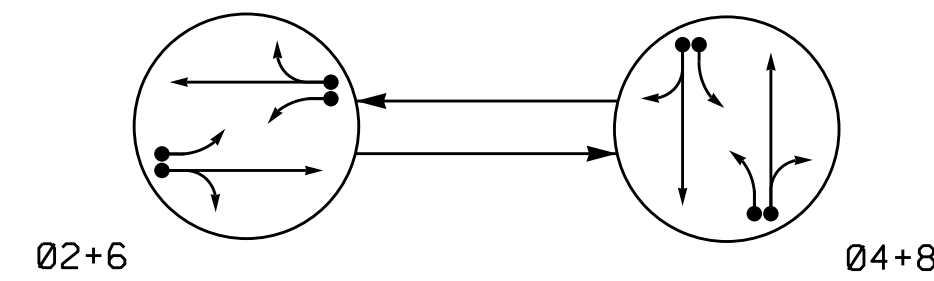


**PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

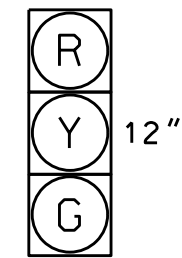
- UNDETECTED MOVEMENT (OVERLAP)
- UNDETECTED MOVEMENT
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

**TABLE OF OPERATION**

SIGNAL FACE	PHASE		
	Ø 2+6	Ø 4+8	FLIGHT
21,22	G	R	Y
41,42	R	G	R
61,62	G	R	Y
81,82	R	G	R

**SIGNAL FACE I.D.**

All Heads L.E.D.



21,22  
41,42  
61,62  
81,82

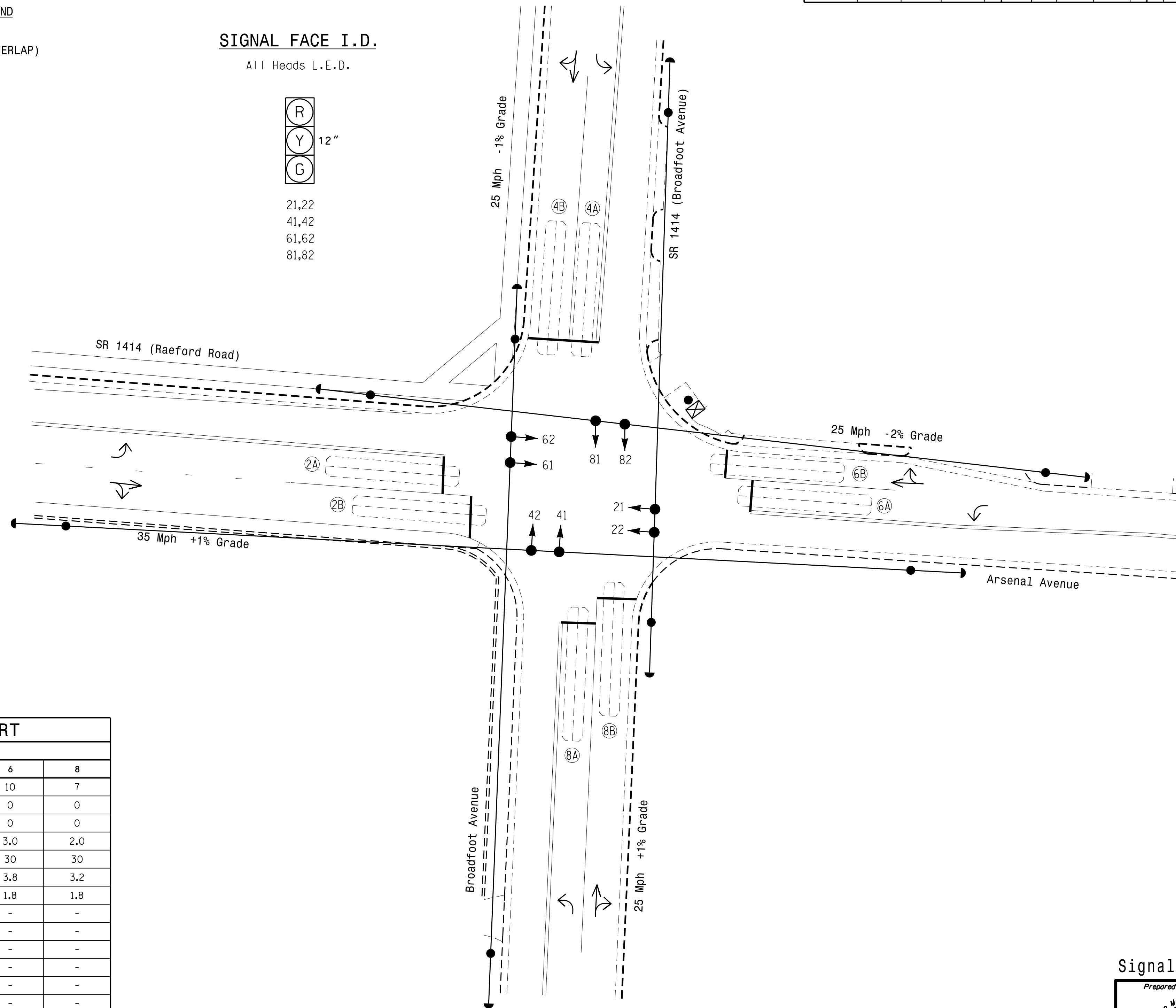
**ASC/3 DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP NEW CARD
2A,2B	6X40	+5	2-4-2	-	2	Yes	-	-	S	- X
4A,4B	6X40	+5	2-4-2	-	4	Yes	-	-	S	- X
6A	6X40	+5	2-4-2	-	6	Yes	-	-	S	- X
6B	6X40	+5	2-4-2	-	6	Yes	-	-	S	- X
8A,8B	6X40	+5	2-4-2	-	8	Yes	-	-	S	- X

**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.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- The cabinet should be designed to include an Auxiliary Output file for future use.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE			
	2	4	6	8
Min Green *	10	7	10	7
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	3.0	2.0	3.0	2.0
Max 1 *	30	30	30	30
Yellow	3.8	3.2	3.8	3.2
Red Clear	1.8	1.8	1.8	1.8
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

\* 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           |
|          | Modified Signal Head          |
|          | Sign                          |
|          | Pedestrian Signal Head        |
|          | Signal Pole with Guy          |
|          | Signal Pole with Sidewalk Guy |
|          | Inductive Loop Detector       |
|          | Controller & Cabinet          |
|          | Junction Box                  |
|          | 2-in Underground Conduit      |
|          | Right of Way                  |
|          | Directional Arrow             |

**Signal Upgrade**

	SR 1414 (Raeford Road) / Arsenal Avenue At SR 1414 (Broadfoot Avenue) Fayetteville, Cumberland County		
	PLAN DATE: October 2015 PREPARED BY: JPG	REVIEWED BY: PLA REVIEWED BY:	

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