

PHASING DIAGRAM

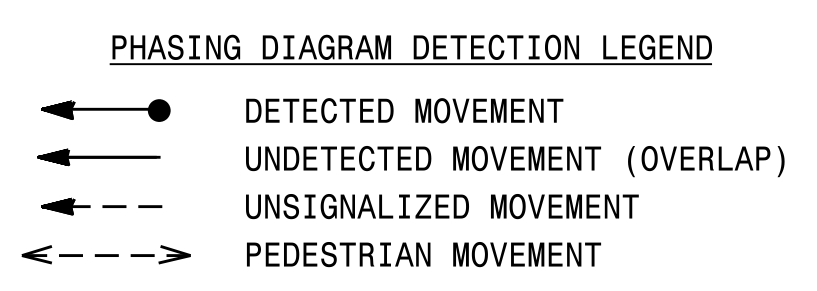
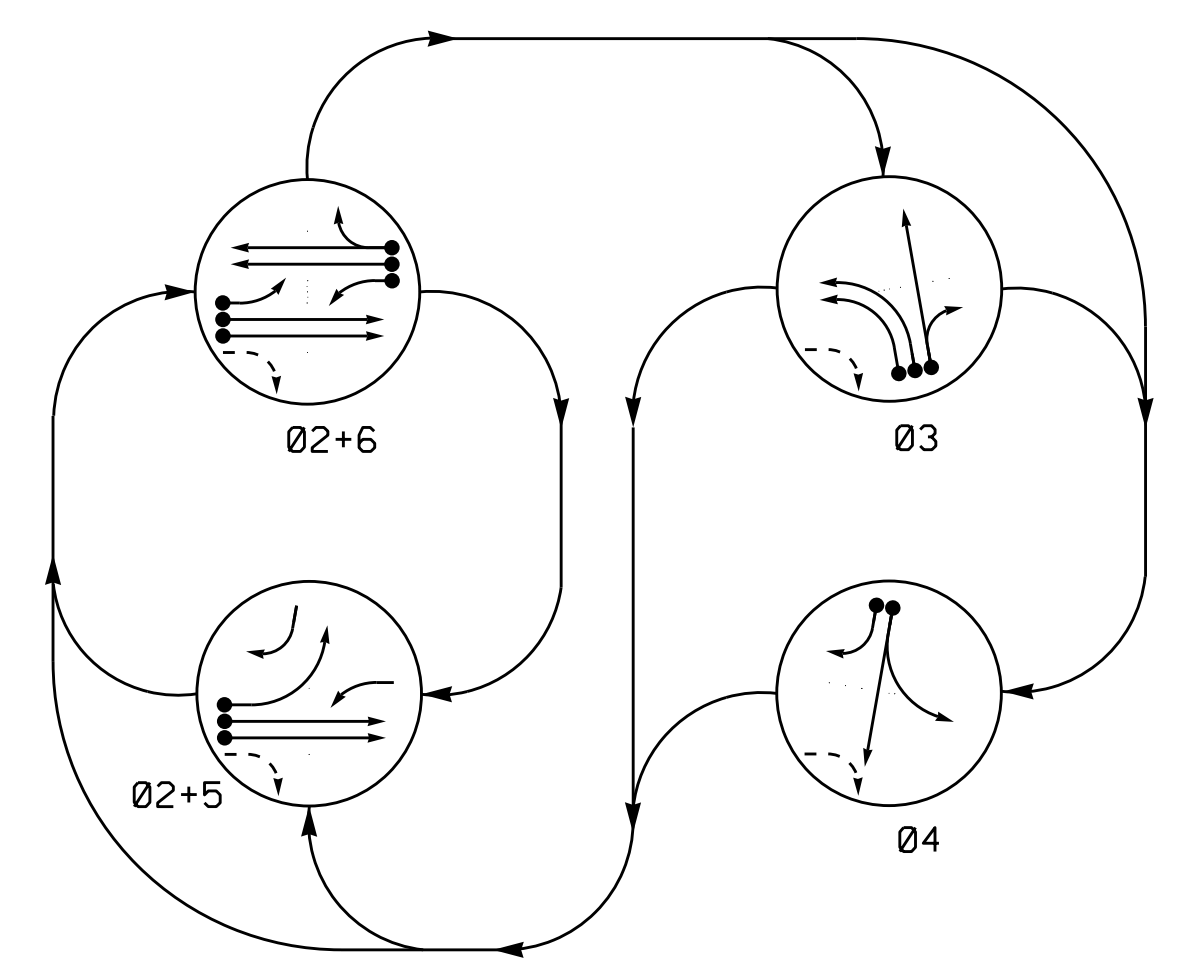
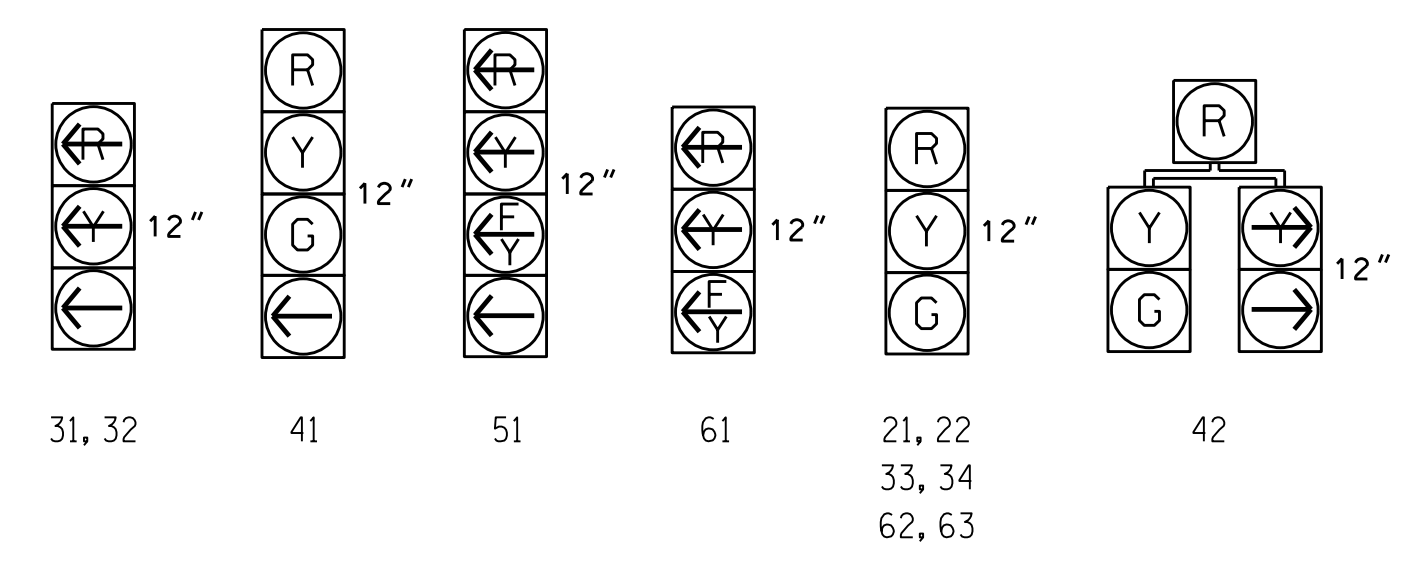


TABLE OF OPERATION

SIGNAL FACE	PHASE				
	0 2 + 5	0 2 + 6	0 3	0 4	F I S D B
21,22	G	G	R	R	Y
31,32	R	R	Y	Y	R
33,34	R	R	G	R	R
41	R	R	R	G	R
42	R	R	R	G	R
51	F	F	R	R	Y
61	F	F	R	R	Y
62,63	R	G	R	R	Y

SIGNAL FACE I.D.
All Heads L.E.D.



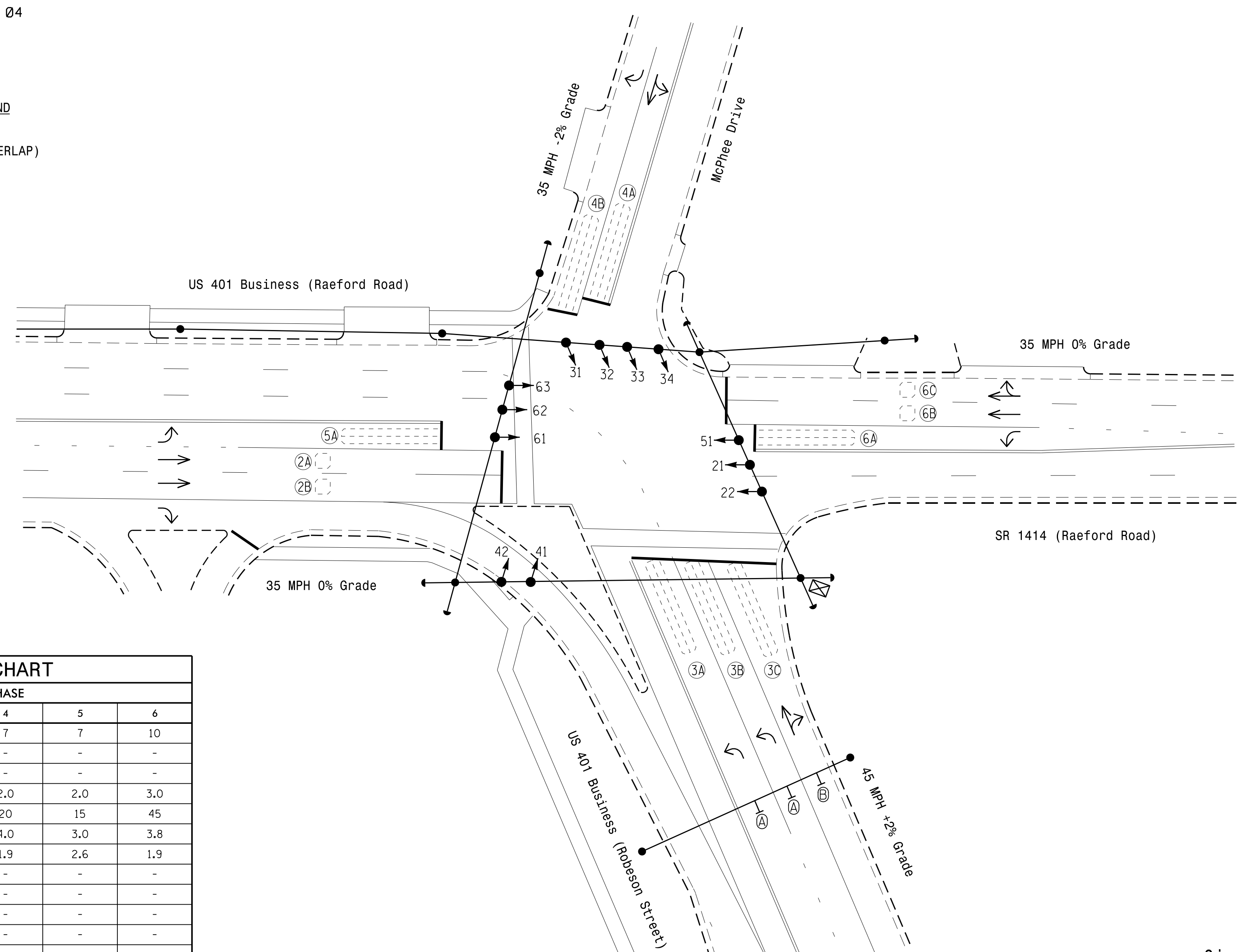
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
2A, 2B	6X6	70	2	-	2	Yes	-	-	S	-	X
3A	6X40	0	2-4-2	-	3	Yes	-	3	S	-	X
3B	6X40	0	2-4-2	-	3	Yes	-	-	S	-	X
3C	6X40	0	2-4-2	-	3	Yes	-	10	S	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	15	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X40	0	2-4-2	-	6	Yes	-	-	S	-	X
6B, 6C	6X6	70	2	-	6	Yes	-	-	S	-	X

4 Phase Fully Actuated Fayetteville Signal System

NOTES

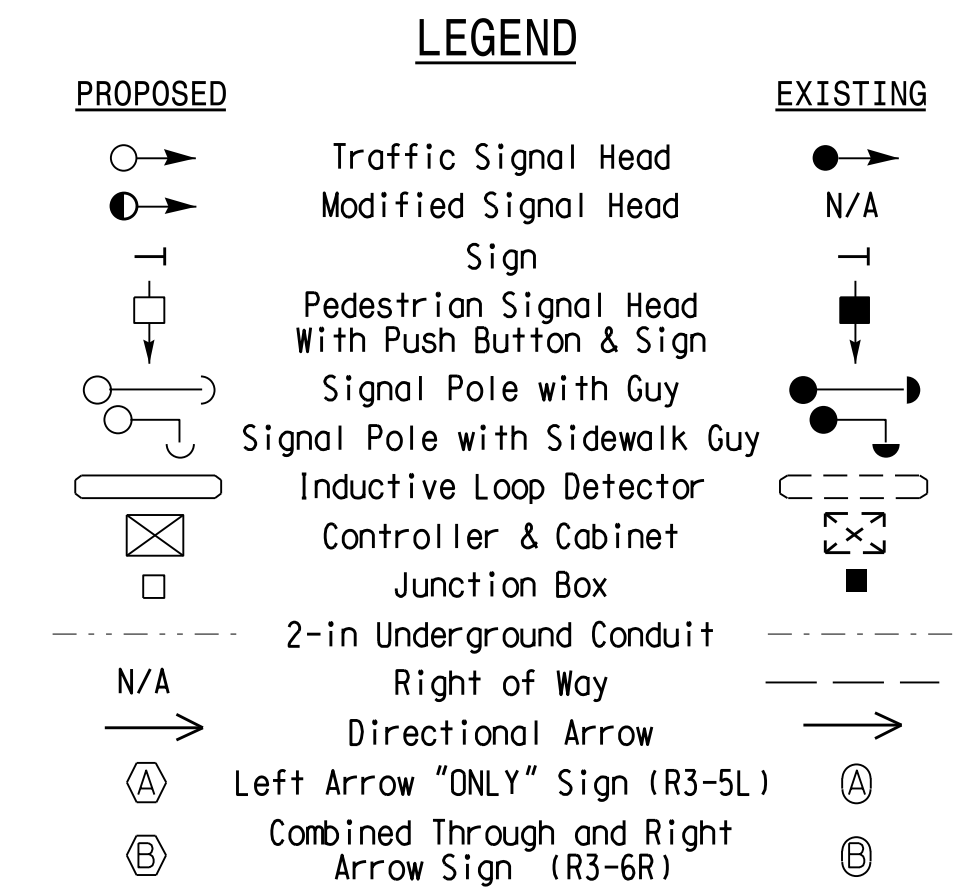
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- The order of phase 3 and phase 4 may 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



ASC/3 TIMING CHART

FEATURE	PHASE				
	2	3	4	5	6
Min Green *	10	7	7	7	10
Walk *	-	-	-	-	-
Ped Clear	-	-	-	-	-
Veh. Extension *	3.0	2.0	2.0	2.0	3.0
Max 1 *	45	25	20	15	45
Yellow	3.8	4.3	4.0	3.0	3.8
Red Clear	1.9	2.0	1.9	2.6	1.9
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	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.



Signal Upgrade

US 401 Bus./SR 1414 (Raeford Rd) at US 401 Bus. (Robeson Street)/ McPhee Drive

Division 6 Cumberland County Fayetteville

PLAN DATE: February 2016 REVIEWED BY: JPG

PREPARED BY: Devin Smith REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 1"=30'

750 N. Greenfield Pkwy, Garner, NC 27529

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: JASON P. GALLAWAY, PROFESSIONAL ENGINEER, NO. 029904

DocuSigned by: Jason P. Gallaway 7/20/2016

SIG. INVENTORY NO. 06-0002

20-111-2016-1033
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 Reference