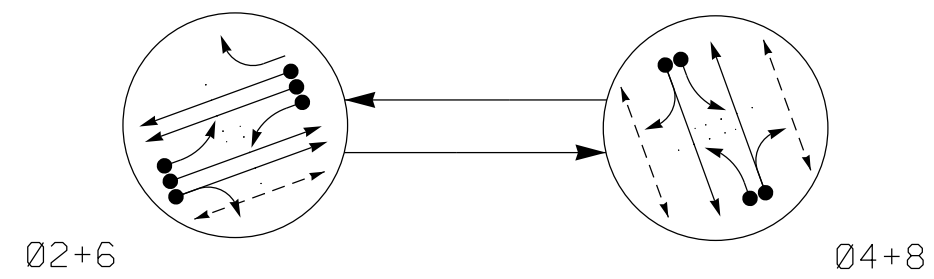


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

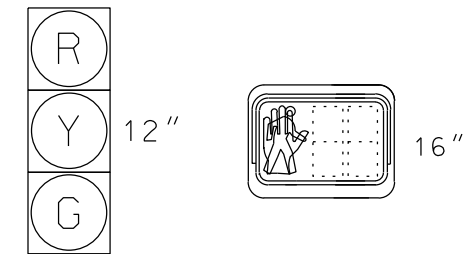
- → DETECTED MOVEMENT
- → UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ← - - - → PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	FLIGHT
21,22	G	R	Y
41,42	R	G	R
61,62	G	R	Y
81,82	R	G	R
P21,P22	W	DW	DRK
P41,P42	DW	W	DRK
P81,P82	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



- 21,22 P21,P22
- 41,42 P41,P42
- 61,62 P81,P82
- 81,82

ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	LOOP SYSTEM	NEW CARD
2A	6X6	70	4	-	2	Yes	-	-	S	-	Y
2B	6X6	70	4	-	2	Yes	-	-	S	-	Y
2C	6X40	0	2-4-2	-	2	Yes	-	-	G	-	Y
4A	6X40	0	2-4-2	-	4	Yes	-	-	S	-	Y
4B	6X40	0	2-4-2	-	4	Yes	-	10	S	-	Y
6A	6X6	70	4	-	6	Yes	-	-	S	-	Y
6B	6X6	70	4	-	6	Yes	-	-	S	-	Y
6C	6X40	0	2-4-2	-	6	Yes	-	-	G	-	Y
8A	6X40	0	2-4-2	-	8	Yes	-	-	S	-	Y
8B	6X40	0	2-4-2	-	8	Yes	-	10	S	-	Y

2 PHASE FULLY ACTUATED (FAYETTEVILLE SIGNAL SYSTEM)

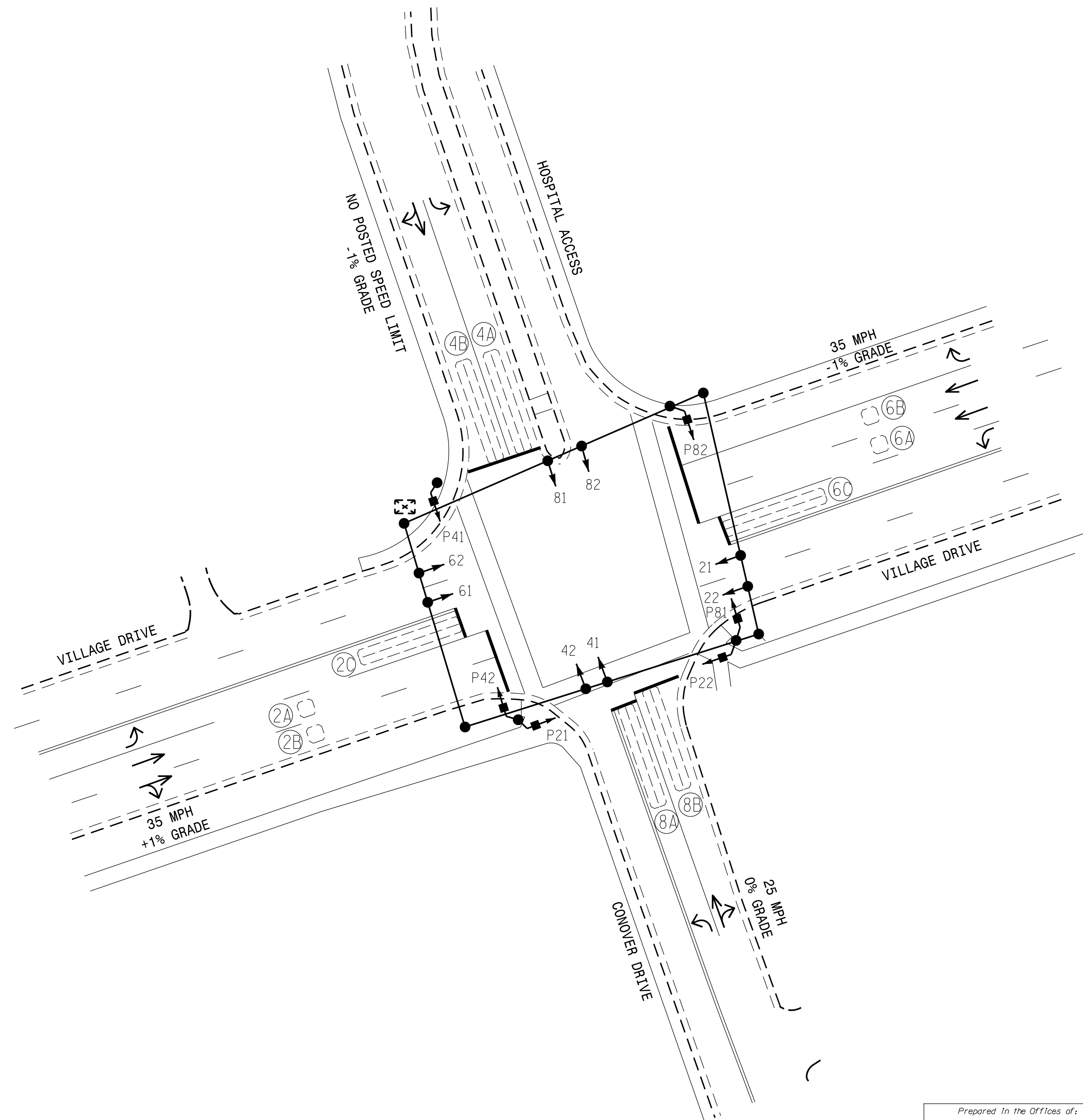
NOTES

- REFER TO "ROADWAY STANDARD DRAWINGS NCDOT" DATED JANUARY 2012 AND "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" DATED JANUARY 2012.
- PAVEMENT MARKINGS ARE EXISTING.
- MAXIMUM TIMES SHOWN IN TIMINGS CHART ARE FOR FREE-RUN OPERATION ONLY. COORDINATED SIGNAL SYSTEM TIMING VALUES SHALL SUPERCEDE THESE VALUES.
- THIS SIGNAL IS PART OF THE FAYETTEVILLE SIGNAL SYSTEM.
- OMIT "WALK" AND FLASHING "DON'T WALK" WITH NO PEDESTRIAN CALLS.
- PROGRAM PEDESTRIAN HEADS TO COUNTDOWN THE FLASHING "DON'T WALK" TIME ONLY.
- DO NOT PROGRAM SIGNAL FOR LATE NIGHT FLASHING OPERATION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- SET ALL DETECTOR UNITS TO PRESENCE MODE.
- INSTALL NEW CABINET ON EXISTING FOUNDATION.

ASC/3 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green *	10	7	10	7
Walk *	7	7	7	7
Ped Clear	22	22	17	17
Veh. Extension *	2.0	2.0	2.0	2.0
Max 1 *	30	20	30	20
Yellow	3.8	3.0	3.8	3.9
Red Clear	1.5	3.6	1.5	1.6
Red Revert	0.0	0.0	0.0	0.0
Actuations B4 Add *	-	-	-	-
Seconds /Actuation *	-	-	-	-
Max Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Locking Detector	X	-	X	-
Recall Position	MIN RECALL	-	MIN RECALL	-
Dual Entry	-	X	-	X
Simultaneous Gap	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 |
|--|-----------|
| ○ → 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 | □ → N/A |
| □ → Controller & Cabinet | □ → N/A |
| □ → Junction Box | □ → N/A |
| □ → 2-in Underground Conduit | □ → N/A |
| N/A → Right of Way | N/A → N/A |
| → → Directional Arrow | → → N/A |

Signal Upgrade

Prepared In the Offices of:

Hatch Mott MacDonald
P.O. Box 700
Fayetteville, NC 27526
www.hatchmott.com

HATCH MOTT MACDONALD & E, LLC
LICENSE NO. F-4669

VILLAGE DRIVE AT CONOVER DRIVE

DIV 06 CUMBERLAND COUNTY FAYETTEVILLE

PLAN DATE: NOVEMBER 2016 REVIEWED BY: RWT

PREPARED BY: RTP REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL

Disciplined by: **Richard T. Pate** 11/21/2016

SIG. INVENTORY NO. C024

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