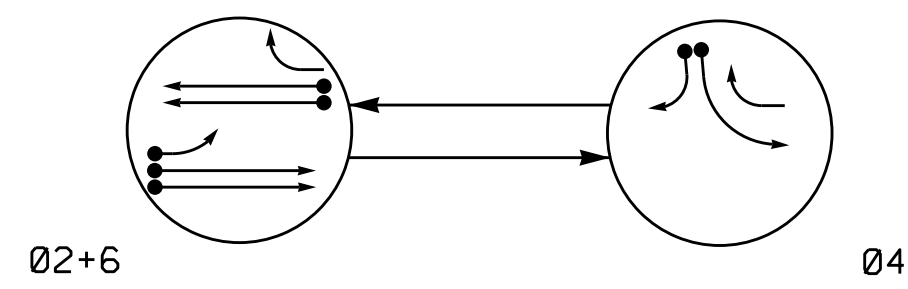


PHASING DIAGRAM



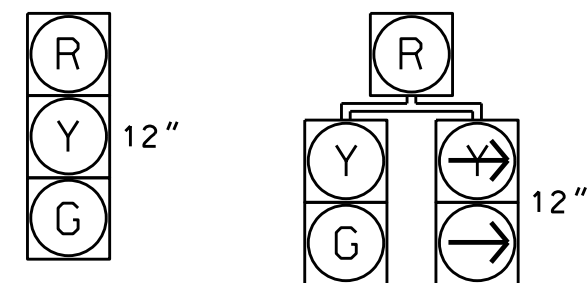
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE		
	Ø2+6	Ø4	FLASH
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
63	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
41, 42
61, 62

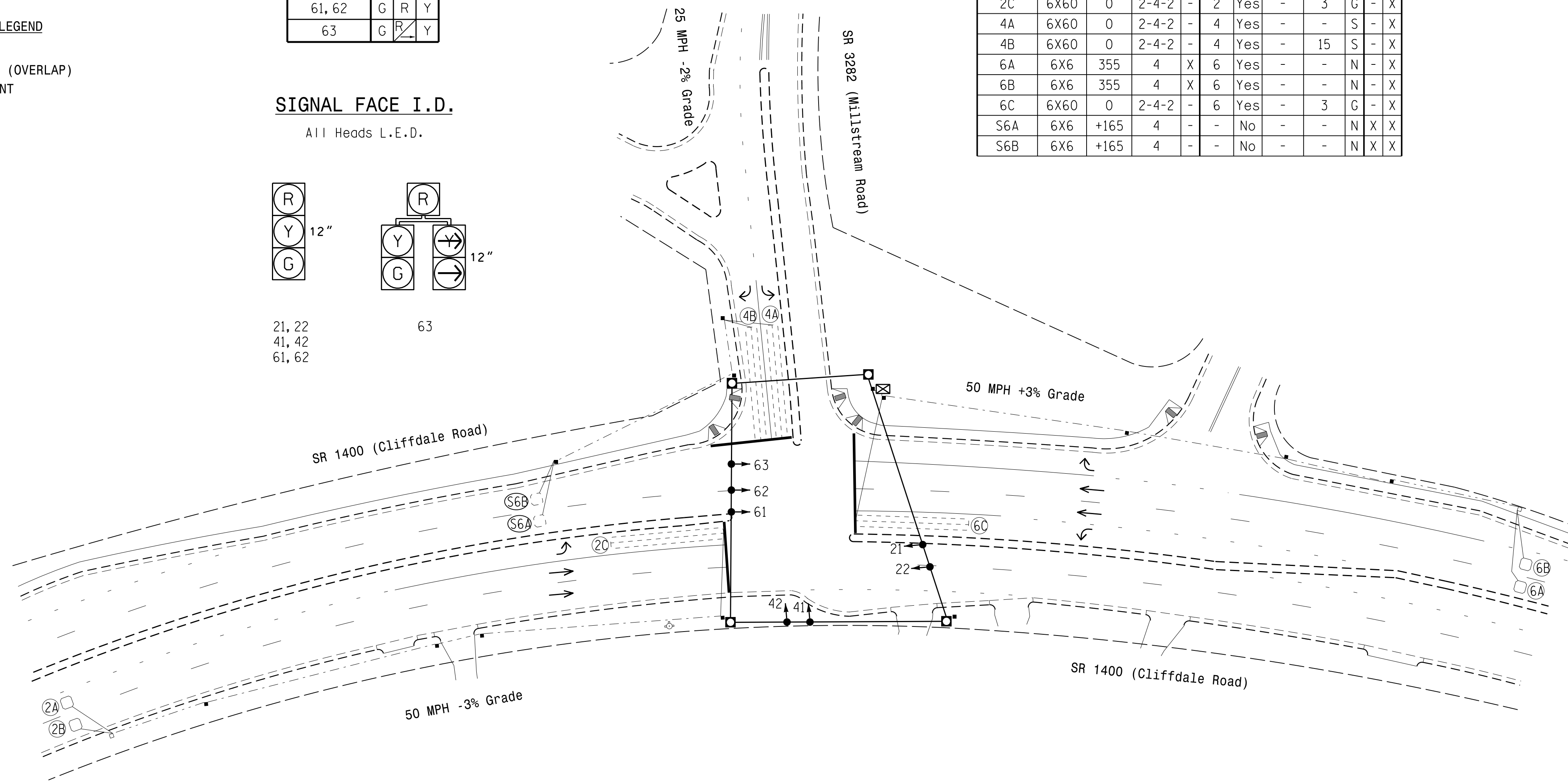
63

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 SYSTEM	NEW CARD
2A	6X6	355	5	X	2	Yes	-	-	N	-	X
2B	6X6	355	6	X	2	Yes	-	-	N	-	X
2C	6X60	0	2-4-2	-	2	Yes	-	3	G	-	X
4A	6X60	0	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X60	0	2-4-2	-	4	Yes	-	15	S	-	X
6A	6X6	355	4	X	6	Yes	-	-	N	-	X
6B	6X6	355	4	X	6	Yes	-	-	N	-	X
6C	6X60	0	2-4-2	-	6	Yes	-	3	G	-	X
S6A	6X6	+165	4	-	-	No	-	-	N	X	X
S6B	6X6	+165	4	-	-	No	-	-	N	X	X

2 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.
- 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.
- The cabinet should be designed to include an Auxiliary Output file for future use.
- 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		
	2	4	6
Min Green *	12	7	12
Walk *	-	-	-
Ped Clear	-	-	-
Veh. Extension *	6.0	2.0	6.0
Max I *	85	55	85
Yellow	5.1	3.0	5.1
Red Clear	1.4	2.3	1.4
Red Revert	-	-	-
Actuations B4 Add *	0	-	0
Seconds /Actuation *	1.5	-	1.5
Max Initial *	40	-	40
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

* 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 | ● → Traffic Signal Head |
| ○ → Modified Signal Head | N/A |
| ○ → Sign | N/A |
| ○ → 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 | N/A → Right of Way |
| → → Directional Arrow | → → Directional Arrow |
| ○ → Metal Strain Pole | ○ → Metal Strain Pole |
| N/A → Wheelchair Ramp | ○ → Wheelchair Ramp |
| N/A → Fire Hydrant | ○ → Fire Hydrant |

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1400 (Cliffdale Road) at SR 3282 (Millstream Road)

Division 6 Cumberland County Fayetteville

PLAN DATE: December 2015 REVIEWED BY: JG

PREPARED BY: Devin Smith REVIEWED BY:

SEAL

DocuSigned by: Jason P. Gallaway 4/19/2016

SIG. INVENTORY NO. 06-1221

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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