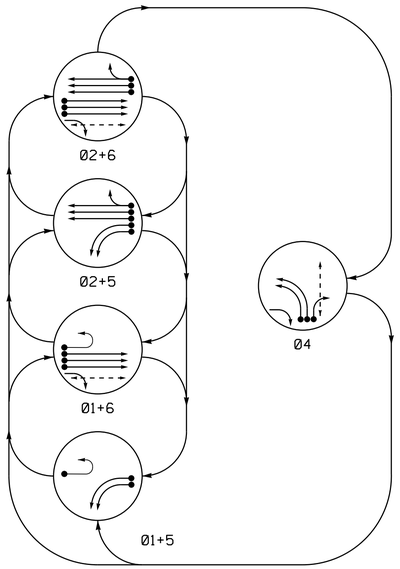
PROJECT REFERENCE NO.	SHEET NO.
U-5742	Sig. 128.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

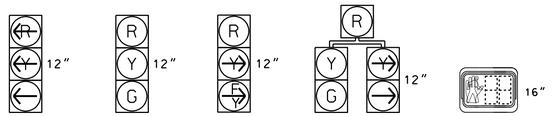
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 01+5	01+6	02+5	02+6	04	FLASH
11	←-	←-	~~R~~	~~R~~	~~R~~	~~R~~
21,22	R	R	G	G	R	Y
41,42	~~R~~	~~R~~	~~R~~	~~R~~	←-	~~R~~
43	R	R	R	R	F Y	R
51,52	←-	~~R~~	←-	~~R~~	~~R~~	~~R~~
61,62	R	G	R	G	R	Y
63	R	G	R	G	R/	Y
P41,P42	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DRK

SIGNAL FACE I.D.

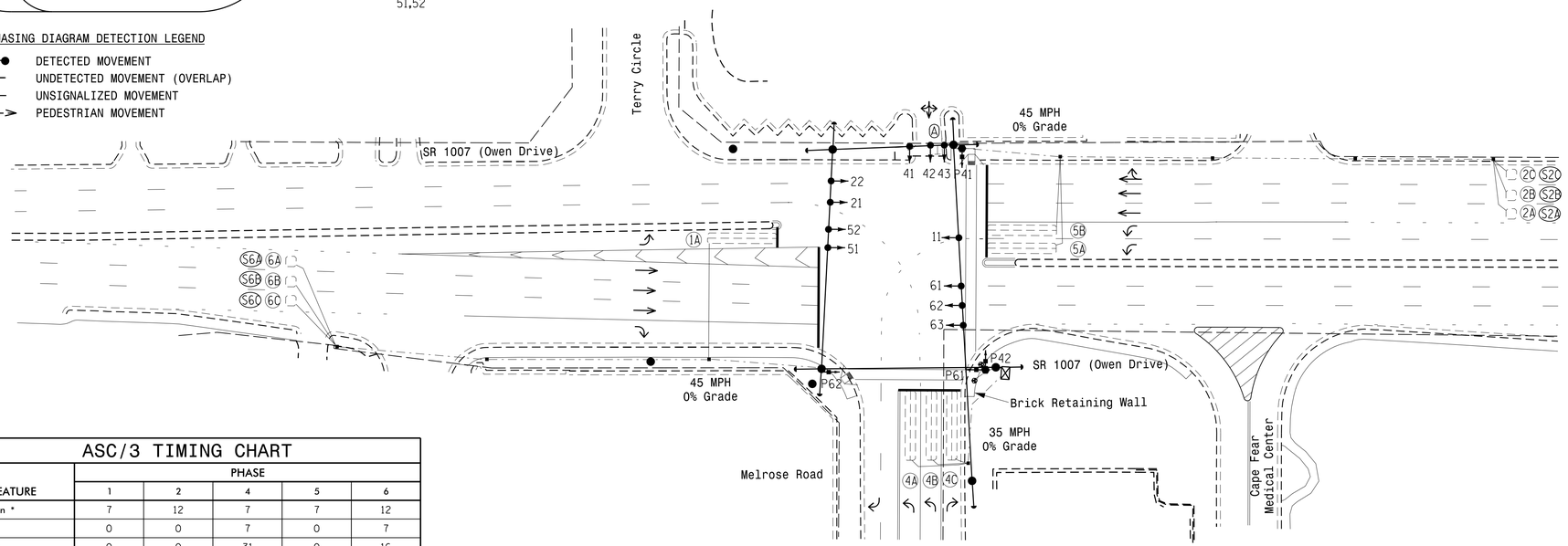
All Heads L.E.D.



11, 41,42, 51,52 | 21,22, 61,62 | 43 | 63 | P41,P42, P61,P62

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
2A/S2A	6X6	300	5	-	2	Yes	-	-	N	X	X
2B/S2B	6X6	300	5	-	2	Yes	-	-	N	X	X
2C/S2C	6X6	300	5	-	2	Yes	-	-	N	X	X
4A	6X40	0	2-4-2	-	4	Yes	-	3	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
4C	6X40	0	2-4-2	-	4	Yes	-	10	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X
5B	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X
6A/S6A	6X6	300	5	-	6	Yes	-	-	N	X	X
6B/S6B	6X6	300	5	-	6	Yes	-	-	N	X	X
6C/S6C	6X6	300	5	-	6	Yes	-	-	N	X	X



ASC/3 TIMING CHART

FEATURE	PHASE 1	2	4	5	6
Min Green *	7	12	7	7	12
Walk *	0	0	7	0	7
Ped Clear	0	0	31	0	16
Veh. Extension *	2.0	6.0	2.0	2.0	6.0
Max 1 *	15	90	25	20	90
Yellow	3.0	4.5	3.0	3.0	4.5
Red Clear	3.9	1.3	3.6	3.3	1.3
Actuations B4 Add *	-	0	-	-	0
Seconds /Actuation *	-	1.0	-	-	1.0
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	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.

5 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 and/or phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. Pavement markings are existing.
9. 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	2'x3'
□	Junction Box	■
·-·-·	2-in Underground Conduit	·-·-·
N/A	Right of Way	------
→	Directional Arrow	→
⊛	Type I Pushbutton Post	⊛
Ⓐ	"TURNING TRAFFIC MUST YIELD TO PEDESTRIANS" Sign (R10-15)	Ⓐ

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SR 1007 (Owen Drive) at Melrose Road

Division 6 Cumberland County Fayetteville

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

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. CALLOWAY
DocuSigned by: Jason P. Calloway 7/20/2016
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DATE
SIG. INVENTORY NO. 06-0457

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