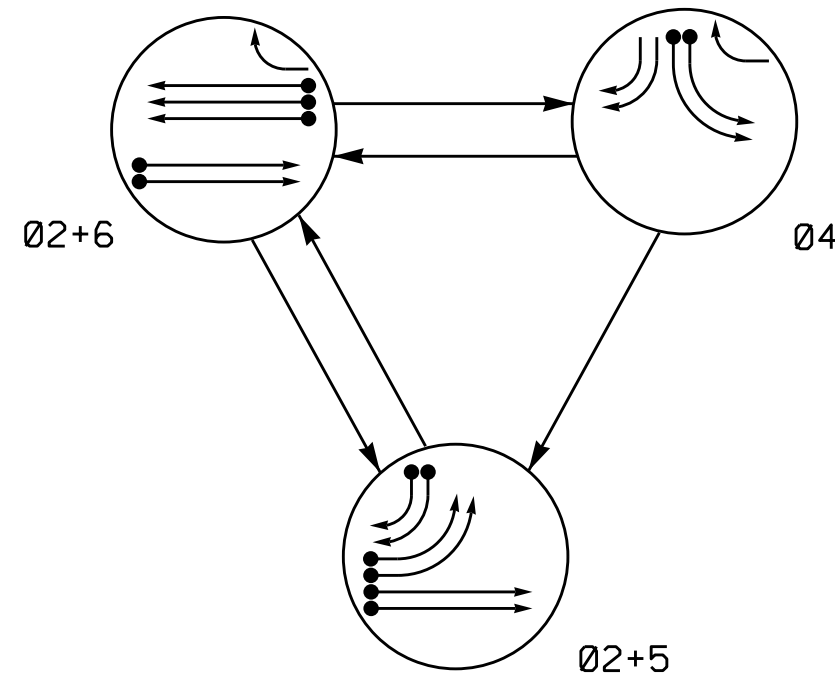


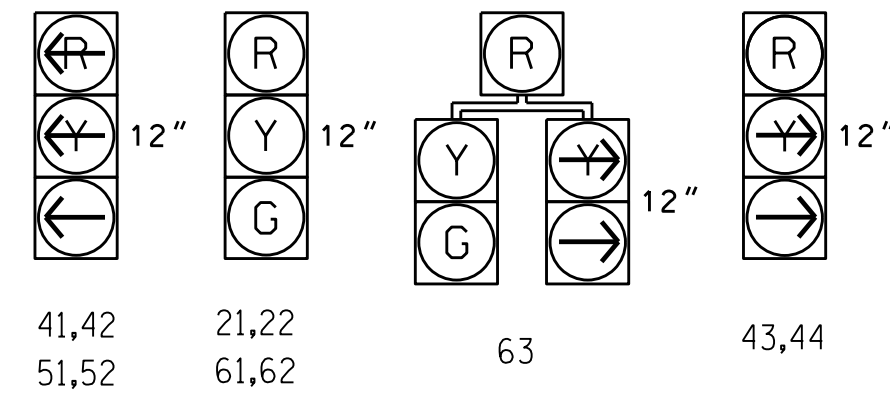
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 2+6	Ø 2+6	Ø 4	FLASH
21,22	G	G	R	Y
41,42	R	R	Y	R
43,44	Y	R	Y	R
51,52	Y	R	R	R
61,62	R	G	R	Y
63	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



PHASING DIAGRAM DETECTION LEGEND

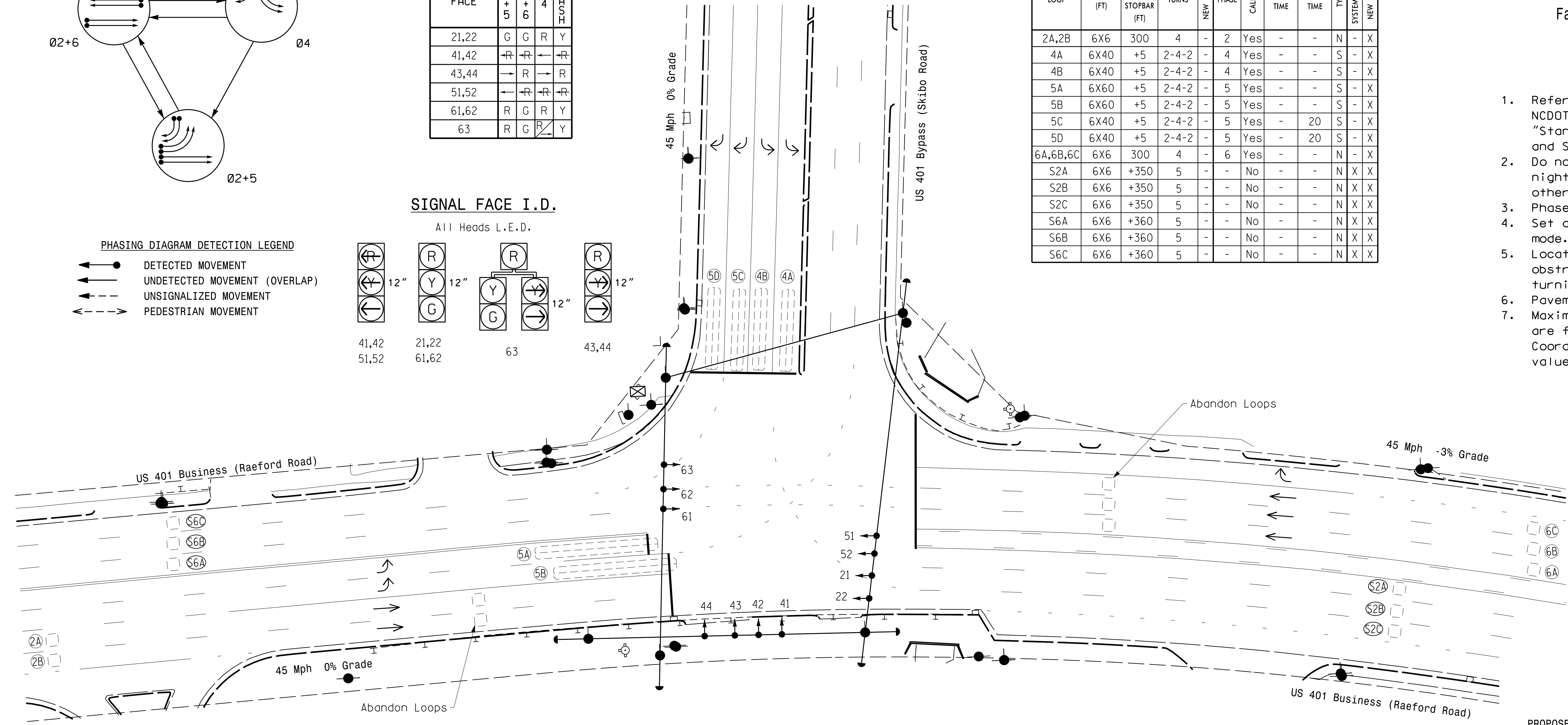
- ← ● DETECTED MOVEMENT
- ← ○ UNDETECTED MOVEMENT (OVERLAP)
- ← - - - UNSIGNALIZED MOVEMENT
- ← - - - PEDESTRIAN MOVEMENT

ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR				PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	NEW CARD
2A,2B	6X6	300	4	-	2	Yes	-	-	N	X
4A	6X40	+5	2-4-2	-	4	Yes	-	-	S	X
4B	6X40	+5	2-4-2	-	4	Yes	-	-	S	X
5A	6X60	+5	2-4-2	-	5	Yes	-	-	S	X
5B	6X60	+5	2-4-2	-	5	Yes	-	-	S	X
5C	6X40	+5	2-4-2	-	5	Yes	-	20	S	X
5D	6X40	+5	2-4-2	-	5	Yes	-	20	S	X
6A,6B,6C	6X6	300	4	-	6	Yes	-	-	N	X
S2A	6X6	+350	5	-	-	No	-	-	N	X
S2B	6X6	+350	5	-	-	No	-	-	N	X
S2C	6X6	+350	5	-	-	No	-	-	N	X
S6A	6X6	+360	5	-	-	No	-	-	N	X
S6B	6X6	+360	5	-	-	No	-	-	N	X
S6C	6X6	+360	5	-	-	No	-	-	N	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.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE			
	2	4	5	6
Min Green *	12	7	7	12
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	6.0	2.0	2.0	6.0
Max 1 *	90	30	35	90
Yellow	4.8	3.8	3.8	4.8
Red Clear	1.7	3.6	3.5	1.7
Actuations B4 Add *	0	-	-	0
Seconds /Actuation *	2.0	-	-	2.0
Max Initial *	34	-	-	34
Time Before Reduction *	15	-	-	15
Time To Reduce *	45	-	-	45
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.

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

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

US 401 Business (Raeford Road) at US 401 Bypass (Skibo Road)

Division 6 Cumberland County Fayetteville

PLAN DATE: June 2016 REVIEWED BY: JG

PREPARED BY: JG REVIEWED BY:

SEAL

9/28/2016

SIG. INVENTORY NO. 06-0096

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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