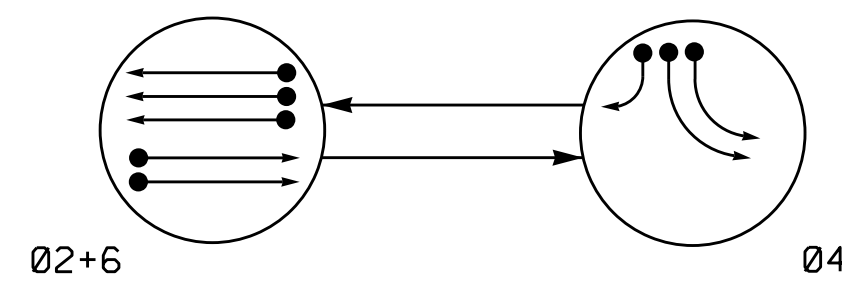


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

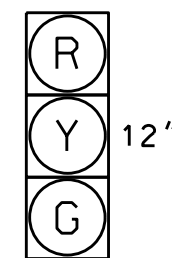
- ● DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04	FLASH
21,22	G	R	Y
41,42	R	G	R
61,62,63	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
41, 42
61, 62, 63

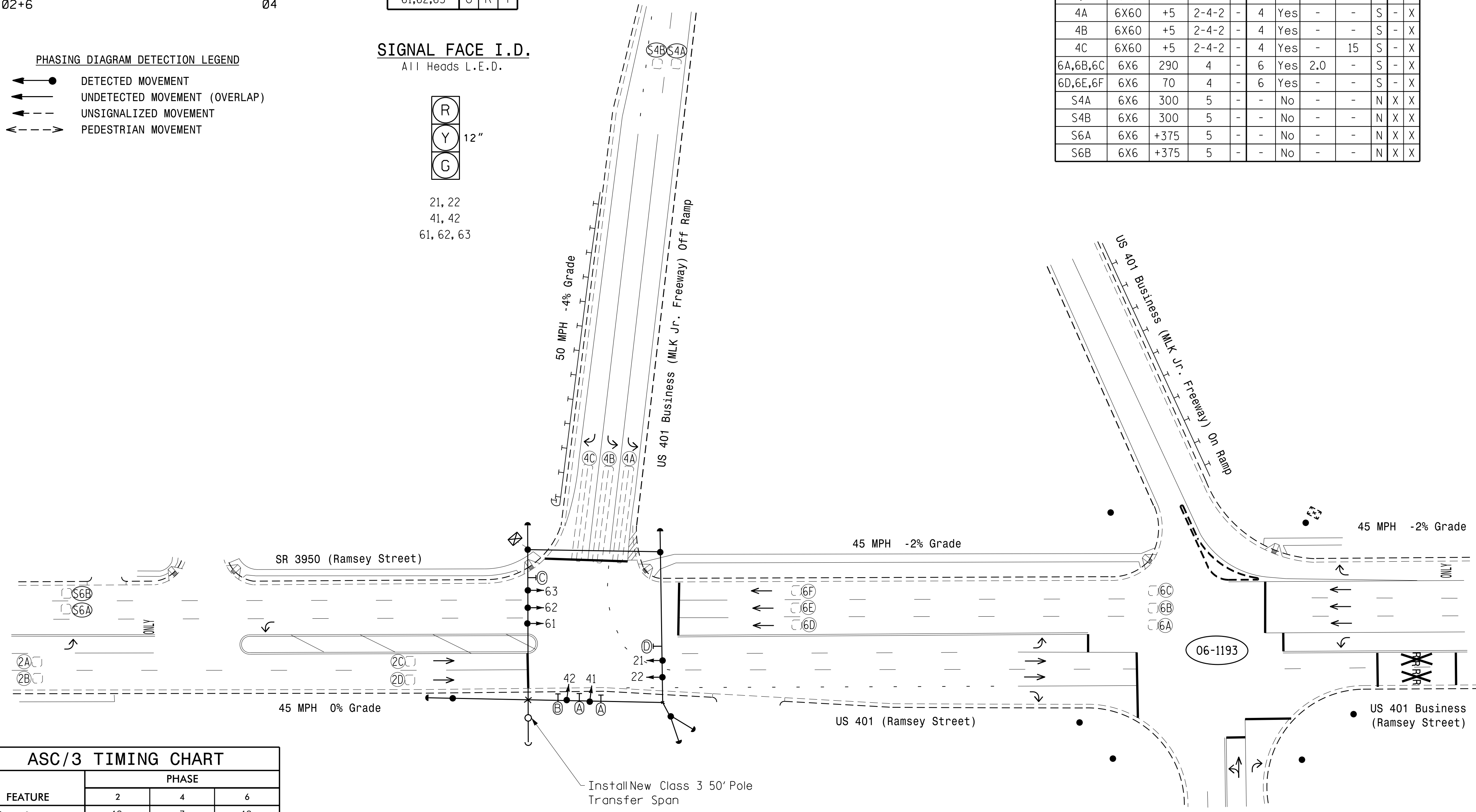
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME		
2A,2B	6X6	300	4	-	2	Yes	2.0	-	S	- X
2C,2D	6X6	70	4	-	2	Yes	-	-	S	- X
4A	6X60	+5	2-4-2	-	4	Yes	-	-	S	- X
4B	6X60	+5	2-4-2	-	4	Yes	-	-	S	- X
4C	6X60	+5	2-4-2	-	4	Yes	15	-	S	- X
6A,6B,6C	6X6	290	4	-	6	Yes	2.0	-	S	- X
6D,6E,6F	6X6	70	4	-	6	Yes	-	-	S	- X
S4A	6X6	300	5	-	-	No	-	-	N	X X
S4B	6X6	300	5	-	-	No	-	-	N	X X
S6A	6X6	+375	5	-	-	No	-	-	N	X X
S6B	6X6	+375	5	-	-	No	-	-	N	X X

2 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.
- 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		
	2	4	6
Min Green *	12	7	12
Walk *	-	-	-
Ped Clear	-	-	-
Veh. Extension *	2.0	2.0	2.0
Max 1 *	30	30	30
Yellow	4.7	4.0	4.7
Red Clear	1.4	2.8	1.4
Actuations B4 Add *	-	-	-
Seconds /Actuation *	-	-	-
Max Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
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.

LEGEND

- | | |
|--|-----------------------------------|
| PROPOSED | EXISTING |
| ○ → Traffic Signal Head | ● → N/A |
| ● → Modified Signal Head | — Sign |
| □ → Pedestrian Signal Head With Push Button & Sign | □ → Signal Pole with Guy |
| □ → 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 |
| → Directional Arrow | → Wheel Chair Ramp |
| → Wheel Chair Ramp | → Guard Rail |
| → Guard Rail | ⓐ Left Arrow "ONLY" Sign (R3-5L) |
| ⓐ Left Arrow "ONLY" Sign (R3-5L) | ⓑ Right Arrow "ONLY" Sign (R3-5R) |
| ⓑ Right Arrow "ONLY" Sign (R3-5R) | ⓒ No Right Turn Sign (R3-1) |
| ⓒ No Right Turn Sign (R3-1) | ⓓ No Left Turn Sign (R3-2) |
| ⓓ No Left Turn Sign (R3-2) | |

Signal Upgrade

Prepared In the Offices of:

US 401 Bus./SR 3950 (Ramsey St) at US 401 Bus. (MLK Jr. Freeway)

Division 6 Cumberland County Fayetteville

PLAN DATE: November 2015 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 0 40 1"=40'

DATE: 2/16/2016

SIG. INVENTORY NO. 06-0246

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

19-0073-2016 19-138
 S:\MIS\GIS\Signal Design\Section\Eastern Region\04\U-5742 Fayetteville\11e ASC\3\60-0246\0246_s1a.dsn_2015mmdd.dgn
 J:\GIS\11e\0246.dwg
 J:\GIS\11e\0246.dwg