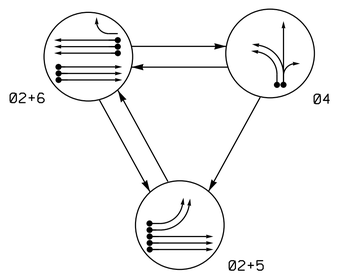
PROJECT REFERENCE NO.	SHEET NO.
U-5742	Sig. 80.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

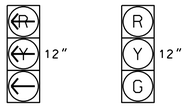
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	FLASH
21,22	G	G	R	Y
41,42	R	R	G	R
51,52	~~←~~	~~R~~	~~R~~	~~R~~
61,62,63	R	G	R	Y

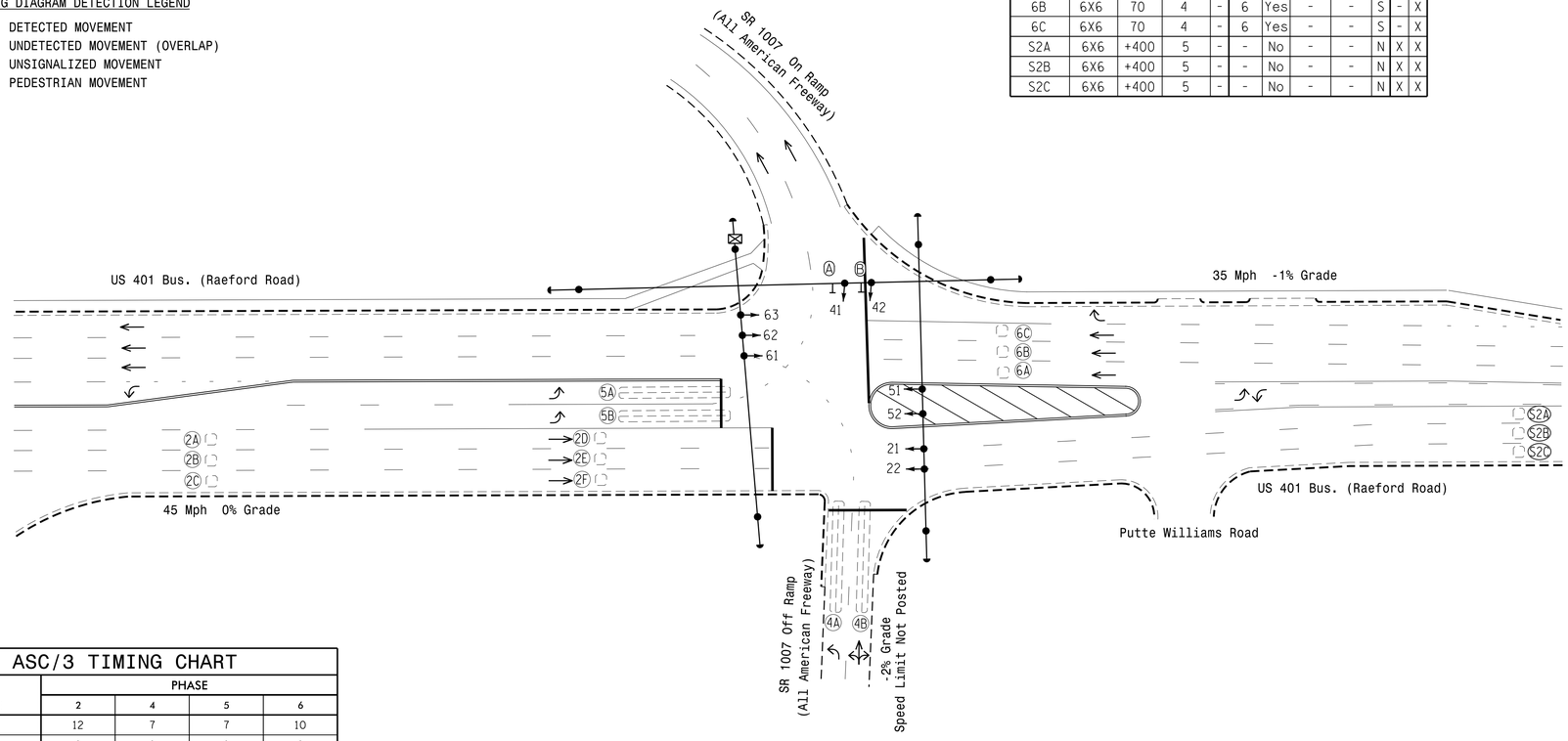
SIGNAL FACE I.D.

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
2A	6X6	300	5	-	2	Yes	1.6	-	S	-	X
2B	6X6	300	5	-	2	Yes	1.6	-	S	-	X
2C	6X6	300	5	-	2	Yes	1.6	-	S	-	X
2D	6X6	90	4	-	2	Yes	-	-	S	-	X
2E	6X6	90	4	-	2	Yes	-	-	S	-	X
2F	6X6	90	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
5A	6X60	+5	2-4-2	-	5	Yes	-	-	S	-	X
5B	6X60	+5	2-4-2	-	5	Yes	-	-	S	-	X
6A	6X6	70	4	-	6	Yes	-	-	S	-	X
6B	6X6	70	4	-	6	Yes	-	-	S	-	X
6C	6X6	70	4	-	6	Yes	-	-	S	-	X
S2A	6X6	+400	5	-	-	No	-	-	N	X	X
S2B	6X6	+400	5	-	-	No	-	-	N	X	X
S2C	6X6	+400	5	-	-	No	-	-	N	X	X



ASC/3 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6
Min Green *	12	7	7	10
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	2.0	2.0	2.0	3.0
Max 1 *	60	30	45	60
Yellow	4.5	3.6	3.0	4.5
Red Clear	1.2	3.3	3.5	1.2
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 5 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	
Ⓐ	Left Arrow "ONLY" Sign (R3-5L)	Ⓐ
Ⓑ	Dual Turn and Through Arrows Sign	Ⓑ

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

US 401 Bus. (Raeford Road)
at
SR 1007 (All American Expressway) Northbound Ramps
Division 6 Cumberland County Fayetteville

PLAN DATE: May 2016 REVIEWED BY: JPG
PREPARED BY: JPG/KGP, Jr. REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE 0 40 1"=40'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

Jason P. Galloway 7/20/2016
DATE

SIG. INVENTORY NO. 06-0323