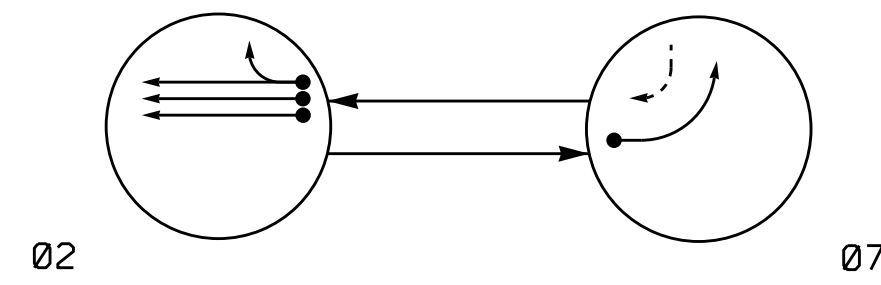


**2 Phase
Fully Actuated
Fayetteville Signal System**

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

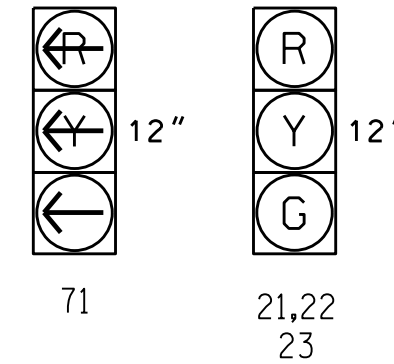
- → DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ⚡ → PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	07	Foot C/L
21,22,23	G	R	Y
71	R	---	R

SIGNAL FACE I.D.

All Heads L.E.D.

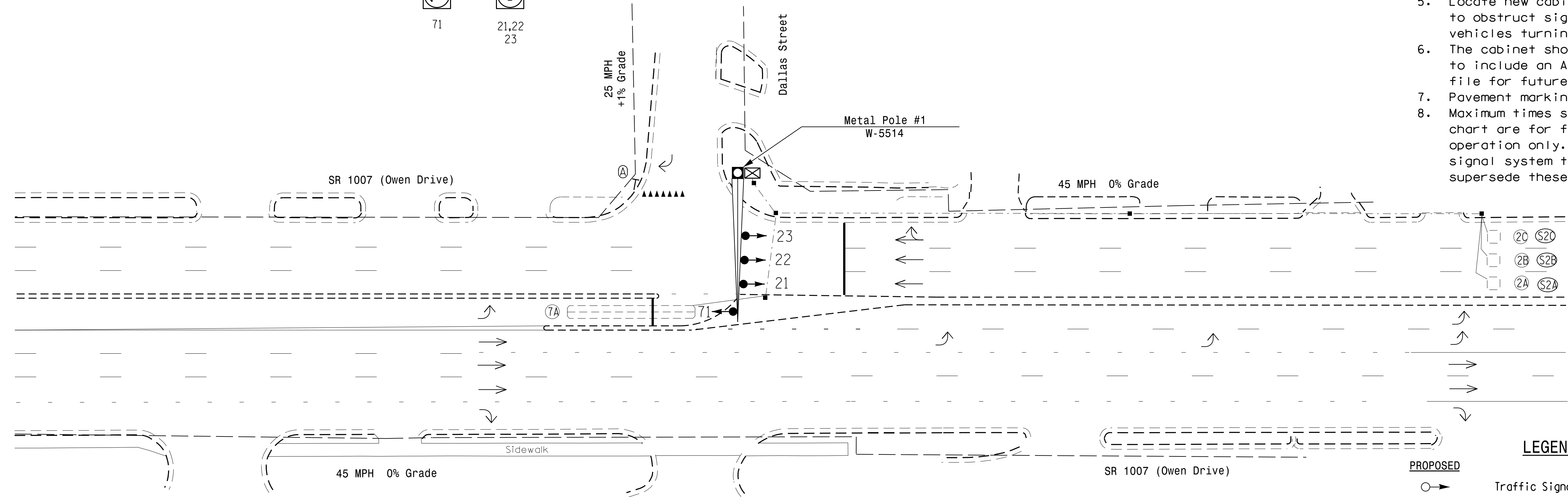


ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
2A/S2A	6X6	300	4	-	2	Yes	-	-	N	X	X
2B/S2B	6X6	300	4	-	2	Yes	-	-	N	X	X
2C/S2C	6X6	300	4	-	2	Yes	-	-	N	X	X
7A	6X60	+20	2-4-2	-	7	Yes	-	-	S	-	X

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.



ASC/3 TIMING CHART

FEATURE	PHASE	
	2	7
Min Green *	12	7
Walk *	0	0
Ped Clear	0	0
Veh. Extension *	6.0	2.0
Max I *	80	20
Yellow	4.5	3.0
Red Clear	1.6	2.1
Actuations B4 Add *	0	-
Seconds /Actuation *	1.0	-
Max Initial *	34	-
Time Before Reduction *	15	-
Time To Reduce *	30	-
Minimum Gap	3.0	-
Locking Detector	X	-
Recall Position	VEH. RECALL	-
Dual Entry	-	-
Simultaneous Gap	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 With Push Button & Sign	⊥ N/A
○ Signal Pole with Guy	● Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	● Signal Pole with Sidewalk Guy
⊠ Metal Pole with Mastarm	⊠ Metal Pole with Mastarm
⊠ 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	N/A Right of Way
→ Directional Arrow	→ Directional Arrow
⊠ "YIELD" Sign (R1-2)	⊠ "YIELD" Sign (R1-2)
▲▲▲▲▲▲ Yield Bar	▲▲▲▲▲▲ Yield Bar

Signal Upgrade

	SR 1007 (Owen Drive) at Dallas Street		SEAL
	Division 6 Cumberland County Fayetteville	PLAN DATE: JUNE 2016	REVIEWED BY: JPG
PREPARED BY: KGP, Jr.	REVISIONS	REVIEWED BY:	INIT. DATE
	SCALE: 1"=30'	SIG. INVENTORY NO. 06-1351	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

25-AUG-2016 09:05
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