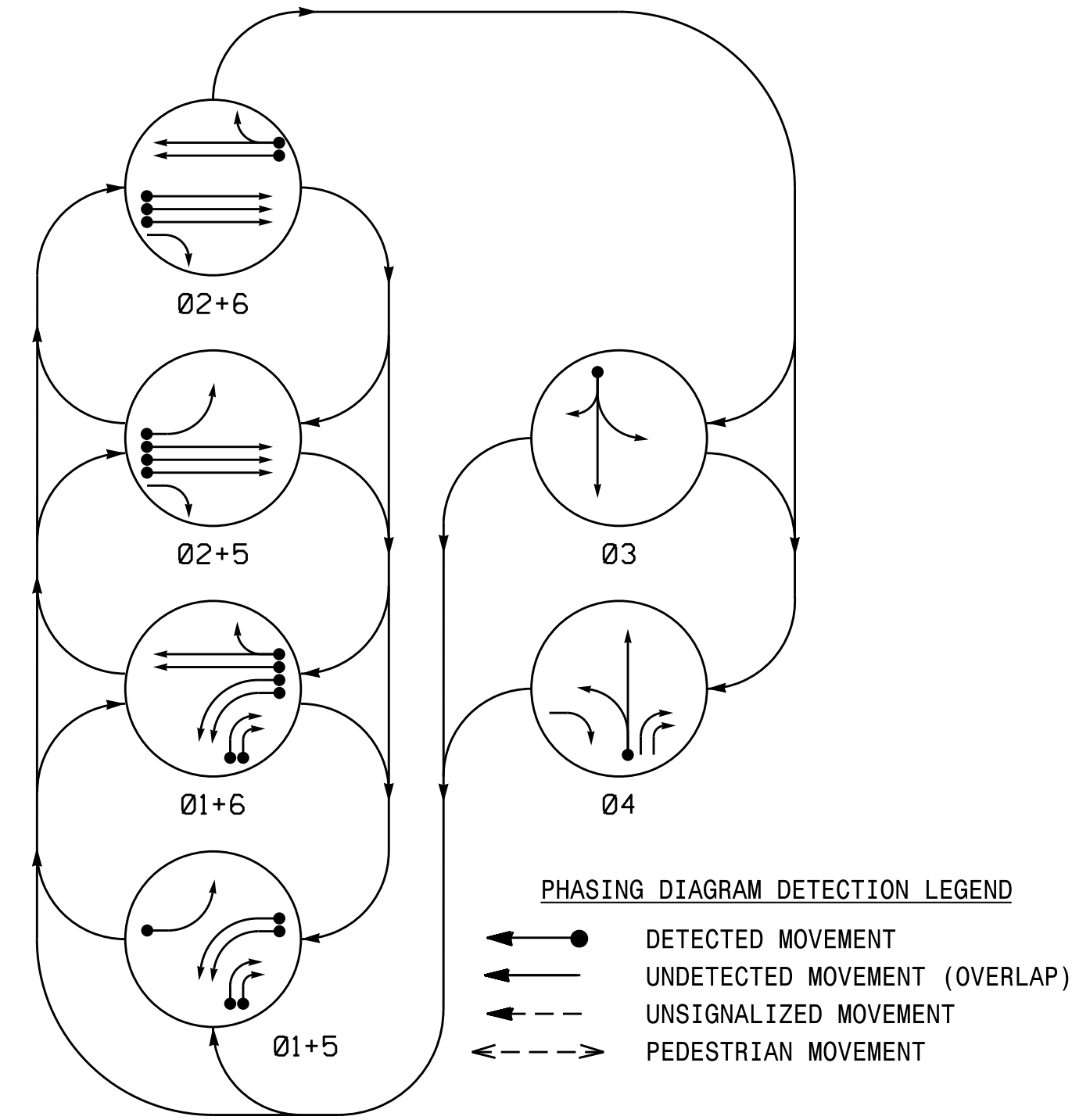


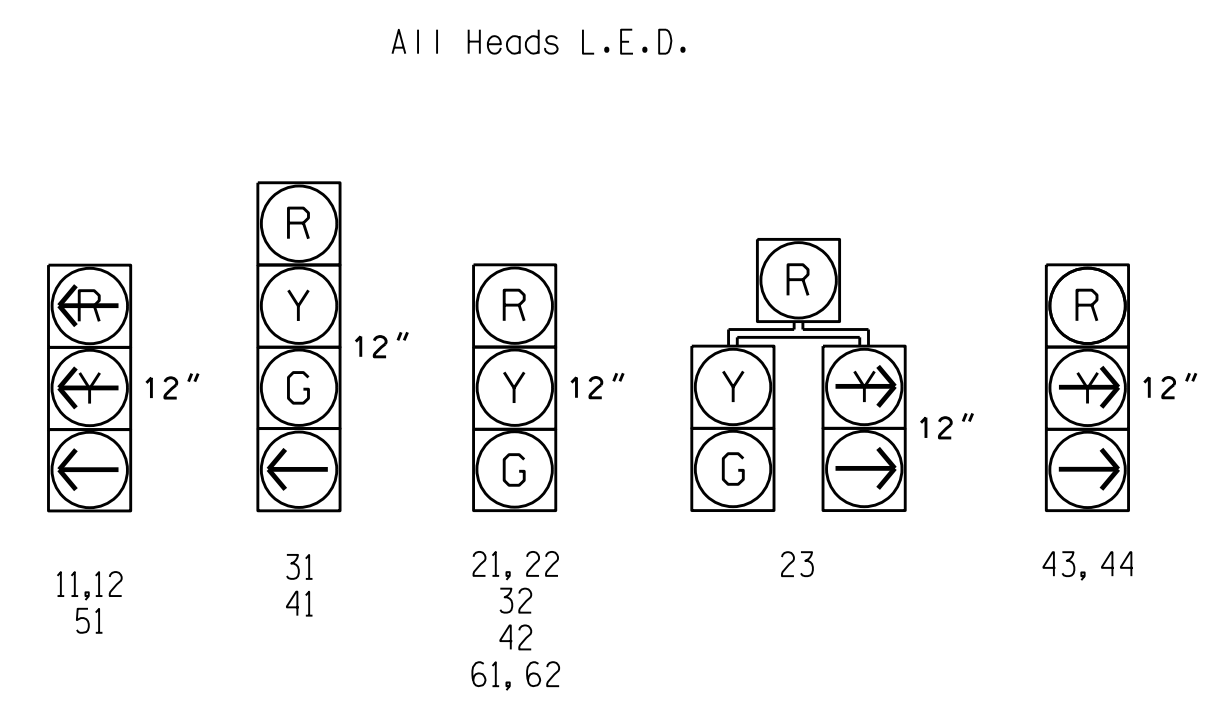
6 Phase Fully Actuated Fayetteville Signal System

PHASING DIAGRAM



SIGNAL FACE	PHASE						
	01+5	01+6	02+5	02+6	03	04	F L HEAD
11, 12	←	←	→	→	→	→	→
21, 22	R	R	G	G	R	R	Y
23	R	R	G	G	R	Y	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
43, 44	←	←	→	→	→	→	→
51	←	←	→	→	→	→	→
61, 62	R	G	R	G	R	R	Y

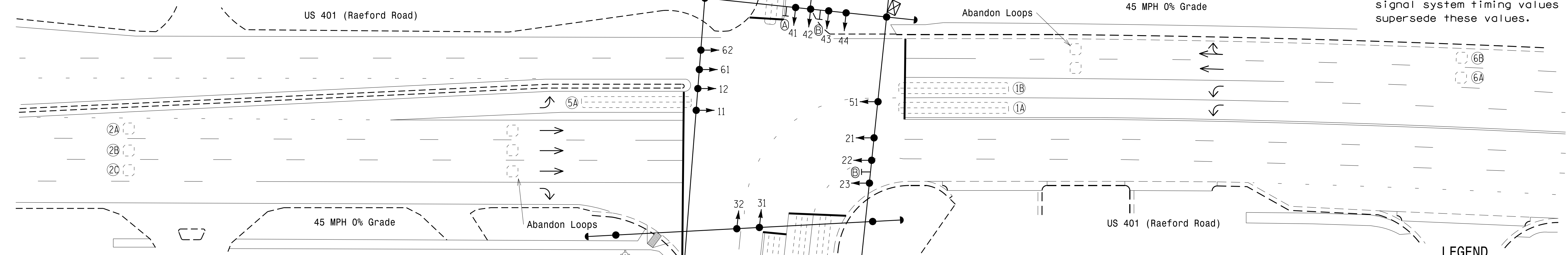
SIGNAL FACE I.D.



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
1A	6X60	+5	2-4-2	-	1	Yes	-	-	S	-	X
1B	6X60	+5	2-4-2	-	1	Yes	-	-	S	-	X
1C	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
1D	6X40	0	2-4-2	-	1	Yes	-	15	S	-	X
2A,2B,2C	6X6	300	4	-	2	Yes	-	-	N	-	X
3A	6X30	+5	2-4-2	-	3	Yes	-	15	S	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	3	S	-	X
5A	6X60	+5	2-4-2	-	5	Yes	-	-	S	-	X
6A, 6B	6X6	300	4	-	6	Yes	-	-	N	-	X

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.
- 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.



FEATURE	PHASE					
	1	2	3	4	5	6
Min Green *	7	15	7	7	7	15
Walk *	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-
Veh. Extension *	1.0	6.0	2.0	2.0	2.0	6.0
Max I *	50	90	20	25	20	90
Yellow	3.0	4.5	3.1	3.8	3.0	4.5
Red Clear	3.5	1.5	2.9	2.3	2.4	1.5
Red Revert	-	-	-	-	-	-
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	-	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.

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
○ → Pedestrian Signal Head With Push Button & Sign	○ → N/A
○ → Signal Pole with Guy	○ → N/A
○ → Signal Pole with Sidewalk Guy	○ → N/A
○ → Inductive Loop Detector	○ → N/A
○ → Controller & Cabinet	○ → N/A
○ → Junction Box	○ → N/A
○ → 2-in Underground Conduit	○ → N/A
N/A → Right of Way	N/A → N/A
N/A → Directional Arrow	N/A → N/A
N/A → Wheelchair Ramp	N/A → N/A
N/A → Fire Hydrant	N/A → N/A
Ⓐ → Combined Through and Left Arrow Sign (R3-6L)	Ⓐ → N/A
Ⓑ → Street Name Sign	Ⓑ → N/A

Signal Upgrade

US 401 (Raeford Road) at SR 1141 (Bingham Drive)

Division 6 Cumberland County Fayetteville

PLAN DATE: January 2016 REVIEWED BY: PLA

PREPARED BY: Devin Smith REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 30 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

PROFESSIONAL ENGINEER

JASON P. GALLAGHER

7/20/2016

SIG. INVENTORY NO. 06-0358

20-JUL-2016 10:57
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