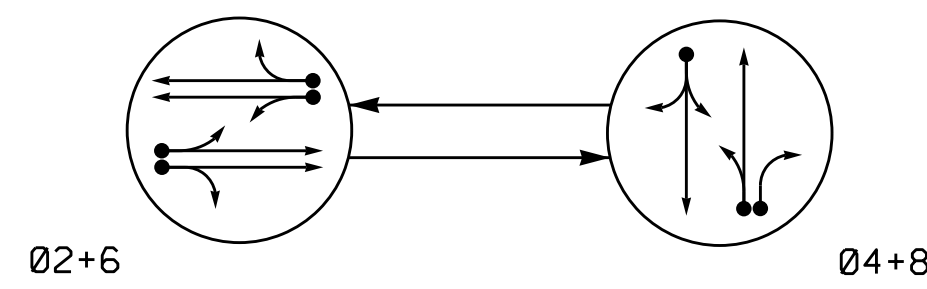


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

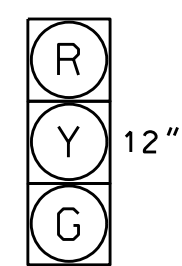
- → DETECTED MOVEMENT
- → UNDETECTED MOVEMENT (OVERLAP)
- - - → UNSIGNALIZED MOVEMENT
- ← - - - → PEDESTRIAN MOVEMENT

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

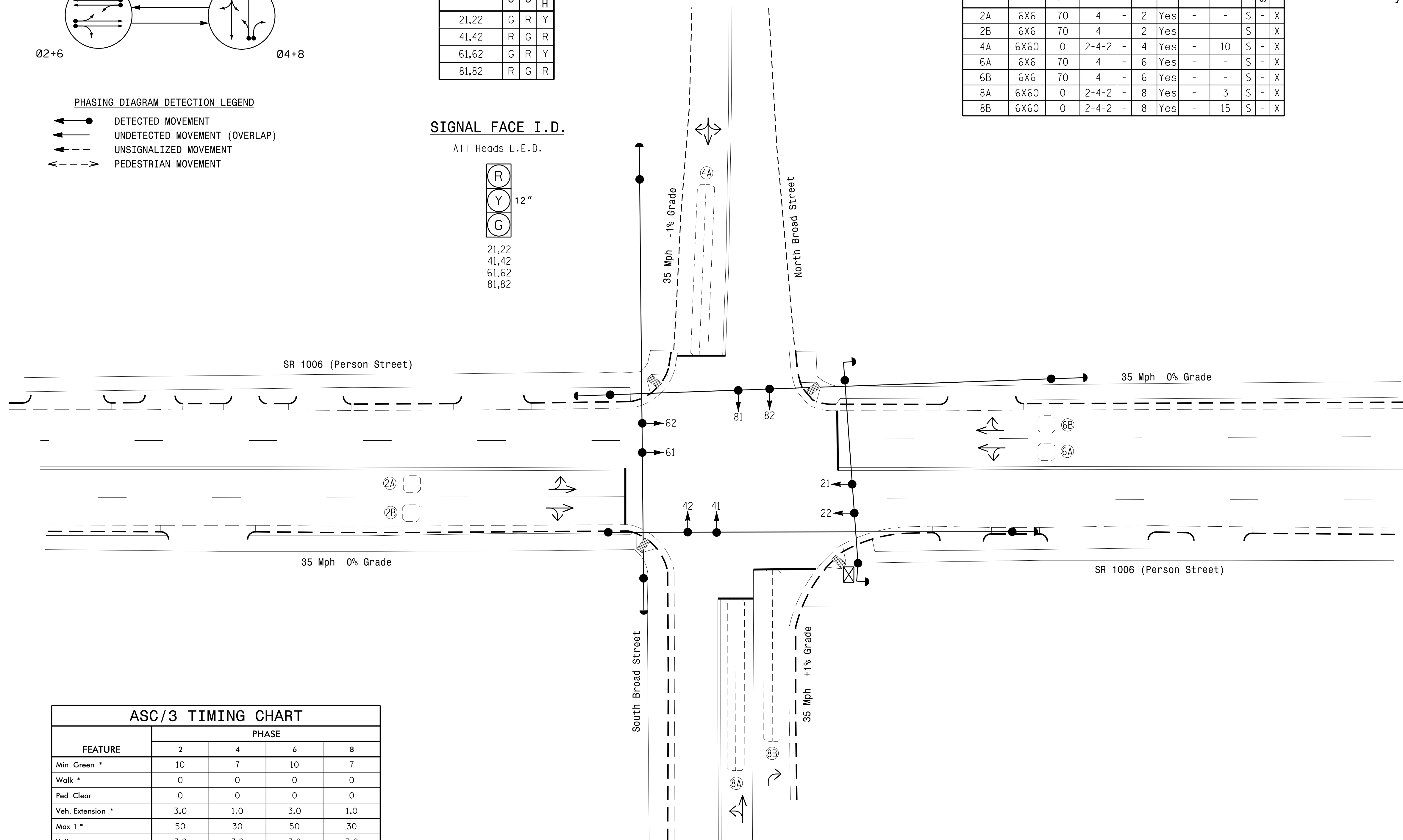
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					TYPE	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME				
2A	6X6	70	4	-	2	Yes	-	-	-	S	-	X
2B	6X6	70	4	-	2	Yes	-	-	-	S	-	X
4A	6X60	0	2-4-2	-	4	Yes	-	10	-	S	-	X
6A	6X6	70	4	-	6	Yes	-	-	-	S	-	X
6B	6X6	70	4	-	6	Yes	-	-	-	S	-	X
8A	6X60	0	2-4-2	-	8	Yes	-	3	-	S	-	X
8B	6X60	0	2-4-2	-	8	Yes	-	15	-	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.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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	1.0	3.0	1.0
Max 1 *	50	30	50	30
Yellow	3.8	3.9	3.8	3.9
Red Clear	1.2	1.3	1.2	1.3
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	-	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        | — → N/A                        |
| — → With Push Button & Sign       | — → N/A                        |
| — → Signal Pole with Guy          | — → N/A                        |
| — → Signal Pole with Sidewalk Guy | — → N/A                        |
| ⊗ Inductive Loop Detector         | ⊗ Inductive Loop Detector      |
| □ Controller & Cabinet            | □ Controller & Cabinet         |
| □ Junction Box                    | □ Junction Box                 |
| - - - 2-in Underground Conduit    | - - - 2-in Underground Conduit |
| N/A Right of Way                  | → Right of Way                 |
| N/A Directional Arrow             | → Directional Arrow            |
| N/A Wheelchair Ramp               | → Wheelchair Ramp              |

Signal Upgrade

SR 1006 (Person Street) at Broad Street

Division 6 Cumberland County Fayetteville

PLAN DATE: May 2016 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

SEAL 029904

Jason P. Gallaway

5/17/2016

SIG. INVENTORY NO. 06-0240

17-MAY-2016 09:58  
 S:\MITSU\ITS\_Signal\Section\Eastern Region\01\5742 Fayetteville ASC\3\06-0240-01\sig\_dsn\_2016mmds.dgn  
 J. Spence