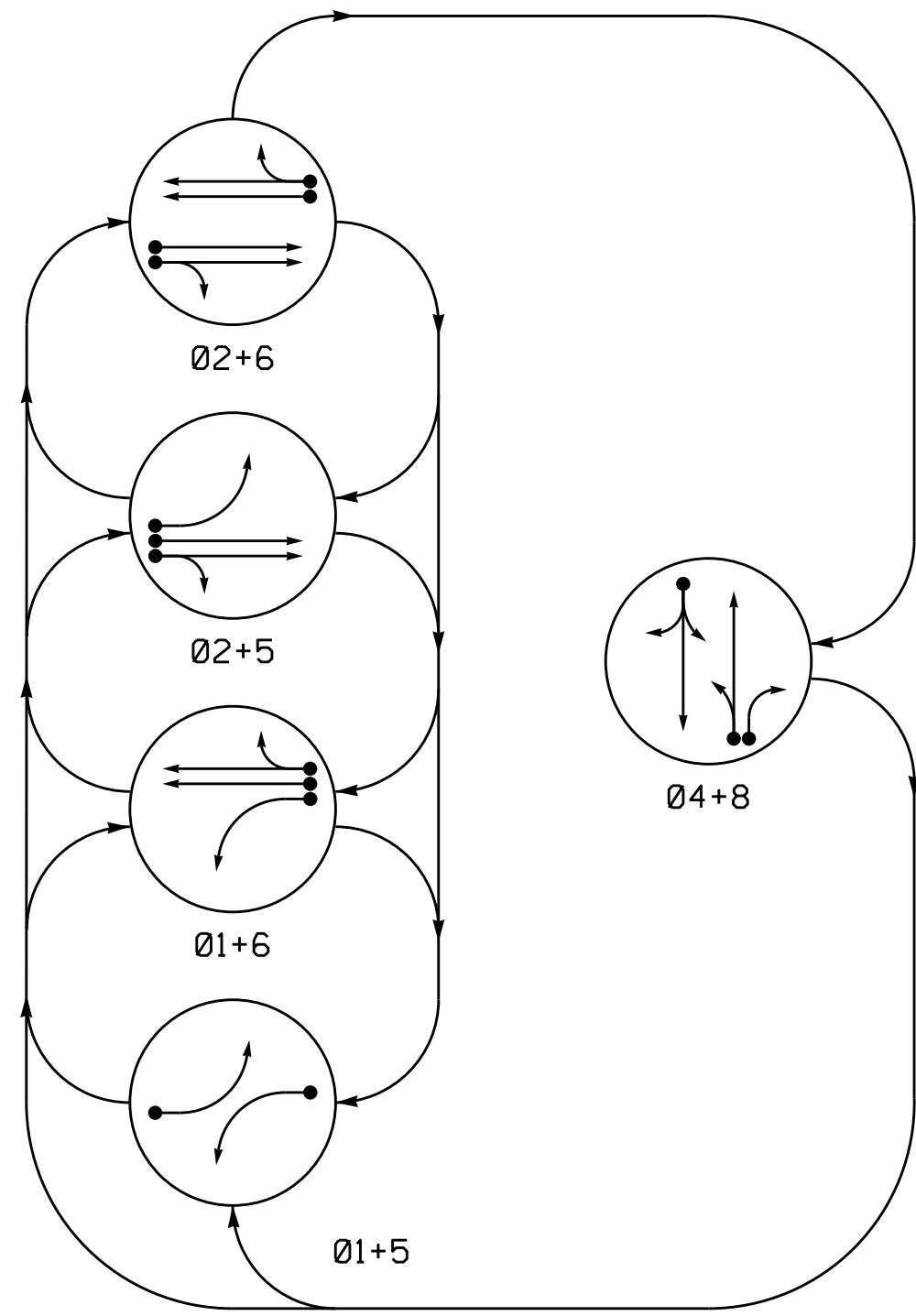


PHASING DIAGRAM



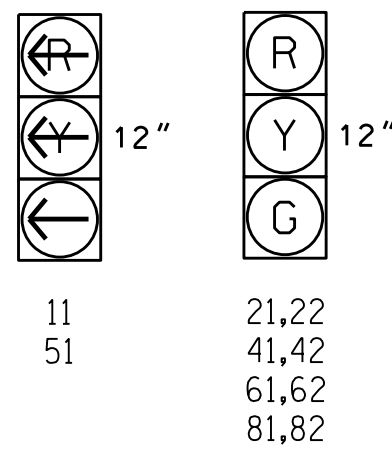
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE					
	01+5	02+5	02+6	04+8	01+6	02+6
11	—	—	—	—	—	—
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	—	—	—	—	—	—
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.

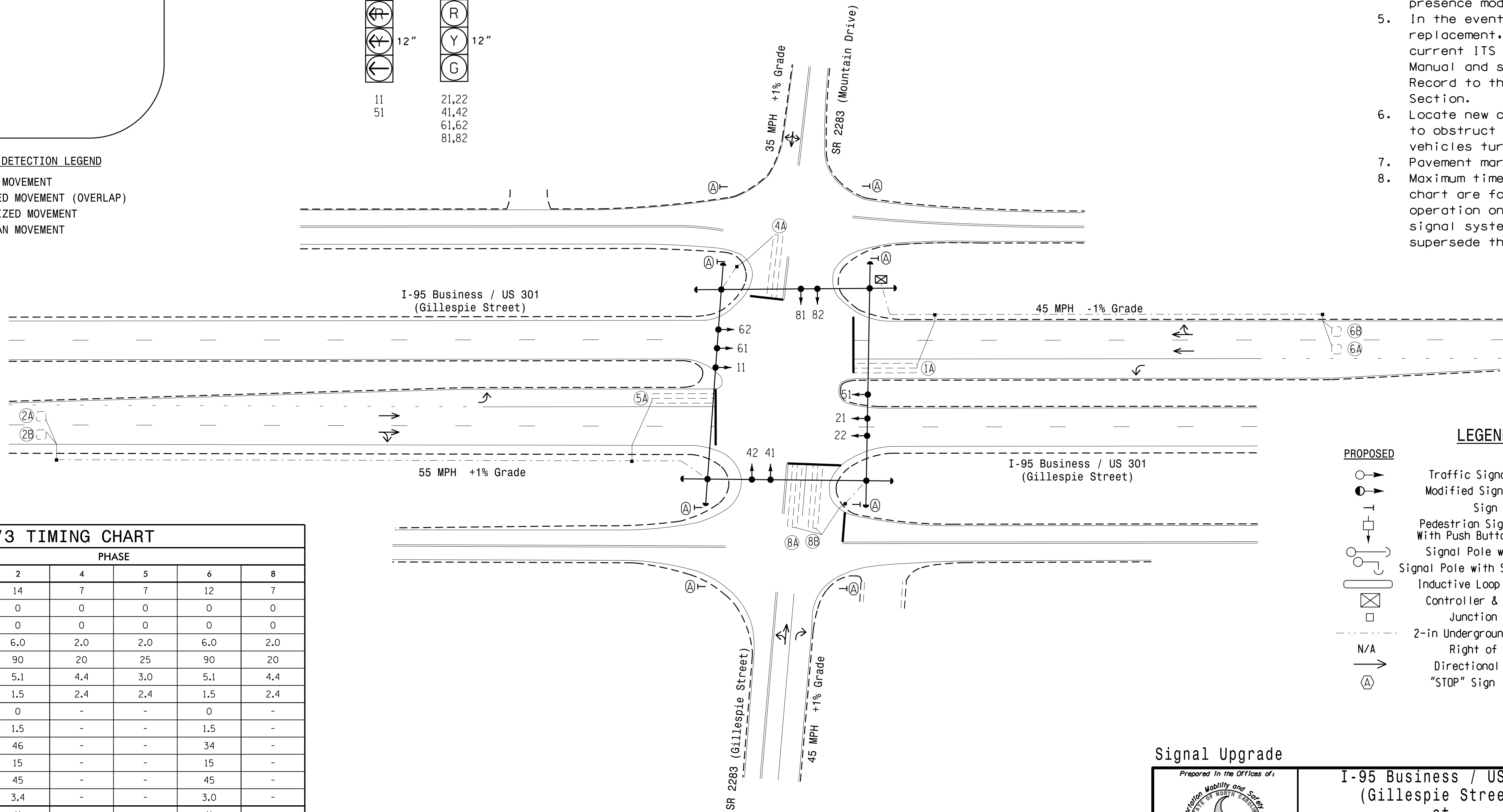


ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	-	S	X
2A	6X6	420	6	-	2	Yes	-	-	N	X
2B	6X6	420	6	-	2	Yes	-	-	N	X
4A	6X40	0	2-4-2	-	4	Yes	-	3	S	X
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	X
6A	6X6	300	4	-	6	Yes	-	-	N	X
6B	6X6	300	4	-	6	Yes	-	-	N	X
8A	6X40	0	2-4-2	-	8	Yes	-	3	S	X
8B	6X40	0	2-4-2	-	8	Yes	-	15	S	X

5 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 1 and/or 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.
- 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	ASC/3 TIMING CHART					
	1	2	4	5	6	8
Min Green *	7	14	7	7	12	7
Walk *	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max 1 *	25	90	20	25	90	20
Yellow	3.0	5.1	4.4	3.0	5.1	4.4
Red Clear	2.4	1.5	2.4	2.4	1.5	2.4
Actuations B4 Add *	-	0	-	-	0	-
Seconds / Actuation *	-	1.5	-	-	1.5	-
Max Initial *	-	46	-	-	34	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	45	-	-	45	-
Minimum Gap	-	3.4	-	-	3.0	-
Locking Detector	-	X	-	-	X	-
Recall Position	-	VEH. RECALL	-	-	VEH. RECALL	-
Dual Entry	-	-	X	-	-	X
Simultaneous Gap	X	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.

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
⊥ "STOP" Sign (R1-1)	⊥ "STOP" Sign (R1-1)

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

I-95 Business / US 301 (Gillespie Street) at SR 2283 (Mountain Drive)

Division 6 Cumberland County Fayetteville

PLAN DATE: June 2016 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

SEAL

Jason P. Gallowsy 7/29/2016

SIG. INVENTORY NO. 06-0427

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

09-JUL-2016 11:13
 S:\ITS\ASU\ITS_Signal\SignalDesign\Region04\I-95\U-5742 Fayetteville\I-95\ASU\0427\060427_1s\g_dsn_0603_2016mmds.dgn
 kgpae@dn