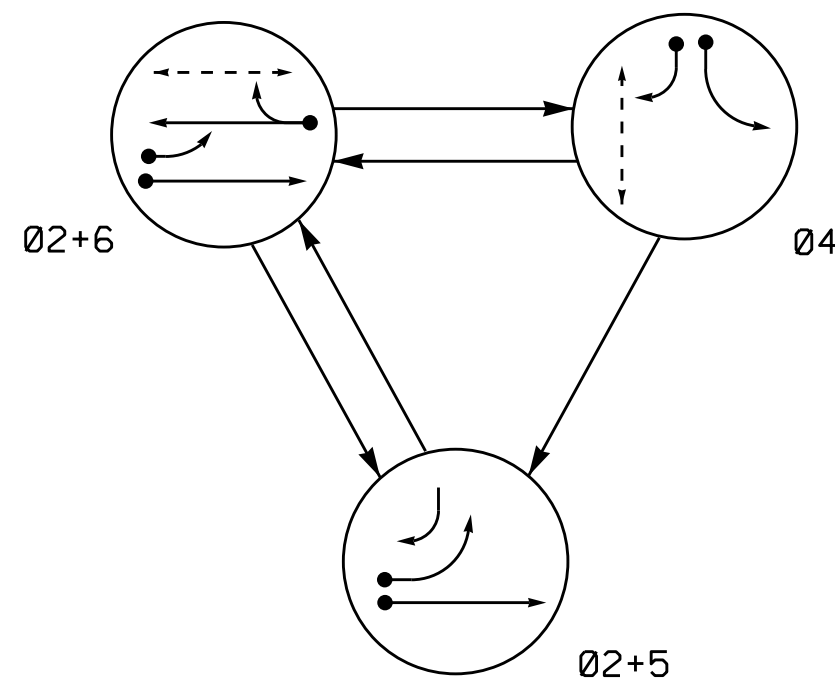


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	0 2 + 5	0 2 + 6	0 4	F L C B H S
21,22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	F	Y	R	Y
61,62	R	G	R	Y
P41,P42	DW	DW	W	DRK
P61,P62	DW	W	DW	DRK

ASC/3 DETECTOR INSTALLATION CHART											
LOOP	DETECTOR				PROGRAMMING						
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
2A	6X6	70	4	-	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
5A	6X60	+5	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	70	4	-	6	Yes	-	-	S	-	X

3 Phase Fully Actuated Fayetteville Signal System

NOTES

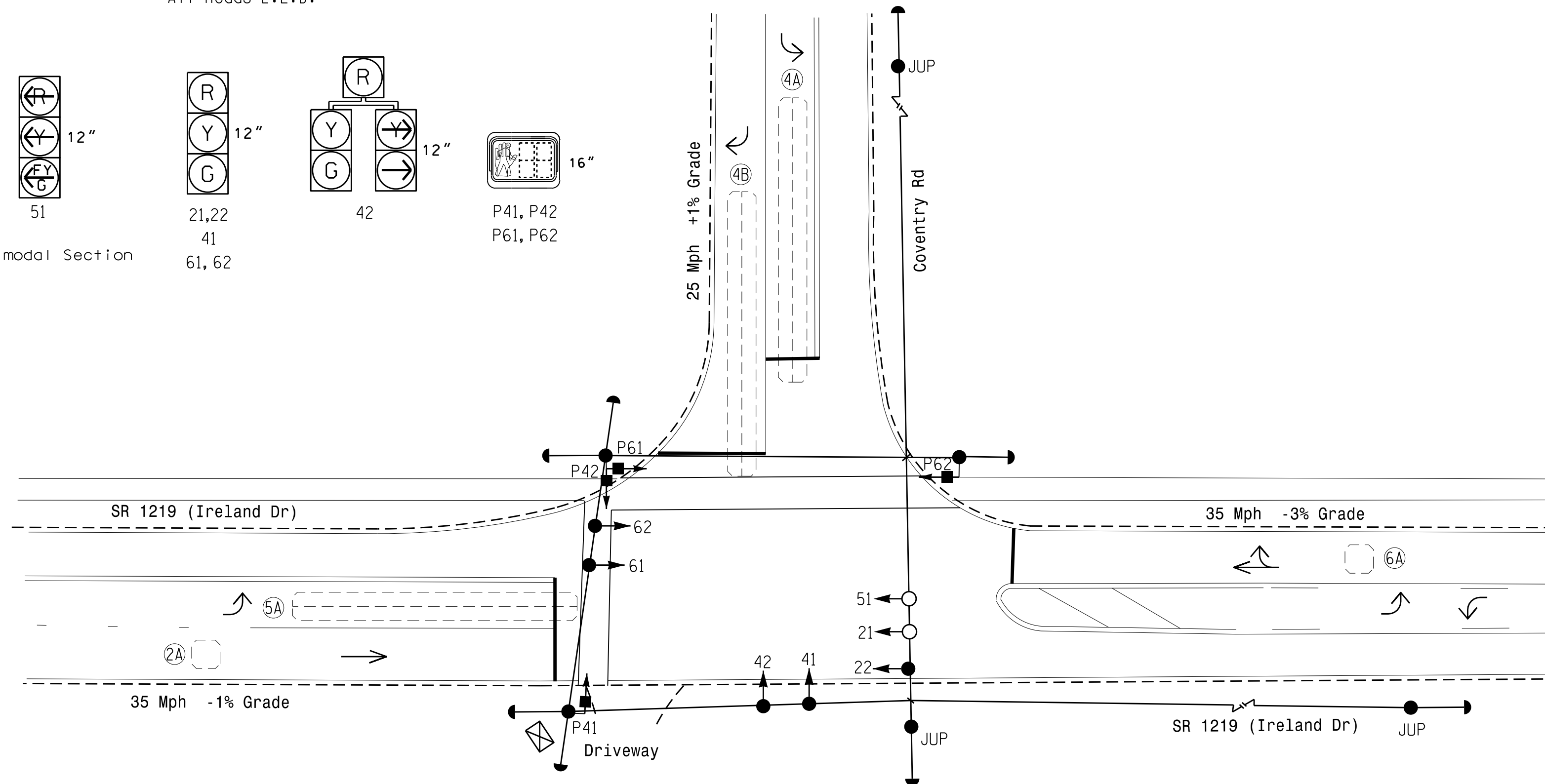
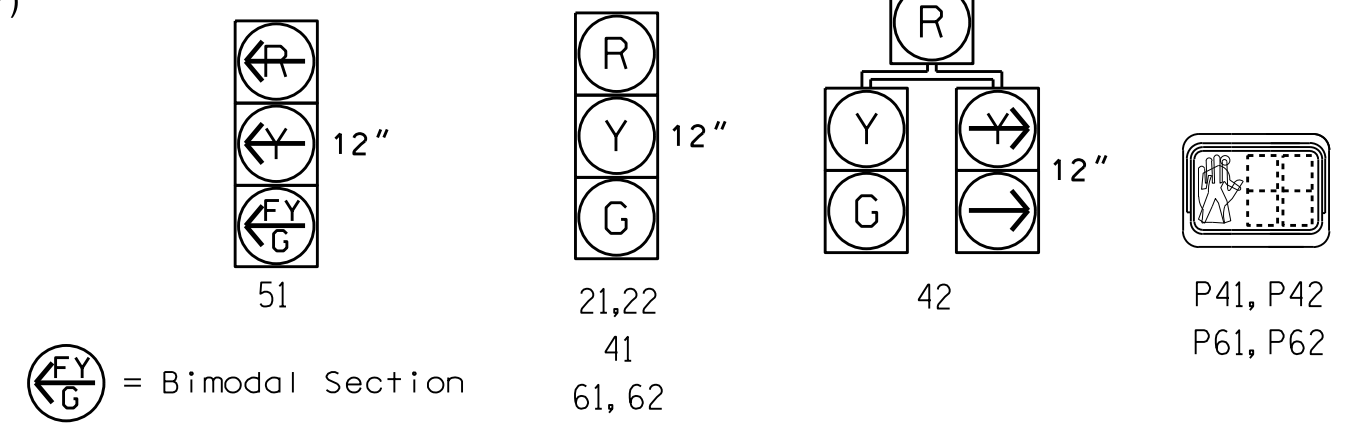
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Set all detector units to presence 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.

SIGNAL FACE I.D.

All Heads L.E.D.

PHASING DIAGRAM DETECTION LEGEND

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



FEATURE	PHASE			
	2	4	5	6
Min Green *	10	7	7	10
Walk *	0	7	0	7
Ped Clear	0	9	0	16
Veh. Extension *	3.0	1.0	1.0	3.0
Max 1 *	45	20	25	45
Yellow	4.1	3.0	3.0	4.1
Red Clear	1.8	2.1	2.3	1.8
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.

LEGEND

- | PROPOSED | EXISTING |
|----------|----------|
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Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1219 (Ireland Drive) at Coventry Road

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

8/3/2016

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