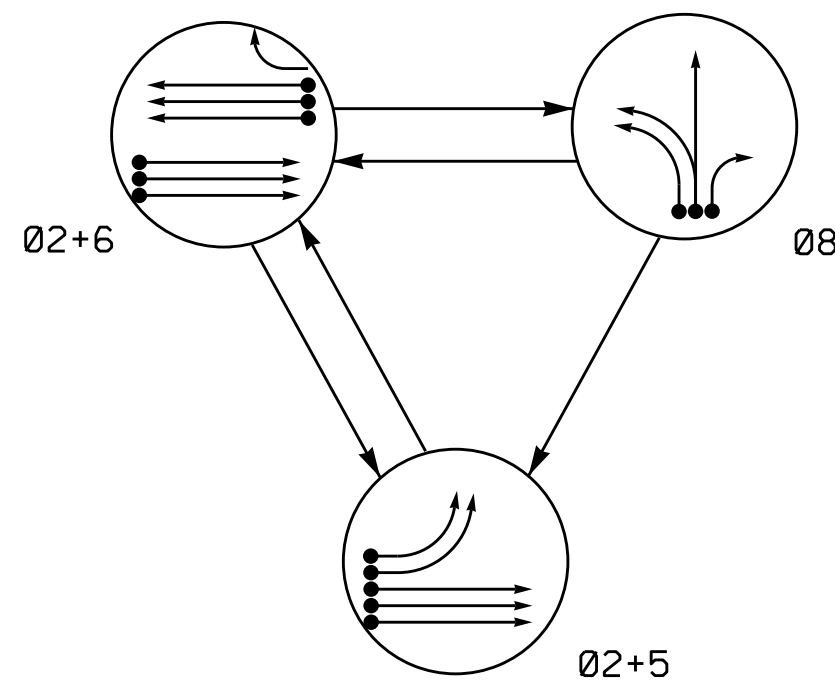


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 2 + 5	Ø 2 + 6	Ø 8	F L R Y
21, 22	G	G	R	Y
51, 52	-	R	R	R
61, 62, 63	R	G	R	Y
81, 82	R	R	G	R

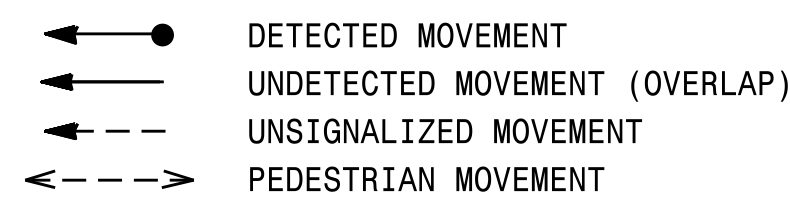
ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR				PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	NEW CARD
2A,2B,2C	6X6	70	4	-	2	Yes	-	-	S	- X
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	- X
5B	6X40	0	2-4-2	-	5	Yes	-	-	S	- X
6A,6B,6C	6X6	70	4	-	6	Yes	-	-	S	- X
8A	6X40	0	2-4-2	-	8	Yes	-	-	S	- X
8B	6X40	0	2-4-2	-	8	Yes	-	-	S	- X
8C	6X40	0	2-4-2	-	8	Yes	-	15	S	- X

3 Phase Fully Actuated Fayetteville Signal System

NOTES

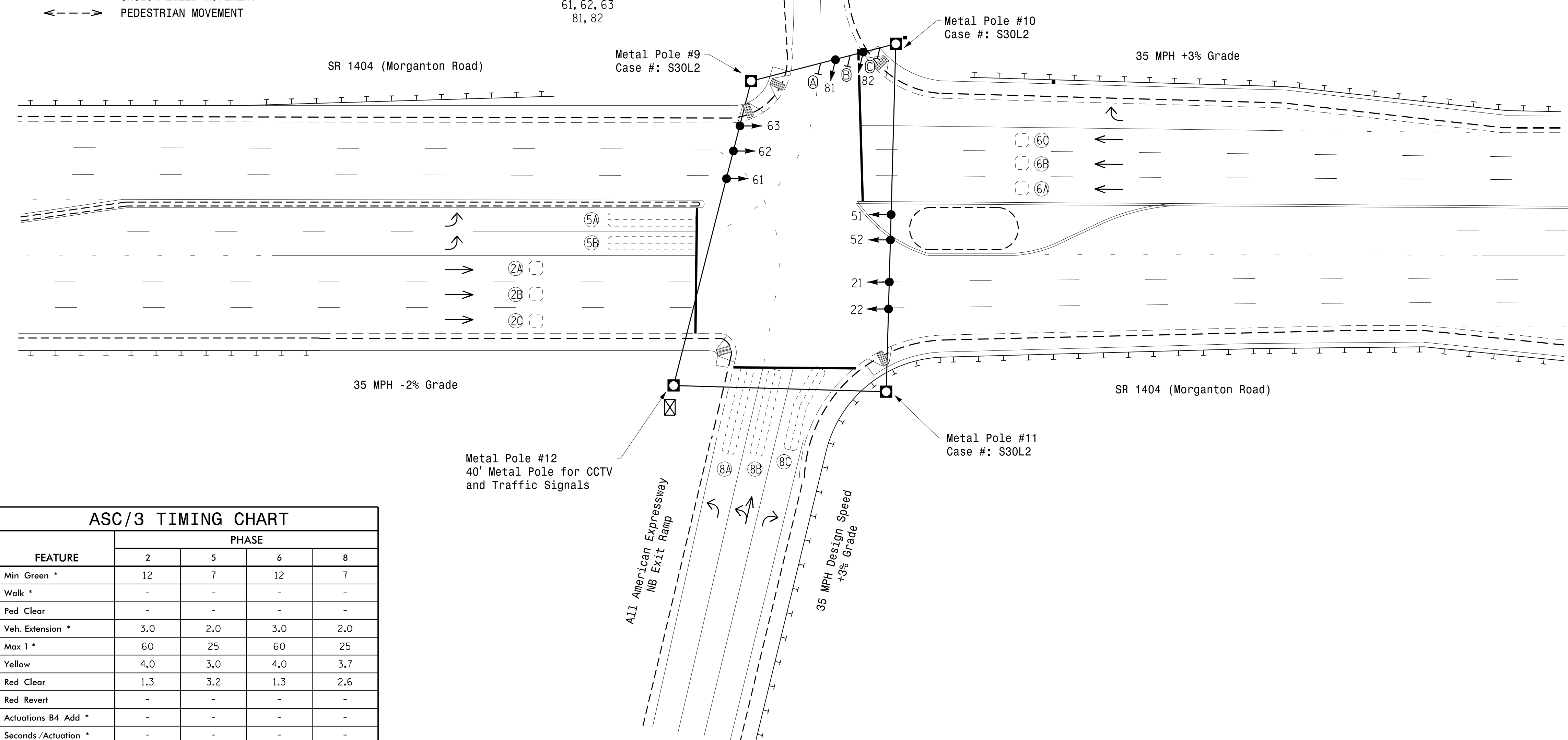
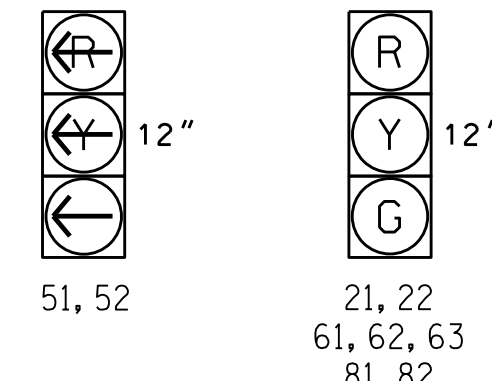
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 5 may be lagged.
4. Set all detector units to presence mode.
5. 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.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Pavement markings are existing.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.

All Heads L.E.D.



FEATURE	PHASE			
	2	5	6	8
Min Green *	12	7	12	7
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	3.0	2.0	3.0	2.0
Max I *	60	25	60	25
Yellow	4.0	3.0	4.0	3.7
Red Clear	1.3	3.2	1.3	2.6
Red Revert	-	-	-	-
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

\* 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 be lower than 4 seconds.

PROPOSED	EXISTING
	N/A
N/A	
N/A	
N/A	

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1404 (Morganton Road) at All American Expressway NB Exit and Entrance Ramps

Division 6 Cumberland County Fayetteville

PLAN DATE: February 2016 REVIEWED BY: JPG

PREPARED BY: Devin Smith REVIEWED BY:

SEAL

SEAL 029904

DATE 5/6/2016

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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