

PHASING DIAGRAM

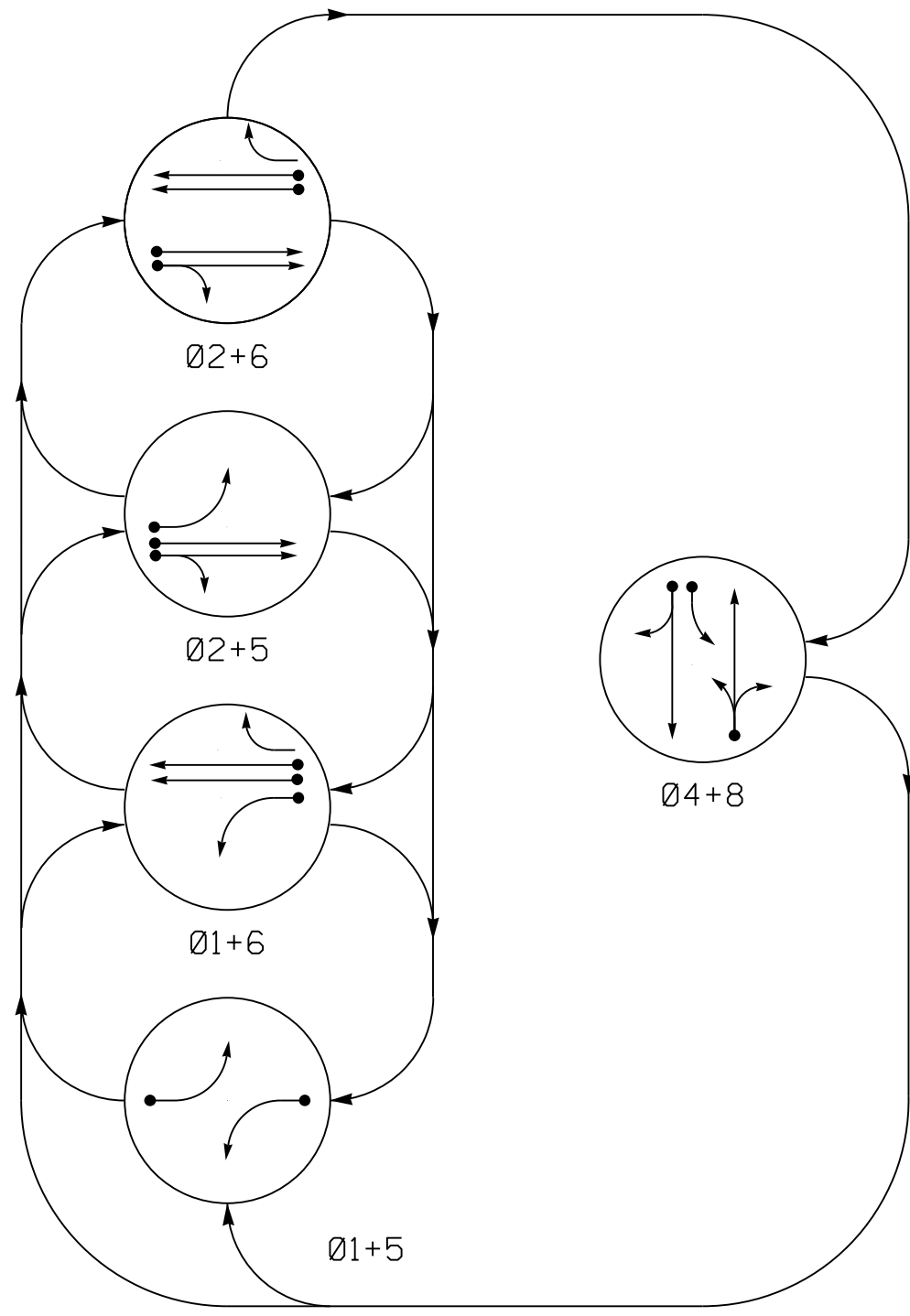
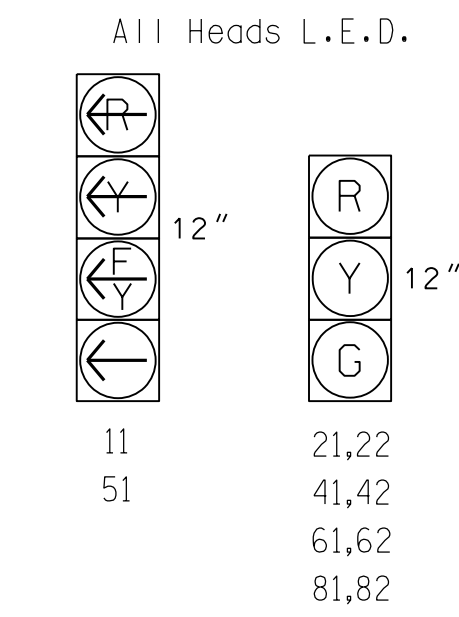


TABLE OF OPERATION

SIGNAL FACE	PHASE					FLASH
	Ø1+5	Ø2+5	Ø2+6	Ø4+8	Ø1+6	
11	←	←	←	←	←	—
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	←	←	←	←	←	—
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					TYPE	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL			
1A	6X40	0	*	-	1	Yes	-	-	-	S	-	-
2A	6X6	300	*	-	2	Yes	-	-	-	N	-	-
2B	6X6	300	*	-	2	Yes	-	-	-	N	-	-
2C	6X40	0	*	-	2	Yes	2.0	5	-	G	-	-
2D	6X40	0	*	-	2	Yes	2.0	5	-	G	-	-
4A	6X40	0	*	-	4	Yes	-	3	-	S	-	-
4B	6X40	0	*	-	4	Yes	-	10	-	S	-	-
5A	6X40	0	*	-	5	Yes	-	-	-	S	-	-
6A	6X6	300	*	-	6	Yes	-	-	-	N	-	-
6B	6X6	300	*	-	6	Yes	-	-	-	N	-	-
6C	6X40	0	*	-	6	Yes	2.0	5	-	G	-	-
6D	6X40	0	*	-	6	Yes	2.0	5	-	G	-	-
8A	6X40	0	*	-	8	Yes	-	5	-	S	-	-

5 Phase Fully Actuated Fayetteville Signal System

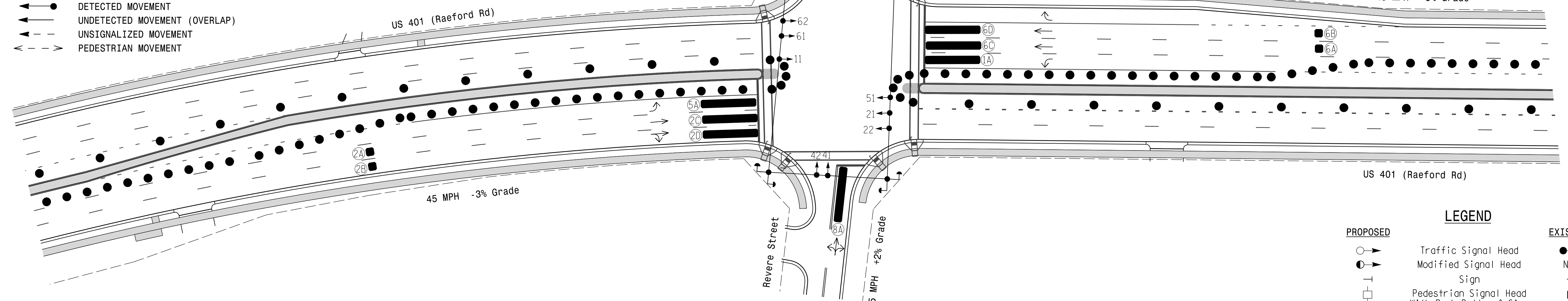
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Reposition existing signal heads numbered 11, 21, 22, 51, 61, and 62.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

*Video Detection Area. Camera locations should be confirmed in the field by the contractor in order to provide detection of the areas indicated.

PHASING DIAGRAM DETECTION LEGEND

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



ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max I *	20	90	30	20	90	30
Yellow	3.0	4.8	3.1	3.0	4.8	3.1
Red Clear	3.1	1.3	3.1	3.3	1.3	3.2
Actuations B4 Add *	-	-	-	-	-	-
Seconds /Actuation *	-	-	-	-	-	-
Max Initial *	-	-	-	-	-	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	45	-	-	45	-
Minimum Gap	-	3.0	-	-	3.0	-
Locking Detector	-	-	-	-	-	-
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 | ● → 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 |
| ⊠ Video Detection Area | ⊠ Video Detection Area |
| □ Controller & Cabinet Junction Box | □ Controller & Cabinet Junction Box |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| N/A Right of Way | --- Right of Way |
| → Directional Arrow | → Directional Arrow |
| ▬ Construction Zone | N/A |
| ● ● ● Video Detection Area | N/A |
| ● ● ● Drums | N/A |

Signal Upgrade Temporary Design 3 - TMP Phase III

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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		<p>Division 6 Cumberland County Fayetteville</p> <p>PLAN DATE: March 2018 REVIEWED BY: E D Harris</p> <p>PREPARED BY: R M Muncey REVIEWED BY: B L Watson</p>	<p>3/29/2018</p>