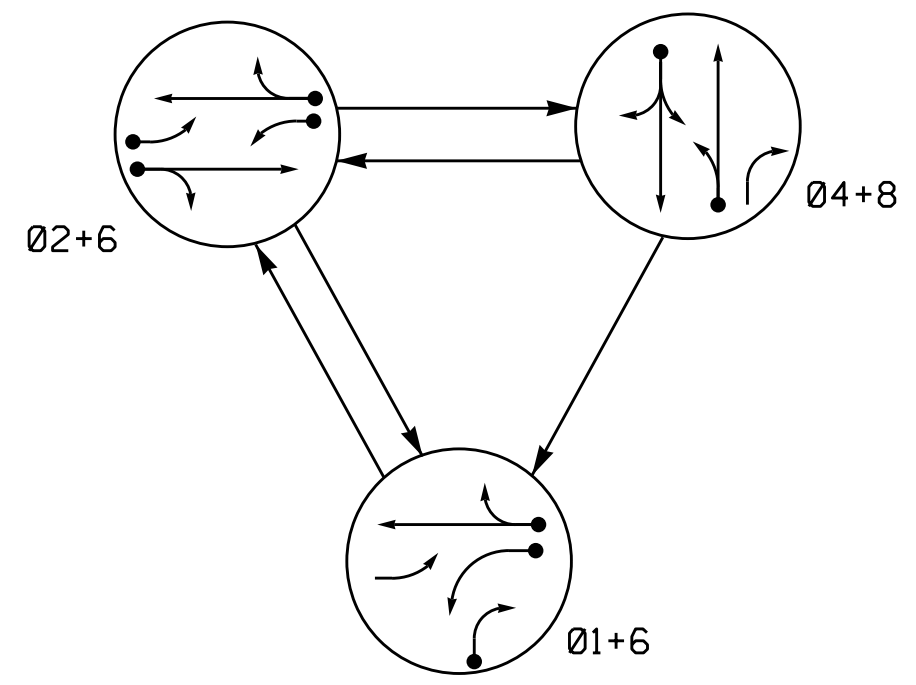


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	04+8	F L S R
11	←	←	←	←
21	←	←	←	←
22,23	R	G	R	Y
41	R	R	G	R
42	R	R	G	R
61,62	G	G	R	Y
81,82	R	R	G	R

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	6X60	0	2-4-2	-	1	Yes	-	15	S	-	X
					6	Yes	-	3	G	-	X
1B	6X60	0	2-4-2	-	1	Yes	-	15	S	-	X
2A	6X6	300	3	-	2	Yes	-	-	N	-	X
2B	6X60	0	2-4-2	-	2	Yes	-	3	G	-	X
4A	6X60	0	2-4-2	-	4	Yes	-	3	S	-	X
6A	6X6	300	4	-	6	Yes	-	-	N	-	X
8A	6X60	0	2-4-2	-	8	Yes	-	5	S	-	X

3 Phase Fully Actuated Fayetteville Signal System

NOTES

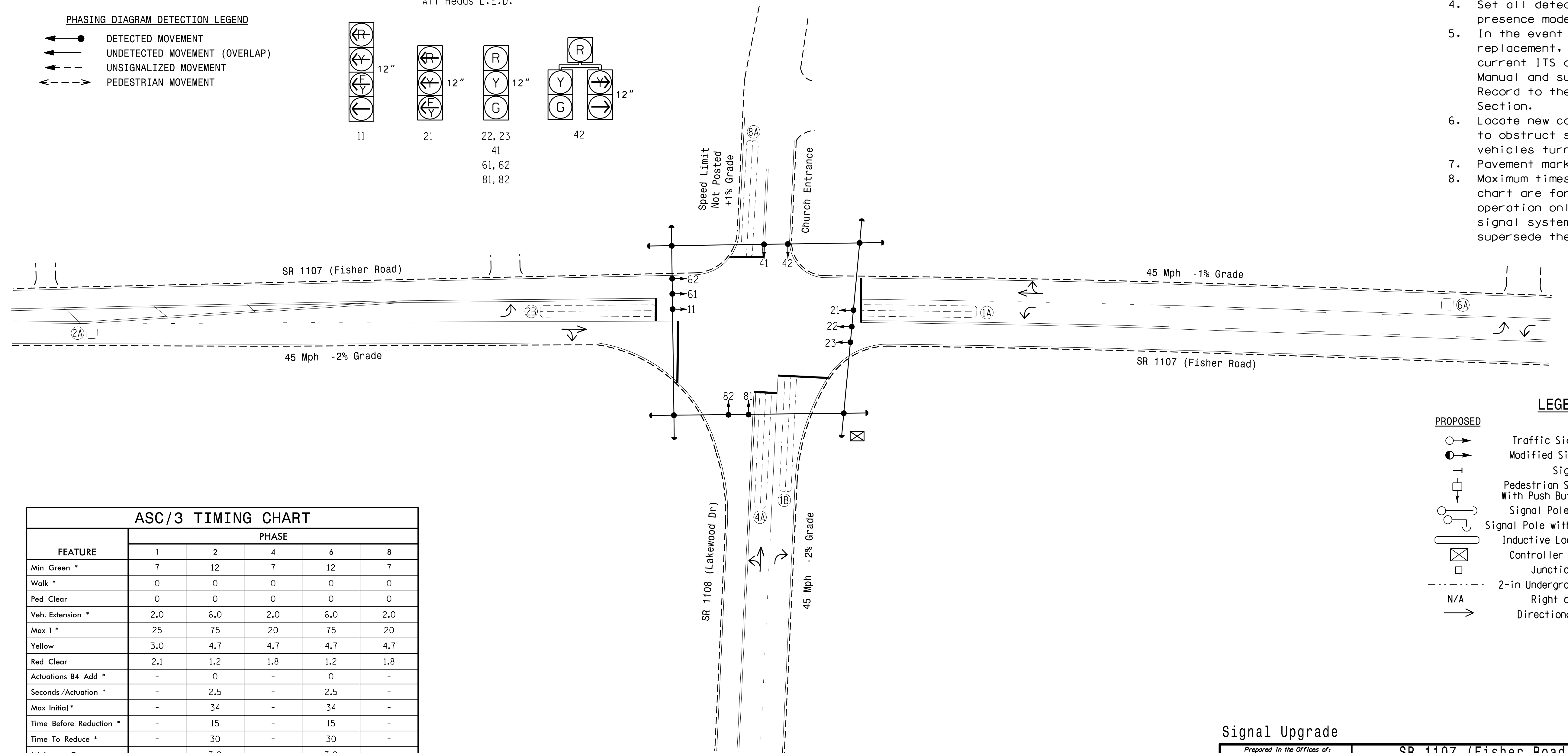
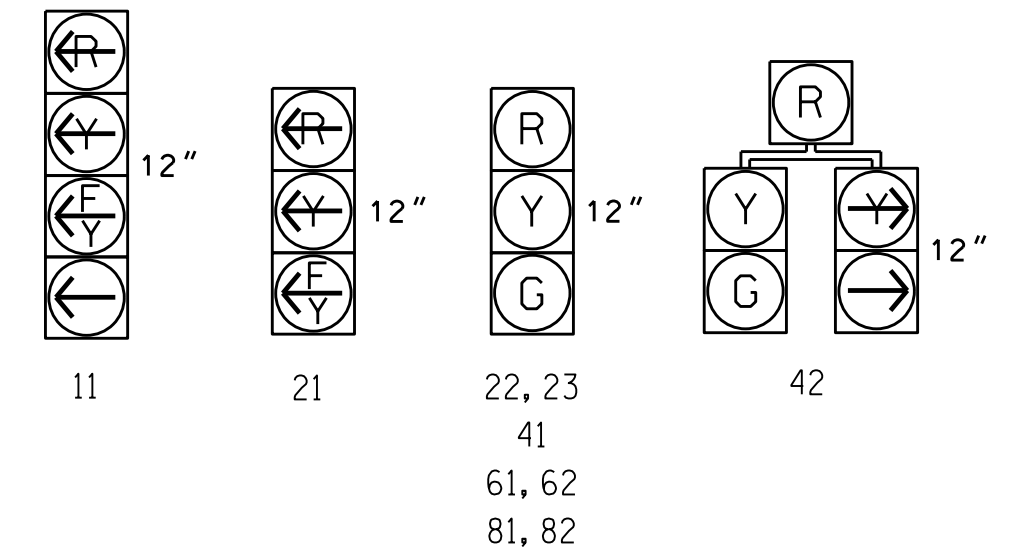
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence 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

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

SIGNAL FACE I.D.

All Heads L.E.D.



FEATURE	PHASE				
	1	2	4	6	8
Min Green *	7	12	7	12	7
Walk *	0	0	0	0	0
Ped Clear	0	0	0	0	0
Veh. Extension *	2.0	6.0	2.0	6.0	2.0
Max 1 *	25	75	20	75	20
Yellow	3.0	4.7	4.7	4.7	4.7
Red Clear	2.1	1.2	1.8	1.2	1.8
Actuations B4 Add *	-	0	-	0	-
Seconds / Actuation *	-	2.5	-	2.5	-
Max Initial *	-	34	-	34	-
Time Before Reduction *	-	15	-	15	-
Time To Reduce *	-	30	-	30	-
Minimum Gap	-	3.0	-	3.0	-
Locking Detector	-	X	-	X	-
Recall Position	-	VEH. RECALL	-	VEH. RECALL	-
Dual Entry	-	-	X	-	X
Simultaneous Gap	X	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 | ●→ Traffic Signal Head |
| ●→ Modified Signal Head | N/A |
| ⊥ Sign | ⊥ Sign |
| ⊥ Pedestrian Signal Head With Push Button & Sign | ⊥ Pedestrian Signal Head With Push Button & Sign |
| ○ Signal Pole with Guy | ● Signal Pole with Guy |
| ⊥ Signal Pole with Sidewalk Guy | ⊥ Signal Pole with Sidewalk Guy |
| ⊠ 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 |
| → Directional Arrow | → Directional Arrow |

Signal Upgrade

SR 1107 (Fisher Road) at SR 1108 (Lakewood Drive) and Church Entrance

Division 6 Cumberland County Fayetteville

PLAN DATE: June 2016 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

DATE: 6/20/2016

SIG. INVENTORY NO. 06-0706

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1"=30'

2016/06/20 16:32
 S:\ITS\ASU\ITS_Signal\Signal_Design_Section\Eastern_Region\04\U-5742_Fayetteville\ASC\3\66-0706\060706_sig.dsn_2016mmds.dgn
 J.Spence