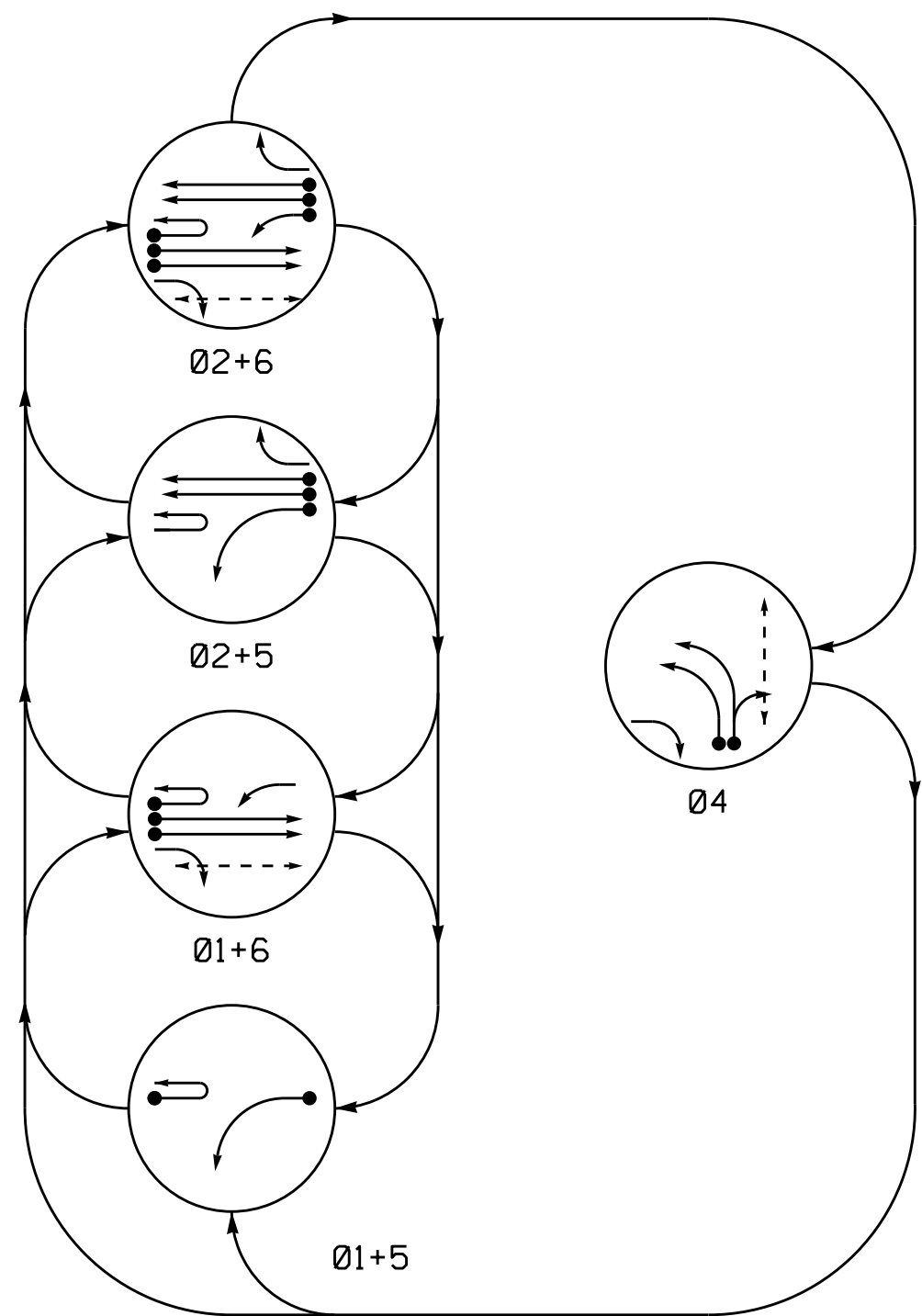


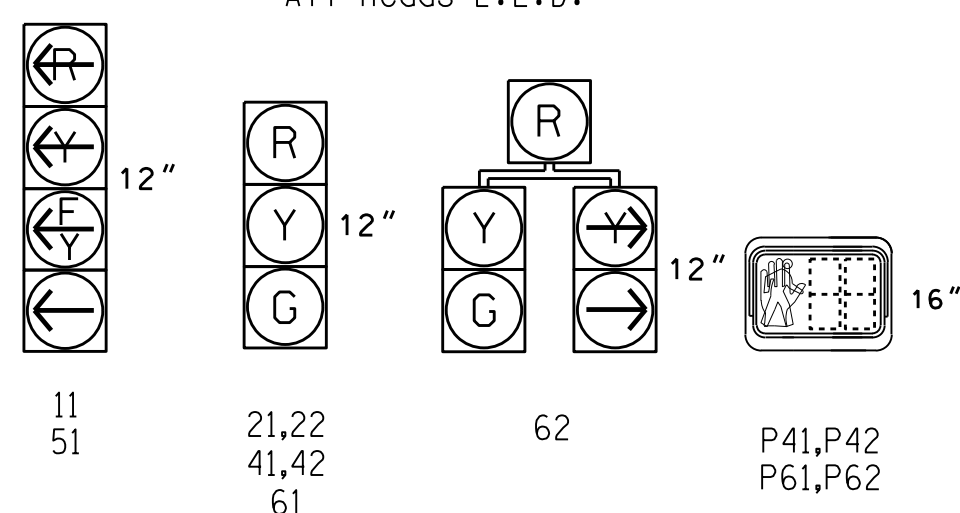
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.



SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04	PEDEST
11	←	←	←	←	←	←
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	←	←	←	←	←	←
61	R	G	R	G	R	Y
62	R	G	R	G	R	Y
P41,P42	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DRK

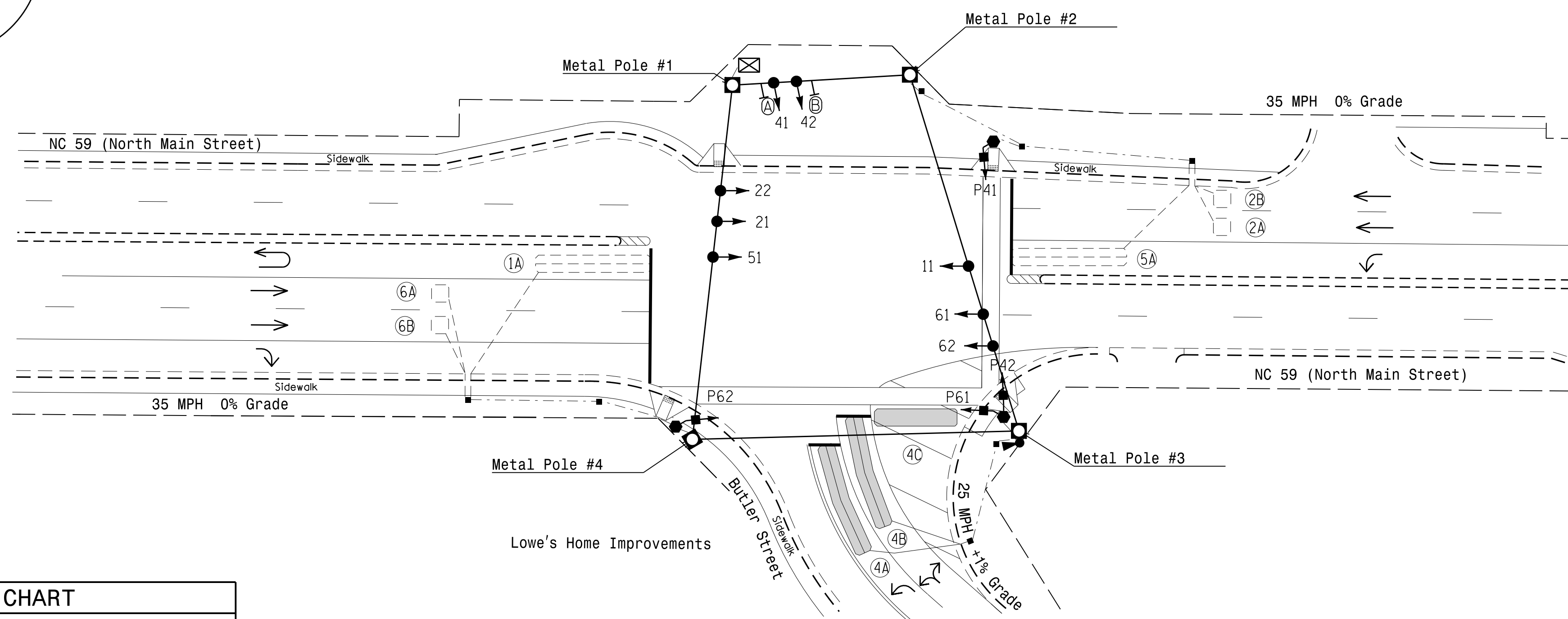
ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR				PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	10	S	-	X
2A, 2B	6X6	70	4	-	2	Yes	-	-	S	-	X
4A	6X40	0	*	-	4	Yes	-	3	S	-	X
4B	6X40	0	*	-	4	Yes	-	10	S	-	X
4C	6X40	0	*	-	4	Yes	-	20	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	10	S	-	X
6A,6B	6X6	70	4	-	6	Yes	-	-	S	-	X

* Multizone Microwave Detection

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. 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. 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. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE				
	1	2	4	5	6
Min Green *	7	10	4	7	10
Walk *	0	0	7	0	7
Ped Clear	0	0	19	0	29
Veh. Extension *	2.0	3.0	2.0	2.0	3.0
Max 1 *	25	45	20	25	45
Yellow	3.0	3.8	3.0	3.0	3.8
Red Clear	3.1	2.3	3.1	3.1	2.3
Actuations B4 Add *	-	-	-	-	-
Seconds / Actuation *	-	-	-	-	-
Max Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Locking Detector	-	X	-	-	X
Recall Position	-	VEH. RECALL	-	-	VEH. RECALL
Dual Entry	-	-	-	-	-
Simultaneous Gap	X	X	X	X	X

* 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.

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
□ → Metal Strain Pole	□ → N/A
□ → Inductive Loop Detector	□ → N/A
□ → Controller & Cabinet	□ → N/A
□ → Junction Box	□ → N/A
- - - → 2-in Underground Conduit	- - - → N/A
- - - → Right of Way	- - - → N/A
→ → Directional Arrow	→ → N/A
○ → Type II Signal Pedestal	○ → N/A
○ → Curb Ramp	○ → N/A
○ → Multizone Microwave Zone	○ → N/A
○ → Multizone Microwave Detector	○ → N/A
⊖ → Left Arrow "ONLY" Sign (R3-5L)	⊖ → N/A
⊕ → Combined Left and Right Arrow Sign (R3-6LR)	⊕ → N/A

Signal Upgrade

NC 59 (N. Main Street)
at
Butler Street

Division 6 Cumberland County Hope Mills

PLAN DATE: October 2016 REVIEWED BY: JPG

PREPARED BY: KGP/JPG REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 30
1"=30'

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

SEAL
JASON P. GALLOWAY
ENGINEER
029904

DocuSigned by:
Jason P. Galloway 10/24/2016
7700EA70481841D

SIG. INVENTORY NO. 06-1368

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 20161020.dgn
 Signal Design Section
 Region 04-0641-5742 Fayetteville
 ASC3*06-1368*061368.sta.dsn_20161020.dgn