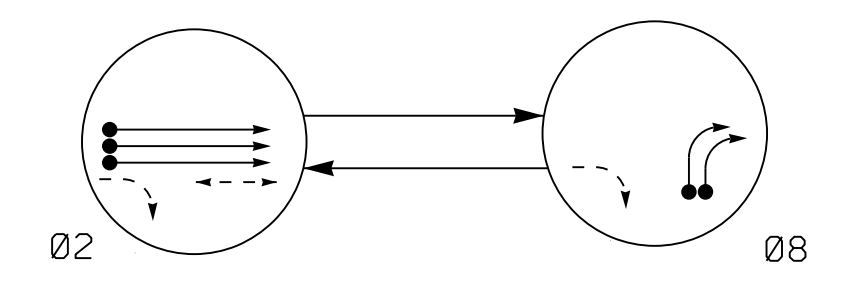


PHASING DIAGRAM



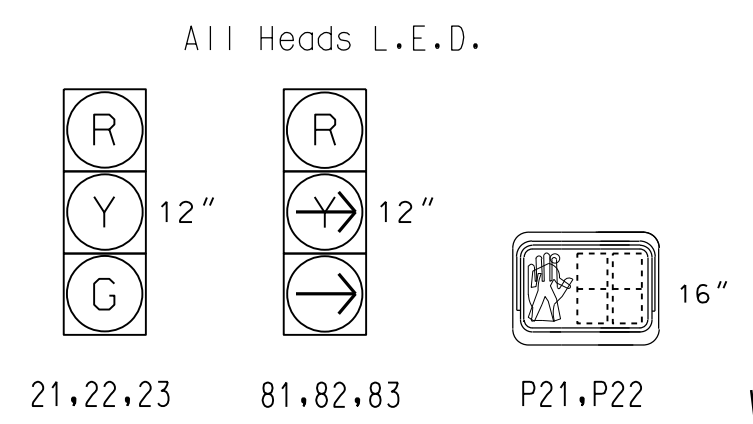
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- ◄ UNDETECTED MOVEMENT (OVERLAP)
- ⋯ UNSIGNALIZED MOVEMENT
- ⋯ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 2	Ø 8	Ø 16
21,22,23	G	R	Y
81,82,83	R	→	R
P21,P22	W	DW	DRK

SIGNAL FACE I.D.



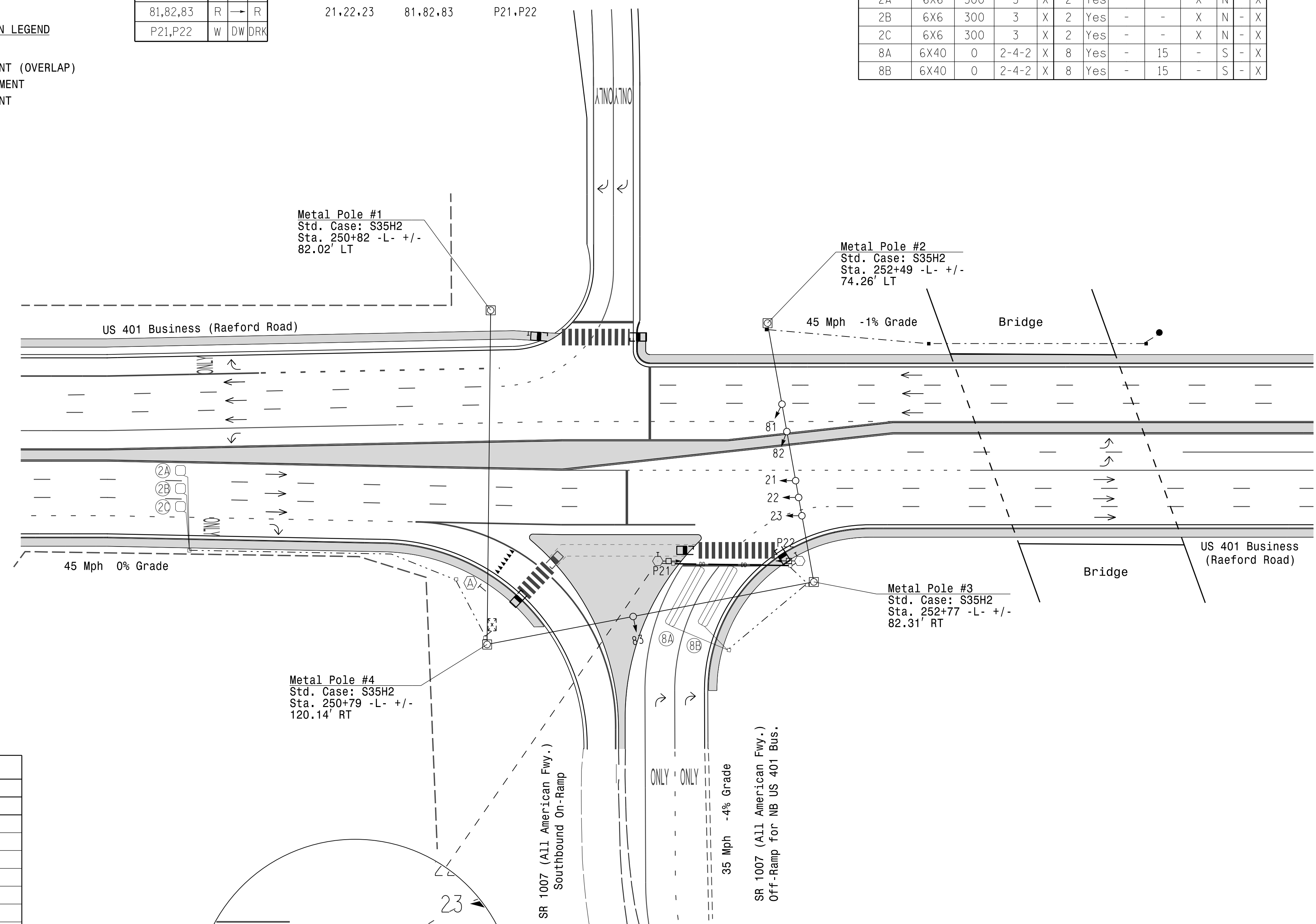
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING								
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	LOOP SYSTEM	NEW CARD	
2A	6X6	300	3	X	2	Yes	-	-	-	X	N	-	X
2B	6X6	300	3	X	2	Yes	-	-	-	X	N	-	X
2C	6X6	300	3	X	2	Yes	-	-	-	X	N	-	X
8A	6X40	0	2-4-2	X	8	Yes	-	15	-	S	-	-	X
8B	6X40	0	2-4-2	X	8	Yes	-	15	-	S	-	-	X

2 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.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "DON'T WALK" time only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Pedestrian pedestals are conceptual and shown for reference only. See 2018 NCDOT Roadway Standard Drawings 1705.04 Sheets 1-3 for push button location details.



ASC/3 TIMING CHART

FEATURE	PHASE	
	2	8
Min Green *	12	7
Walk *	7	-
Ped Clear	12	-
Veh. Extension *	6.0	2.0
Max 1 *	60	25
Yellow	4.5	3.4
Red Clear	1.3	2.0
Red Revert	-	-
Actuations B4 Add *	0	-
Seconds /Actuation *	1.5	-
Max Initial *	34	-
Time Before Reduction *	15	-
Time To Reduce *	30	-
Minimum Gap	3.0	-
Locking Detector	X	-
Recall Position	VEH. RECALL	-
Dual Entry	-	-
Simultaneous Gap	-	-

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 8 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

	PROPOSED Traffic Signal Head		EXISTING Traffic Signal Head
	PROPOSED Modified Signal Head		EXISTING Modified Signal Head
	PROPOSED Pedestrian Signal Head		EXISTING Pedestrian Signal Head
	PROPOSED Signal Pole with Guy		EXISTING Signal Pole with Guy
	PROPOSED Signal Pole with Sidewalk Guy		EXISTING Signal Pole with Sidewalk Guy
	PROPOSED Inductive Loop Detector		EXISTING Inductive Loop Detector
	PROPOSED Controller & Cabinet		EXISTING Controller & Cabinet
	PROPOSED Junction Box		EXISTING Junction Box
	PROPOSED 2-in Underground Conduit		EXISTING 2-in Underground Conduit
	PROPOSED Right of Way		EXISTING Right of Way
	PROPOSED Directional Arrow		EXISTING Directional Arrow
	PROPOSED Directional Drill		EXISTING Directional Drill
	PROPOSED Metal Strain Pole		EXISTING Metal Strain Pole
	PROPOSED Type II Signal Pedestal		EXISTING Type II Signal Pedestal
	PROPOSED "Yield To Pedestrians" Sign (R1-5)		EXISTING "Yield To Pedestrians" Sign (R1-5)

Signal Upgrade - Final Design

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Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27526

SCALE
0 40
1" = 40'

US 401 Bus.(Raeford Road) at SR 1007 (All American Freeway) Southbound Ramp

Division 6 Cumberland County Fayetteville

PLAN DATE: March 2018 REVIEWED BY: E D Harris

PREPARED BY: J. Hambricht REVIEWED BY: B L Watson

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

3/29/2018
DATE
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SIG. INVENTORY NO. 06-0320

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