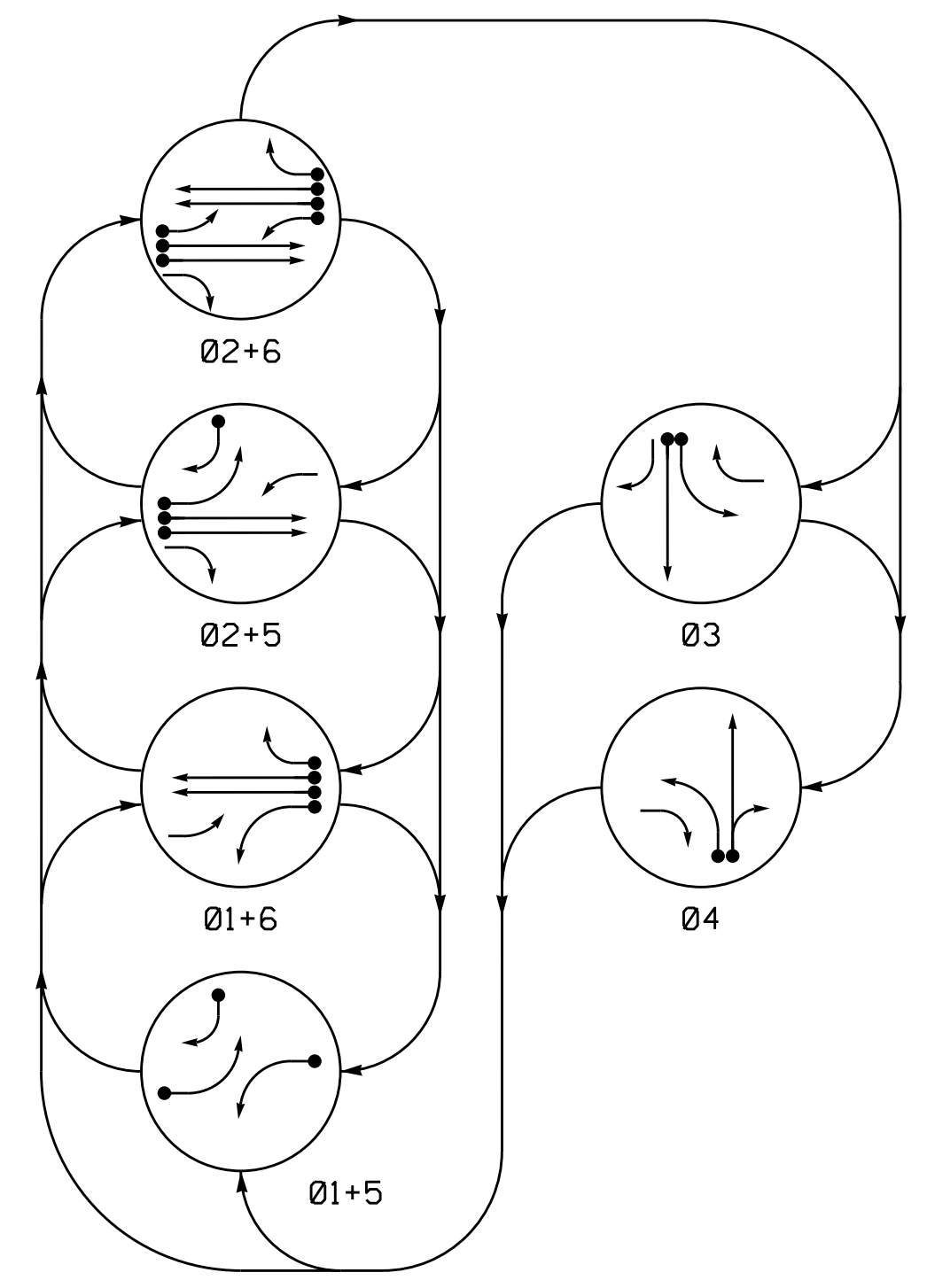
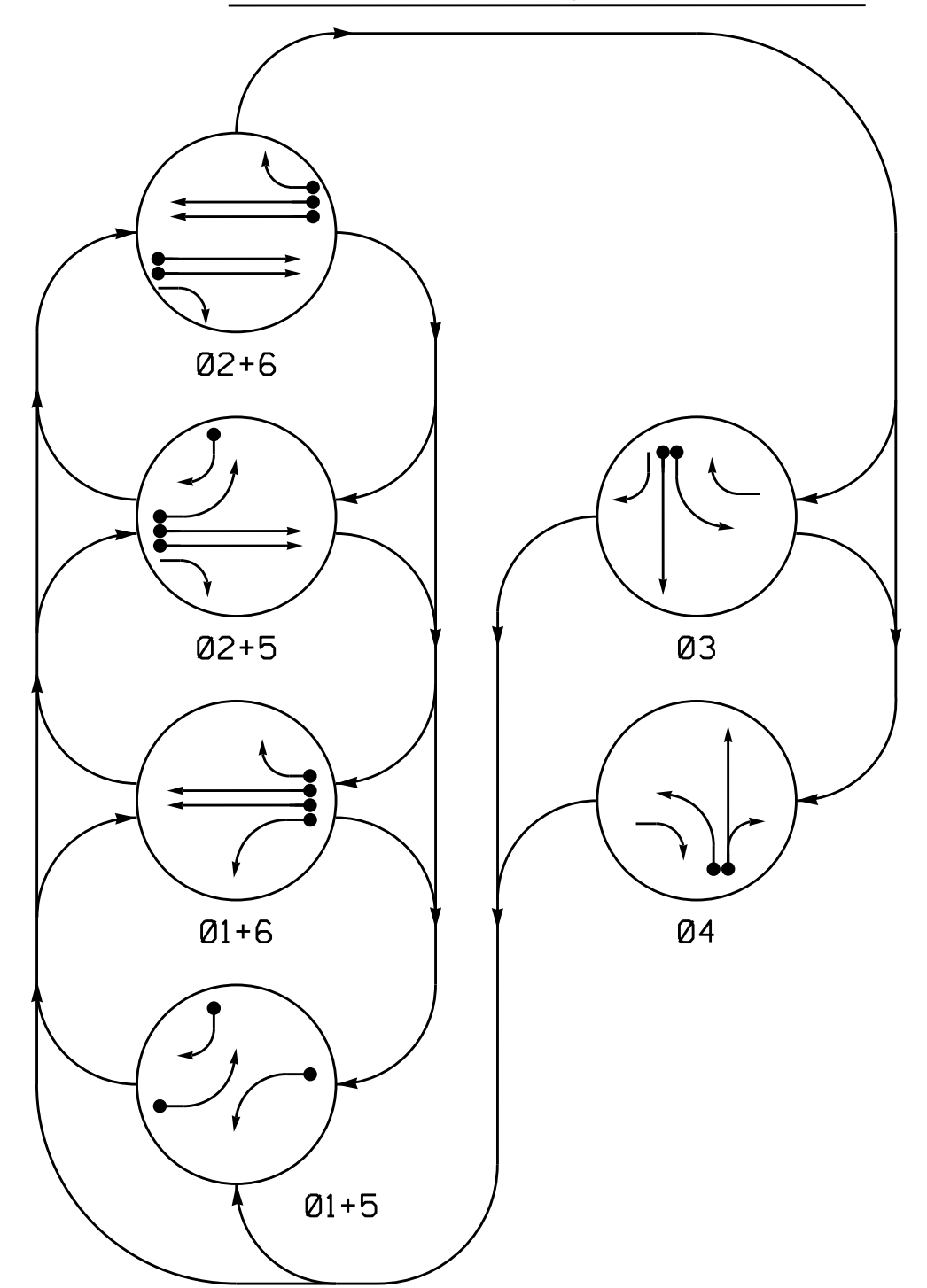


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	-	-	F	F	R	R
21	R	R	G	G	R	R
22	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	-	F	-	F	-	-
61	R	G	R	G	R	Y
62	R	G	R	G	R	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	-	-	R	R	R	R
21	R	R	G	G	R	R
22	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	-	R	-	R	-	-
61	R	G	R	G	R	Y
62	R	G	R	G	R	Y

ASC/3 DETECTOR INSTALLATION CHART

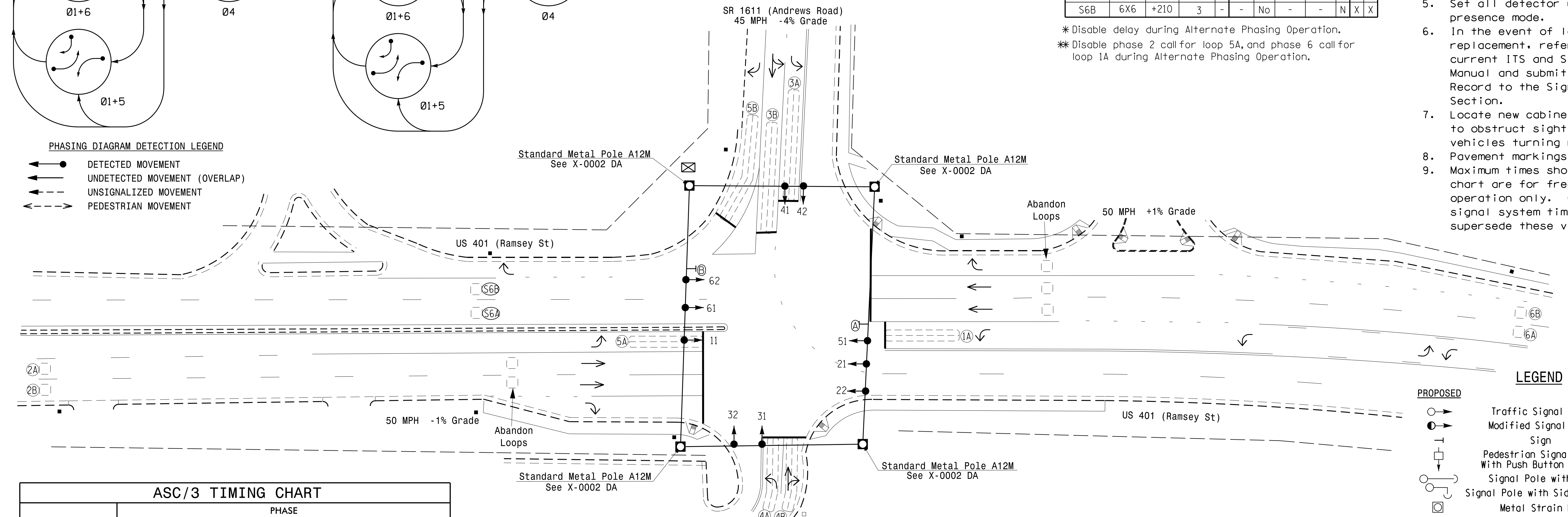
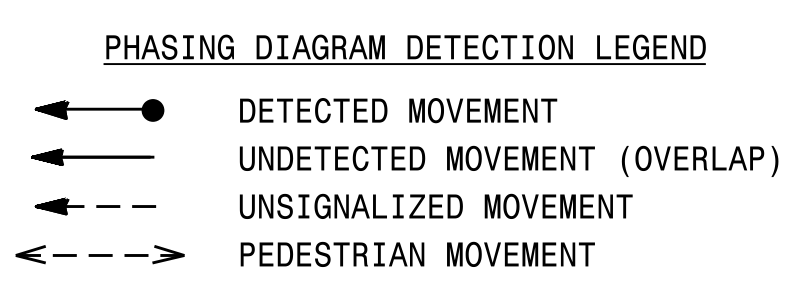
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING				TYPE	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME			
1A	6X40	0	2-4-2	-	1	Yes	-	15*	S	-	X
2A	6X6	355	6	-	2	Yes	-	-	N	-	X
2B	6X6	355	6	-	2	Yes	-	-	N	-	X
3A	6X60	0	2-4-2	-	3	Yes	-	3	S	-	X
3B	6X60	0	2-4-2	-	3	Yes	-	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	6X40	0	2-4-2	-	5	Yes	-	15*	S	-	X
5B	6X60	0	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	355	6	-	6	Yes	-	-	N	-	X
6B	6X6	355	6	-	6	Yes	-	-	N	-	X
S6A	6X6	+210	3	-	-	No	-	-	N	X	X
S6B	6X6	+210	3	-	-	No	-	-	N	X	X

\* Disable delay during Alternate Phasing Operation.  
 \*\* Disable phase 2 call for loop 5A, and phase 6 call for loop 1A 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

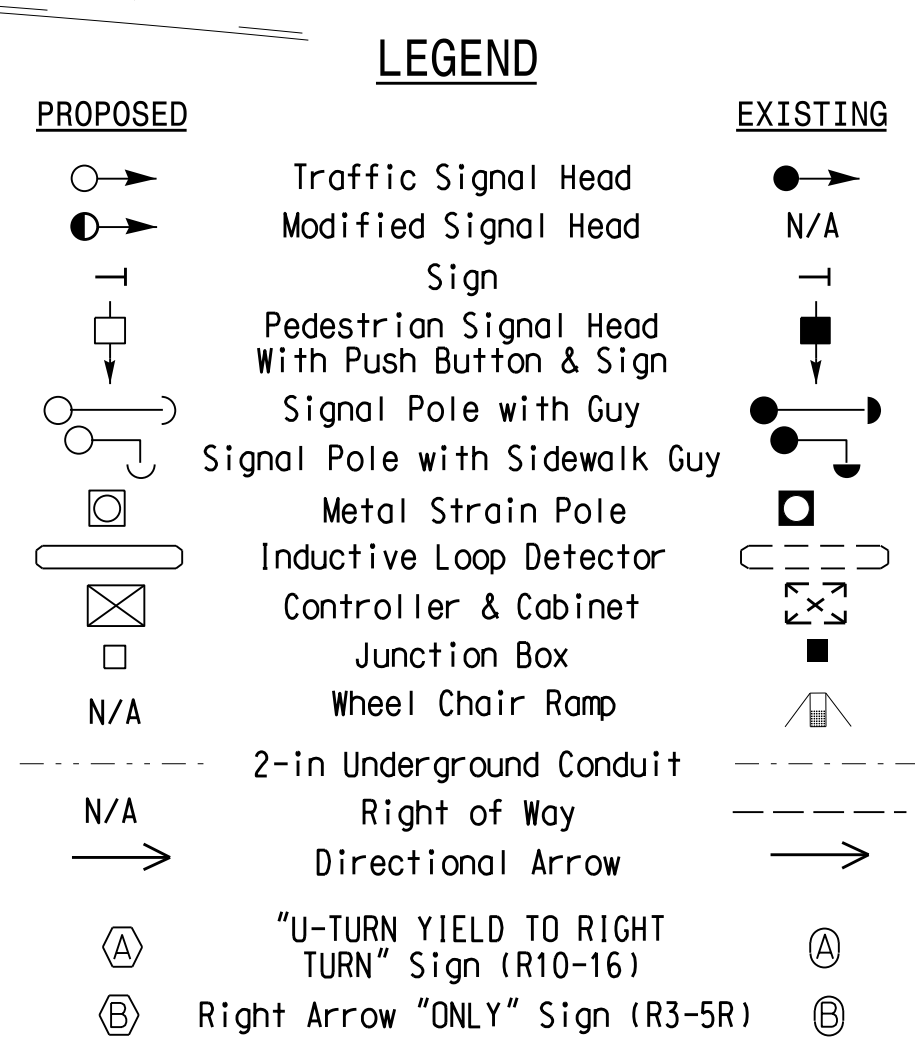
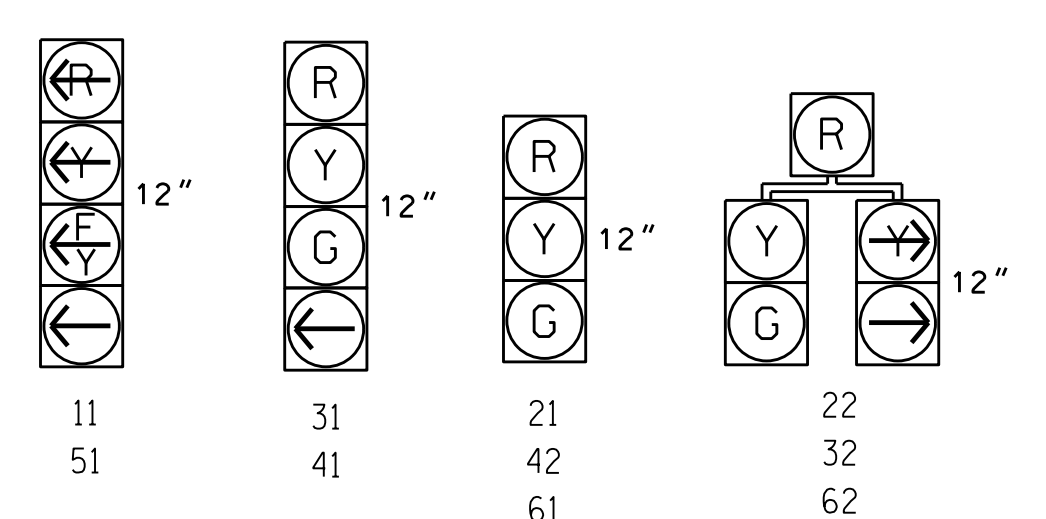


ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green *	7	14	7	7	7	14
Walk *	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0
Max 1 *	20	90	45	20	45	90
Yellow	3.0	4.9	4.9	3.1	3.0	4.9
Red Clear	3.1	1.4	1.6	2.8	2.8	1.4
Actuations B4 Add *	-	0	-	-	-	0
Seconds / Actuation *	-	1.5	-	-	-	1.5
Max Initial *	-	40	-	-	-	40
Time Before Reduction *	-	15	-	-	-	15
Time To Reduce *	-	45	-	-	-	45
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.

SIGNAL FACE I.D.



Signal Upgrade

US 401 (Ramsey Street) at SR 1611 (Andrews Road) / New Century Bank Driveway

Division 6 Cumberland County Fayetteville

PLAN DATE: December 2015 REVIEWED BY: JGP, PE

PREPARED BY: EM Minshew REVIEWED BY:

REVISIONS

INIT. DATE

DocuSigned by Jason P. Gallaway 5/9/2016

SCALE 0 30 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029904 J. GALLAWAY

SIG. INVENTORY NO. 06-0360

09-MAY-2016 12:50  
 S:\MITS\Signal Design\Section\Eastern Region\01\U-5742 Fayetteville ASC\3\66-0360\60360.sigs.dsn\_2015mmds.dgn  
 emminshew