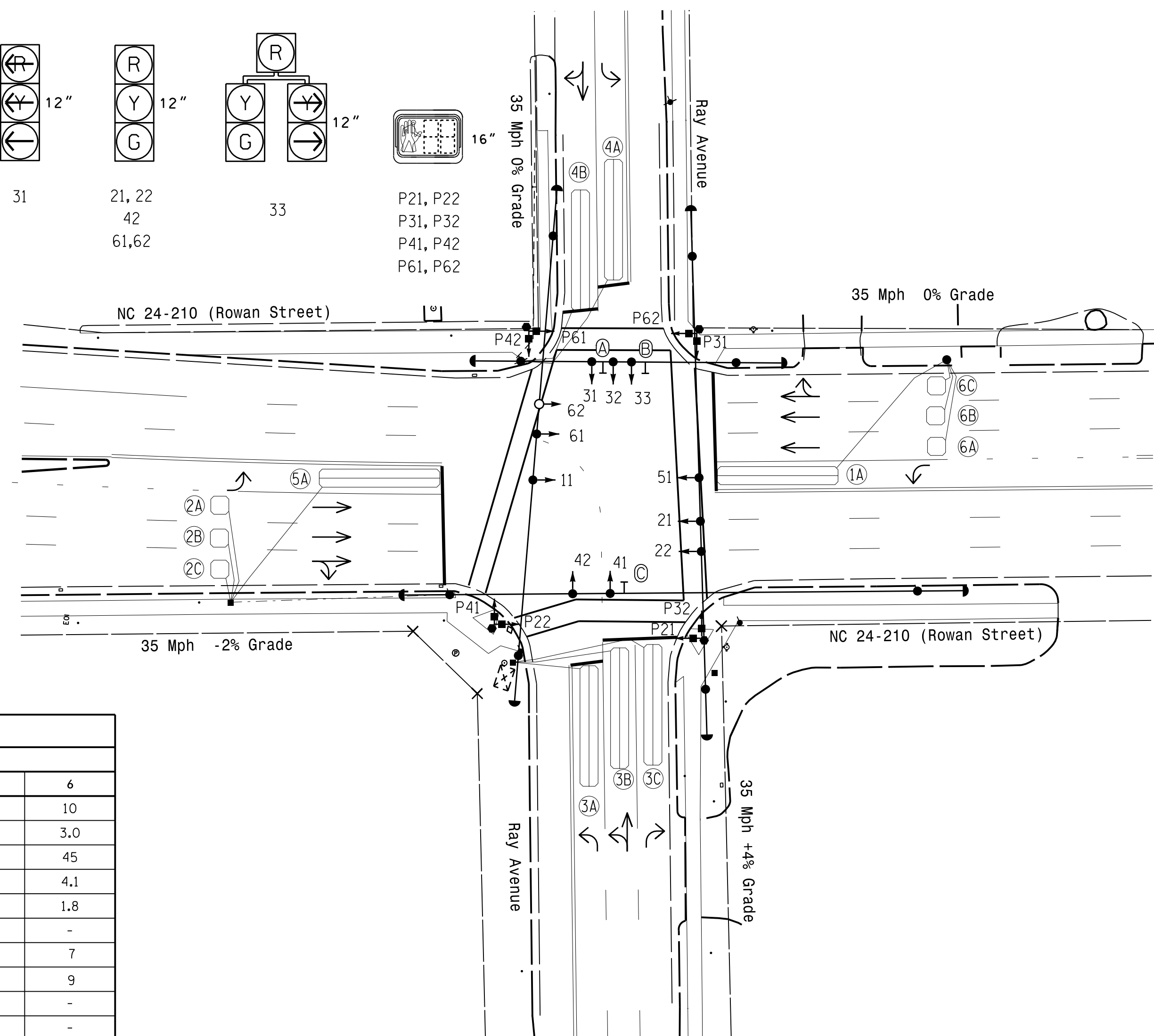


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	-
2A,2B,2C	6X6	70	3	Y	2	Y	Y	-	-	-	-	-
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	3	-	-
3B	6X40	+3	2-4-2	Y	3	Y	Y	-	-	-	-	-
3C	6X40	+3	2-4-2	Y	3	Y	Y	-	-	15	-	-
4A	6X40	+10	2-4-2	Y	4	Y	Y	-	-	3	-	-
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	10	-	-
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	15	-	-
6A,6B,6C	6X6	70	4	Y	6	Y	Y	-	-	-	-	-

6 Phase Fully Actuated Fayetteville Signal System NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Set all detector units to presence mode.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. Pavement markings are existing.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

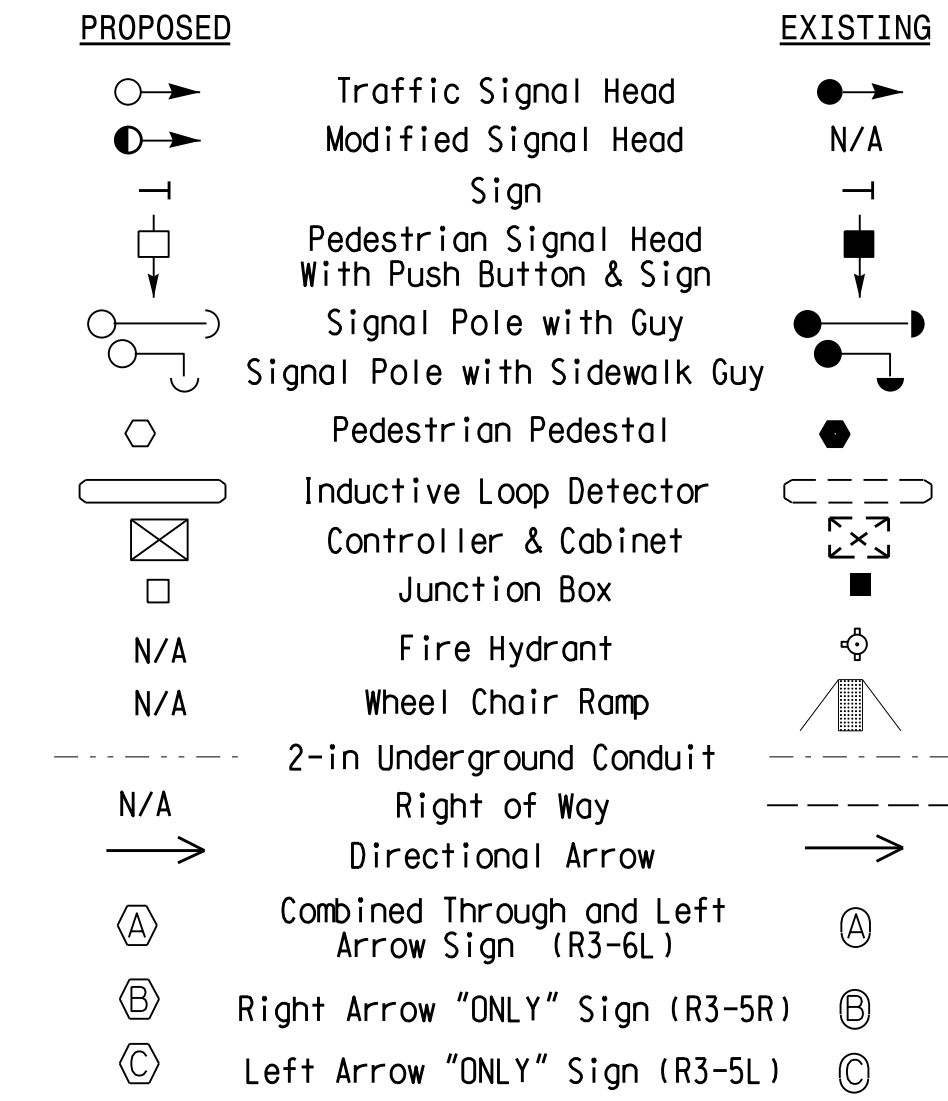


OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	10	7	7	7	10
Extension 1 *	2.0	3.0	3.0	2.0	2.0	3.0
Max Green 1 *	15	45	25	30	10	45
Yellow Clearance	3.0	4.1	3.6	3.8	3.0	4.1
Red Clearance	2.4	1.8	2.0	2.0	2.8	1.8
Red Revert	-	-	-	-	-	-
Walk 1 *	-	7	7	7	-	7
Don't Walk 1	-	15	23	22	-	9
Seconds Per Actuation *	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON	ON

* 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



Signal Upgrade Final

Prepared In the Offices of:
TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS
 ENGINEERS OF NORTH CAROLINA
 Signal Design Section
 750 N. Greenfield Pkwy, Garner, NC 27529

NC 24-210 (Rowan Street) at Ray Avenue
 Division 6 Cumberland County Fayetteville
 PLAN DATE: July 2015 REVIEWED BY:
 PREPARED BY: JPG REVIEWED BY:

SCALE 0 30
 1"=30'

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 029904
 JASON P. GALLOWAY
 8/26/2015
 DATE

SIG. INVENTORY NO. 06-0039

26-AUG-2015 09:11
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