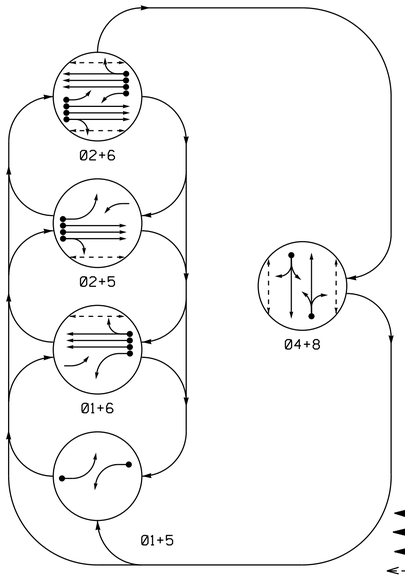
PROJECT REFERENCE NO.	SHEET NO.
U-5742	Sig.47.0

5 Phase
Fully Actuated
Fayetteville Signal System

PHASING DIAGRAM



SIGNAL FACE I.D.

All Heads L.E.D.

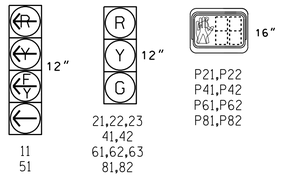


TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	04+8	FLASH
11	←-	←-	F Y	F Y	-R	-Y
21,22,23	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	←-	F Y	←-	F Y	-R	-Y
61,62,63	R	G	R	G	R	Y
81,82	R	R	R	R	G	R
P21,P22	DW	DW	W	W	DW	DRK
P41,P42	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DRK
P81,P82	DW	DW	DW	DW	W	DRK

ASC/3 DETECTOR INSTALLATION CHART

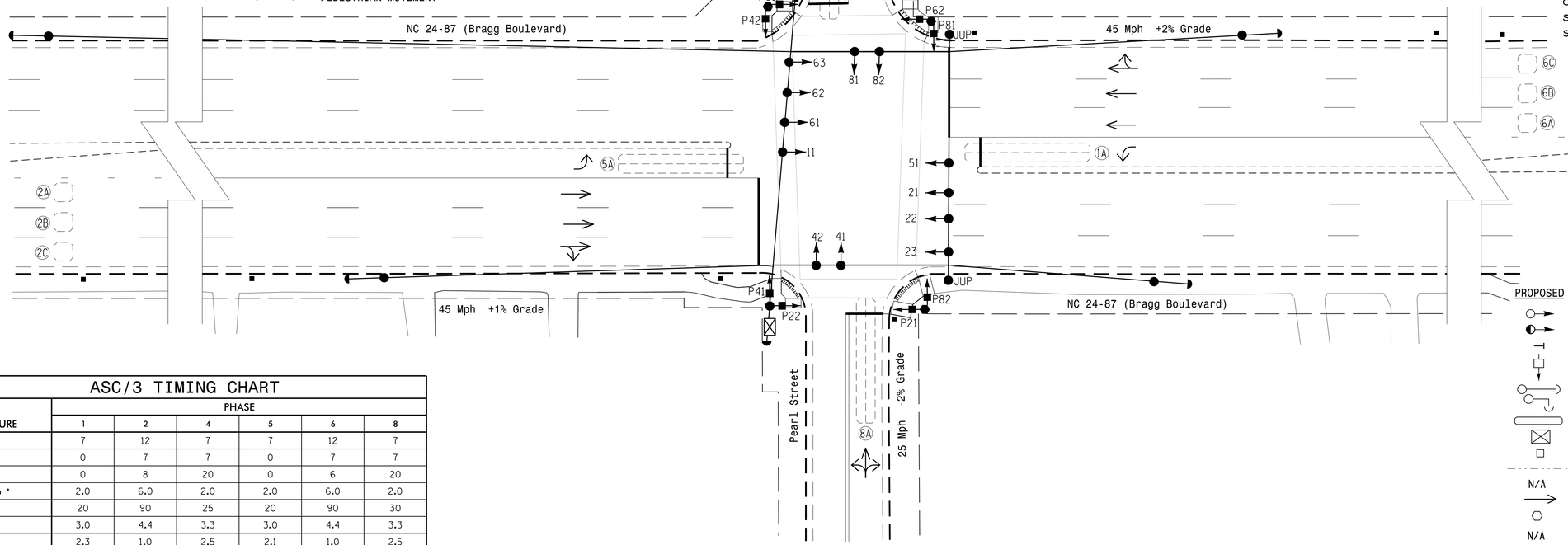
DETECTOR					PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	+5	2-4-2	-	1	Yes	-	15	S	-	X
					6	Yes	-	3	G	-	X
2A	6X6	300	4	-	2	Yes	-	-	N	-	X
2B	6X6	300	4	-	2	Yes	-	-	N	-	X
2C	6X6	300	4	-	2	Yes	-	-	N	-	X
4A	6X40	+5	2-4-2	-	4	Yes	-	5	S	-	X
5A	6X40	+5	2-4-2	-	5	Yes	-	15	S	-	X
					2	Yes	-	3	G	-	X
6A	6X6	300	5	-	6	Yes	-	-	N	-	X
6B	6X6	300	5	-	6	Yes	-	-	N	-	X
6C	6X6	300	5	-	6	Yes	-	-	N	-	X
8A	6X40	+5	2-4-2	-	8	Yes	-	5	S	-	X

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. Pavement markings are existing.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

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 *	0	7	7	0	7	7
Ped Clear	0	8	20	0	6	20
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max 1 *	20	90	25	20	90	30
Yellow	3.0	4.4	3.3	3.0	4.4	3.3
Red Clear	2.3	1.0	2.5	2.1	1.0	2.5
Actuations B4 Add *	-	0	-	-	0	-
Seconds /Actuation *	-	1.5	-	-	1.5	-
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	-	-	X	-	-	X
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	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
	Type II Signal Pedestal	
N/A	Wheelchair Ramp	

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

NC 24-87 (Bragg Boulevard)
at
Pearl Street

Division 6 Cumberland County Fayetteville

PLAN DATE: January 2016 REVIEWED BY: JPG
PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE 0 20 1"=20'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 5/31/2016
E7D0EA7D4818410 DATE

SIG. INVENTORY NO. 06-0221

31-MAY-2016 12:00
S:\MTS&SW\TS Signals\Signal Design Section\Eastern Region\Div-06\U-5742 Fayetteville ASC3\06-0221_sig_dsn_2015mndot.dgn
jgalloway