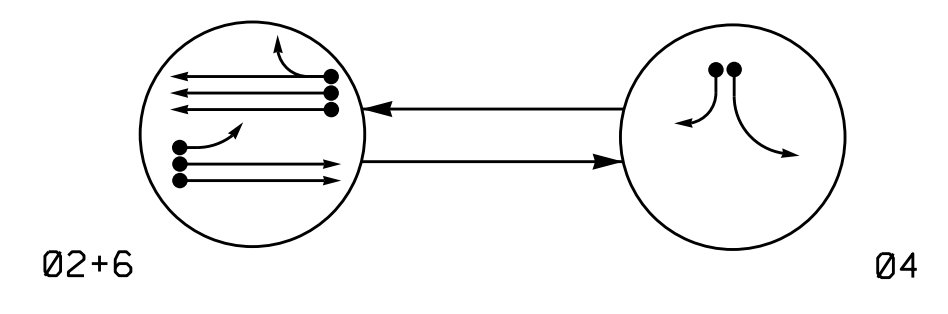


2 Phase Fully Actuated Fayetteville Signal System

PHASING DIAGRAM

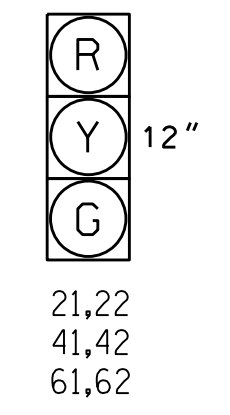


**PHASING DIAGRAM DETECTION LEGEND**  
 ←●→ DETECTED MOVEMENT  
 ←→ UNDETECTED MOVEMENT (OVERLAP)  
 - - - UNSIGNALIZED MOVEMENT  
 ← - - - PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	Ø 2+6	Ø 4	FLIGHT
21,22	G	R	Y
41,42	R	G	R
61,62	G	R	Y

**SIGNAL FACE I.D.**

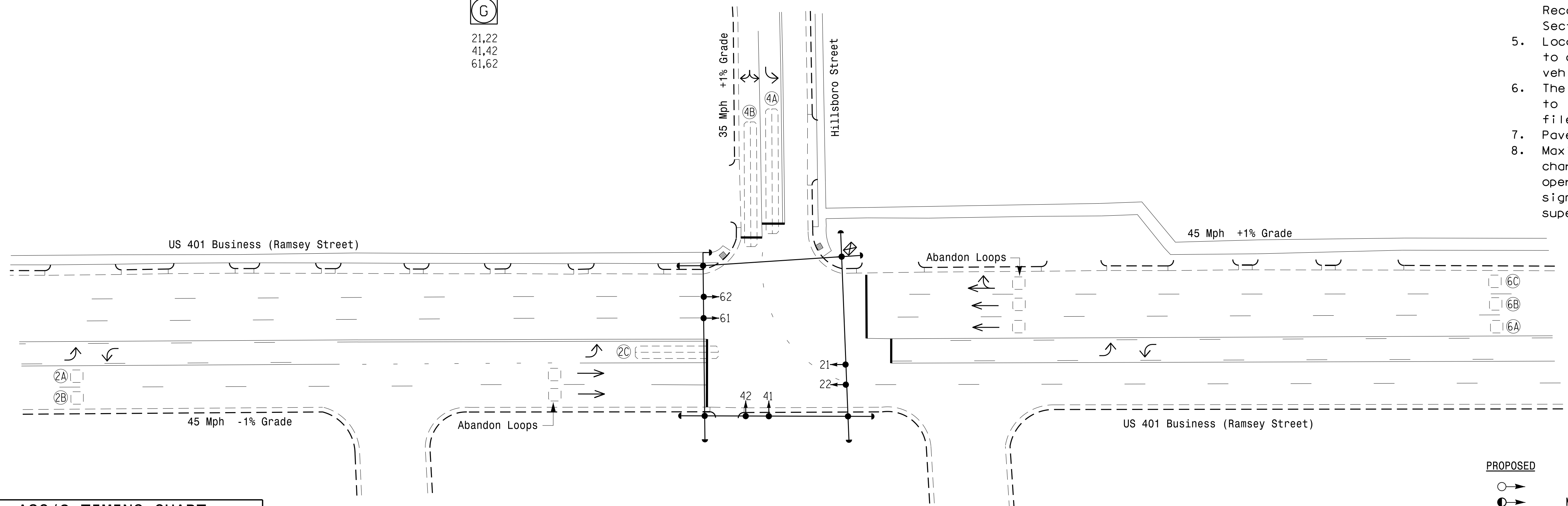
All Heads L.E.D.



ASC/3 DETECTOR INSTALLATION CHART										
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	NEW CARD
2A,2B	6X6	300	4	-	2	Yes	-	-	N	X
2C	6X40	+5	2-4-2	-	2	Yes	-	-	S	X
4A	6X60	+5	2-4-2	-	4	Yes	-	3	S	X
4B	6X60	+5	2-4-2	-	4	Yes	-	15	S	X
6A,6B,6C	6X6	300	4	-	6	Yes	-	-	N	X

**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.
- 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.
- The cabinet should be designed to include an Auxiliary Output file for future use.
- 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	6
Min Green *	12	7	12
Walk *	0	0	0
Ped Clear	0	0	0
Veh. Extension *	2.0	1.0	2.0
Max I *	60	35	60
Yellow	4.6	3.0	4.6
Red Clear	1.0	2.8	1.0
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

\* 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.

PROPOSED	LEGEND	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	- - -
→	Right of Way	→
→	Directional Arrow	→

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

**US 401 Bus (Ramsey Street) at Hillsboro Street**

Division 6 Cumberland County Fayetteville

PLAN DATE: November 2015 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

SEAL

DocuSigned by: Jason P. Gallaway 4/13/2016

SIGNATURE DATE

SIG. INVENTORY NO. 06-0044

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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