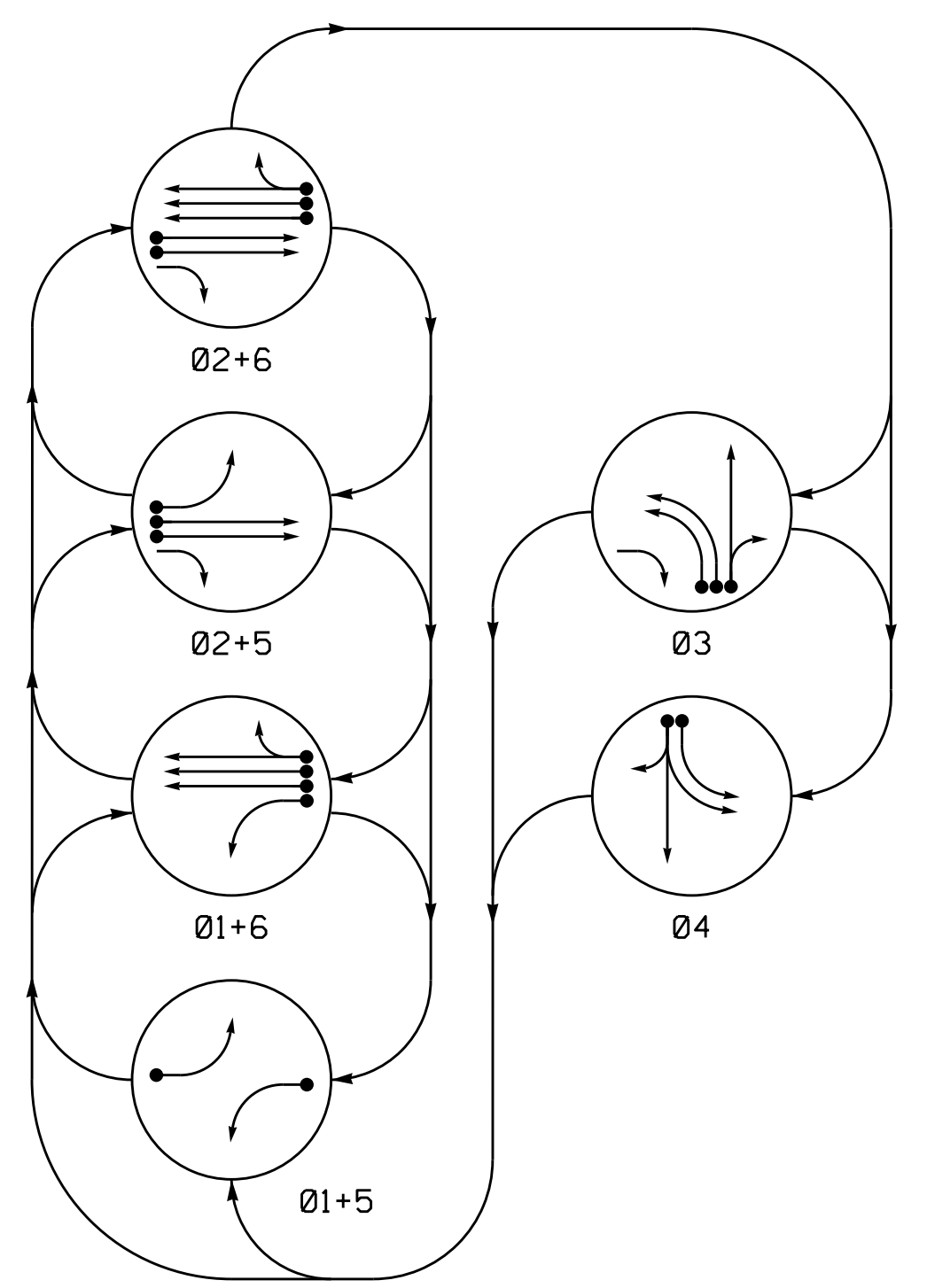


PHASING DIAGRAM

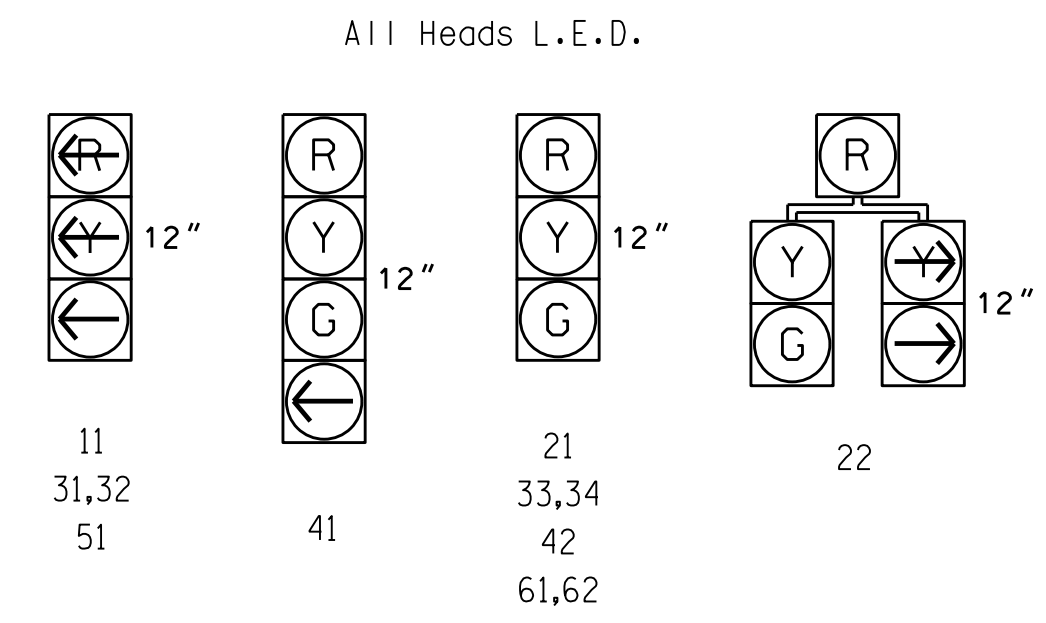


PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE						
	01+5	01+6	02+5	02+6	03	04	F
11	←	←	→	→	→	→	→
21	R	R	G	G	R	R	Y
22	R	R	G	G	R	R	Y
31,32	←	←	→	→	→	→	→
33,34	R	R	R	R	G	R	R
41	R	R	R	R	R	G	R
42	R	R	R	R	R	G	R
51	←	←	→	→	→	→	→
61,62	R	G	R	G	R	R	Y

SIGNAL FACE I.D.



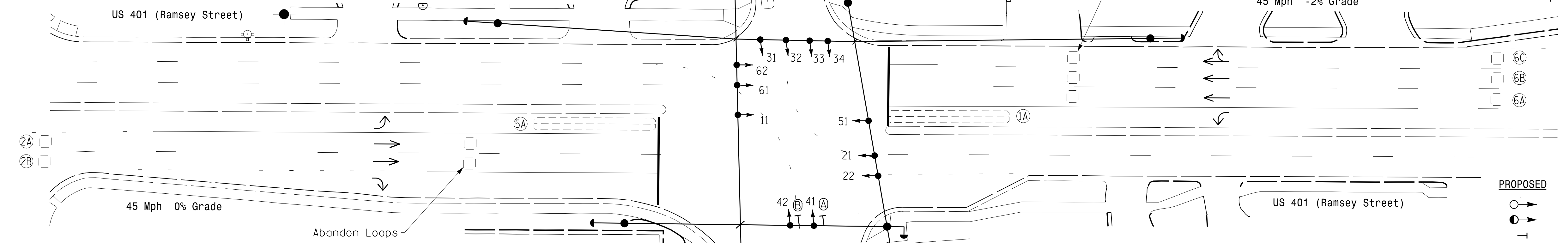
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP NEW CARD		
1A	6X60	0	2-4-2	-	1	Yes	-	-	-	S	-	X
2A,2B	6X6	300	4	-	2	Yes	-	-	-	N	-	X
3A	6X60	0	2-4-2	-	3	Yes	-	3	-	S	-	X
3B	6X60	0	2-4-2	-	3	Yes	-	-	-	S	-	X
3C	6X60	0	2-4-2	-	3	Yes	-	10	-	S	-	X
4A	6X60	+5	2-4-2	-	4	Yes	-	3	-	S	-	X
4B	6X60	+5	2-4-2	-	4	Yes	-	5	-	S	-	X
5A	6X60	0	2-4-2	-	5	Yes	-	-	-	S	-	X
6A,6B,6C	6X6	300	4	-	6	Yes	-	-	-	N	-	X

6 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 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- 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.



ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green *	7	12	7	7	7	12
Walk *	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0
Max I *	20	60	30	30	20	60
Yellow	3.0	4.7	3.1	3.1	3.0	4.7
Red Clear	2.6	1.5	3.4	3.0	3.1	1.5
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	-	-	-	-	-	-
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	N/A
○ Pedestrian Signal Head With Push Button & Sign	○ Pedestrian Signal Head
○ 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
→ Directional Arrow	→ Directional Arrow
Ⓐ Left Arrow "ONLY" Sign (R3-5L)	Ⓐ Left Arrow "ONLY" Sign (R3-5L)
Ⓑ Dual Turn and Through Arrows Sign (R3-19)	Ⓑ Dual Turn and Through Arrows Sign (R3-19)

Signal Upgrade

Prepared in the Offices of:

 750 N. Greenfield Pkwy, Garner, NC 27529

US 401 (Ramsey Street) at Law Road / Par Drive

Division 6 Cumberland County Fayetteville
 PLAN DATE: November 2015 REVIEWED BY: JPG
 PREPARED BY: Jeff Spence REVIEWED BY:

SCALE: 1"=30'

SEAL: JASON P. GALLOWAY, ENGINEER, 029904
 DATE: 2/23/2016
 SIG. INVENTORY NO. 06-0474

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

06-FEB-2016 08:41
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