PROJECT REFERENCE NO.	SHEET NO.
U-5742	Sig. 158.0

PHASING DIAGRAM

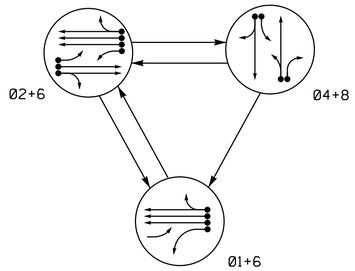


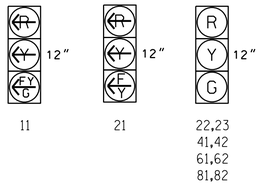
TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	PHASE 02+6	PHASE 04+8	FLASH
11	~~G~~	~~FY~~	~~R~~	~~Y~~
21	~~FY~~	~~FY~~	~~R~~	~~Y~~
22,23	R	G	R	Y
41,42	R	R	G	R
61,62	G	G	R	Y
81,82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.

FY/G = Bimodal Section



ASC/3 DETECTOR INSTALLATION CHART

DETECTOR LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X60	+5	2-4-2	-	1	Yes	-	15	S	-	X
					6	Yes	-	3	G	-	X
2A, 2B	6X6	300	4	-	2	Yes	-	-	N	-	X
2C	6X60	+5	2-4-2	-	2	Yes	-	3	G	-	X
4A	6X60	+5	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X60	+5	2-4-2	-	4	Yes	-	10	S	-	X
6A,6B,6C	6X6	300	4	-	6	Yes	-	-	N	-	X
8A	6X60	+5	2-4-2	-	8	Yes	-	-	S	-	X
8B	6X60	+5	2-4-2	-	8	Yes	-	15	S	-	X

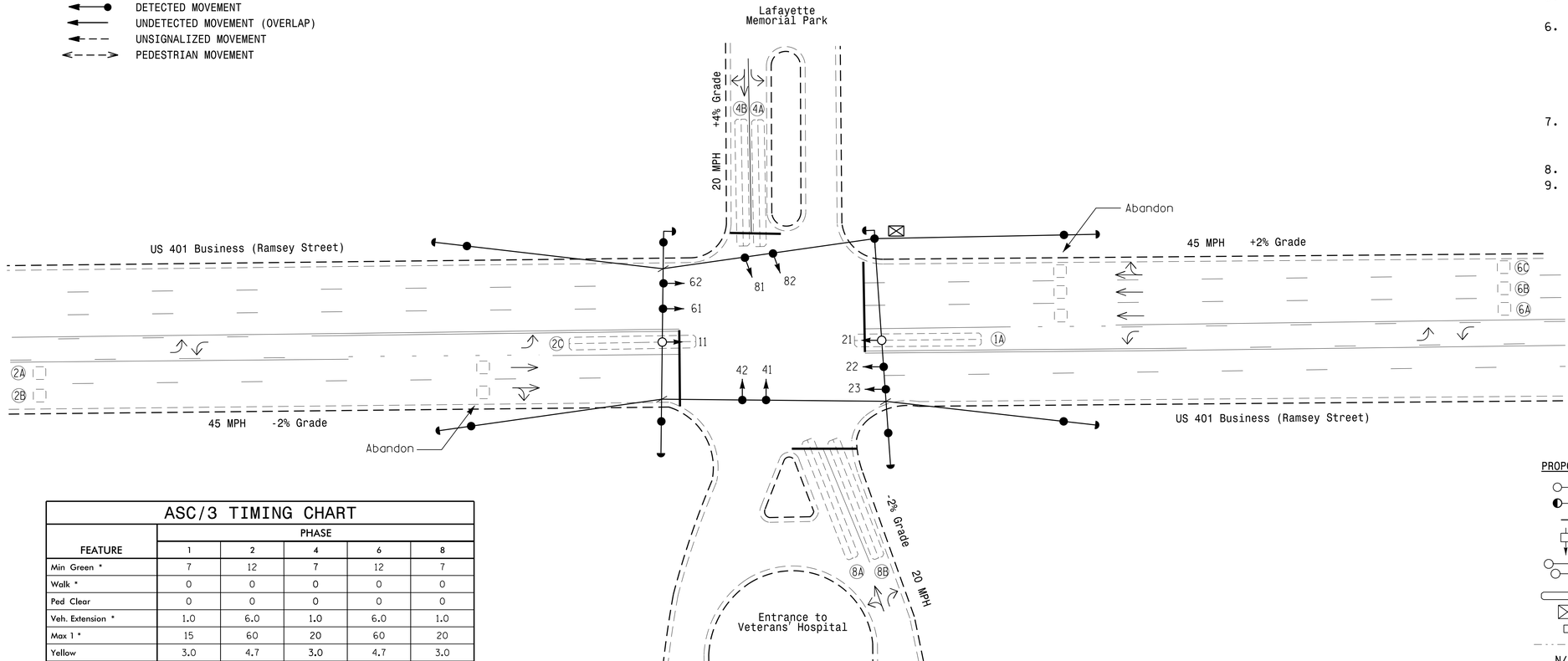
3 Phase Fully Actuated Fayetteville Signal System

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. Reposition existing signal heads numbered 22, 23, 61, 62.
5. Set all detector units to presence mode.
6. 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.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
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.

PHASING DIAGRAM DETECTION LEGEND

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



ASC/3 TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green *	7	12	7	12	7
Walk *	0	0	0	0	0
Ped Clear	0	0	0	0	0
Veh. Extension *	1.0	6.0	1.0	6.0	1.0
Max 1 *	15	60	20	60	20
Yellow	3.0	4.7	3.0	4.7	3.0
Red Clear	1.9	1.3	3.1	1.3	3.1
Actuations B4 Add *	-	0	-	0	-
Seconds /Actuation *	-	2.0	-	2.0	-
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	-	MIN. RECALL	-	MIN. 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.

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	
(A)	"LEFT TURN YIELD ON GREEN" Sign (R10-12)	(A)

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

US 401 Business (Ramsey St.) at Veterans' Hospital / Lafayette Memorial Park

Division 6 Cumberland County Fayetteville

PLAN DATE: August 2016 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

SCALE 0 30 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 9/13/2016
E7DDF4378A9A4A3... DATE

SIG. INVENTORY NO. 06-0609

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Kgpeatn