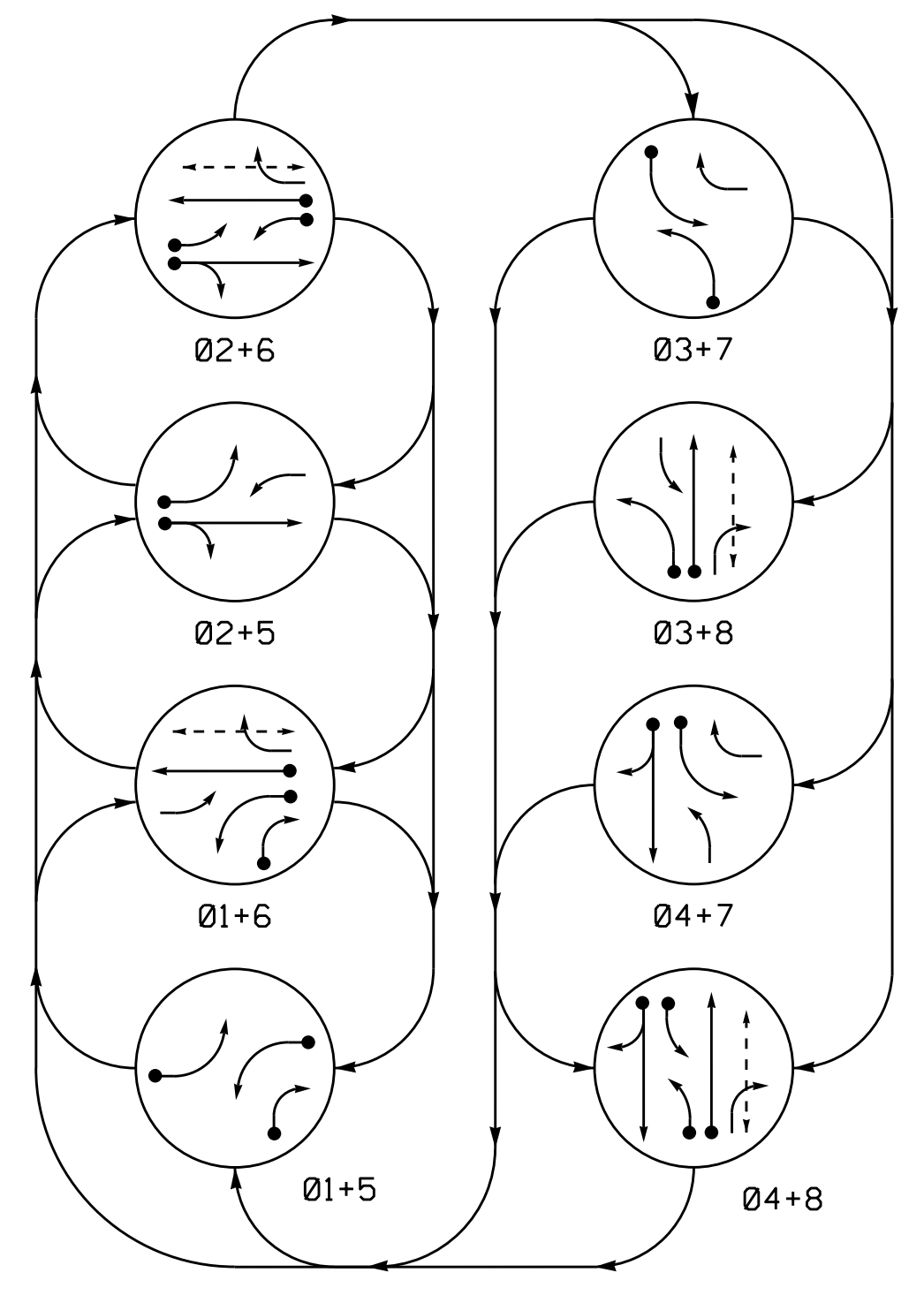


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE								FLASH	
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8		
11	→	→	→	→	→	→	→	→	→	Y
21,22	R	R	G	G	R	R	R	R	Y	
31	→	→	→	→	→	→	→	→	Y	
41,42	R	R	R	R	R	R	G	G	R	
51	→	→	→	→	→	→	→	→	Y	
61	R	G	R	G	R	R	R	R	Y	
62	R	G	R	G	R	R	R	R	Y	
71	→	→	→	→	→	→	→	→	Y	
81	R	R	R	R	R	G	R	G	R	
82	R	R	R	R	R	G	R	G	R	
P61, P62	DW	W	DW	W	DW	DW	DW	DW	DRK	
P81, P82	DW	DW	DW	DW	DW	W	DW	W	DRK	

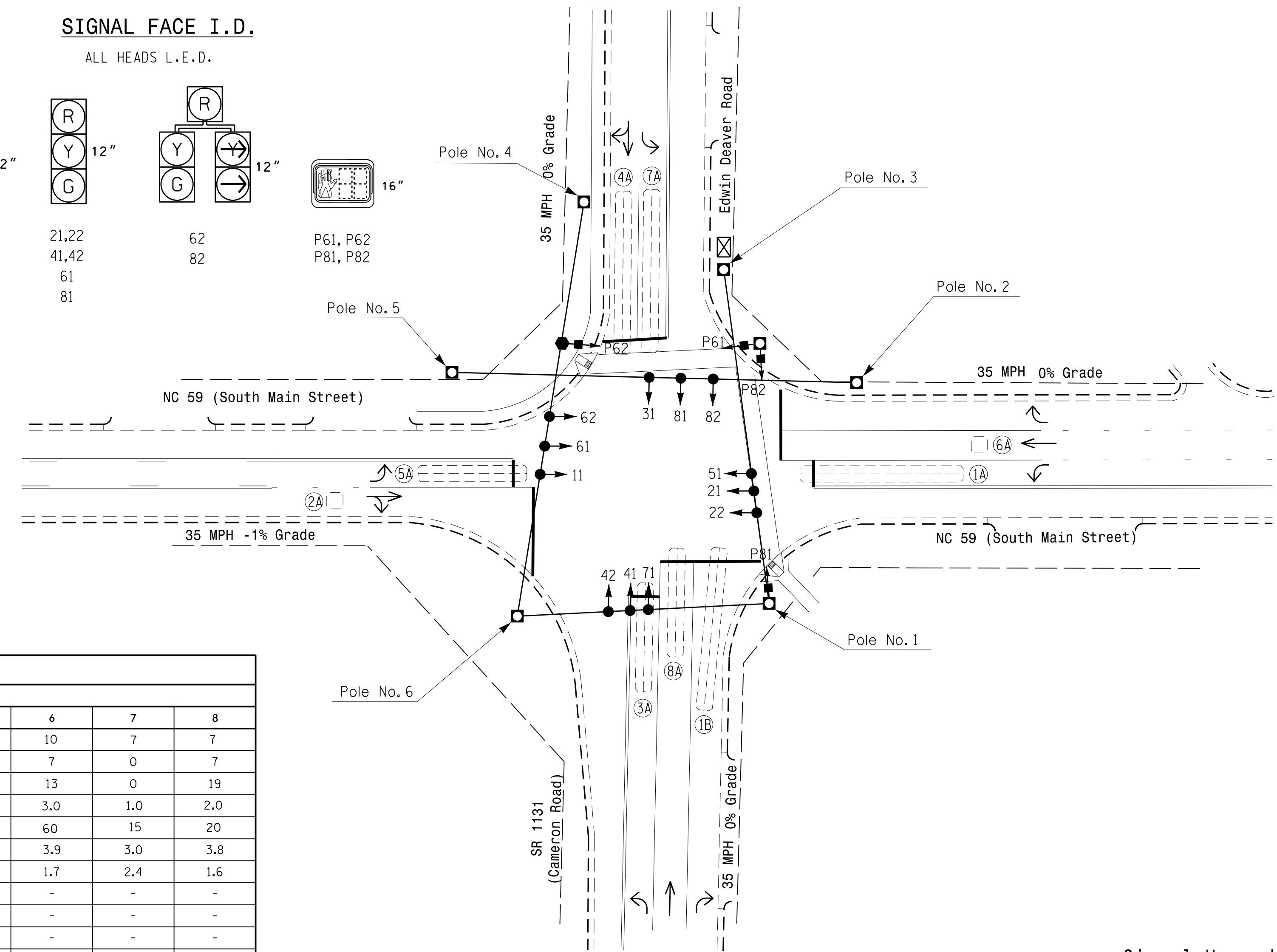
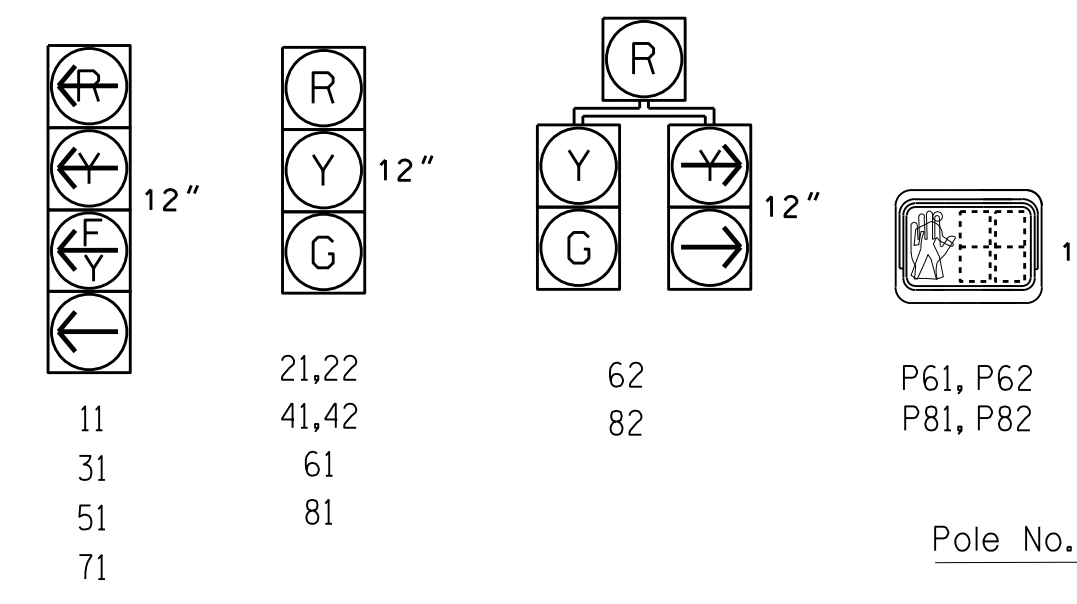
ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR						PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW GARD
1A	6X60	+5	2-4-2	-	1	Yes	-	15	S	-	X
1B	6X60	+5	2-4-2	-	1	Yes	-	15	S	-	X
2A	6X6	70	4	-	2	Yes	-	-	S	-	X
3A	6X40	+5	2-4-2	-	3	Yes	-	15	S	-	X
4A	6X60	+5	2-4-2	-	4	Yes	-	10	S	-	X
5A	6X40	+5	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	70	4	-	6	Yes	-	-	S	-	X
7A	6X60	+5	2-4-2	-	7	Yes	-	15	S	-	X
8A	6X40	+5	2-4-2	-	8	Yes	-	-	S	-	X

8 Phase Fully Actuated Fayetteville Signal System

NOTES

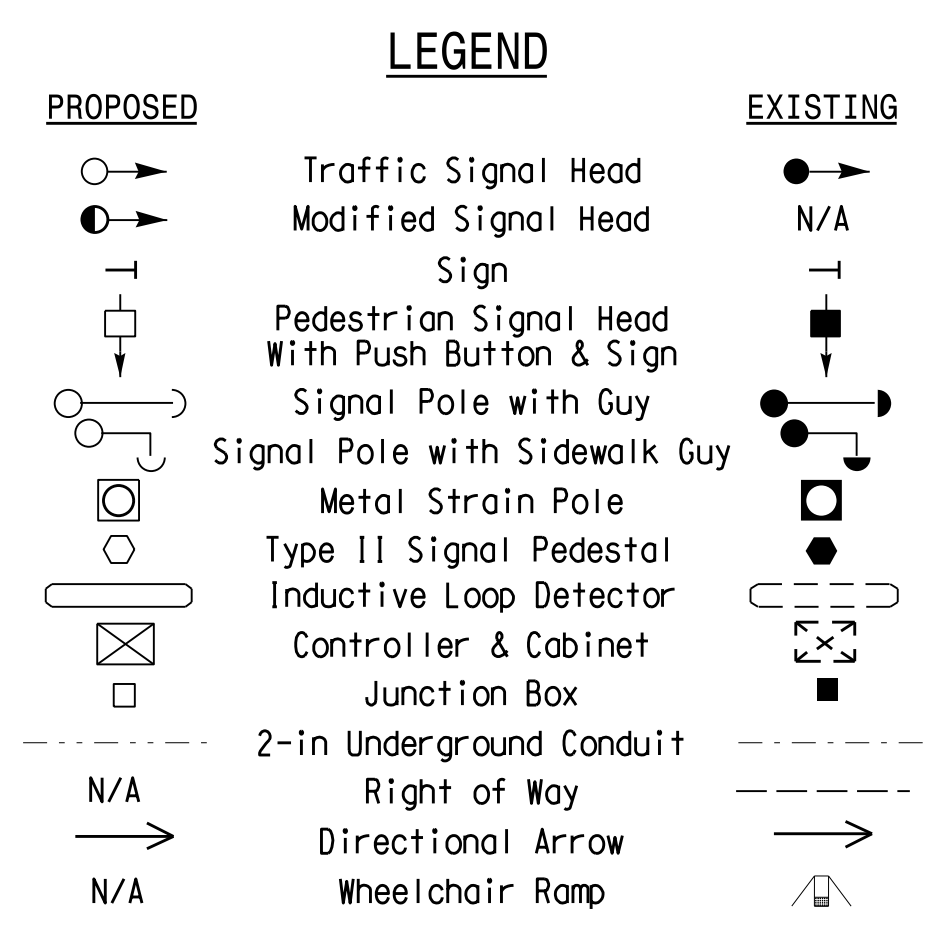
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 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.



FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	10	7	7	7	10	7	7
Walk *	0	0	0	0	0	7	0	7
Ped Clear	0	0	0	0	0	13	0	19
Veh. Extension *	1.0	3.0	2.0	1.0	2.0	3.0	1.0	2.0
Max I *	15	60	35	20	15	60	15	20
Yellow	3.0	3.9	3.0	3.8	3.0	3.9	3.0	3.8
Red Clear	2.4	1.7	1.9	1.6	2.6	1.7	2.4	1.6
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	-	-	-	X	-	-	-	X
Simultaneous Gap	X	X	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.



Signal Upgrade

Prepared In the Offices of:

 750 N. Greenfield Pkwy, Garner, NC 27529

NC 59 (South Main Street) at SR 1131 (Cameron Road) / Edwin Deaver Road

Division 6 Cumberland County Hope Mills

PLAN DATE: JUNE 2016 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: JASON P. GALLON, ENGINEER, 029904

Jason P. Gallon 9/20/2016

SIG. INVENTORY NO. 06-0454

D:\p06-2016-1444-SIGNALS\ITS_Signal\Signal Design\Section\Eastern Region\01\U-5742 Fayetteville ASC3\06-0454\060454_s1a_dsn_2016mmds.dgn
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