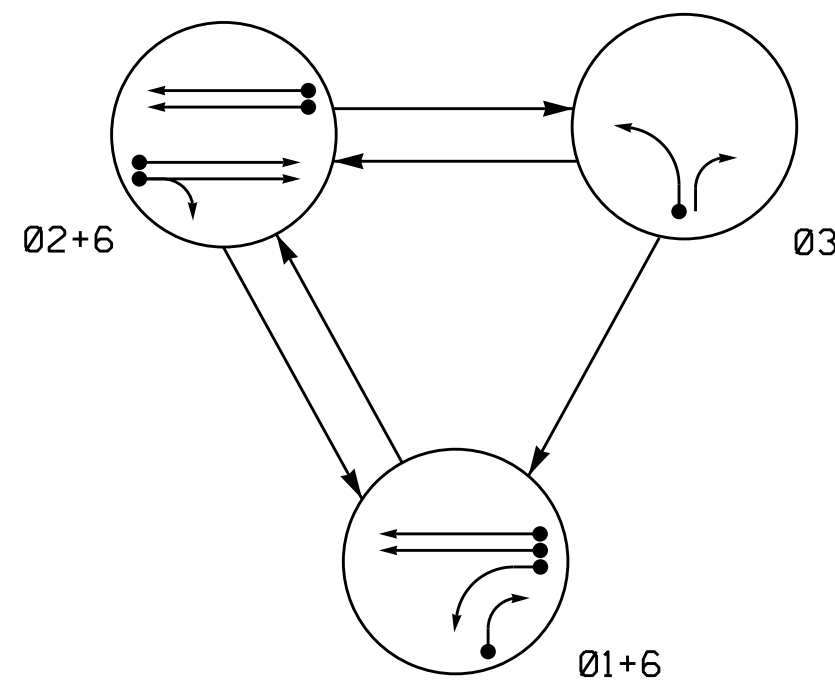


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

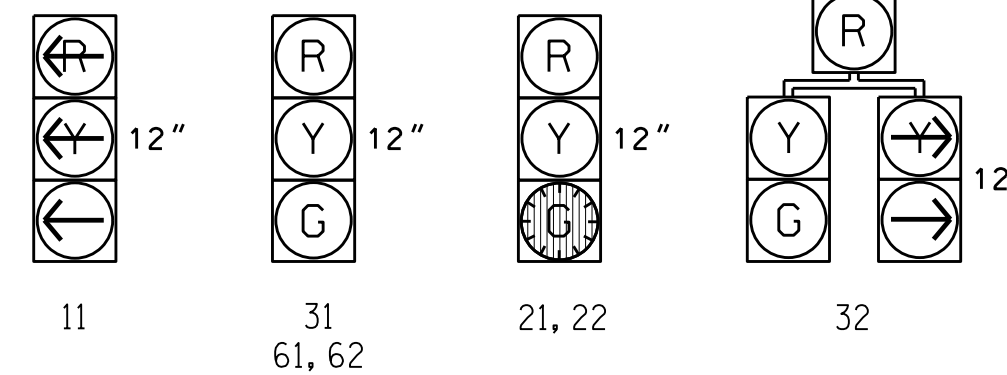
- ◄● DETECTED MOVEMENT
- ◄— UNDETECTED MOVEMENT (OVERLAP)
- ◄- - UNSIGNALIZED MOVEMENT
- ◄- - - PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	01+6	02+6	03	F L
11	←	←	←	←
21, 22	R	G	R	Y
31	R	R	G	R
32	R	R	G	R
61, 62	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.

Denotes Louvers

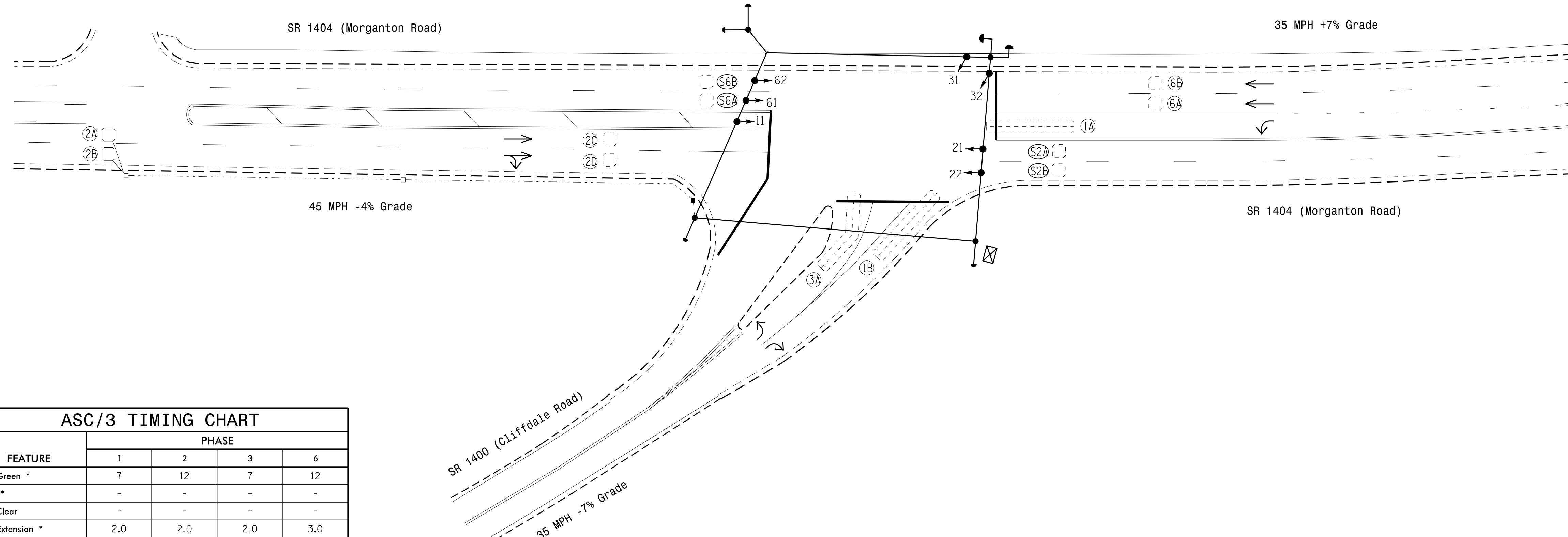


ASC/3 DETECTOR INSTALLATION CHART											
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	+5	2-4-2	-	1	Yes	-	-	S	-	X
1B	6X40	+5	2-4-2	-	1	Yes	-	15	S	-	X
2A, 2B	6X6	300	5	X	2	Yes	1.9	-	S	-	X
2C, 2D	6X6	70	4	-	2	Yes	-	-	S	-	X
3A	6X40	+5	2-4-2	-	3	Yes	-	-	S	-	X
6A, 6B	6X6	70	4	-	6	Yes	-	-	S	-	X
S2A	6X6	+130	4	-	-	No	-	-	N	X	X
S2B	6X6	+130	4	-	-	No	-	-	N	X	X
S6A	6X6	+130	4	-	-	No	-	-	N	X	X
S6B	6X6	+130	4	-	-	No	-	-	N	X	X

3 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.
- Phase 1 may be lagged.
- 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			
	1	2	3	6
Min Green *	7	12	7	12
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	2.0	2.0	2.0	3.0
Max 1 *	50	45	20	45
Yellow	3.0	4.9	3.2	4.9
Red Clear	2.9	2.1	2.3	2.1
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 not be lower than 4 seconds.

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	⊥	N/A
⊥	Controller & Cabinet	⊥	N/A
⊥	Junction Box	⊥	N/A
⊥	2-in Underground Conduit	⊥	N/A
⊥	Right of Way	⊥	N/A
→	Directional Arrow	→	N/A

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1404 (Morganton Road) at SR 1400 (Cliffdale Road)

Division 6 Cumberland County Fayetteville

PLAN DATE: February 2016 REVIEWED BY: JPG

PREPARED BY: Devin Smith REVIEWED BY:

SEAL

DATE: 5/6/2016

SIG. INVENTORY NO. 06-0351

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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