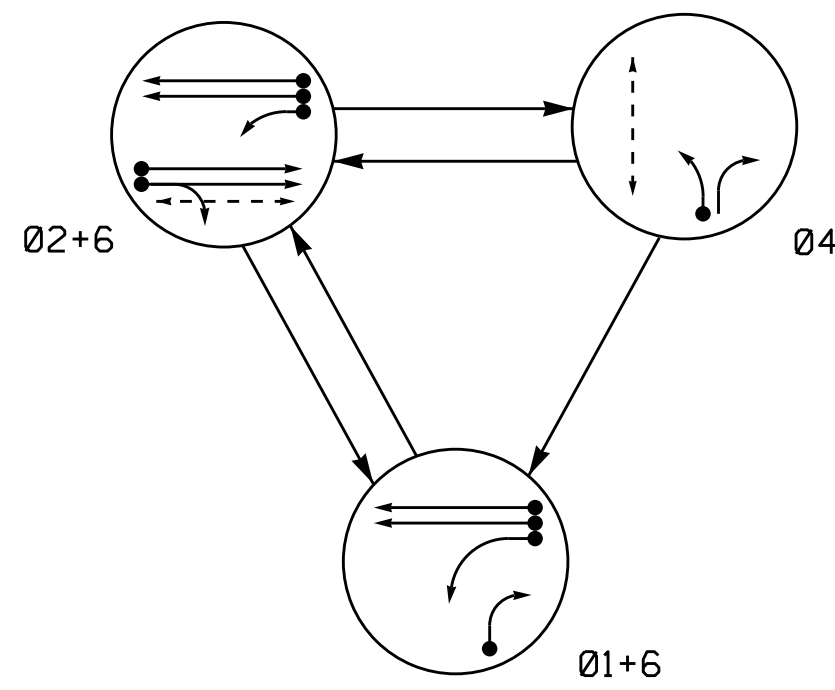


PHASING DIAGRAM

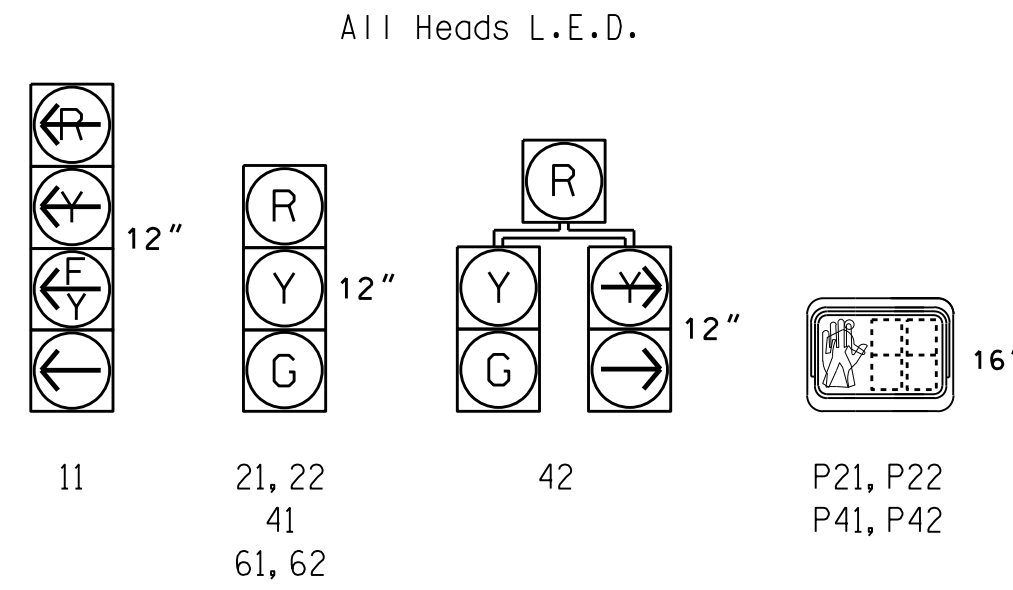


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	01+6	02+6	04	01+6
11	←	←	←	←
21,22	R	G	R	Y
41	R	R	G	R
42	R	R	G	R
61,62	G	G	R	Y
P21,P22	DW	W	DW	DRK
P41,P42	DW	DW	W	DRK

SIGNAL FACE I.D.

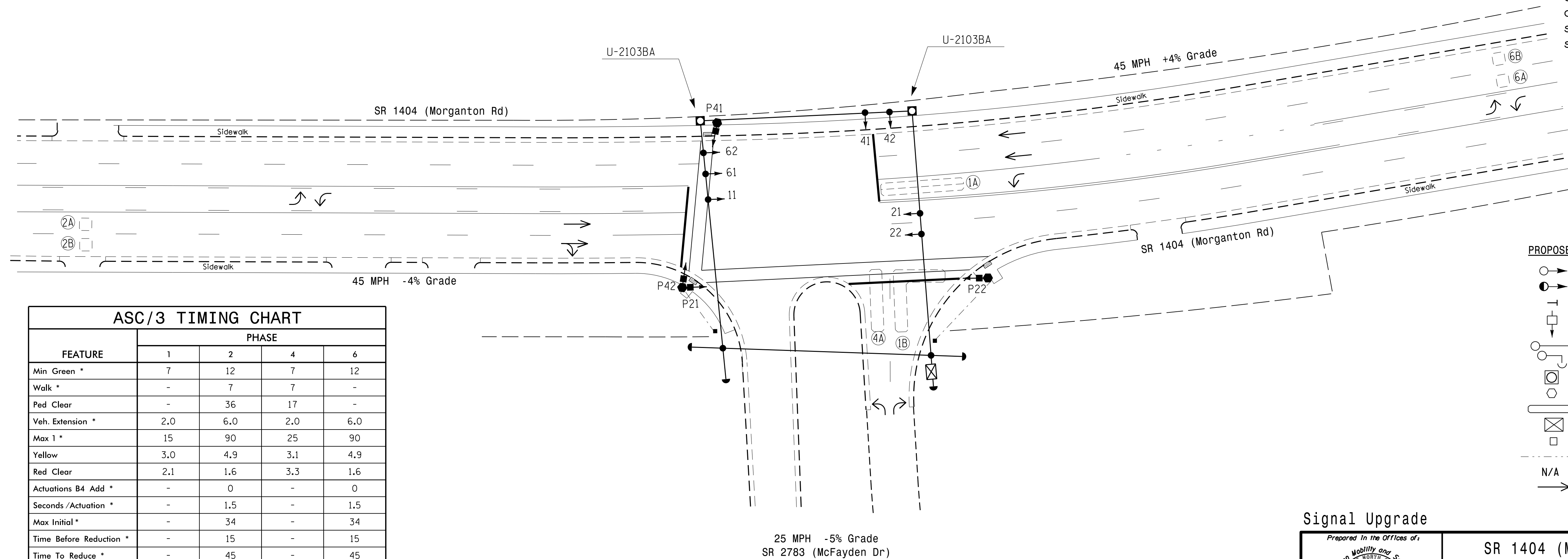


ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	NEW CARD
1A	6X40	+5	2-4-2	-	1	Yes	-	15	S	- X
1B	6X30X25	+5	1	-	6	Yes	-	3	G	- X
2A	6X6	286	5	-	2	Yes	-	-	N	- X
2B	6X6	286	5	-	2	Yes	-	-	N	- X
4A	6X30	+5	2	-	4	Yes	-	-	S	- X
6A	6X6	300	5	-	6	Yes	-	-	N	- X
6B	6X6	300	5	-	6	Yes	-	-	N	- X

3 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.
- 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.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 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	4	6
Min Green *	7	12	7	12
Walk *	-	7	7	-
Ped Clear	-	36	17	-
Veh. Extension *	2.0	6.0	2.0	6.0
Max 1 *	15	90	25	90
Yellow	3.0	4.9	3.1	4.9
Red Clear	2.1	1.6	3.3	1.6
Actions B4 Add *	-	0	-	0
Seconds / Actuation *	-	1.5	-	1.5
Max Initial *	-	34	-	34
Time Before Reduction *	-	15	-	15
Time To Reduce *	-	45	-	45
Minimum Gap	-	3.0	-	3.0
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
○→ Signal Pole with Guy	○→ N/A
○→ Signal Pole with Sidewalk Guy	○→ N/A
○→ Metal Strain Pole	○→ N/A
○→ Type II Signal Pedestal	○→ 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:

 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.
 ENGINEERS OF TRANSPORTATION SIGNAL DESIGN SECTION
 750 N. Greenfield Pkwy, Garner, NC 27529

SR 1404 (Morganton Rd) at SR 2783 (McFayden Dr)

Division 6 Cumberland County Fayetteville
 PLAN DATE: March 2016 REVIEWED BY: JPG
 PREPARED BY: KGP, Jr. REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 1"=30'

SEAL: JASON P. GALLON, ENGINEER, SEAL 029904
 Date: 5/6/2016
 SIG. INVENTORY NO. 06-0573

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

06-MAY-2016 10:25:00 S:\MIS\5742\SIG\149.0\SIG\149.0.dgn U:\5742\Fayetteville\Signal Design\Section\Eastern Region\01\U-5742 Fayetteville\149.0\SIG\149.0.dgn