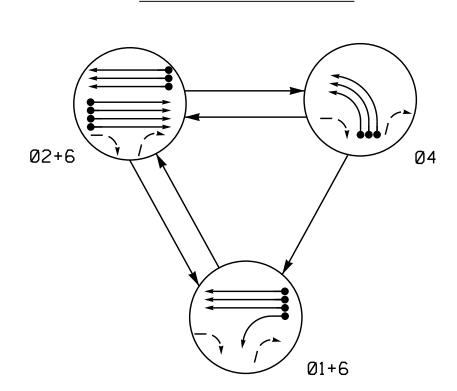
PHASING DIAGRAM



| | PHASE | | | |
|----------------|----------|------|--------|--------------|
| SIGNAL FACE | 01+6 | ØN+6 | Ø 4 | 止しなのエ |
| 11 | \ | # | # | * |
| 21,22,23 | R | G | R | Υ |
| 41,42 | R | R | G | R |
| 61,62 | G | G | R | Υ |

TABLE OF OPERATION

ASC/3 DETECTOR INSTALLATION CHART DETECTOR PROGRAMMING DISTANCE SIZE FROM (FT) STOPBAR SALLING STEND DELAY TIME LOOP 6X60 0 2-4-2 -1 Yes -2A,2B,2C 6X6 300 2 Yes 6X60 0 2-4-2 4 Yes -4 Yes 6X60 0 2-4-2 6X60 0 2-4-2 4 Yes 6A,6B,6C 6X6 | 300 | 6 Yes S6A 6X6 +200 · No 6X6 +200

6X6 +200

PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP)

UNSIGNALIZED MOVEMENT

← − − > PEDESTRIAN MOVEMENT

21,22,23 41,42 61,62

SIGNAL FACE I.D.

All Heads L.E.D.

| US 401 Bus | . (Raeford Road) | —————— <u>—</u> | | - Abandon Loops 35 Mph -1% Grade | Bridge | 45 Mph |
|--------------------------------|-----------------------------------|-----------------|----|-------------------------------------|--------|--------|
| 2AC 2BC 2CC 45 Mph 09 | \$60 C \$6B C \$6A C \$7 | 62 | 21 | US 401 Bus. (Raefo | \ | |

| AS | C/3 T1 | MING C | HART | | |
|-------------------------|--------|-------------|------|-------------|--|
| | PHASE | | | | |
| FEATURE | 1 | 2 | 4 | 6 | |
| Min Green * | 7 | 12 | 7 | 12 | |
| Walk * | 0 | 0 | 0 | 0 | |
| Ped Clear | 0 | 0 | 0 | 0 | |
| Veh. Extension * | 1.0 | 6.0 | 1.0 | 6.0 | |
| Max 1 * | 10 | 60 | 25 | 60 | |
| Yellow | 3.0 | 4.5 | 3.0 | 4.6 | |
| Red Clear | 2.9 | 1.3 | 3.2 | 1.3 | |
| 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. RECALI | |
| Dual Entry | - | - | - | - | |
| Simultaneous Gap | Χ | X | Х | 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.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

US 401 Bus. (Raeford Road)

at SR 1007 (All American Freeway) Southbound Ramps Division 6 Cumberland County

Fayetteville January 2016 REVIEWED BY: 750 N.Greenfield Pkwy.Garner.NC 27529 PREPARED BY: Jeff Spence REVIEWED BY: REVISIONS INIT. DATE

3 Phase Fully Actuated Fayetteville Signal System

NOTES

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Phase 1 may be lagged.
- 4. Set all detector units to presence mode.
- 5. 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.
- 6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 7. Pavement markings are existing.
- 8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND

| PROPOSED | | <u>EXISTING</u> |
|------------------------------|---|-------------------|
| \bigcirc | Traffic Signal Head | |
| O | Modified Signal Head | N/A |
| - | Sign | $\overline{}$ |
| \downarrow | Pedestrian Signal Head With Push Button & Sign | # |
| \bigcirc | Signal Pole with Guy | |
| | Signal Pole with Sidewalk Guy | |
| | Inductive Loop Detector | |
| | Controller & Cabinet | K×7 |
| | Junction Box | |
| | - 2-in Underground Conduit | |
| N/A | Right of Way | |
| \longrightarrow | Directional Arrow | \longrightarrow |
| | Metal Strain Pole | |
| $\langle A \rangle$ | Left Arrow "ONLY" Sign (R3-5L |) (A) |
| B | "YIELD" Sign (R1-2) | lack |
| $\langle \mathbb{C} \rangle$ | Street Name Sign | \bigcirc |

Signal Upgrade

SIG. INVENTORY NO.