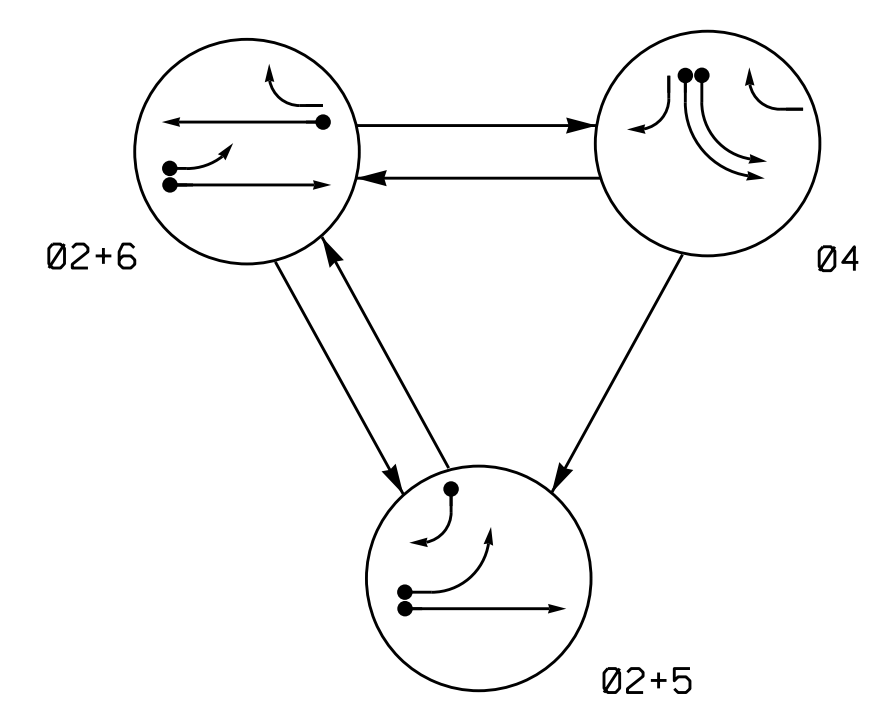


3 Phase Fully Actuated Fayetteville Signal System

PHASING DIAGRAM



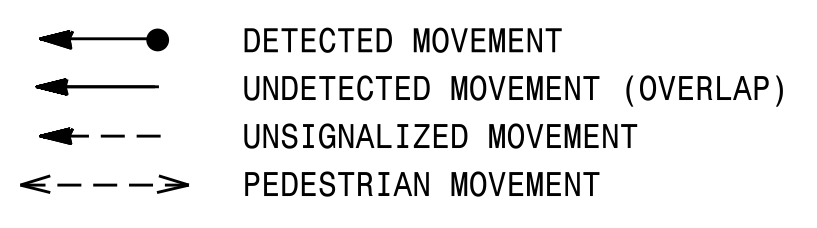
SIGNAL FACE	PHASE			
	02+5	02+6	04	FLASH
21,22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	-	F	R	Y
61	R	G	R	Y
62	R	G	R	Y

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
2A	6X6	70	4	-	2	Yes	-	-	S	- X
4A	6X60	0	2-4-2	-	4	Yes	-	3	S	- X
4B	6X60	0	2-4-2	-	4	Yes	-	-	S	- X
5A	6X60	0	2-4-2	-	5	Yes	-	15	S	- X
5B	6X60	0	-	-	5	Yes	-	15	S	- X
6A	6X6	70	4	-	6	Yes	-	-	S	- X
S2A	6X6	+165	4	-	-	No	-	-	N	X X
S2B	6X6	+165	4	-	-	No	-	-	N	X X

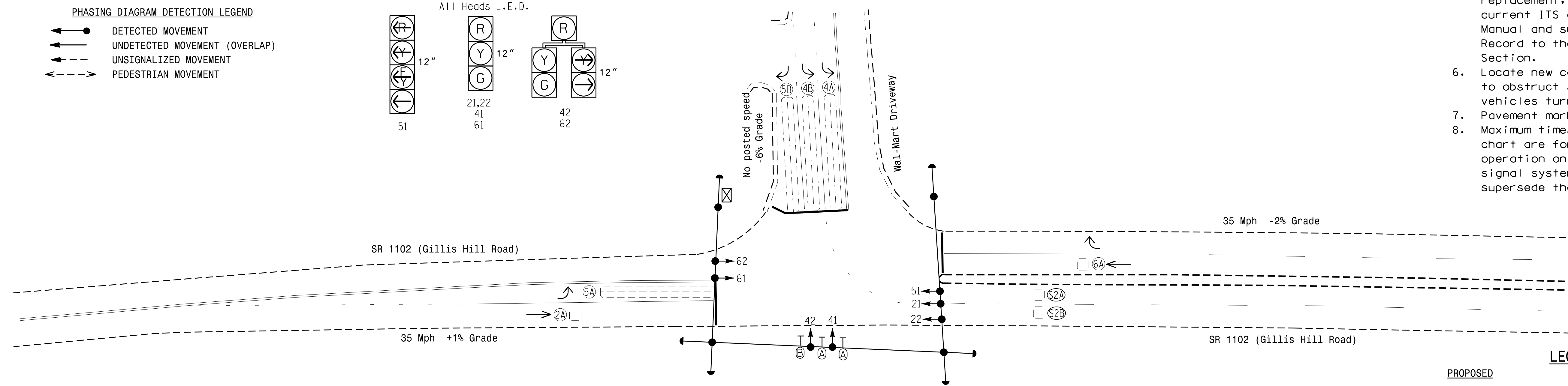
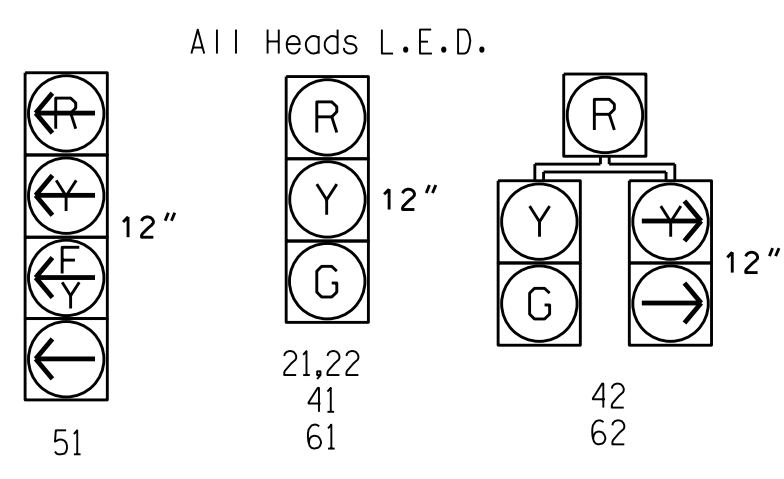
NOTES

- 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 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.

PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.



ASC/3 TIMING CHART				
FEATURE	PHASE			
	2	4	5	6
Min Green *	10	7	7	10
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	3.0	1.0	1.0	3.0
Max 1 *	50	30	20	50
Yellow	4.0	3.1	3.0	4.0
Red Clear	2.0	2.3	2.8	2.0
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

Signal Upgrade

SR 1102 (Gillis Hill Road) at Wal-Mart Driveway

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

SEAL

DATE: 6/20/2016

DATE:

SIG. INVENTORY NO. 06-1243

2016-06-20 15:41  
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 J. Spence