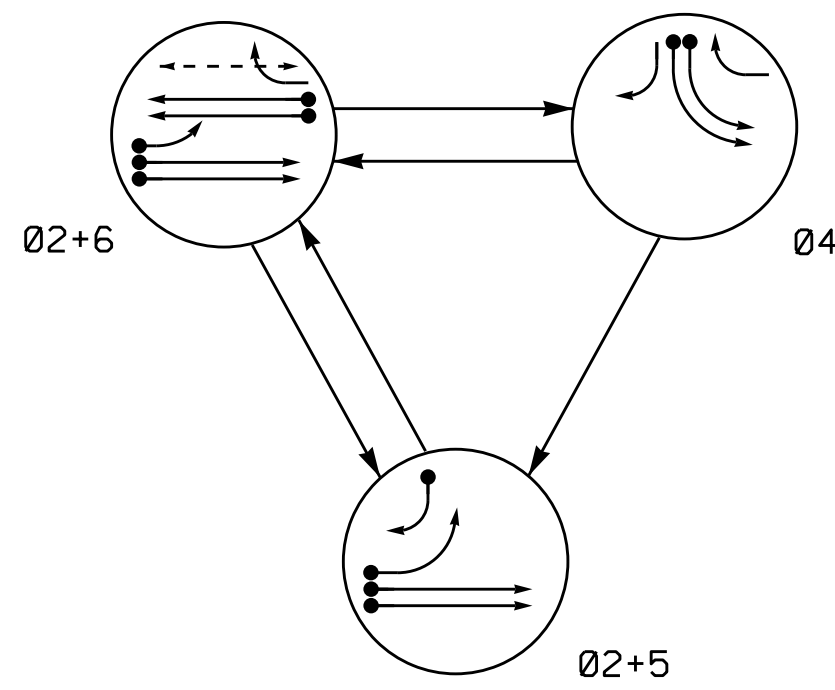


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

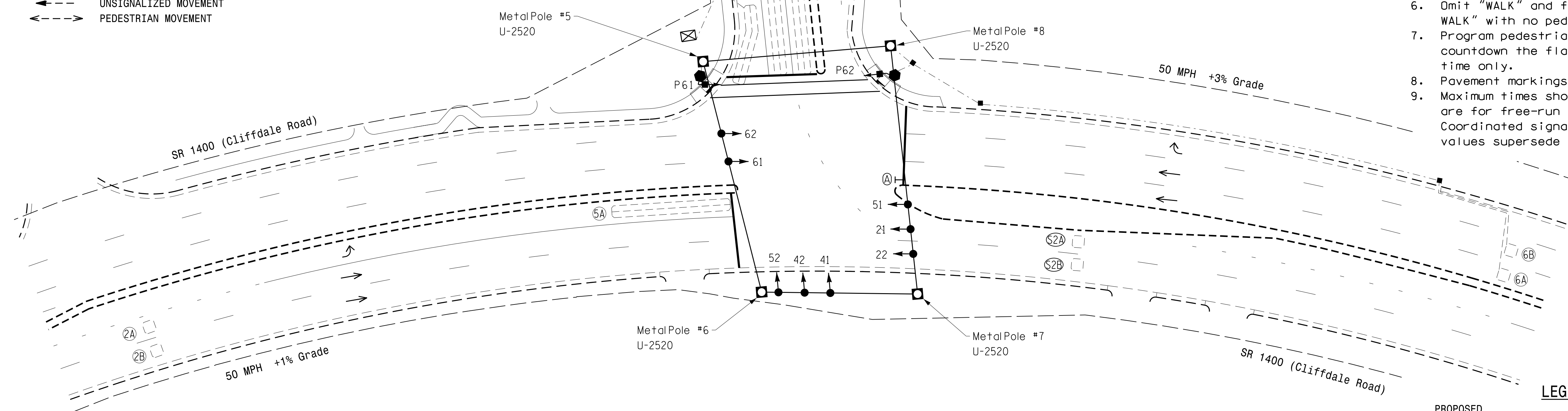
SIGNAL FACE	PHASE			
	02+5	02+6	04	F
21,22	G	G	R	Y
41,42	R	R	Y	R
51	Y	R	R	Y
52	Y	R	R	Y
61	R	G	R	Y
62	R	G	R	Y
P61,P62	DW	W	DW	DRK

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 CARD
2A	6X6	300	5	-	2	Yes	-	-	N	- X
2B	6X6	300	5	-	2	Yes	-	-	N	- X
4A	6X40	0	2-4-2	-	4	Yes	-	-	S	- X
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	- X
5A	6X40	0	2-4-2	-	5	Yes	-	15	S	- X
5B	6X40	+5	2-4-2	-	5	Yes	-	10	S	- X
6A	6X6	300	5	-	6	Yes	-	-	N	- X
6B	6X6	300	5	-	6	Yes	-	-	N	- X
S2A	6X6	+165	4	-	-	No	-	-	N	X X
S2B	6X6	+165	4	-	-	No	-	-	N	X X

3 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 5 may be lagged.
- Set all detector units to presence mode.
- 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.

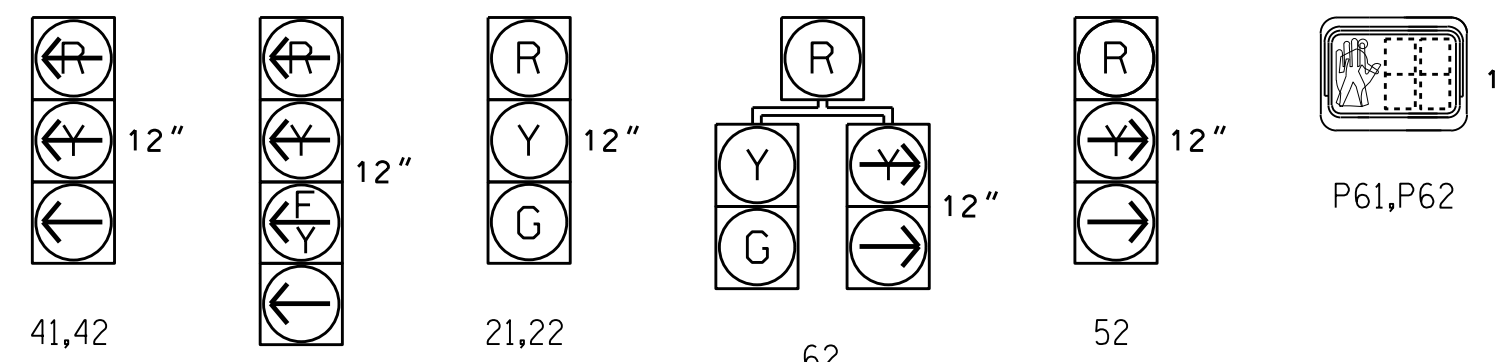


ASC/3 TIMING CHART				
FEATURE	PHASE			
	2	4	5	6
Min Green *	14	7	7	14
Walk *	-	-	-	7
Ped Clear	-	-	-	20
Veh. Extension *	6.0	2.0	2.0	6.0
Max 1 *	90	30	15	90
Yellow	4.7	3.0	3.0	4.7
Red Clear	1.3	3.3	2.8	1.3
Actuations B4 Add *	-	-	-	-
Seconds /Actuation *	1.5	-	-	1.5
Max Initial *	34	-	-	34
Time Before Reduction *	15	-	-	15
Time To Reduce *	40	-	-	40
Minimum Gap	3.0	-	-	3.0
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.

SIGNAL FACE I.D.

All Heads L.E.D.



LEGEND

- | PROPOSED | EXISTING |
|--|--|
| ○→ Traffic Signal Head | ●→ Traffic Signal Head |
| ○→ Modified Signal Head | N/A |
| ⊥ Sign | ⊥ Sign |
| ⊥ 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 | --- Right of Way |
| → Directional Arrow | → Directional Arrow |
| ○ Metal Strain Pole | ○ Metal Strain Pole |
| ○ Type II Signal Pedestal | ○ Type II Signal Pedestal |
| ⊙ "U-TURN YIELD TO RIGHT TURN" Sign (R10-16) | ⊙ "U-TURN YIELD TO RIGHT TURN" Sign (R10-16) |

Signal Upgrade

SR 1400 (Cliffdale Road) at SR 1593 (Hoke Loop Road)

Division 6 Cumberland County Fayetteville

PLAN DATE: October 2015 REVIEWED BY: PLA

PREPARED BY: JPG REVIEWED BY:

SEAL

Jason P. Galloway

5/6/2016

DATE

SIG. INVENTORY NO. 06-1236

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 30 1"=30'

10-0017-2016 10/26
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