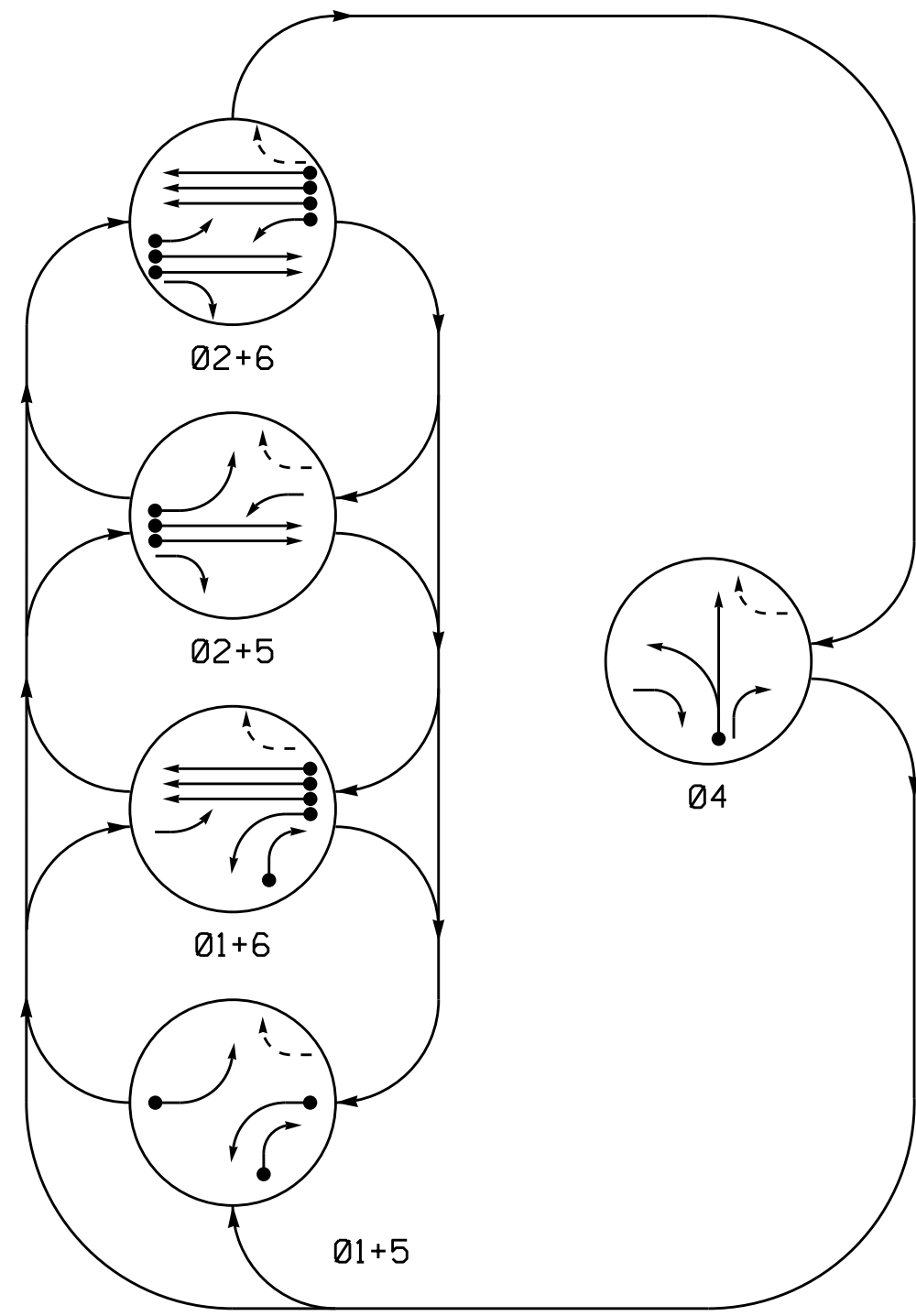


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

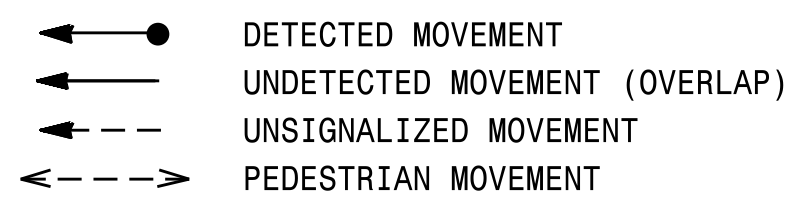
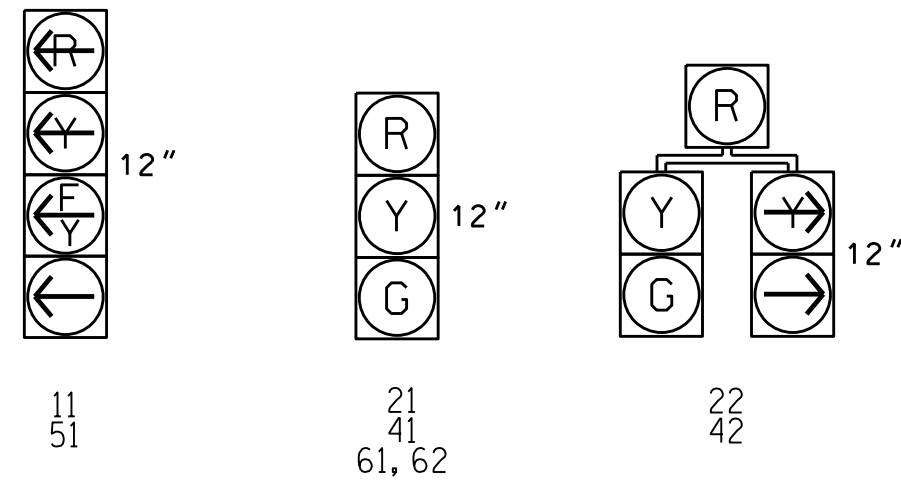


TABLE OF OPERATION

SIGNAL FACE	PHASE					F	L	R
	01+5	01+6	02+5	02+6	04			
11	←	←	←	←	←	←	←	←
21	R	R	G	G	R	Y		
22	R	R	G	G	R	Y		
41	R	R	R	R	G	R		
42	R	R	R	R	G	R		
51	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	Y		

SIGNAL FACE I.D.

All Heads L.E.D.



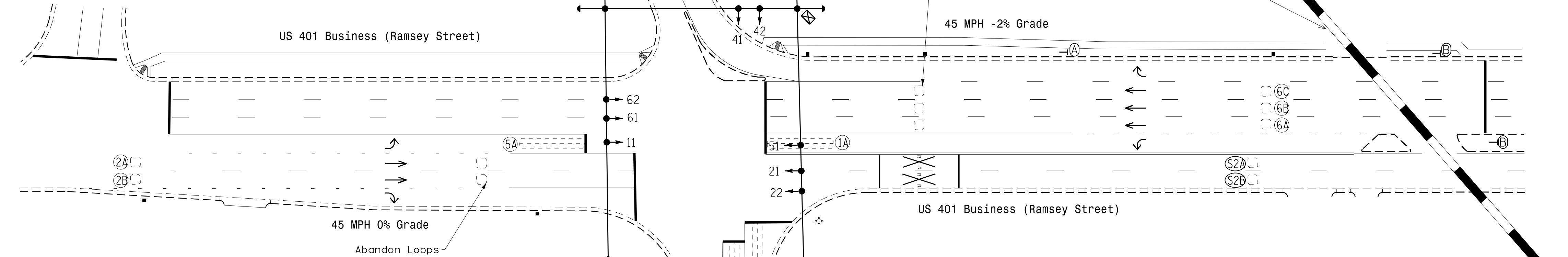
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	15	S	-	X
					6	Yes	-	3	G	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	15	S	-	X
2A, 2B	6X6	300	6	-	2	Yes	-	-	N	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	3	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	15	S	-	X
					2	Yes	-	3	G	-	X
6A, 6B, 6C	6X6	300	4	-	6	Yes	-	-	N	-	X
S2A	6X6	+365	5	-	-	No	-	-	N	X	X
S2B	6X6	+365	5	-	-	No	-	-	N	X	X

5 Phase Fully Actuated Fayetteville Signal System

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or 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. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Pavement markings are existing.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

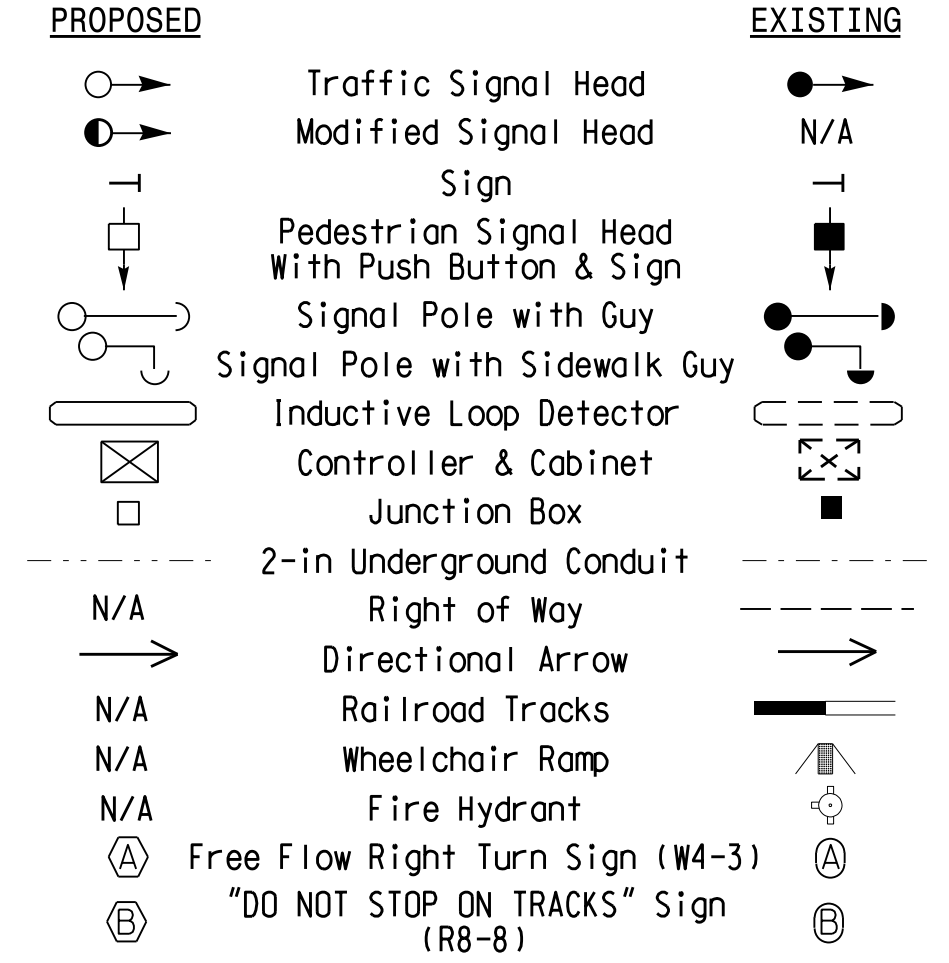


ASC/3 TIMING CHART

FEATURE	PHASE				
	1	2	4	5	6
Min Green *	7	12	7	7	12
Walk *	-	-	-	-	-
Ped Clear	-	-	-	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	6.0
Max I *	20	90	25	25	90
Yellow	3.0	4.7	3.1	3.0	4.7
Red Clear	2.1	1.3	2.8	2.6	1.3
Red Revert	-	-	-	-	-
Actuations B4 Add *	-	0	-	-	0
Seconds /Actuation *	-	1.5	-	-	1.5
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	-	-	-	-	-
Simultaneous Gap	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 SOLUTIONS, INC.
 ENGINEERS OF NORTH CAROLINA
 Signal Design Section
 750 N. Greenfield Pkwy, Garner, NC 27529

US 401 Business (Ramsey St.) at US 401 Business (MLK Jr. Freeway) On Ramp / Builders Blvd.

Division 6 Cumberland County Fayetteville
 PLAN DATE: December 2015 REVIEWED BY: JG
 PREPARED BY: Devin Smith REVIEWED BY:
 REVISIONS: INIT. DATE

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 029904
 JASON P. GALLAGHER
 DATE 5/20/2016
 SIG. INVENTORY NO. 06-1193

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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