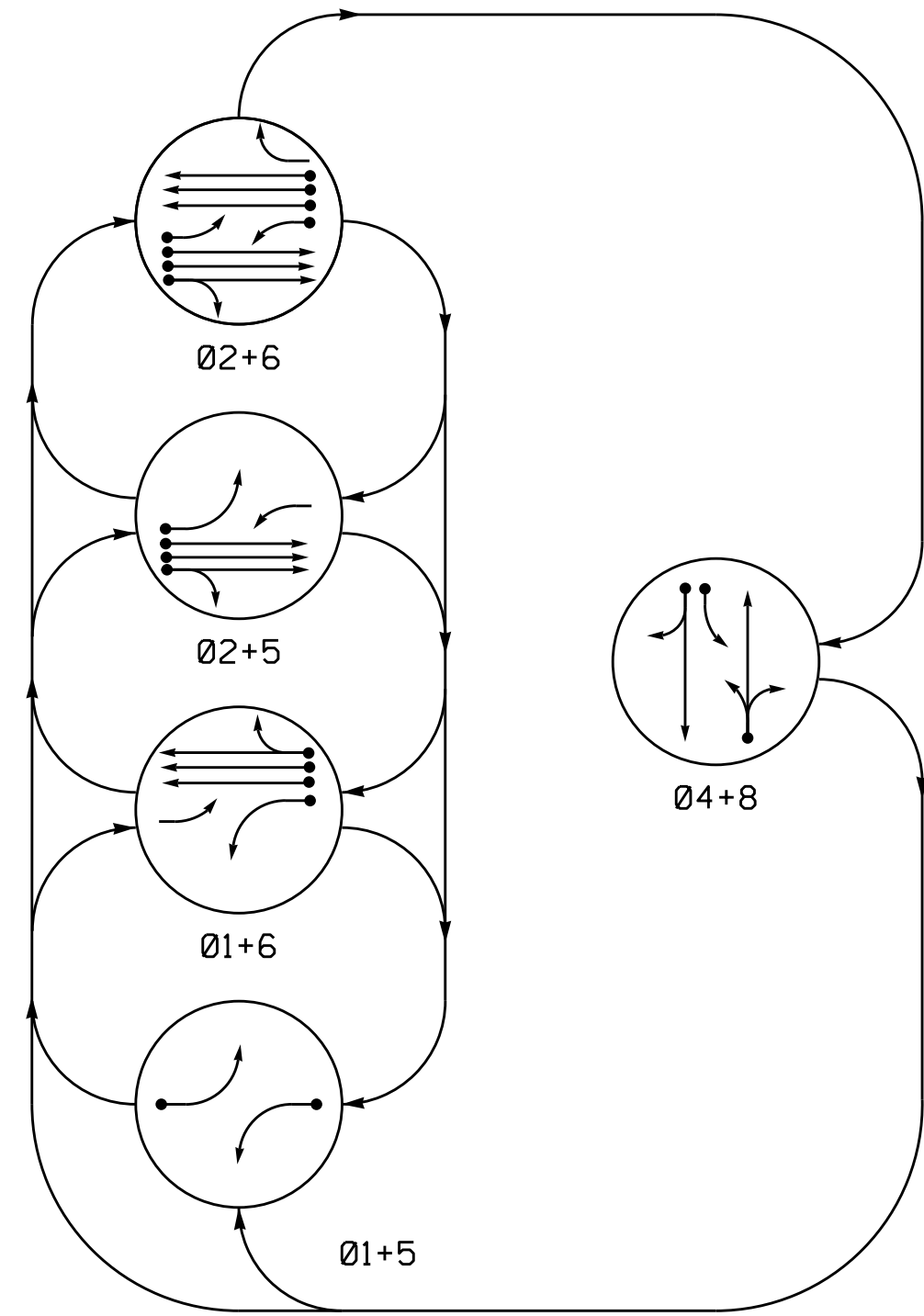


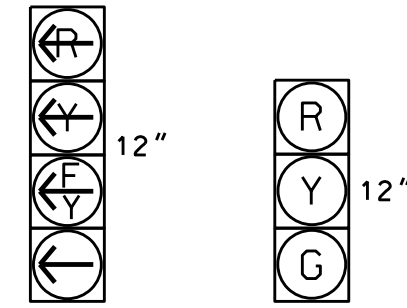
DEFAULT PHASING DIAGRAM



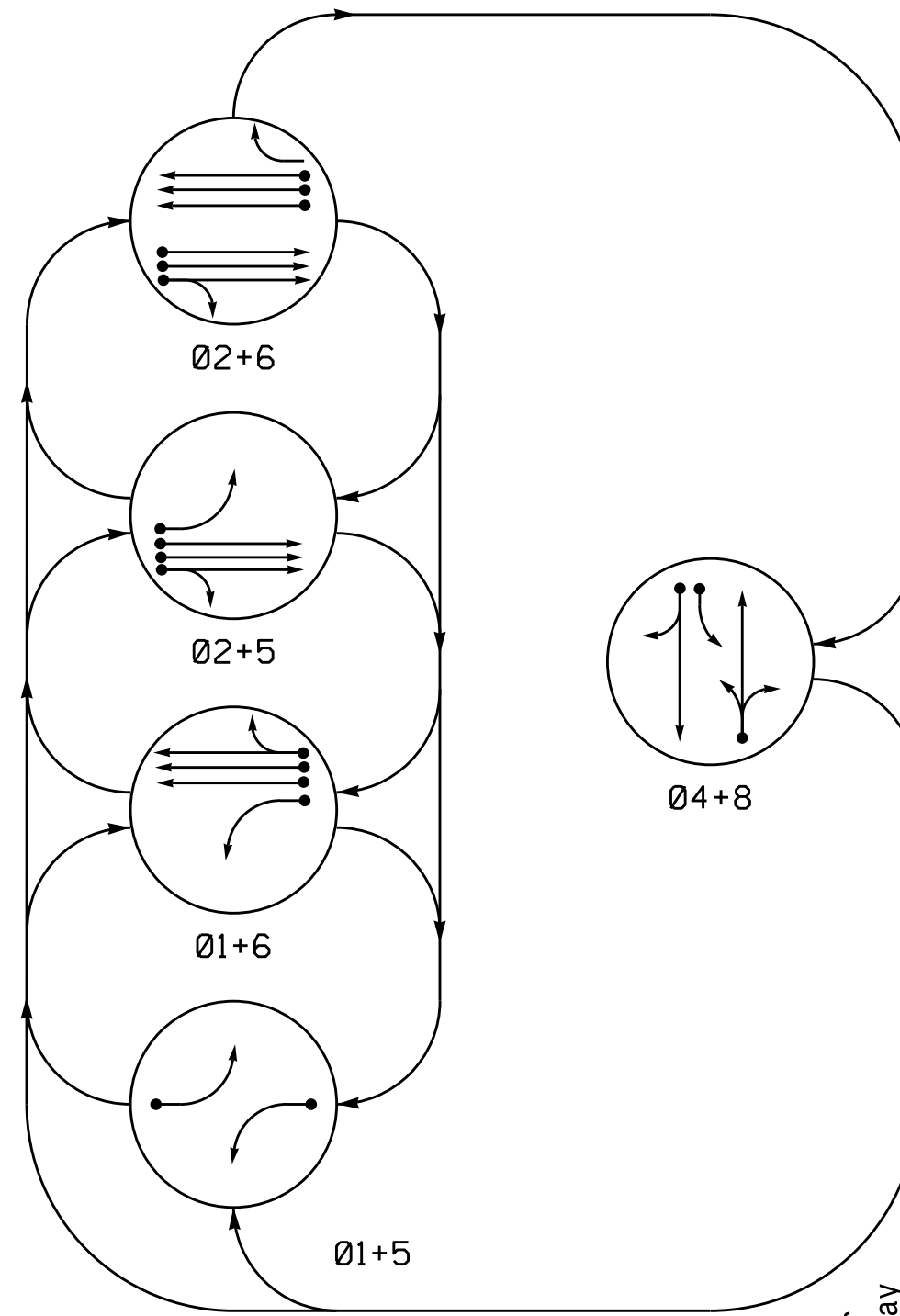
SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F L H S D B
11	←	←	←	←	←	←
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62,63	R	G	R	G	R	Y
81,82	R	R	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



ALTERNATE PHASING DIAGRAM



SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F L H S D B
11	←	←	←	←	←	←
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62,63	R	G	R	G	R	Y
81,82	R	R	R	R	G	R

ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1 Yes	-	*15	S	-	X
2A	6X6	300	4	-	2 Yes	-	3	G	-	X
2B	6X6	300	4	-	2 Yes	-	-	N	-	X
2C	6X6	300	4	-	2 Yes	-	-	N	-	X
4A	6X60	0	2-4-2	-	4 Yes	-	3	S	-	X
4B	6X60	0	2-4-2	-	4 Yes	-	10	S	-	X
5A	6X60	0	2-4-2	-	5 Yes	-	*15	S	-	X
6A	6X6	300	4	-	6 Yes	-	-	N	-	X
6B	6X6	300	4	-	6 Yes	-	-	N	-	X
6C	6X6	300	4	-	6 Yes	-	-	N	-	X
8A	6X60	0	2-4-2	-	8 Yes	-	10	S	-	X

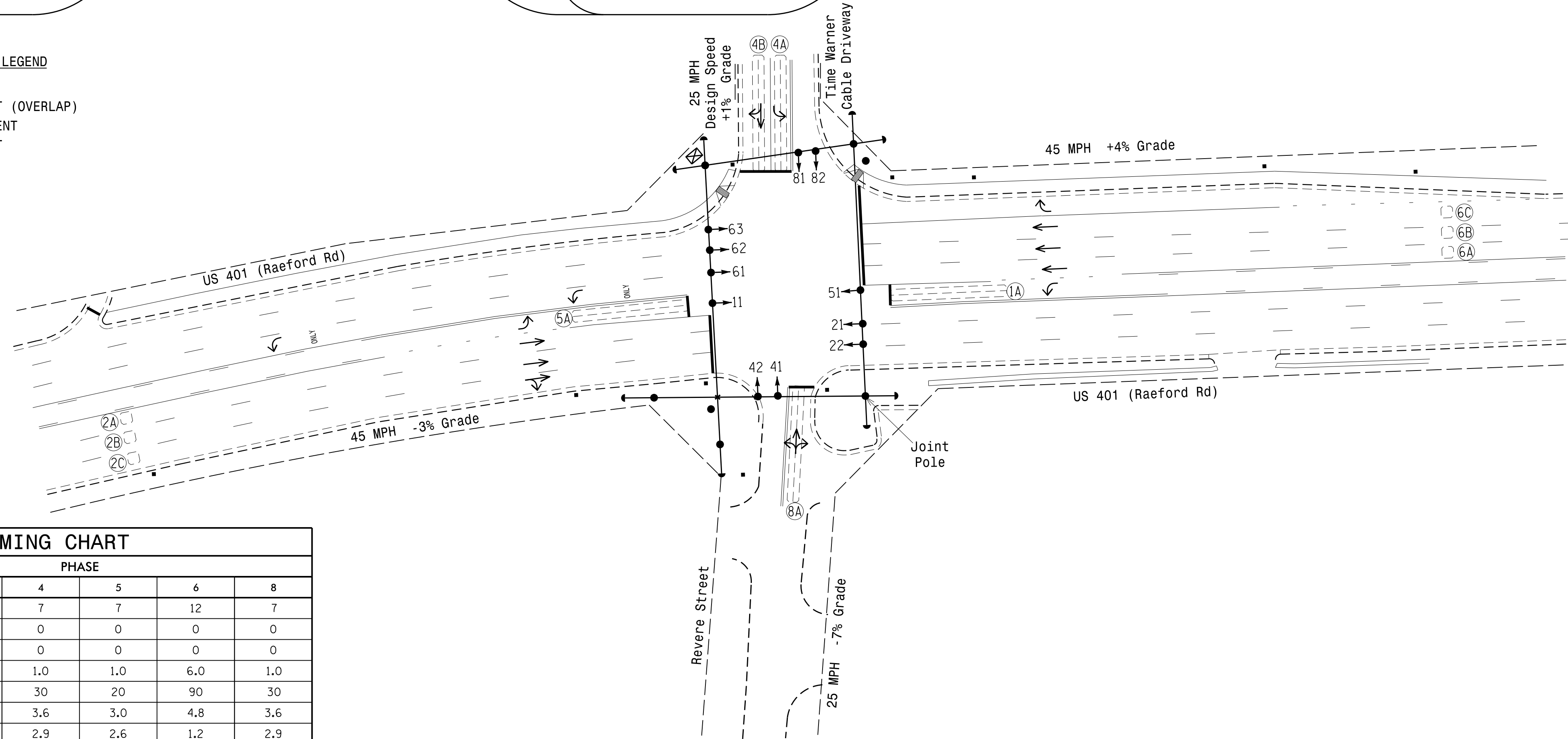
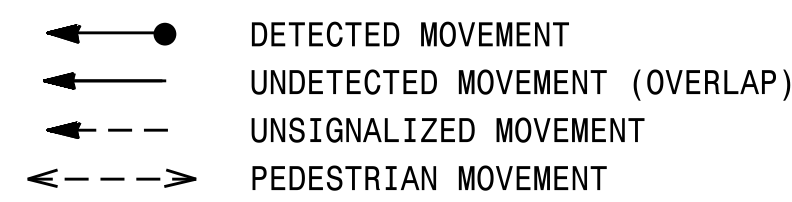
* Reduce Delay to 3 Seconds During Alternate Phasing Operation.
 ** Disable Phase 2/6 Call For Loops 1A and 5A During Alternate Phasing Operation.

5 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.
- 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

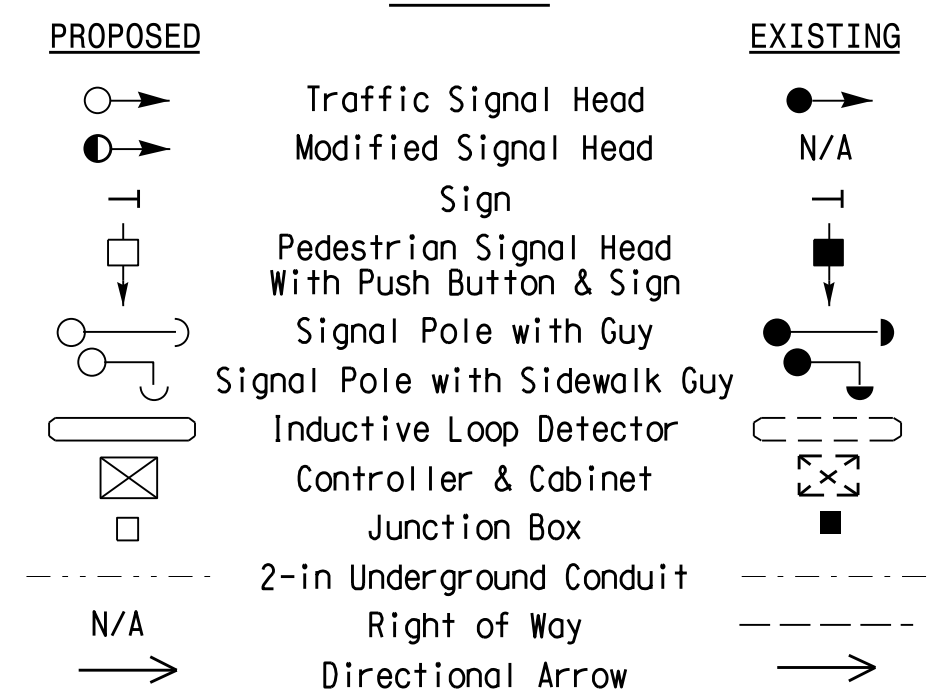


ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Veh. Extension *	1.0	6.0	1.0	1.0	6.0	1.0
Max 1 *	20	90	30	20	90	30
Yellow	3.0	4.8	3.6	3.0	4.8	3.6
Red Clear	2.4	1.2	2.9	2.6	1.2	2.9
Actuations B4 Add *	-	0	-	-	0	-
Seconds / Actuation *	-	1.2	-	-	1.2	-
Max Initial *	-	34	-	-	34	-
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	-	-	X	-	-	X
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

Prepared In the Offices of:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
 DIVISION OF TRANSPORTATION
 SIGNAL DESIGN SECTION
 750 N. Greenfield Pkwy, Garner, NC 27529

US 401 (Raeford Road) at Revere Street/ Time Warner Cable Driveway

Division 6 Cumberland County Fayetteville
 PLAN DATE: January 2016 REVIEWED BY: JPG
 PREPARED BY: KGP, Jr. REVIEWED BY:

REVISIONS: _____ INIT. DATE: _____

SCALE: 0 40
1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: JASON P. GALLAWAY, PROFESSIONAL ENGINEER, No. 029904, DATE: 6/15/2016
 SIG. INVENTORY NO. 06-0592

15-JUN-2016 13:56
 S:\ITS\ASU\ITS_Signal\Signal Design_Section\Eastern Region\01\U-5742 Fayetteville ASC/3\06-0592\060592.sig.dsn_2016mmds.dgn
 kgspe@itn