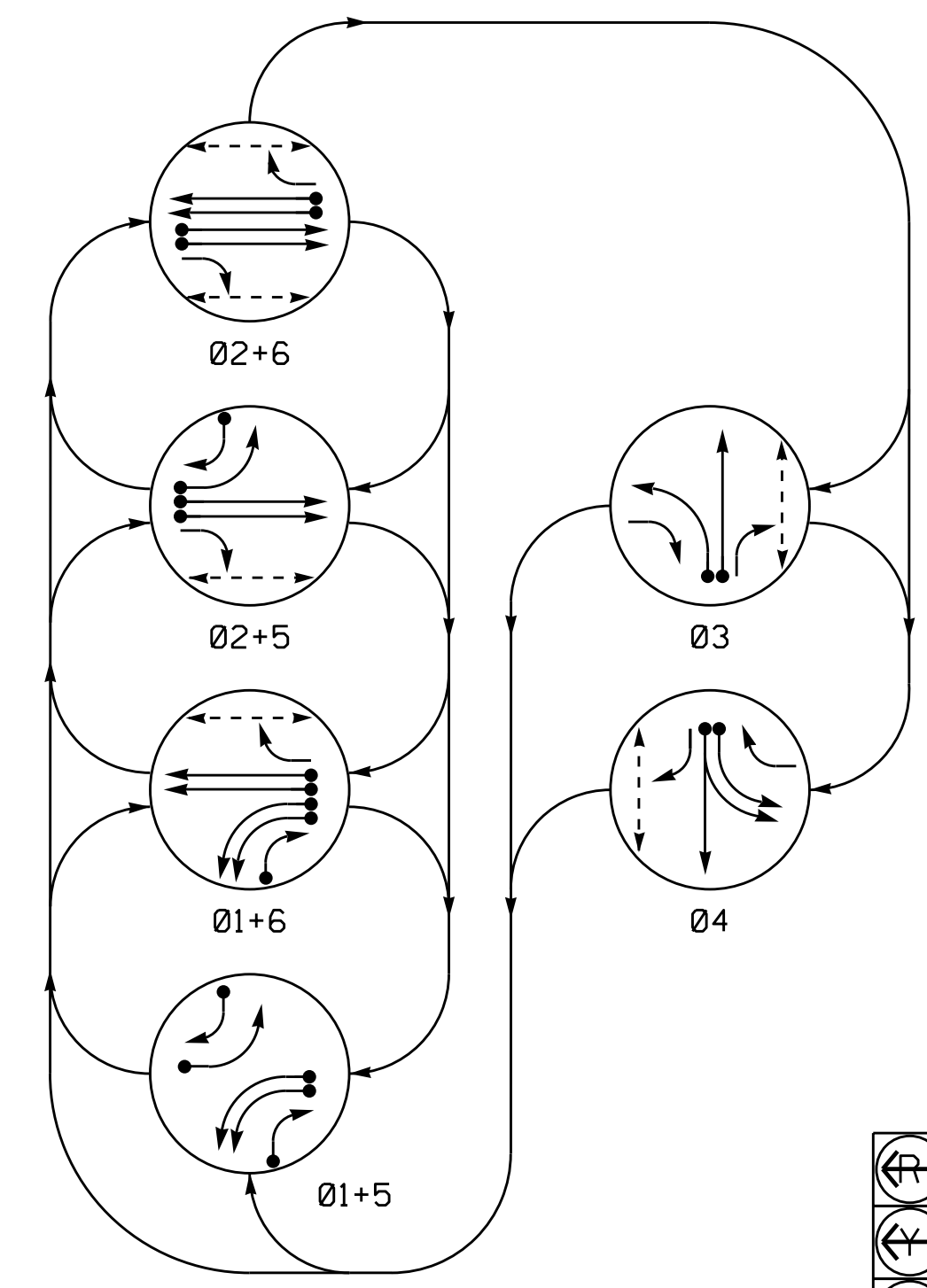


6 Phase Fully Actuated Fayetteville Signal System

PHASING DIAGRAM

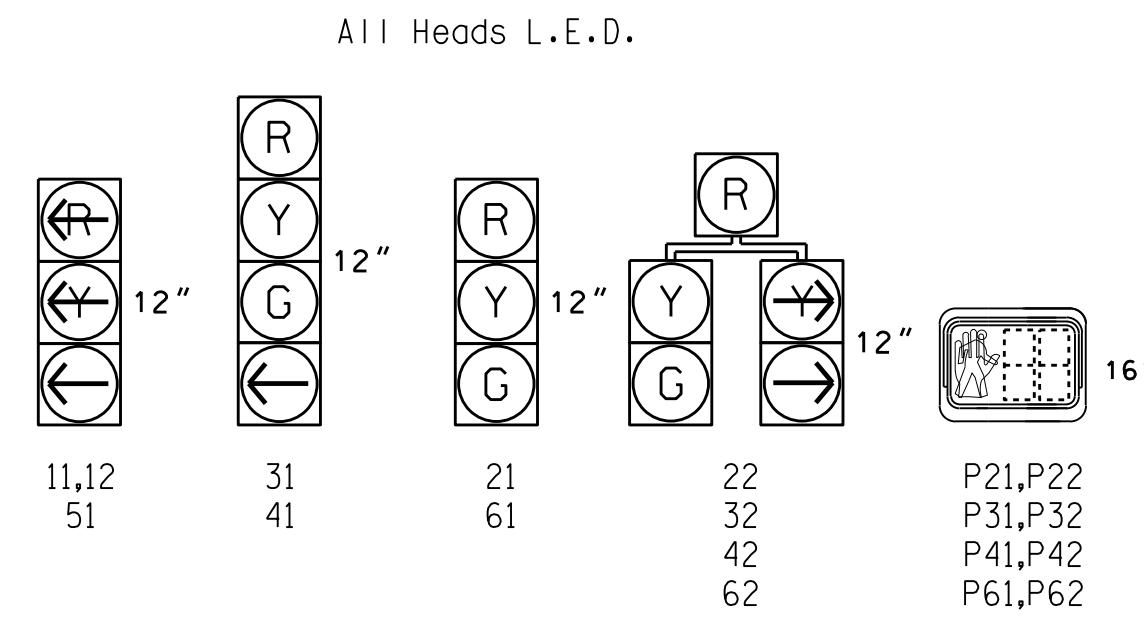


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE						F Loop
	01+5	01+6	02+5	02+6	03	04	
11,12	←	←	←	←	←	←	←
21	R	R	G	G	R	R	Y
22	R	R	G	G	R	R	Y
31	R	R	R	R	G	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	R	G	R
42	R	R	R	R	R	G	R
51	←	←	←	←	←	←	←
61	R	G	R	G	R	R	Y
62	R	G	R	G	R	R	Y
P21,P22	DW	DW	W	W	DW	DW	DRK
P31,P32	DW	DW	DW	DW	W	DW	DRK
P41,P42	DW	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DW	DRK

SIGNAL FACE I.D.

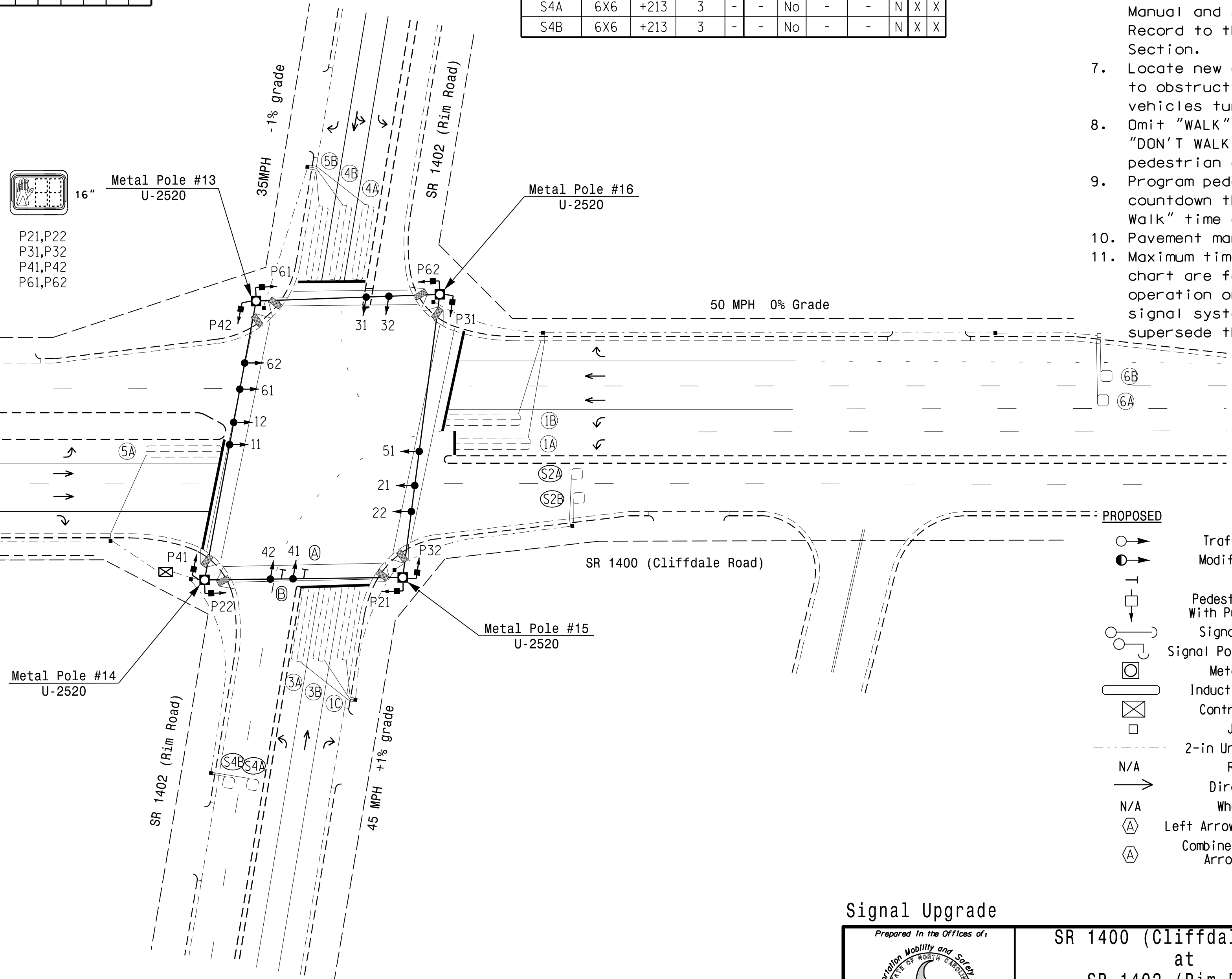


ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR				PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
1C	6X40	0	2-4-2	-	1	Yes	-	15	S	-	X
2A	6X6	355	4	X	2	Yes	-	-	N	-	X
2B	6X6	355	4	X	2	Yes	-	-	N	-	X
3A	6X40	0	2-4-2	-	3	Yes	-	-	S	-	X
3B	6X40	0	2-4-2	-	3	Yes	-	-	S	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X60	0	2-4-2	-	5	Yes	-	-	S	-	X
5B	6X40	0	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	355	6	X	6	Yes	-	-	N	-	X
6B	6X6	355	6	X	6	Yes	-	-	N	-	X
S2A	6X6	+213	3	-	-	No	-	-	N	X	X
S2B	6X6	+213	3	-	-	No	-	-	N	X	X
S4A	6X6	+213	3	-	-	No	-	-	N	X	X
S4B	6X6	+213	3	-	-	No	-	-	N	X	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.
 - Phase 1 and/or phase 5 may be lagged.
 - The order of phase 3 and phase 4 may be reversed.
 - 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.

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green *	7	14	7	7	7	14
Walk *	0	7	7	7	0	7
Ped Clear	0	18	31	32	0	15
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0
Max 1 *	20	60	20	20	15	60
Yellow	3.0	4.8	4.4	3.9	3.0	4.8
Red Clear	3.6	1.5	2.4	3.0	3.5	1.5
Actuations B4 Add *	-	0	-	-	-	0
Seconds / Actuation *	-	1.5	-	-	-	1.5
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	-	-	-	-	-	-
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.



- LEGEND
- | PROPOSED | EXISTING |
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Signal Upgrade

SR 1400 (Cliffdale Road) at SR 1402 (Rim Road)

Division 5 Cumberland County Fayetteville

PLAN DATE: October 2015 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL Jason P. Gallaway 029904 ENGINEER

DocuSigned by: Jason P. Gallaway 5/11/2016

SIG. INVENTORY NO. 06-0779

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