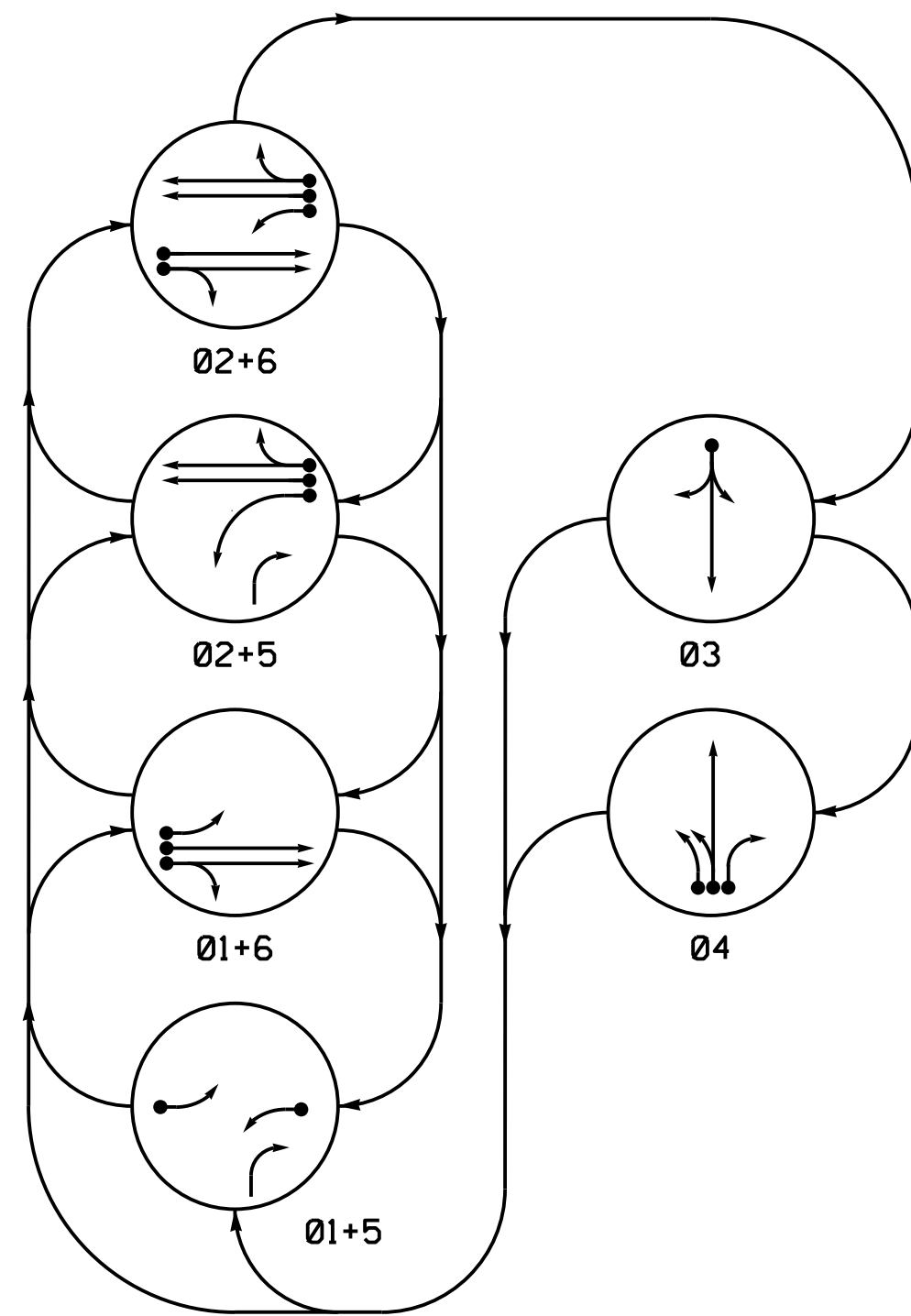


PHASING DIAGRAM



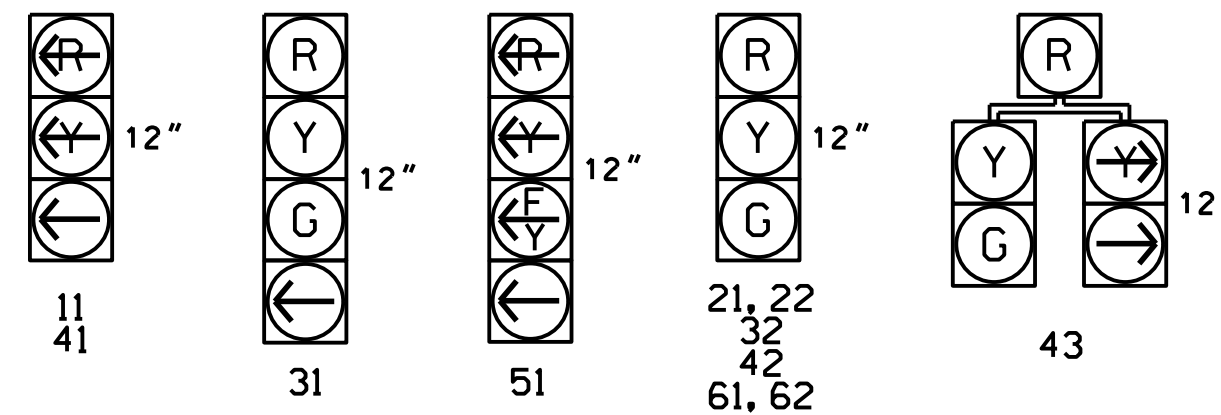
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	-	-	R	R	R	R
21,22	R	R	G	G	R	Y
31	R	R	R	R	R	R
32	R	R	R	R	G	R
41	R	R	R	R	R	-
42	R	R	R	R	R	G
43	R	R	R	R	R	G
51	-	R	-	F	R	Y
61,62	R	G	R	G	R	Y

SIGNAL FACE I.D.

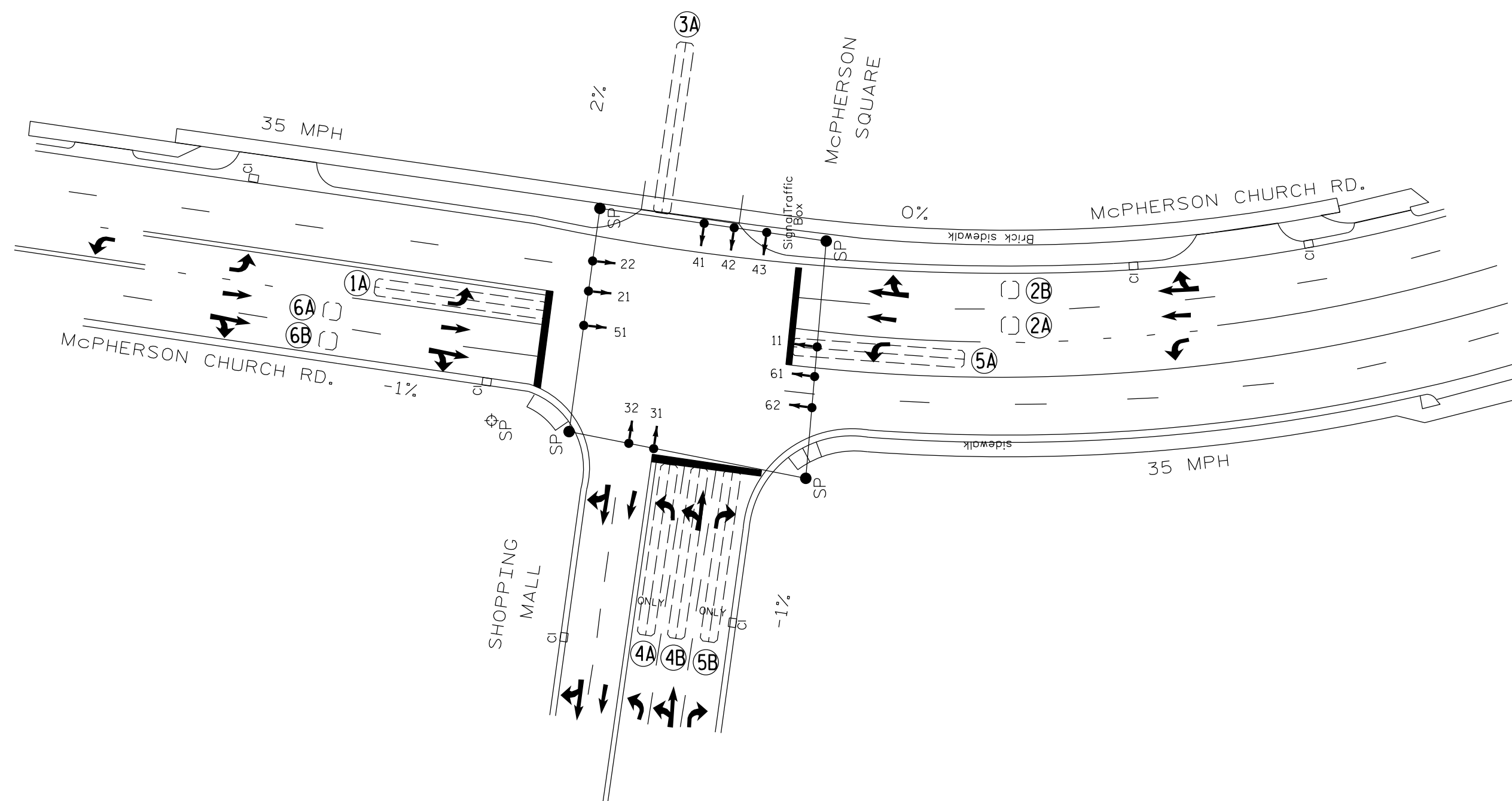


ASC/3 DETECTOR INSTALLATION CHART										
LOOP	SIZE (FT)	DETECTOR			PROGRAMMING					
		DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1	-	-	S	-	Y
2A,2B	6X6	70	4	-	2	-	-	S	-	Y
3A	6X60	0	2-4-2	-	3	-	3	S	-	Y
4A	6X60	0	2-4-2	-	4	-	-	S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

6 Phase Fully Actuated Fayetteville Signal System

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2012 and "Standard Specifications for Roads and Structures" dated July 2012.
2. Do not program signal for late night flashing operation unless 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. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. Locate new cabinet on existing foundation.



ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	10	7	7	7	10
Walk *	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-
Veh. Extension *	2.0	2.0	2.0	2.0	2.0	2.0
Max 1 *	20	60	20	20	20	60
Yellow	3.0	3.8	3.0	3.0	3.0	3.9
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	-	-	-	-	-	-
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 Traffic Signal Head | | EXISTING Traffic Signal Head |
| | PROPOSED Modified Signal Head | | EXISTING N/A |
| | PROPOSED Pedestrian Signal Head | | EXISTING N/A |
| | PROPOSED Signal Pole with Guy | | EXISTING Signal Pole with Guy |
| | PROPOSED Signal Pole with Sidewalk Guy | | EXISTING Signal Pole with Sidewalk Guy |
| | PROPOSED Inductive Loop Detector | | EXISTING Inductive Loop Detector |
| | PROPOSED Controller & Cabinet | | EXISTING Controller & Cabinet |
| | PROPOSED Junction Box | | EXISTING Junction Box |
| | PROPOSED 2-in Underground Conduit | | EXISTING 2-in Underground Conduit |
| | PROPOSED Right of Way | | EXISTING Right of Way |
| | PROPOSED Directional Arrow | | EXISTING Directional Arrow |

Signal Upgrade

Prepared In the Offices of

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 HATCH MOTT MACDONALD & E, LLC
 LICENSE NO. P4669

 DIV 06 PLAN DATE: NOVEMBER 2016 PREPARED BY: BLR	McPHERSON CHURCH ROAD AT McPHERSON SQUARE CUMBERLAND COUNTY REVIEWED BY: RWT	SEAL SEAL 032711 RUSSELL W. THOMPSON ENGINEER NORTH CAROLINA 11/21/2016

SIG. INVENTORY NO. C016

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