

DEFAULT PHASING DIAGRAM

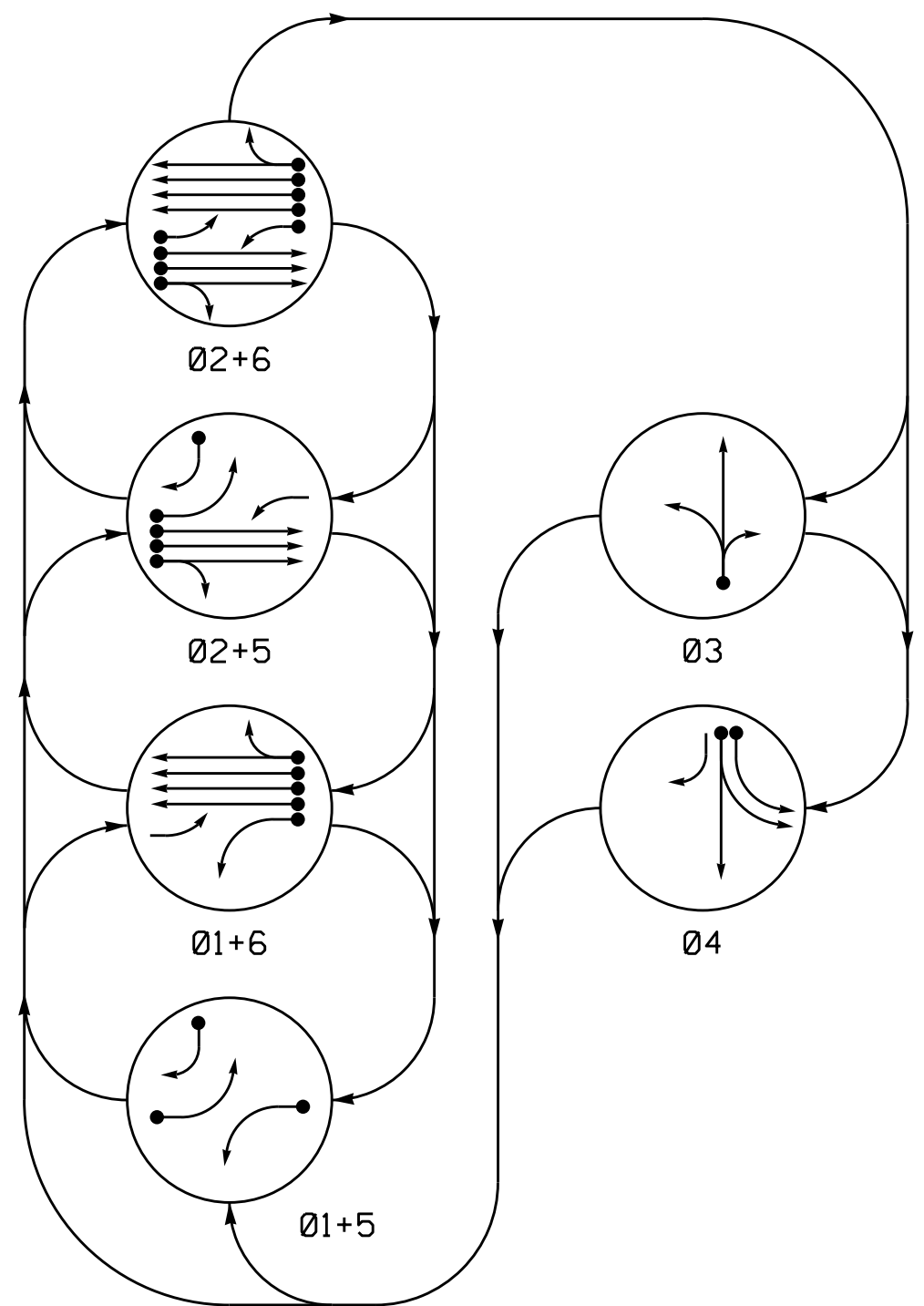
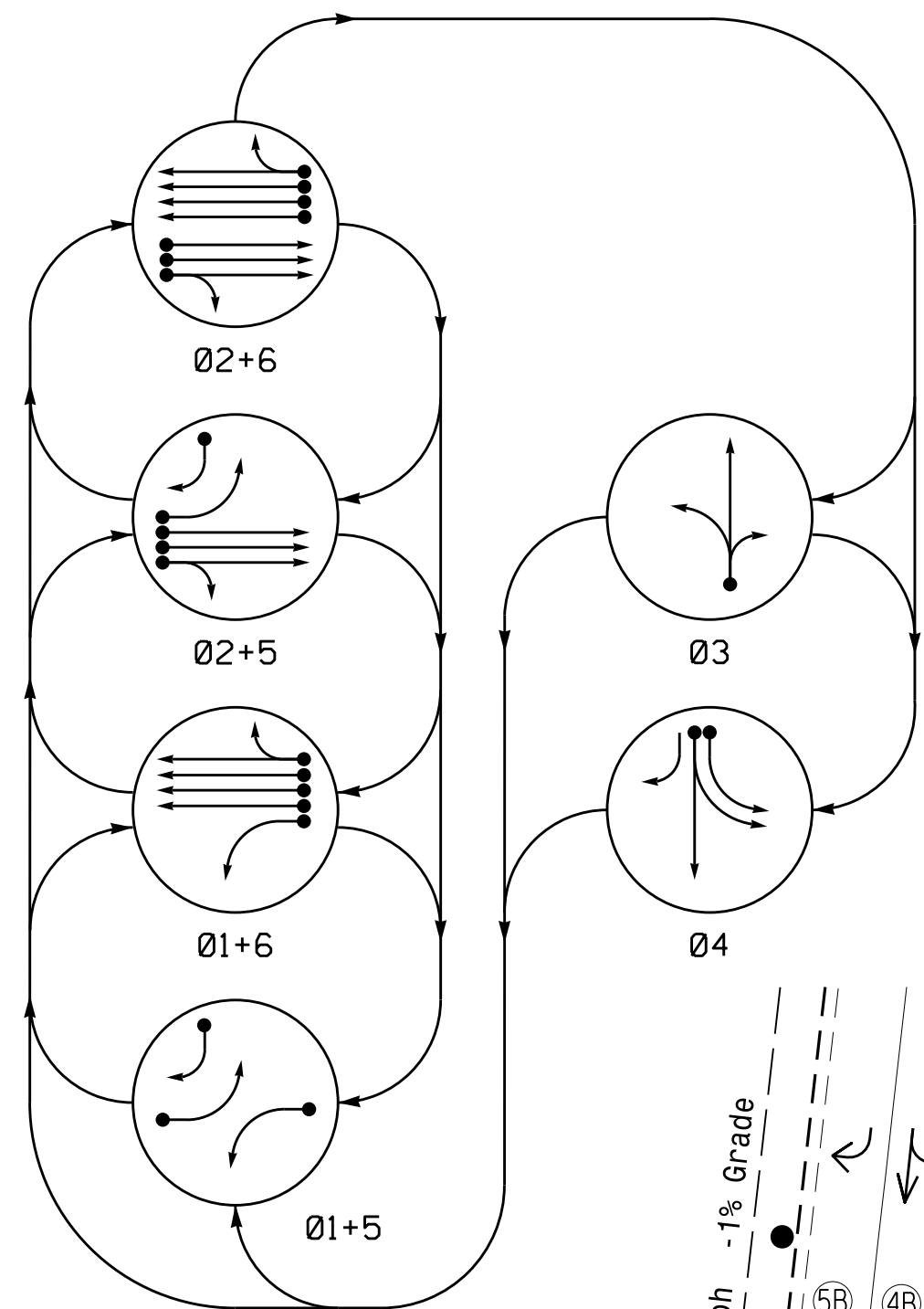


TABLE OF OPERATION

SIGNAL FACE	PHASE						
	01+5	01+6	02+5	02+6	03	04	FLASH
11	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	Y
31	R	R	R	R	G	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	R	G	R
42	R	R	R	R	R	G	R
51	←	←	←	←	←	←	←
61, 62, 63	R	G	R	G	R	R	Y

ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE						
	01+5	01+6	02+5	02+6	03	04	FLASH
11	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	Y
31	R	R	R	R	G	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	R	G	R
42	R	R	R	R	R	G	R
51	←	←	←	←	←	←	←
61, 62, 63	R	G	R	G	R	R	Y

ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					
					PHASE	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP NEW CARD	
1A	6x60	0	2-4-2	-	1	-	* 15	S	-	Y
2A,2B,2C	6x6	90	4	-	2	-	-	S	-	Y
3A	6x60	0	2-4-2	-	3	-	10	S	-	Y
4A	6x60	0	2-4-2	-	4	-	3	S	-	Y
4B	6x60	0	2-4-2	-	4	-	-	S	-	Y
5A	6x60	0	2-4-2	-	5	-	* 15	S	-	Y
5B	6x60	0	2-4-2	-	5	-	15	S	-	Y
6A,6B,6C,6D	6x6	90	4	-	6	-	-	S	-	Y

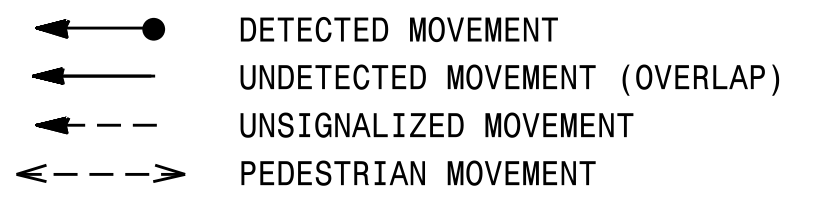
\* Disable Delay During Alternate Phasing Operation.  
 \*\* Disable Phase 2/6 Call For Loops 1A and 5A During Alternate Phasing Operation.

6 Phase Fully Actuated Fayetteville Signal System

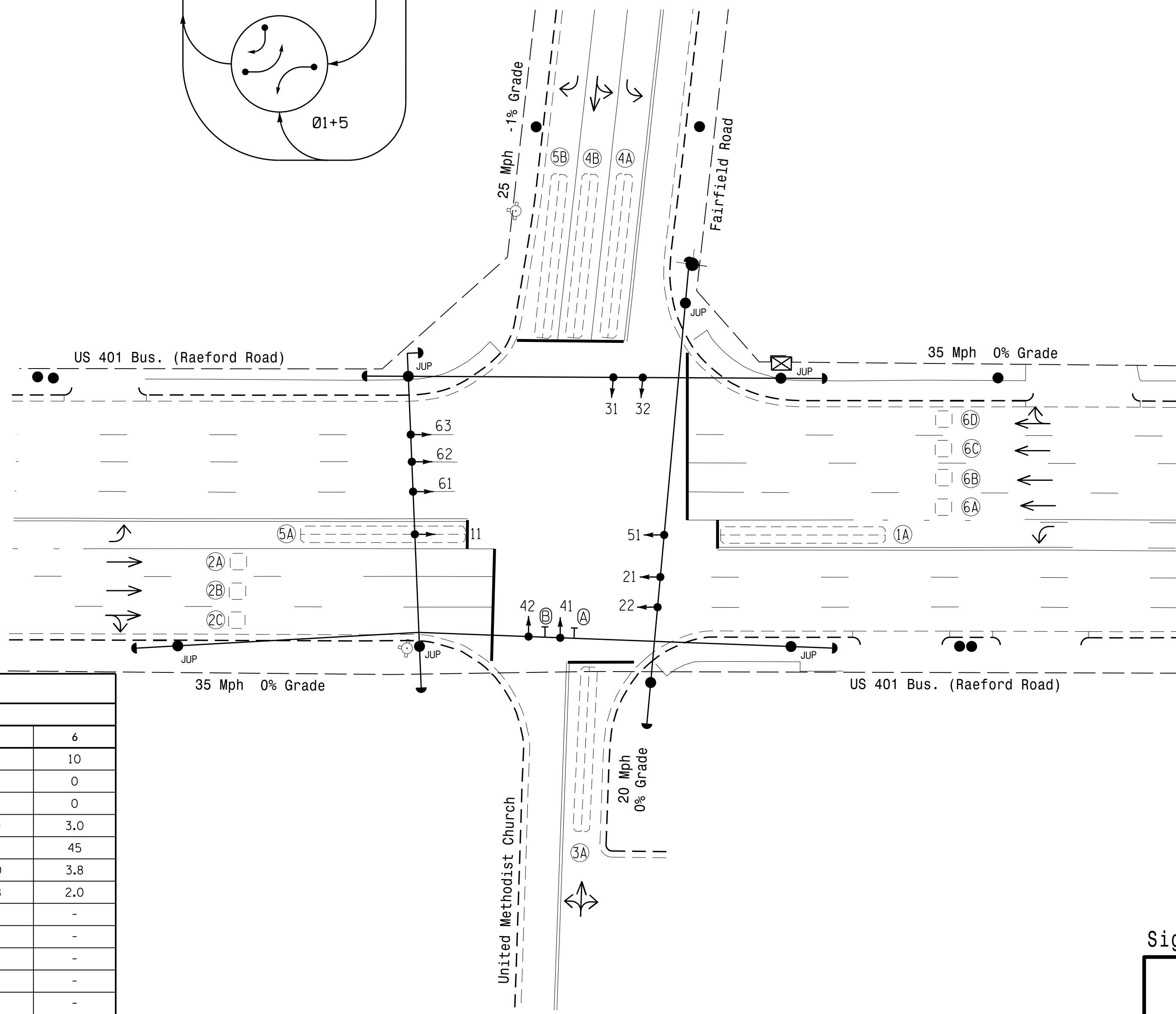
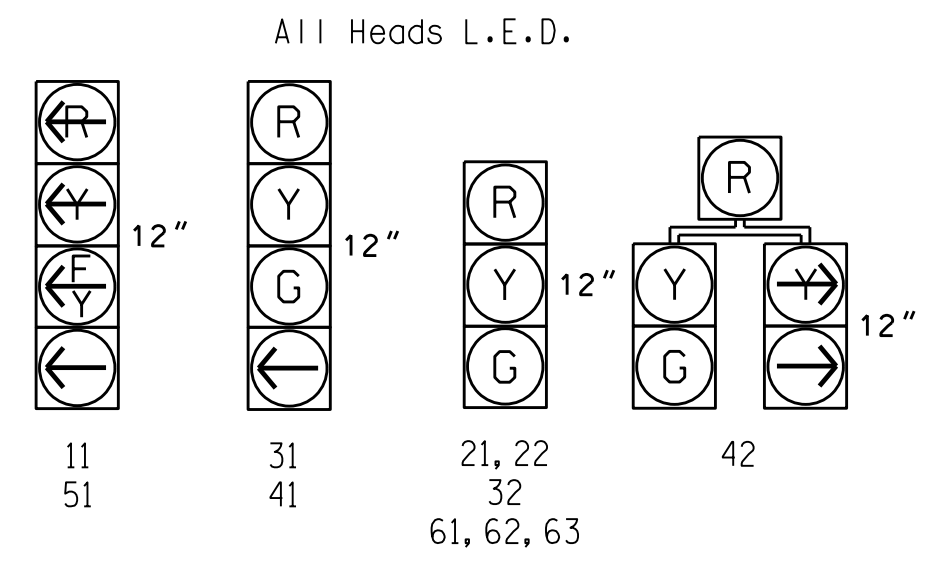
NOTES

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

PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.

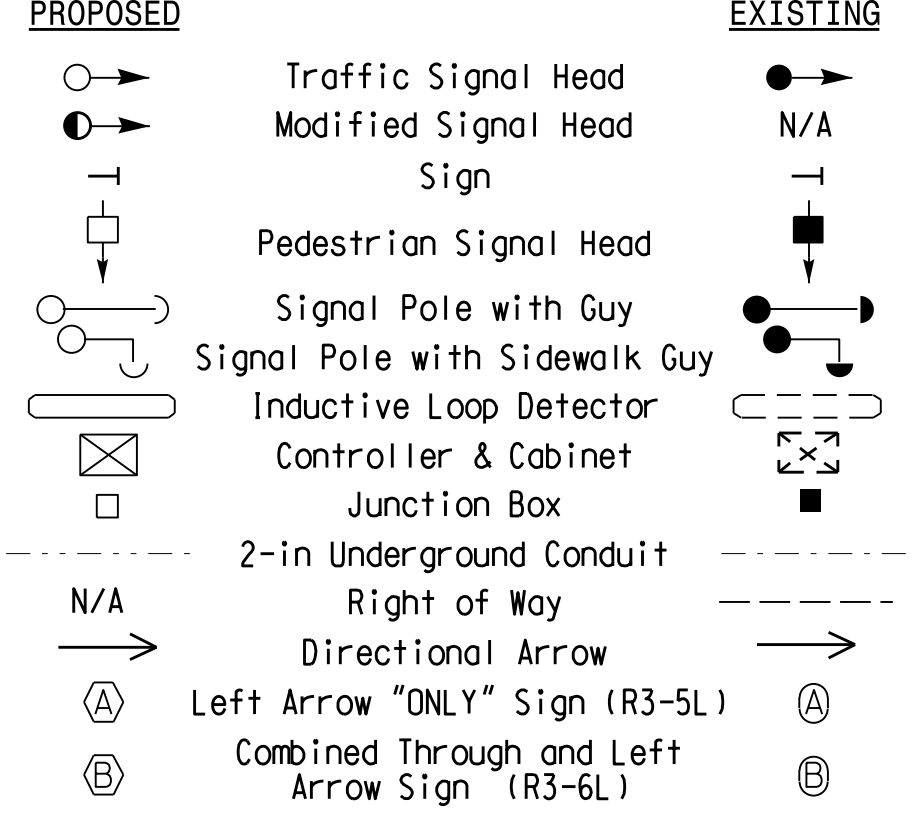


ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green *	7	10	7	7	7	10
Walk *	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Veh. Extension *	1.0	3.0	1.0	1.0	1.0	3.0
Max 1 *	15	45	20	15	15	45
Yellow	3.0	3.8	3.2	3.2	3.0	3.8
Red Clear	2.4	2.0	3.2	3.0	2.8	2.0
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	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



Signal Upgrade

US 401 Bus. (Raeford Road) At Fairfield Road / United Methodist Church

Division 6 Cumberland County Fayetteville

PLAN DATE: January 2016 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 30 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: Jason P. Gallaway, Professional Engineer, No. 029904, dated 8/23/2016.

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