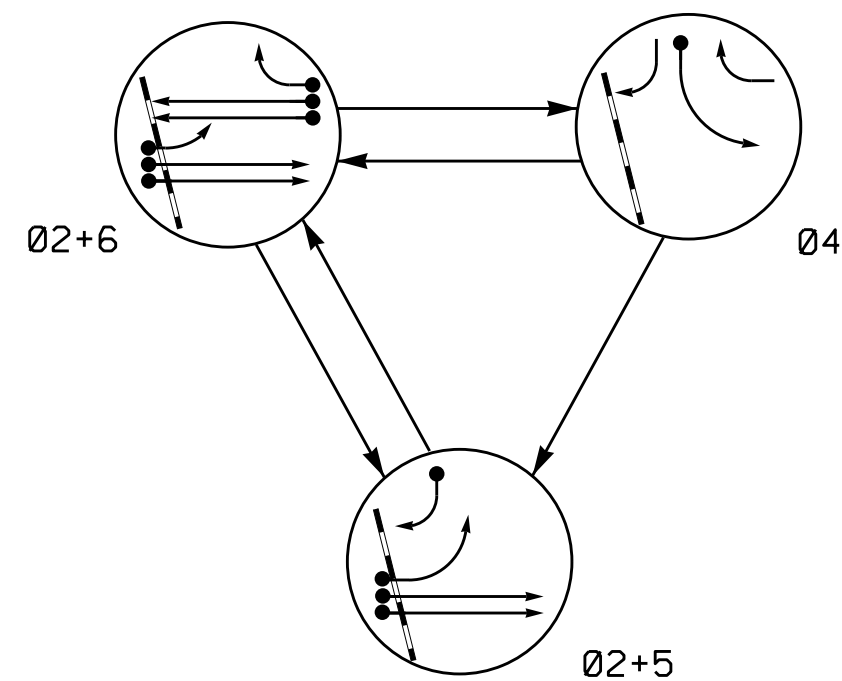
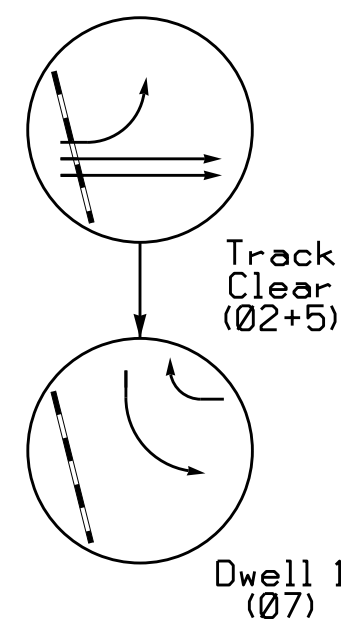


PHASING DIAGRAM



RAIL PREEMPT PHASES (High Priority)



SIGNAL FACE	PHASE						
	02+5	02+6	04	RR 02+5	RR 07	FLASH	
21,22	G	G	R	G	R	Y	
41	R	R	G	R	R		
42	R	R	G	R	R		
51	-	-	-	-	-	-	-
61	R	G	R	R	R	Y	
62	R	G	R	R	R	Y	
Sign "A"	OFF	OFF	OFF	ON	ON	*	

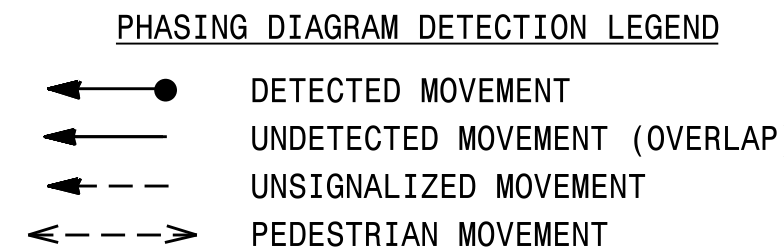
* See Note 6

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
2A,2B	6X6	330	5	-	2	Yes	-	-	N	- X
4A	6X60	+5	2-4-2	-	4	Yes	-	-	S	- X
5A	6X37	+5	2-4-2	-	5	Yes	-	15	S	- X
5B	6X60	+5	2-4-2	-	5	Yes	-	15	S	- X
6A,6B	6X6	330	5	-	6	Yes	-	-	N	- X

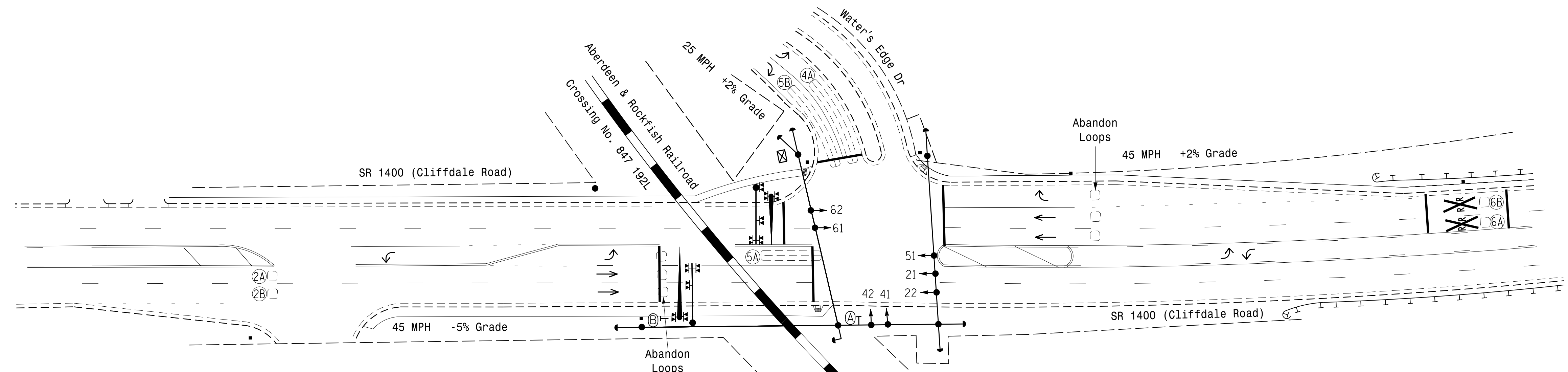
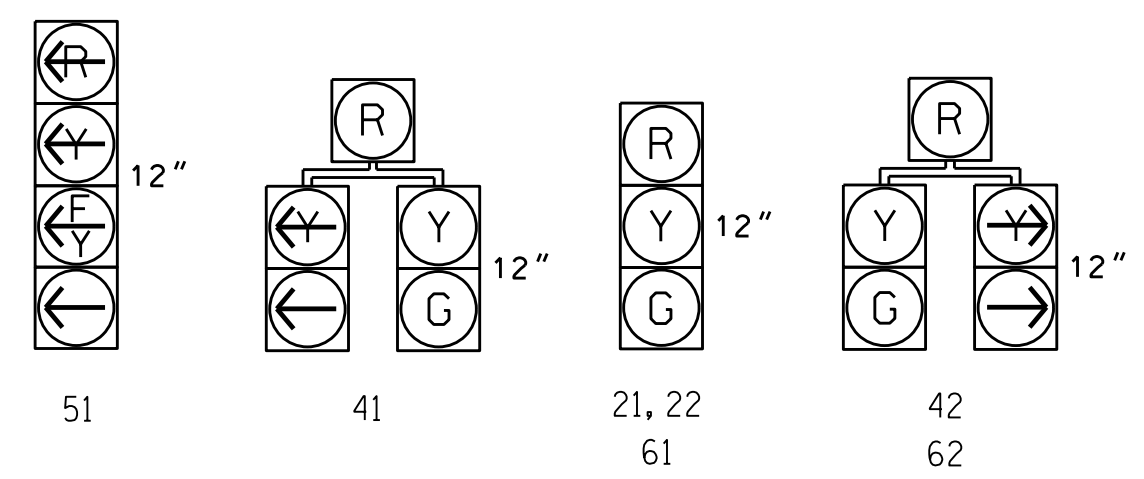
3 Phase Fully Actuated W/ Railroad Preemption Fayetteville City System

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. This location contains railroad preemption phasing. Do not program signal for late night flashing operation.
3. Phase 5 may be lagged.
4. Set all detector units to presence mode.
5. 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.
6. Ensure flashing operation does not alter operation of blankout sign.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



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



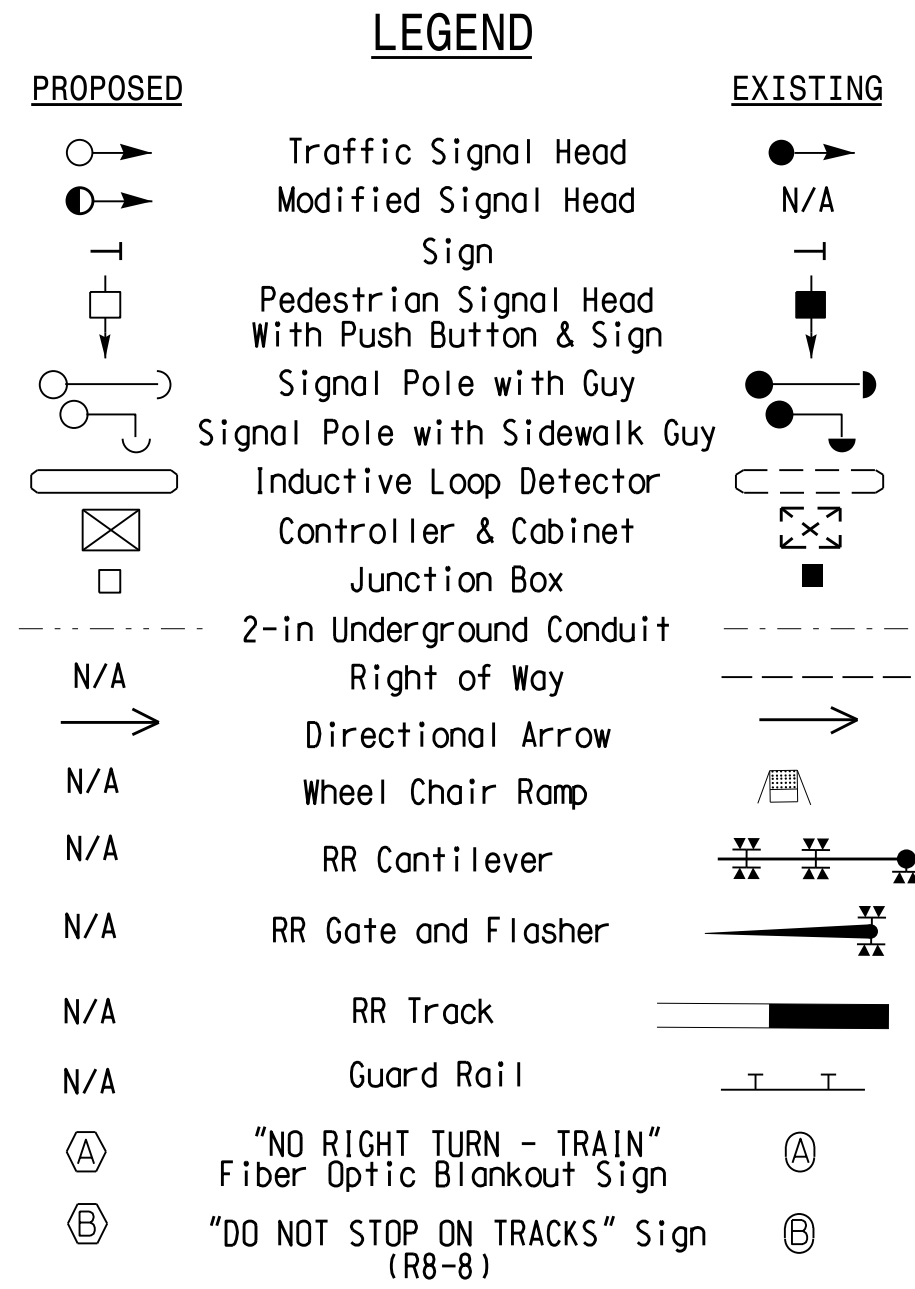
FEATURE	PHASE			
	2	4	5	6
Min Green *	12	7	7	12
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	6.0	1.0	2.0	6.0
Max 1 *	40	30	15	40
Yellow	5.0	3.0	3.1	5.0
Red Clear	1.3	2.8	2.4	1.3
Actuations B4 Add *	0	-	-	0
Seconds / Actuation *	1.5	-	-	1.5
Max Initial *	37	-	-	37
Time Before Reduction *	15	-	-	15
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

* 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.

ASC/3 RR PREEMPT	
FUNCTION	PRE 1
Exit Phases	2, 6
Preempt Override	ON
Delay Time	0
Ped Clear Trough Yellow	N
Terminate Phases	N
Track Clear Reserve	Y
Entrance Walk	255*
Entrance Ped Clear	255*
Entrance Min Green	1
Entrance Yellow Change	5.0
Entrance Red Clear	2.8
Track Clear Min Green	14
Track Clear Yellow Change	5.0
Track Clear Red Clear	1.3
Min Dwell Time	7
Exit Yellow Change	3.0
Exit Red Clear	2.8

* Allows normal phase times to be used.

Simultaneous Preemption



Signal Upgrade

Prepared in the Offices of:

 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.
 SIGNAL DESIGN SECTION
 750 N. Greenfield Pkwy, Garner, NC 27529

SR 1400 (Cliffdale Road) at Water's Edge Dr

Division 6 Cumberland County Fayetteville
 PLAN DATE: October 2015 REVIEWED BY: JPG, PE
 PREPARED BY: EM Minshew REVIEWED BY:

REVISIONS: _____ INIT. DATE: _____

SCALE: 1" = 40'

DocuSigned by: Jason P. Gallaway 9/8/2016
 SEAL 029904
 J. USON P. GALLAWAY
 PROFESSIONAL ENGINEER
 STATE OF NORTH CAROLINA
 SEAL 029904
 SIG. INVENTORY NO. 06-0742

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

08-SEP-2016 07:00 S:\IT\SSU\ITS_Signal\Section\Eastern Region\01\06\U-5742 Fayetteville ASC3\06-0742-060742_s1a.dsn_2015mmds.dgn