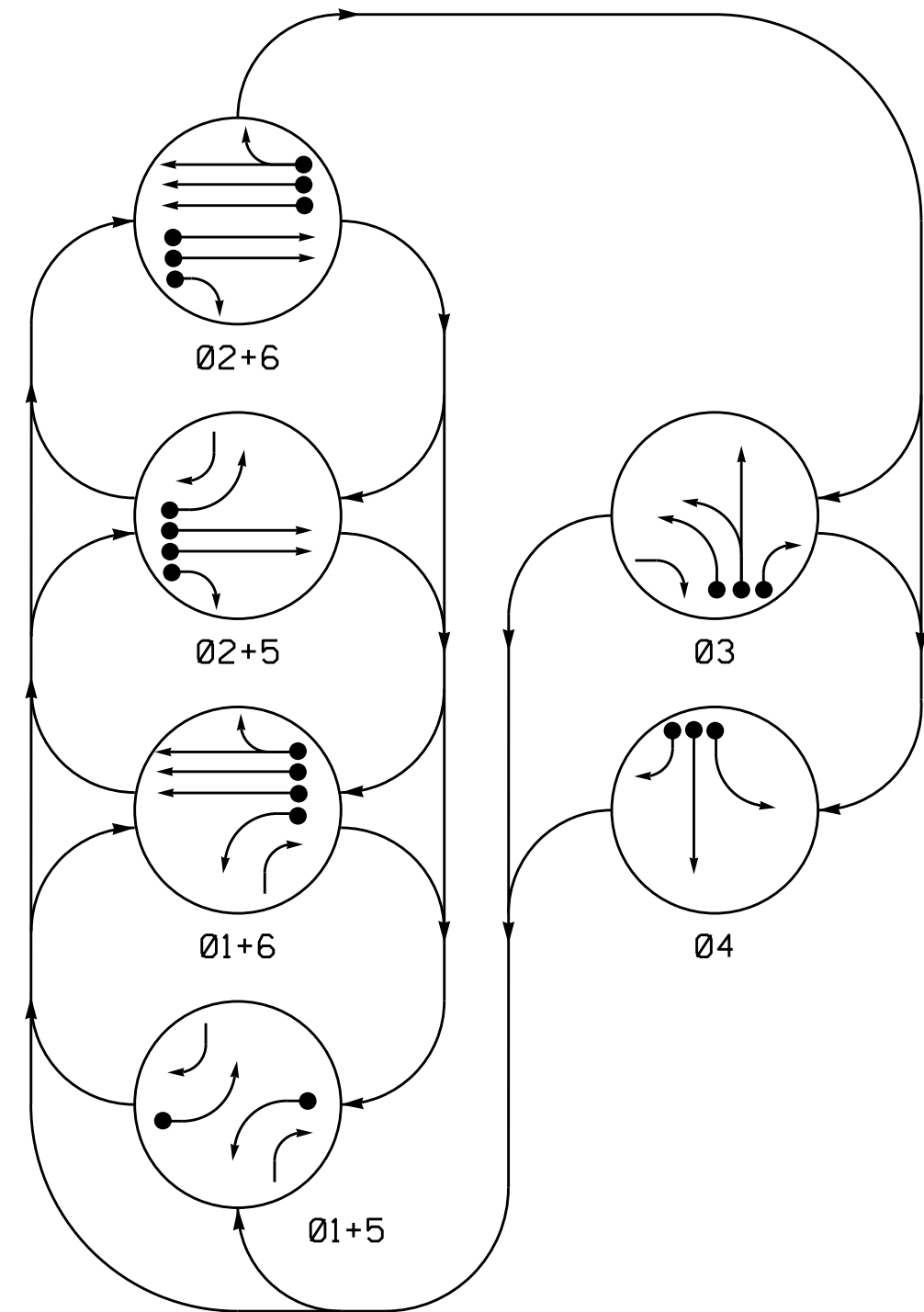


PHASING DIAGRAM



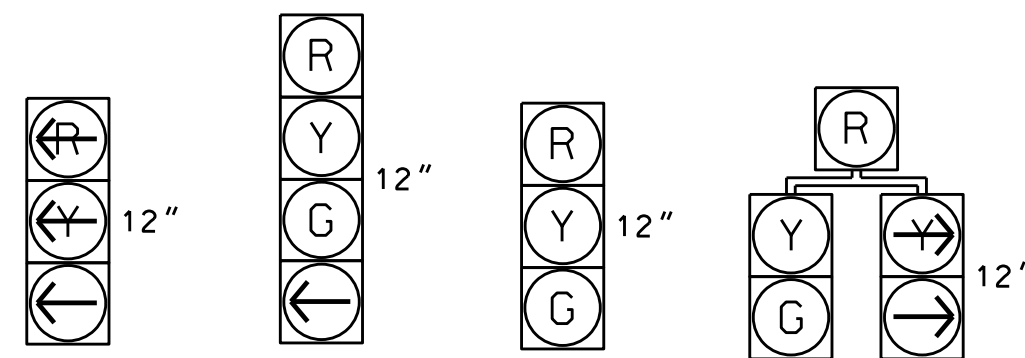
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03	04	03	04
11	←	←	←	←	←	←	←	←
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	←	←	←	←	←	←	←	
61,62	R	G	R	G	R	R	Y	

SIGNAL FACE I.D.

All Heads L.E.D.



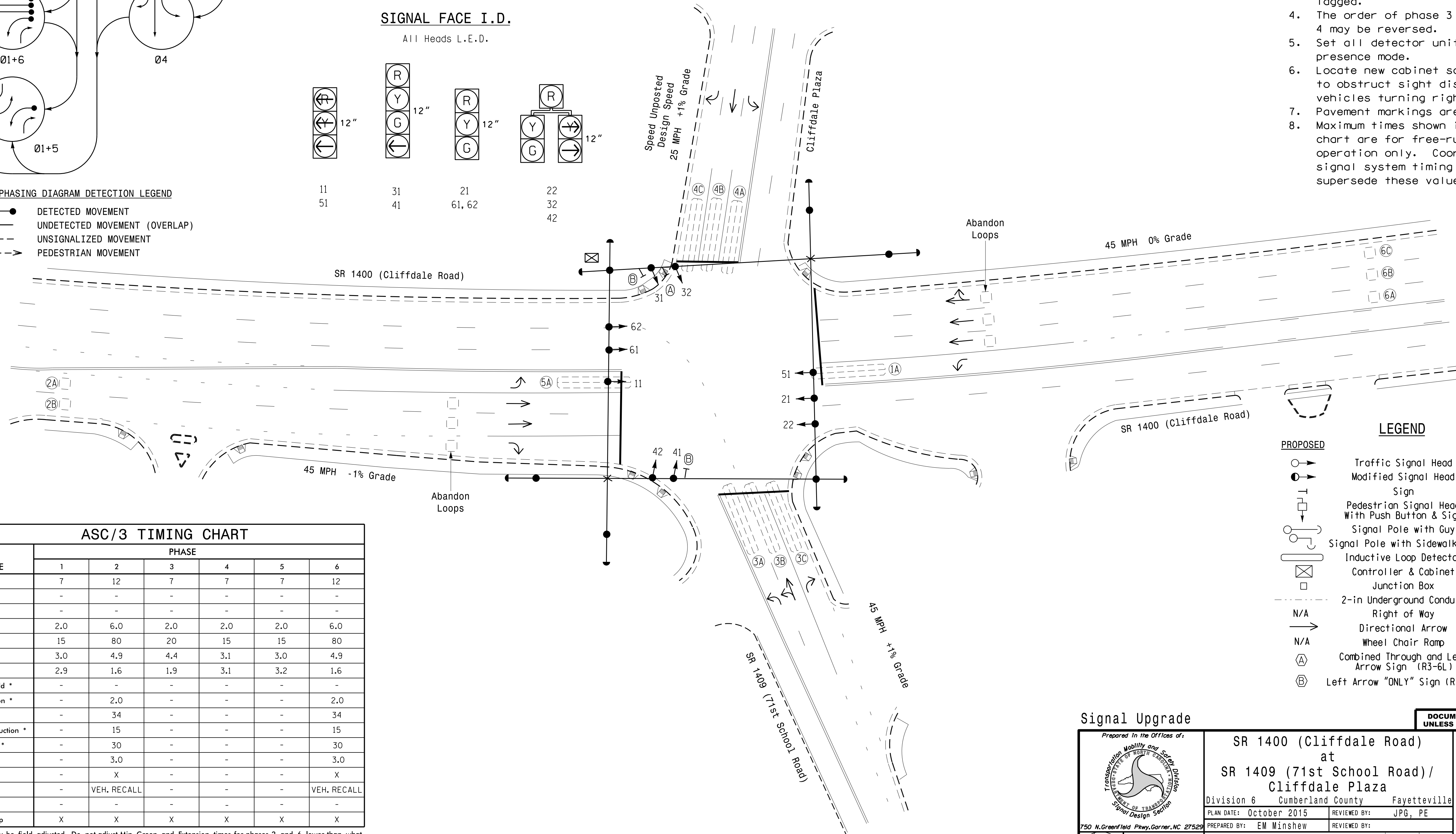
11 31 21 22
51 41 61, 62 32 42

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 CARD
1A	6X40	+5	2-4-2	-	1	Yes	-	-	S	-	X
2A,2B	6X6	300	5	-	2	Yes	-	-	N	-	X
3A	6X40	+5	2-4-2	-	3	Yes	-	-	S	-	X
3B	6X40	+5	2-4-2	-	3	Yes	-	-	S	-	X
3C	6X40	+5	2-4-2	-	3	Yes	-	15	S	-	X
4A	6X40	+5	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X40	+5	2-4-2	-	4	Yes	-	-	S	-	X
4C	6X40	+5	2-4-2	-	4	Yes	-	15	S	-	X
5A	6X40	+5	2-4-2	-	5	Yes	-	-	S	-	X
6A,6B,6C	6X6	300	5	-	6	Yes	-	-	N	-	X

6 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.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- 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	PHASE					
	1	2	3	4	5	6
Min Green *	7	12	7	7	7	12
Walk *	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0
Max I *	15	80	20	15	15	80
Yellow	3.0	4.9	4.4	3.1	3.0	4.9
Red Clear	2.9	1.6	1.9	3.1	3.2	1.6
Actuations B4 Add *	-	-	-	-	-	-
Seconds / Actuation *	-	2.0	-	-	-	2.0
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
○ → 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	○ → N/A
○ → Signal Pole with Sidewalk Guy	○ → N/A
○ → Inductive Loop Detector	○ → N/A
○ → Controller & Cabinet	○ → N/A
○ → Junction Box	○ → N/A
○ → 2-in Underground Conduit	○ → N/A
○ → Right of Way	○ → N/A
○ → Directional Arrow	○ → N/A
○ → Wheel Chair Ramp	○ → N/A
○ → Combined Through and Left Arrow Sign (R3-6L)	○ → N/A
○ → Left Arrow "ONLY" Sign (R3-5L)	○ → N/A

Signal Upgrade

Prepared in the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1400 (Cliffdale Road) at SR 1409 (71st School Road) / Cliffdale Plaza

Division 6 Cumberland County Fayetteville

PLAN DATE: October 2015 REVIEWED BY: JPG, PE

PREPARED BY: EM Minshew REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: JASON P. GALLAWAY, PROFESSIONAL ENGINEER, No. 029904, DATE: 2/18/2016

SIG. INVENTORY NO. 06-0541

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