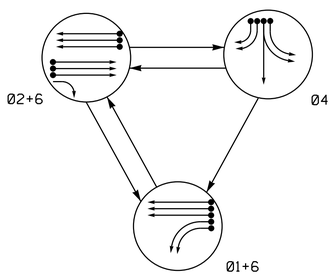
PROJECT REFERENCE NO.	SHEET NO.
U-5742	Sig. 79.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

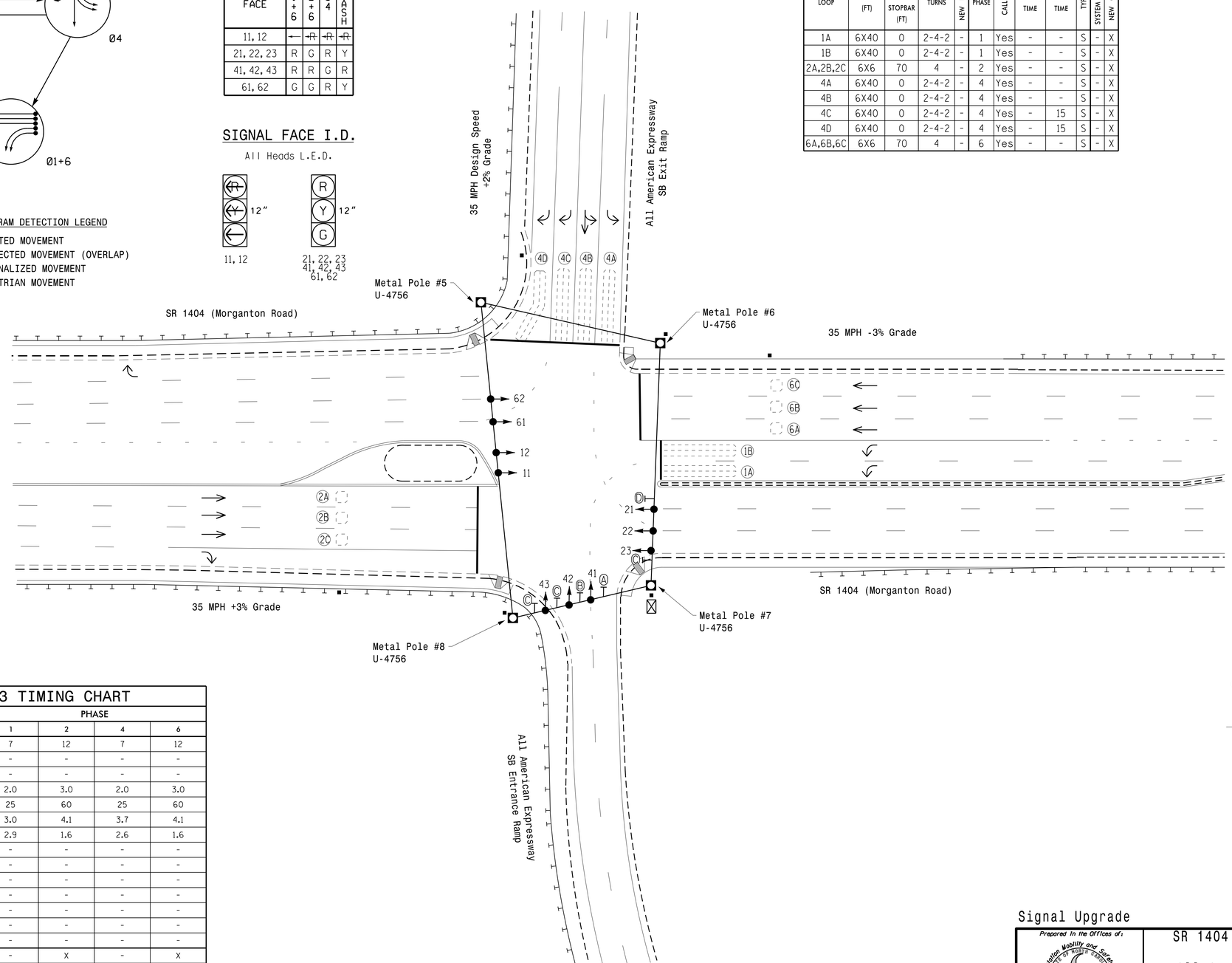
SIGNAL FACE	PHASE 01+6	PHASE 02+6	PHASE 04	FLASH
11, 12	←	~~R~~	~~R~~	~~R~~
21, 22, 23	R	G	R	Y
41, 42, 43	R	R	G	R
61, 62	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.

ASC/3 DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
2A,2B,2C	6X6	70	4	-	2	Yes	-	-	S	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
4C	6X40	0	2-4-2	-	4	Yes	-	15	S	-	X
4D	6X40	0	2-4-2	-	4	Yes	-	15	S	-	X
6A,6B,6C	6X6	70	4	-	6	Yes	-	-	S	-	X



ASC/3 TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6
Min Green *	7	12	7	12
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	2.0	3.0	2.0	3.0
Max 1 *	25	60	25	60
Yellow	3.0	4.1	3.7	4.1
Red Clear	2.9	1.6	2.6	1.6
Red Revert	-	-	-	-
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	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.

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		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	
N/A	Right of Way	
	Directional Arrow	
	Metal Strain Pole	
N/A	Guardrail	
N/A	Wheelchair Ramp	
A	Left Arrow "ONLY" Sign (R3-5L)	A
B	Combined Through and Left Arrow Sign (R3-6L)	B
C	Right Arrow "ONLY" Sign (R3-5R)	C
D	No Left Turn Sign (R3-2)	D

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SR 1404 (Morganton Road)
at
All American Expressway
SB Exit and Entrance Ramps

Division 6 Cumberland County Fayetteville

PLAN DATE: February 2016 REVIEWED BY: JPG
PREPARED BY: Devin Smith REVIEWED BY:

SCALE 0 30 1"=30'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 5/6/2016
F700EA704814841D... DATE

SIG. INVENTORY NO. 06-0322

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jgalloway