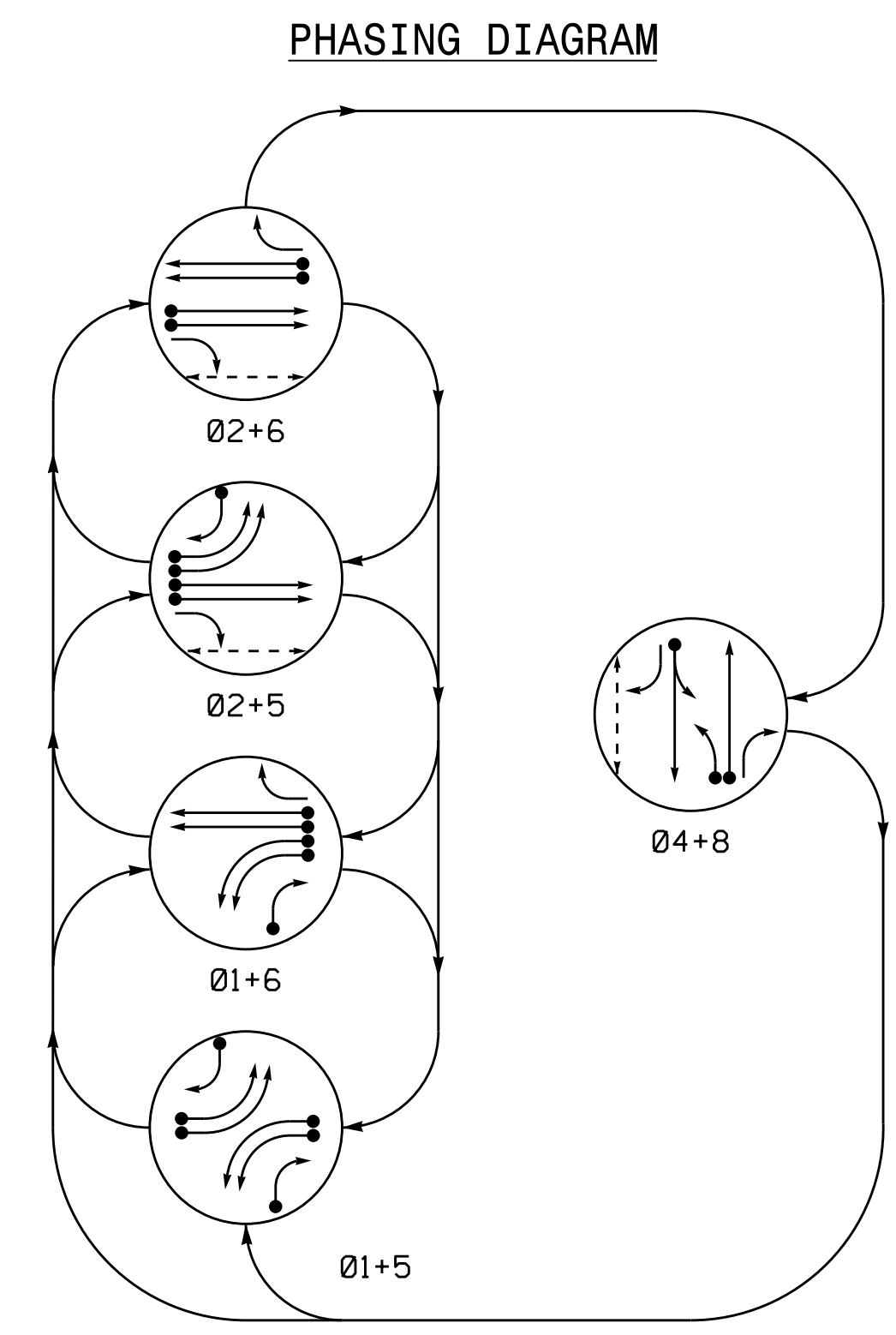


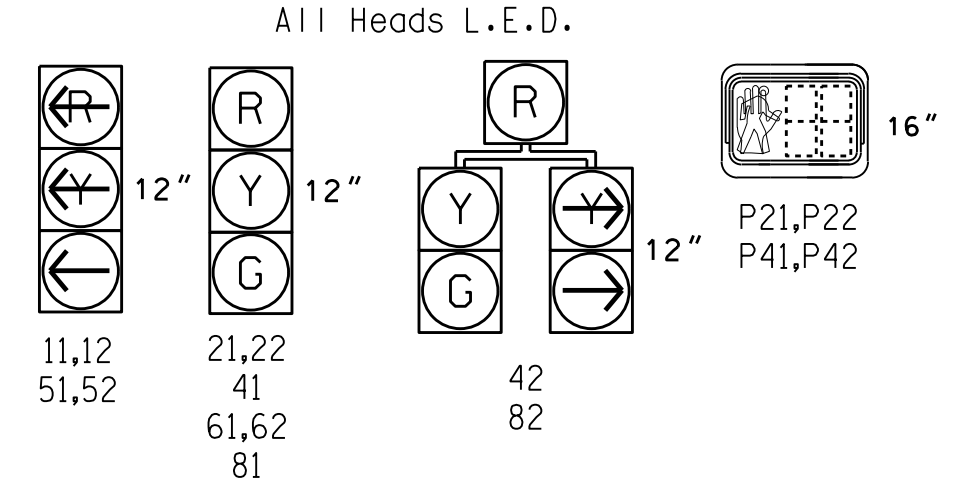
5 Phase Fully Actuated Fayetteville Signal System



SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F L R
11,12	←	←	←	←	←	←
21,22	R	R	G	G	R	Y
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51,52	←	←	←	←	←	←
61,62	R	G	R	G	R	Y
81	R	R	R	R	G	R
82	R	R	R	R	G	R
P21,P22	DW	DW	W	W	DW	DRK
P41,P42	DW	DW	DW	DW	W	DRK

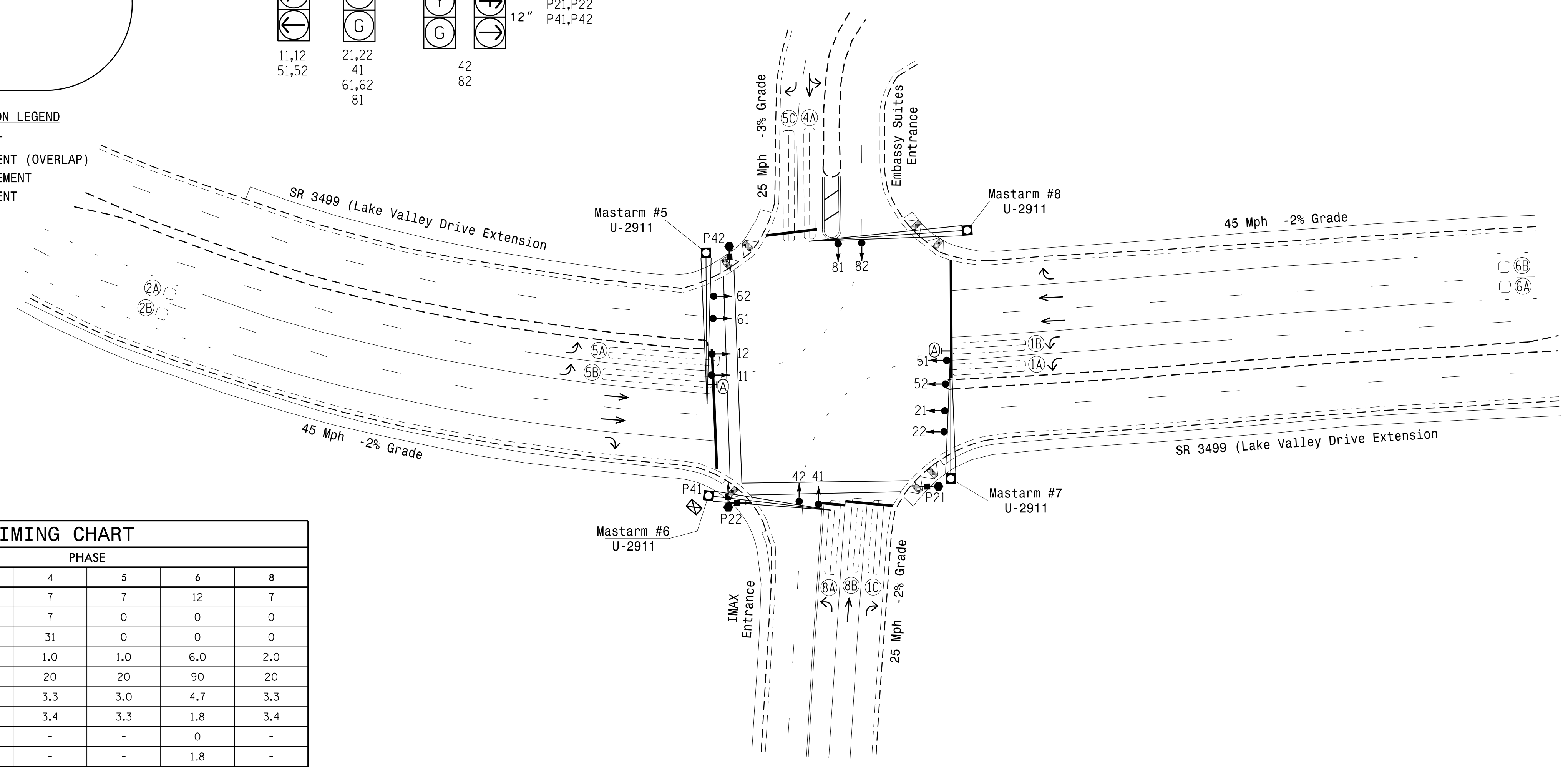
ASC/3 DETECTOR INSTALLATION CHART											
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
1C	6X40	+2	2-4-2	-	1	Yes	-	15	S	-	X
2A	6X6	300	5	-	2	Yes	-	-	N	-	X
2B	6X6	300	5	-	2	Yes	-	-	N	-	X
4A	6X60	+5	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X60	+5	2-4-2	-	5	Yes	-	-	S	-	X
5B	6X60	0	2-4-2	-	5	Yes	-	-	S	-	X
5C	6X60	+5	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	300	5	-	6	Yes	-	-	N	-	X
6B	6X6	300	5	-	6	Yes	-	-	N	-	X
8A	6X40	+2	2-4-2	-	8	Yes	-	3	S	-	X
8B	6X40	+2	2-4-2	-	8	Yes	-	-	S	-	X

SIGNAL FACE I.D.

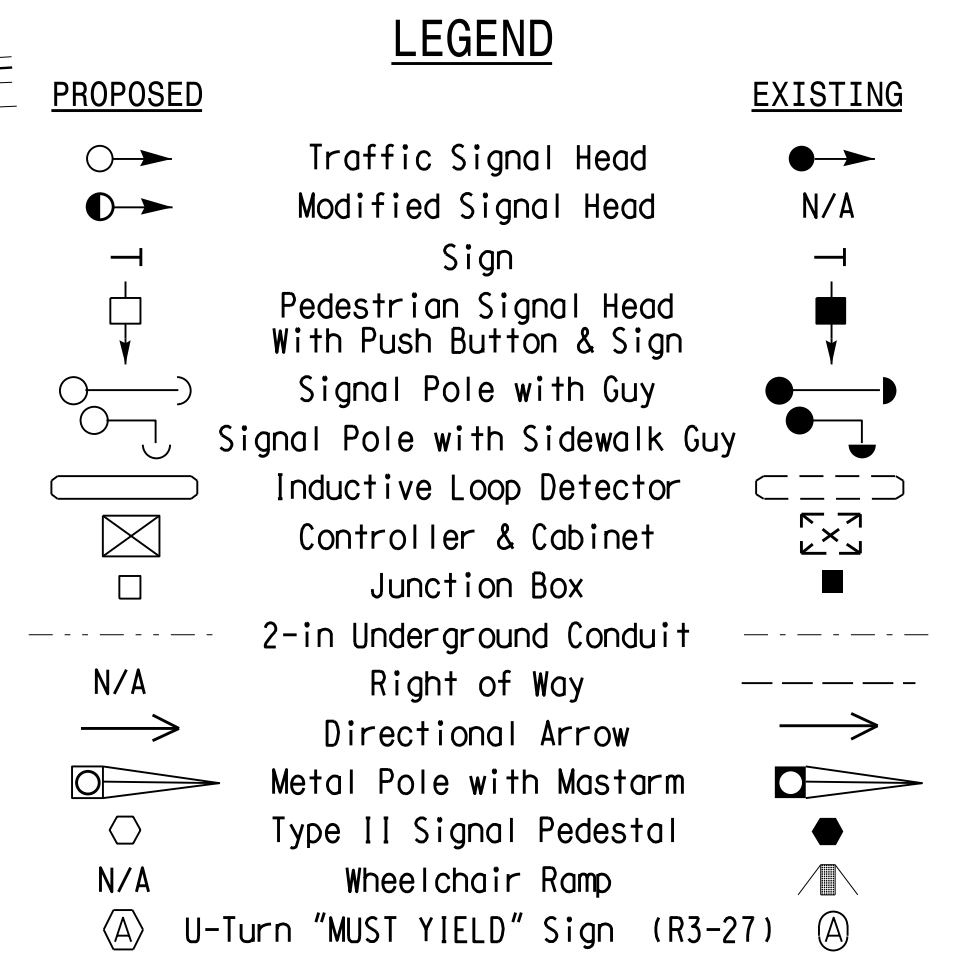


ASC/3 TIMING CHART						
FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	0	7	7	0	0	0
Ped Clear	0	24	31	0	0	0
Veh. Extension *	2.0	6.0	1.0	1.0	6.0	2.0
Max I *	20	90	20	20	90	20
Yellow	3.0	4.7	3.3	3.0	4.7	3.3
Red Clear	3.4	1.8	3.4	3.3	1.8	3.4
Actuations B4 Add *	-	0	-	-	0	-
Seconds / Actuation *	-	1.8	-	-	1.8	-
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.



- 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.
  - 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.
  - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



Signal Upgrade

Prepared In the Offices of:

SR 3499(Lake Valley Drive Ext.) at Embassy Suites / IMax Entrance

Division 6 Cumberland County Fayetteville

PLAN DATE: July 2016 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS

SCALE 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

SEAL 029904

DocuSigned by: Jason P. Galloway 9/28/2016

SIG. INVENTORY NO. 06-1258

08-SEP-2016 14:50  
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