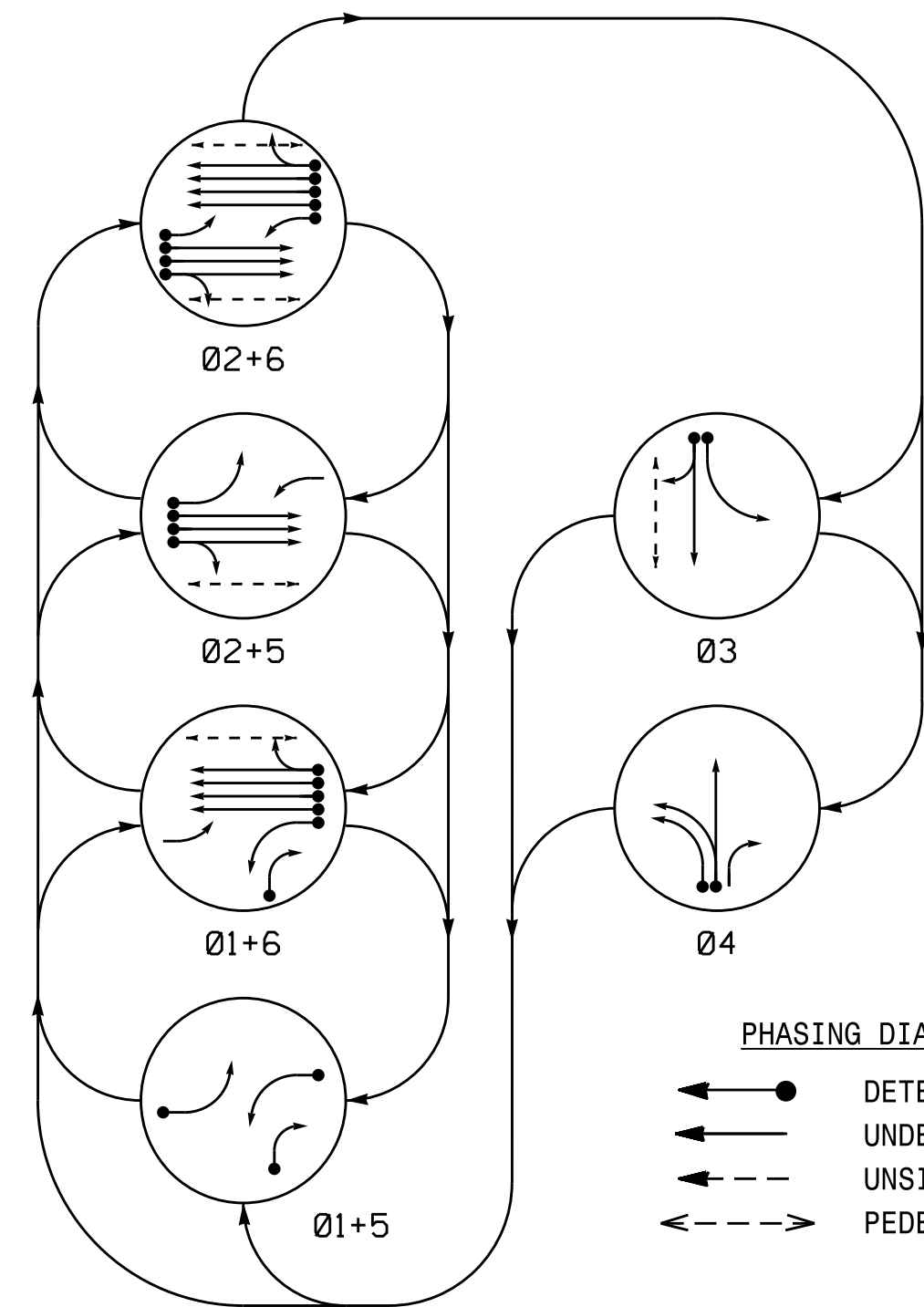


6 Phase Fully Actuated Fayetteville Signal System

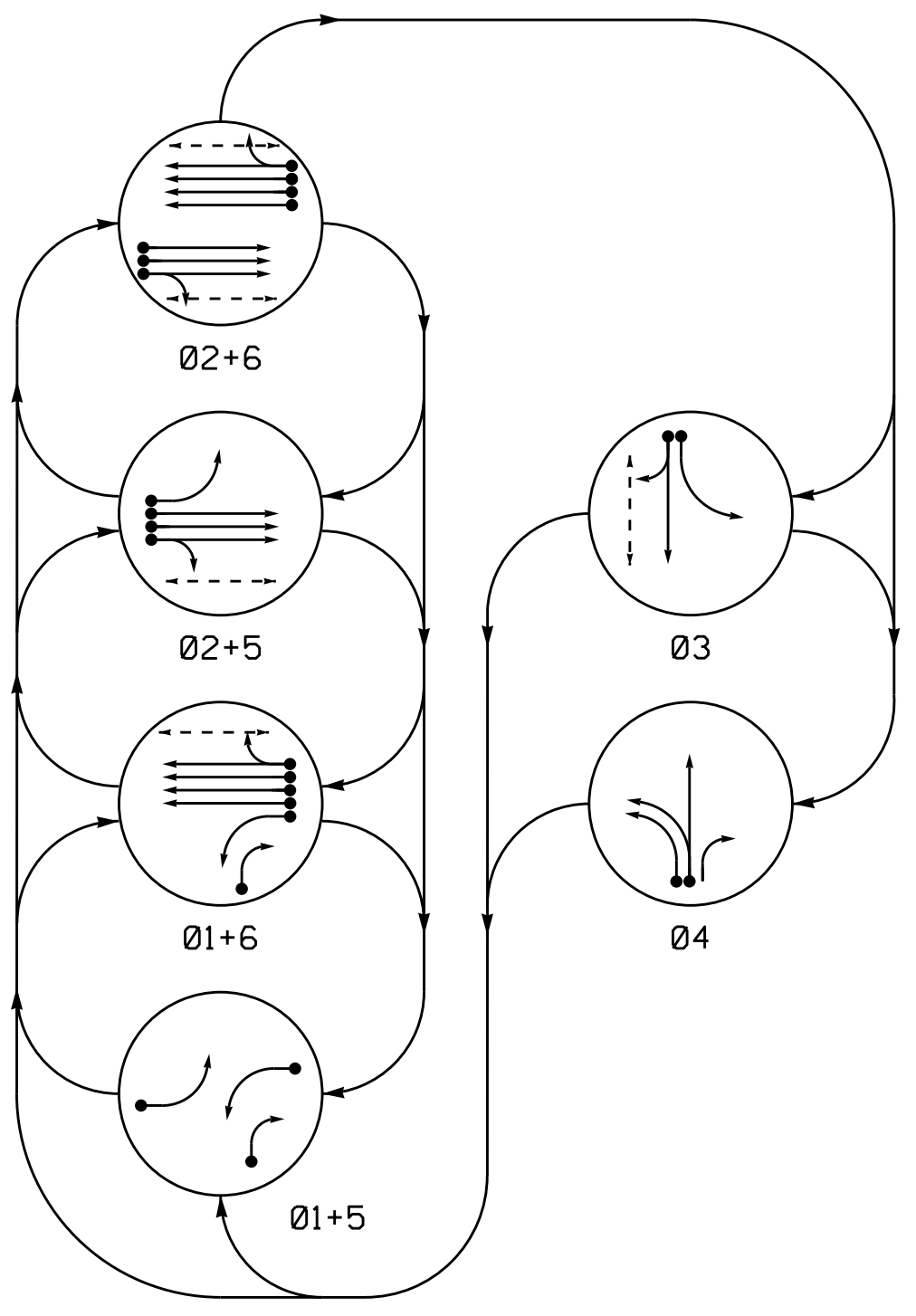
DEFAULT PHASING DIAGRAM



DEFAULT TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	←	←	←	←	←	←
21, 22, 23	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62,63,64	R	G	R	G	R	R
P21, P22	DW	DW	W	W	DW	DRK
P31, P32	DW	DW	DW	DW	W	DRK
P61, P62	DW	W	DW	W	DW	DRK

ALTERNATE PHASING DIAGRAM



ALTERNATE TABLE OF OPERATION

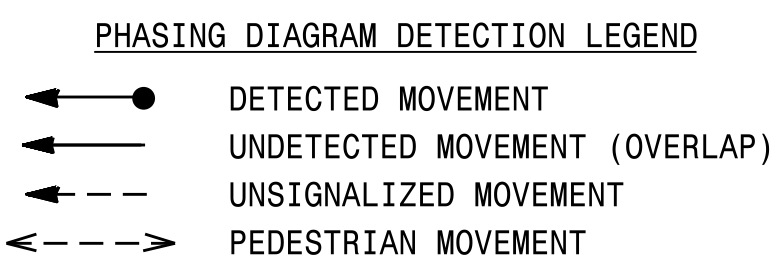
SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	←	←	←	←	←	←
21, 22, 23	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62,63,64	R	G	R	G	R	R
P21, P22	DW	DW	W	W	DW	DRK
P31, P32	DW	DW	DW	DW	W	DRK
P61, P62	DW	W	DW	W	DW	DRK

ASC/3 DETECTOR INSTALLATION CHART

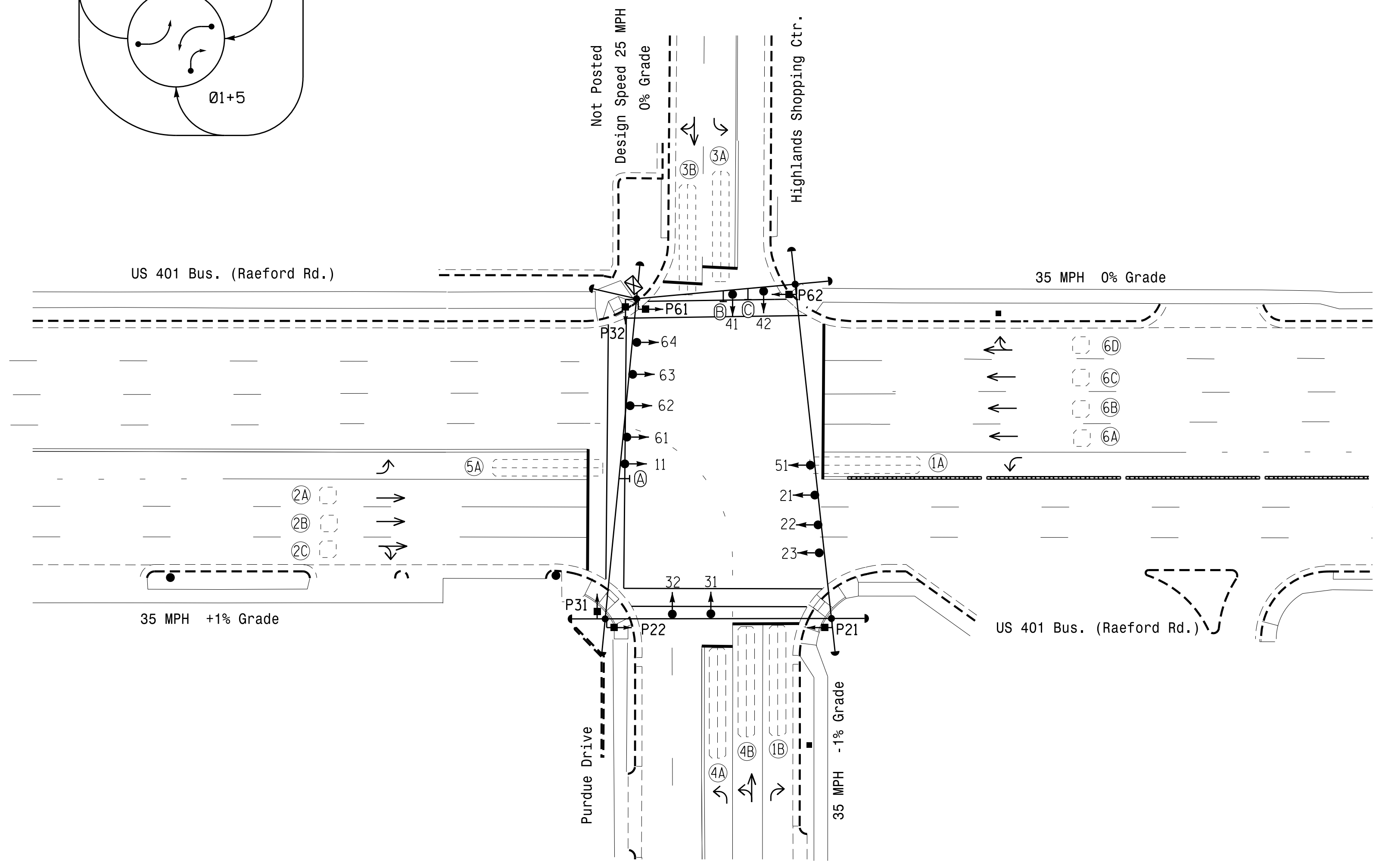
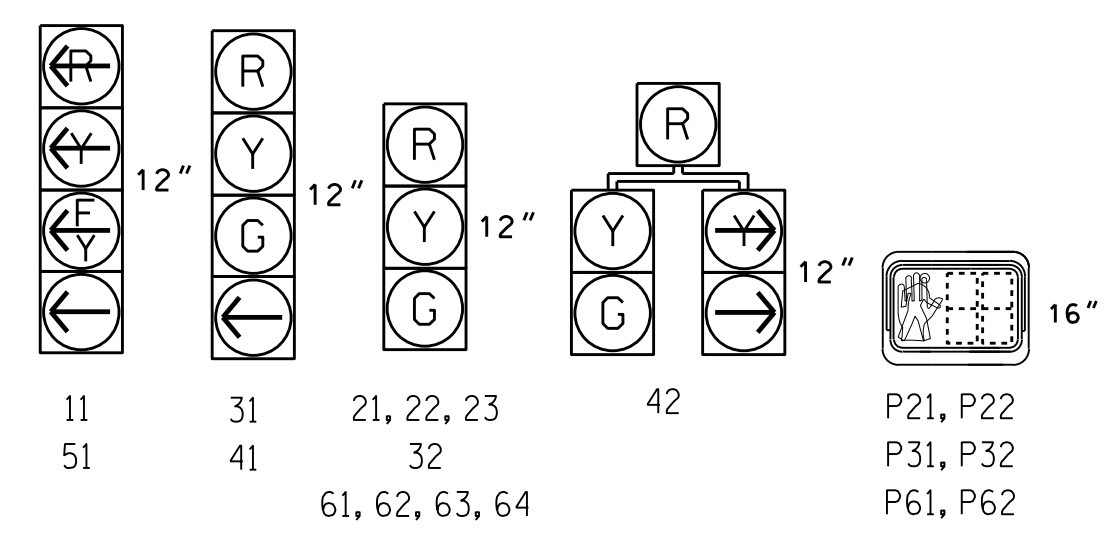
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME		
1A	6X50	+5	2-4-2	-	1	Yes	-	15*	S	X
1B	6X40	0	2-4-2	-	1	Yes	-	15	S	X
2A,2B,2C	6X6	90	4	-	2	Yes	-	-	S	X
3A	6X50	+5	2-4-2	-	3	Yes	-	3	S	X
3B	6X50	+5	2-4-2	-	3	Yes	-	10	S	X
4A	6X40	0	2-4-2	-	4	Yes	-	3	S	X
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	X
5A	6X50	+5	2-4-2	-	5	Yes	-	15*	S	X
6A,6B,6C,6D	6X6	90	4	-	6	Yes	-	-	S	X

*Reduce delay to 3 seconds during Alternate Phasing Operation
 **Disable phase 2 and 6 call during Alternate Phasing Operation

- 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.
 - Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
 - Program pedestrian heads to countdown the flashing "Don't Walk" time only.
 - 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.



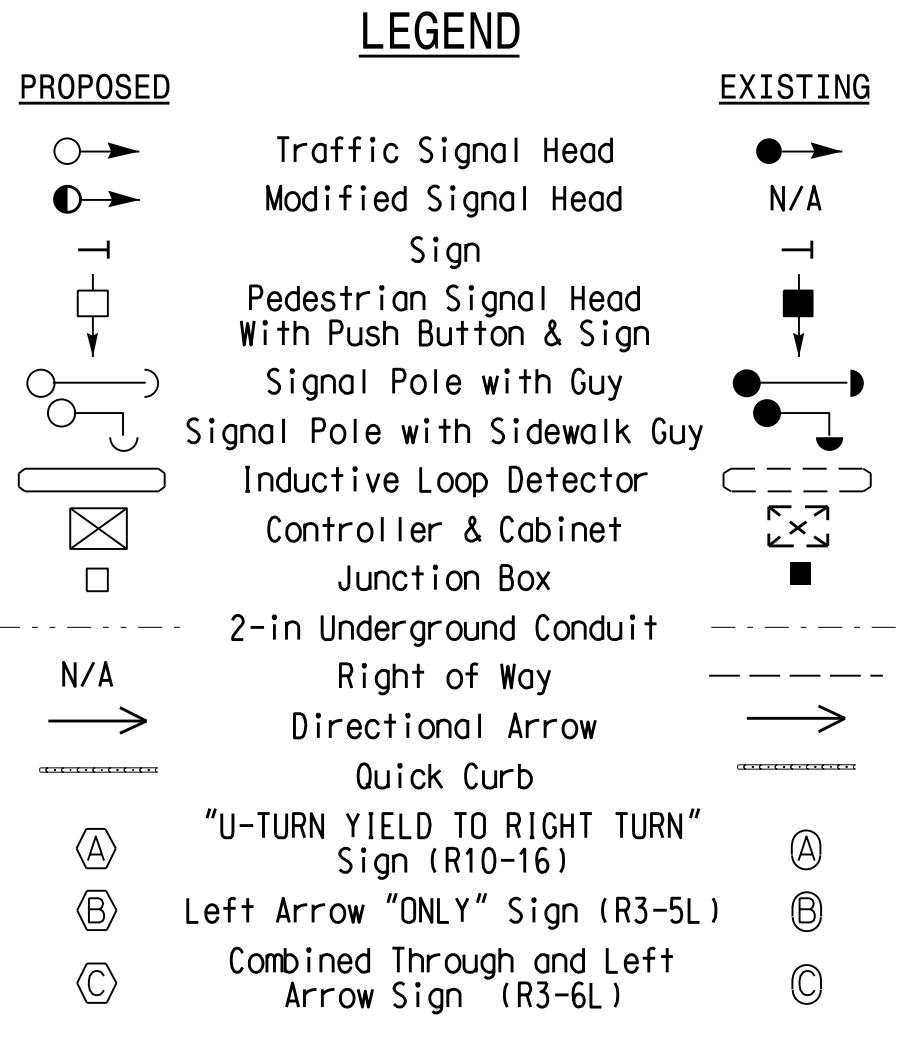
SIGNAL FACE I.D.



ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green *	7	10	7	7	7	10
Walk *	0	7	7	0	0	7
Ped Clear	0	18	27	0	0	15
Veh. Extension *	2.0	3.0	2.0	2.0	2.0	3.0
Max 1 *	20	90	25	25	20	90
Yellow	3.0	3.8	3.2	3.9	3.0	3.8
Red Clear	2.4	2.1	3.1	2.3	2.9	2.1
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.



Signal Upgrade

US 401 Bus (Raeford Road) at Purdue Drive / Highlands Shopping Center

Division 6 Cumberland County Fayetteville

PLAN DATE: January 2016 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS: INIT. DATE

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: JASON P. GALLAGHER, PROFESSIONAL ENGINEER, No. 029904

DocuSigned by: Jason P. Gallagher 7/6/2016

SIG. INVENTORY NO. 06-0224

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