

5 Phase Fully Actuated Fayetteville Signal System

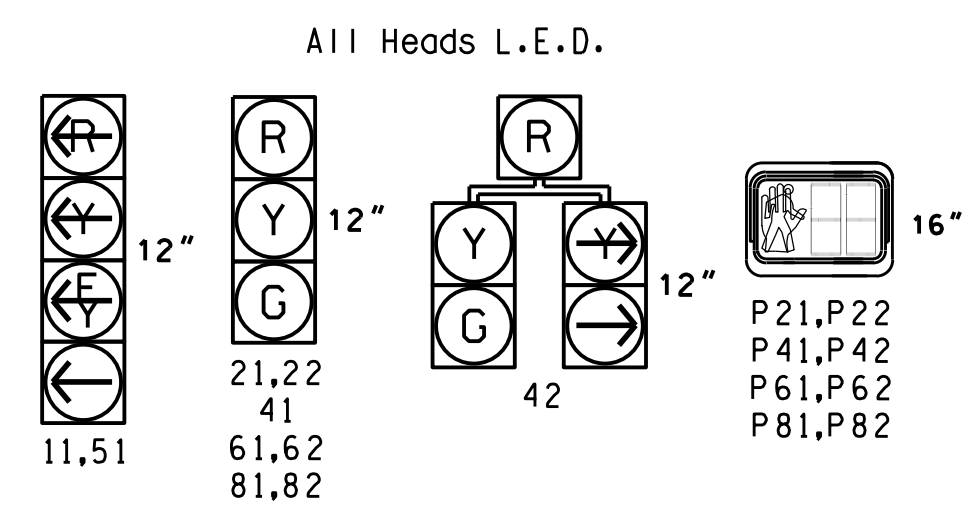
NOTES

- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Program phase 4 and phase 8 for Dual Entry.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Locate new cabinet on existing foundation.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "DON'T WALK" time only.

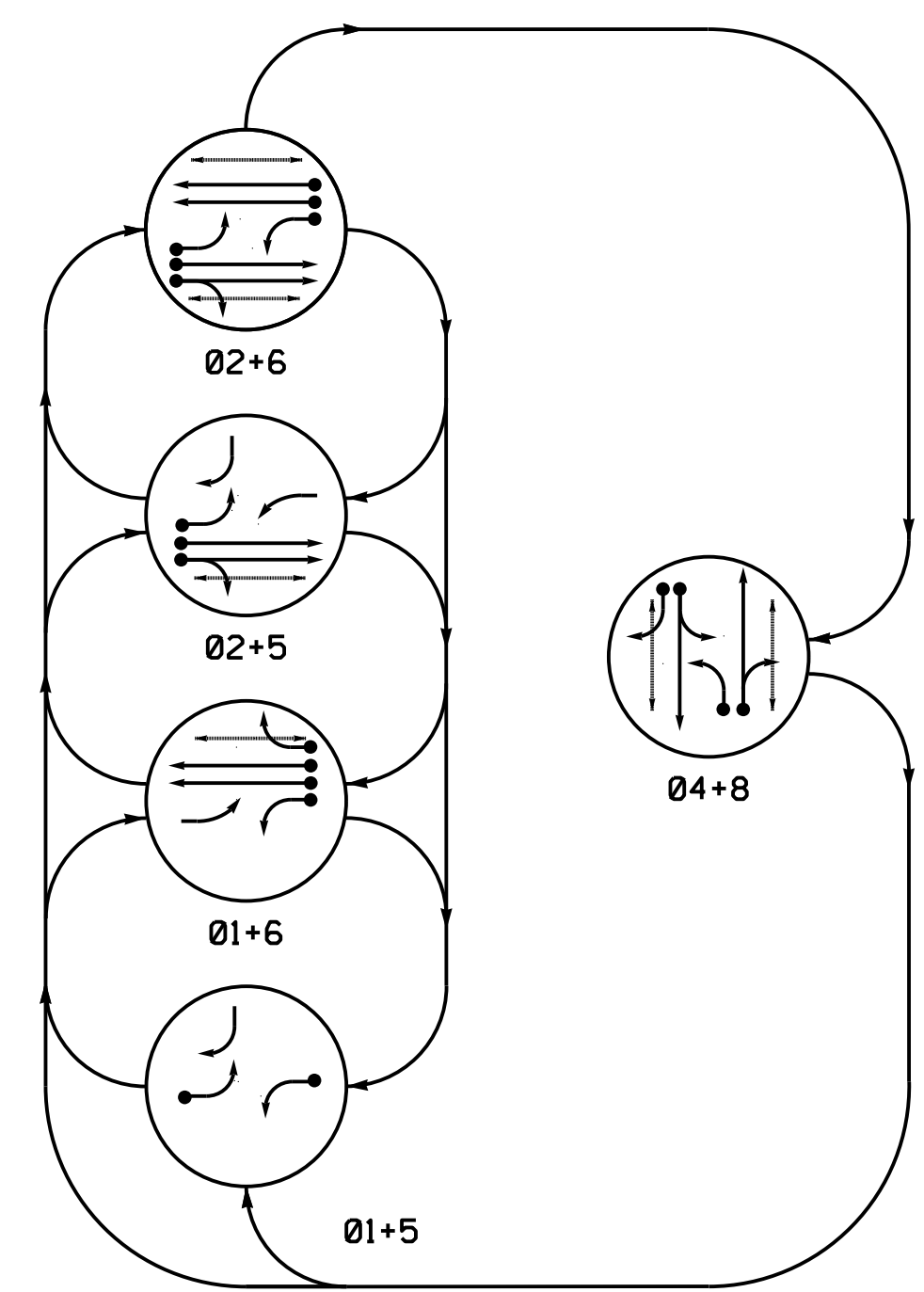
ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1	-	15	S	-	Y
2A	6X6	70	3	-	6	-	3	G	-	Y
2B	6X6	70	3	-	2	-	-	S	-	Y
4A	6X60	0	2-4-2	-	4	-	-	S	-	Y
4B	6X60	0	2-4-2	-	4	-	15	S	-	Y
5A	6X60	0	2-4-2	-	5	-	15	S	-	Y
6A	6X6	70	3	-	2	-	3	G	-	Y
6B	6X6	70	3	-	6	-	-	S	-	Y
8A	6X60	0	2-4-2	-	8	-	-	S	-	Y
8B	6X60	0	2-4-2	-	8	-	15	S	-	Y

SIGNAL FACE	PHASE							
	01	02	03	04	05	06	07	08
11	-	-	R	F	R	F	-	-
21,22	R	R	G	G	R	R	Y	-
41	R	R	R	R	G	R	-	-
42	R	R	R	R	G	R	-	-
51	-	-	R	F	R	F	-	-
61,62	R	R	G	G	R	R	Y	-
81,82	R	R	R	R	G	R	-	-
P21, P22	DW	DW	W	W	DW	DRK	-	-
P41, P42	DW	DW	DW	DW	W	DRK	-	-
P61, P62	DW	W	DW	W	DW	DRK	-	-
P81, P82	DW	DW	DW	DW	W	DRK	-	-

SIGNAL FACE I.D.

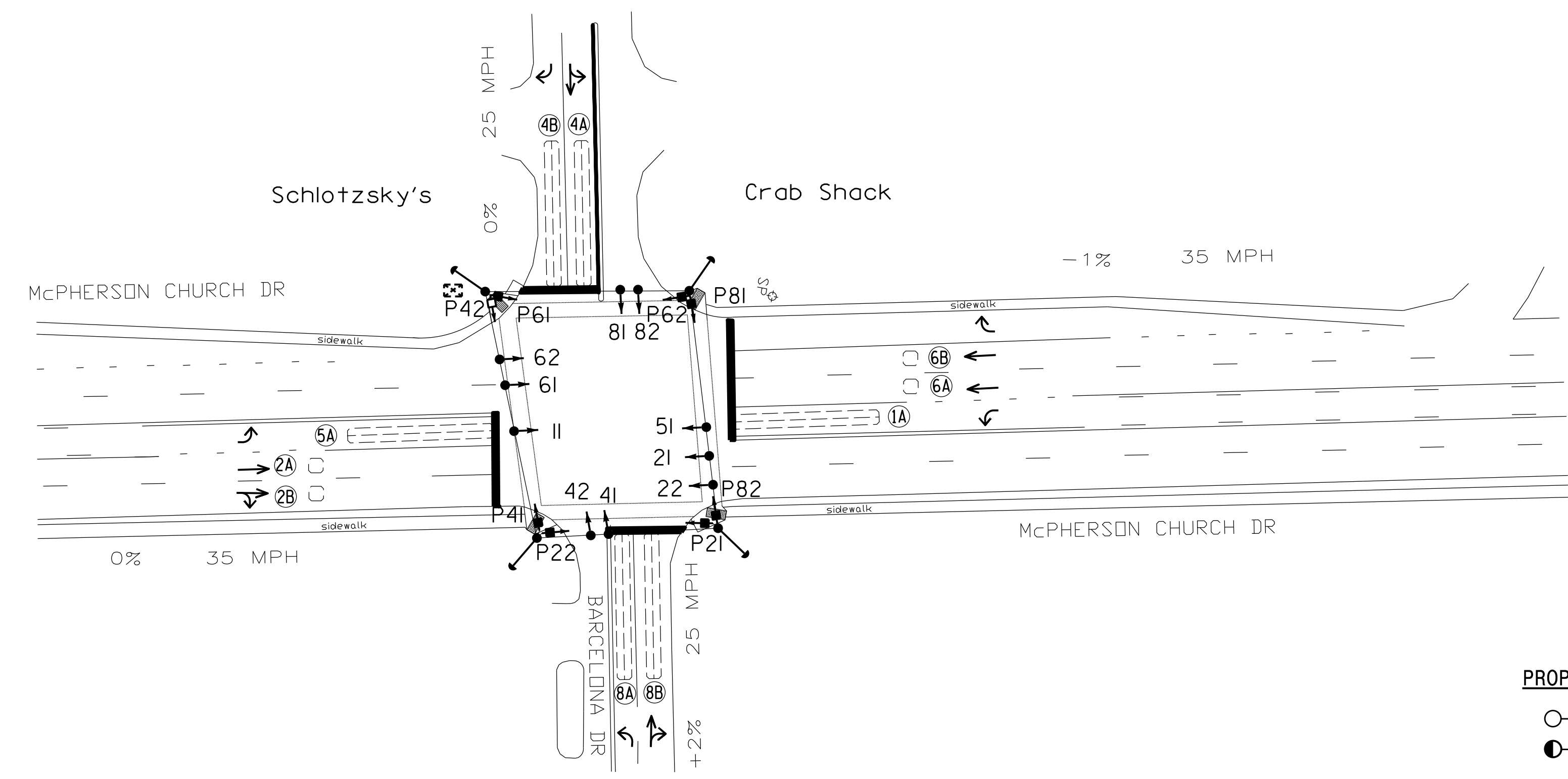


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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



ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	10	7	7	7	10
Walk *	-	7	7	-	7	7
Ped Clear	-	18	23	-	19	22
Veh. Extension *	1.0	3.0	1.0	1.0	3.0	1.0
Max I *	20	60	20	20	20	60
Yellow	3.0	3.8	3.2	3.0	3.9	3.1
Red Clear	2.4	1.8	2.7	2.4	1.8	2.5
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	-	-	X	-	-	X
Simultaneous Gap	X	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.

LEGEND

- | PROPOSED | EXISTING |
|----------|----------|
| ○ →      | ● →      |
| ○ →      | N/A      |
| ⊥        | ⊥        |
| □        | ■        |
| ○ →      | ● →      |
| ○ →      | ● →      |
| ⊗        | ⊗        |
| □        | ■        |
| ---      | ---      |
| N/A      | →        |
| →        | →        |

Signal Upgrade

Prepared In the Offices of  
**Hatch Mott MacDonald**  
 PO Box 700  
 Fuquay-Varina, NC 27526  
 www.hatchmott.com

		<p>McPHERSON CHURCH ROAD AT BARCELONA DRIVE</p>		<p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER RUSSELL W. THOMPSON 032711</p>	
<p>PLAN DATE: NOVEMBER 2016</p>		<p>REVIEWED BY: RWT</p>		<p>DATE: 11/21/2016</p>	
<p>PREPARED BY: BLR</p>		<p>REVIEWED BY:</p>		<p>DATE:</p>	
<p>REVISIONS</p>		<p>INIT.</p>		<p>DATE</p>	
<p>SIGNATURE</p>		<p>DATE</p>		<p>DATE</p>	
<p>SIG. INVENTORY NO. C014</p>		<p>SCALE 0 40</p>		<p>SEAL</p>	

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