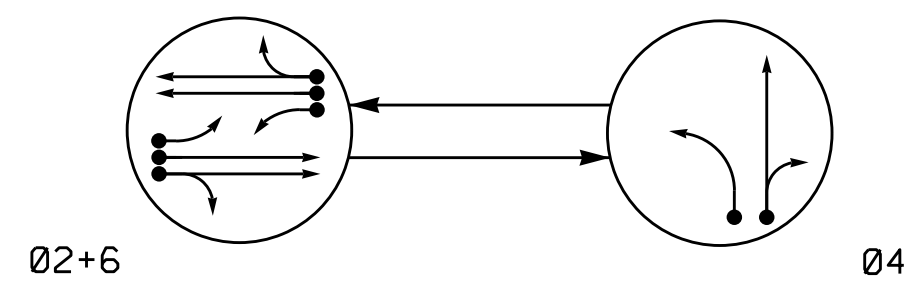


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

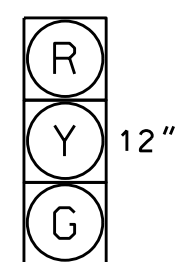
- ● DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø2+6	Ø4	FLIGHT
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



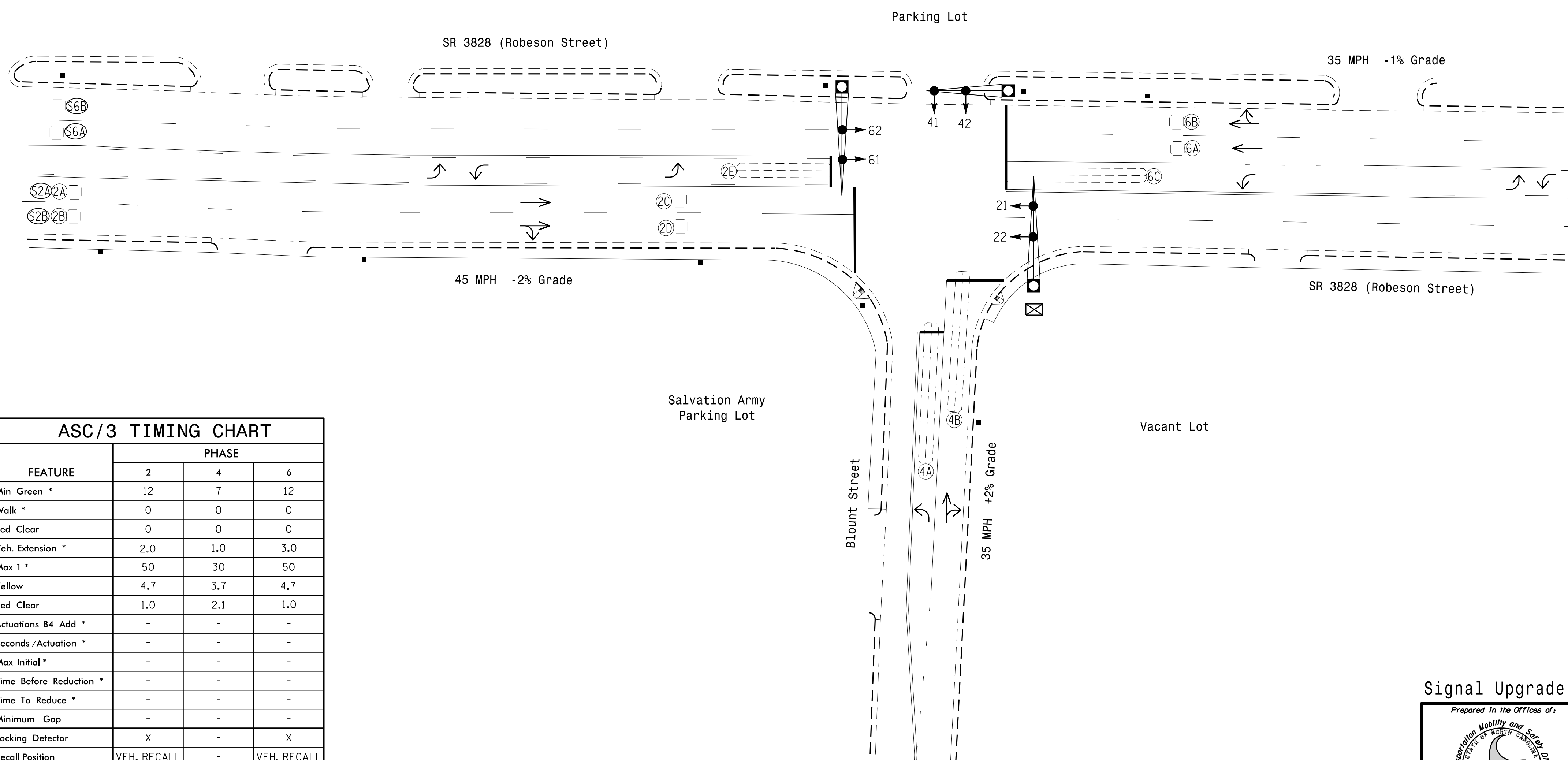
21, 22
41, 42
61, 62

ASC/3 DETECTOR INSTALLATION CHART											
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	PROGRAMMING					
						CALLING	EXTEND TIME	DELAY TIME	TYPE	LOOP	NEW CARD
S2A/2A	6X60	330	5	-	2	Yes	1.9	-	N	X	X
S2B/2B	6X60	330	5	-	2	Yes	1.9	-	N	X	X
2C	6X6	70	4	-	2	Yes	-	-	S	-	X
2D	6X6	70	4	-	2	Yes	-	-	S	-	X
2E	6X40	0	2-4-2	-	2	Yes	-	-	S	-	X
4A	6X60	+5	2-4-2	-	4	Yes	-	3	S	-	X
4B	6X60	+5	2-4-2	-	4	Yes	-	15	S	-	X
6A	6X6	70	4	-	6	Yes	-	-	S	-	X
6B	6X6	70	4	-	6	Yes	-	-	S	-	X
6C	6X60	0	2-4-2	-	6	Yes	-	-	S	-	X
S6A	6X6	+405	5	-	-	No	-	-	N	X	X
S6B	6X6	+405	5	-	-	No	-	-	N	X	X

2 Phase Fully Actuated Fayetteville City 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.
- 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
Min Green *	12	7	12
Walk *	0	0	0
Ped Clear	0	0	0
Veh. Extension *	2.0	1.0	3.0
Max 1 *	50	30	50
Yellow	4.7	3.7	4.7
Red Clear	1.0	2.1	1.0
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

* 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
	N/A

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SR 3828 (Robeson Street) at Blount Street

Division 6 Cumberland County Fayetteville

PLAN DATE: July 2016 REVIEWED BY: JPG, PE

PREPARED BY: EM Minshew REVIEWED BY:

SEAL

DocuSigned by:
Jason P. Galloway
8/2/2016

SIG. INVENTORY NO. 06-0030

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

01-AUG-2016 11:45
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 emminshew