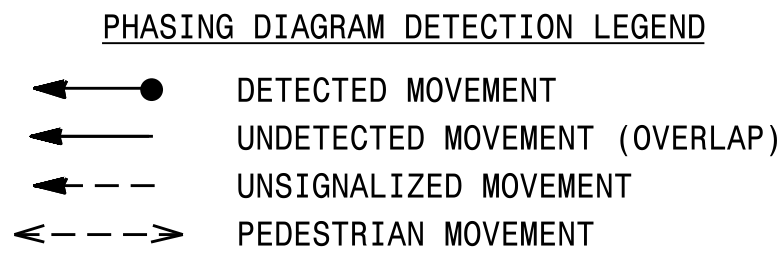
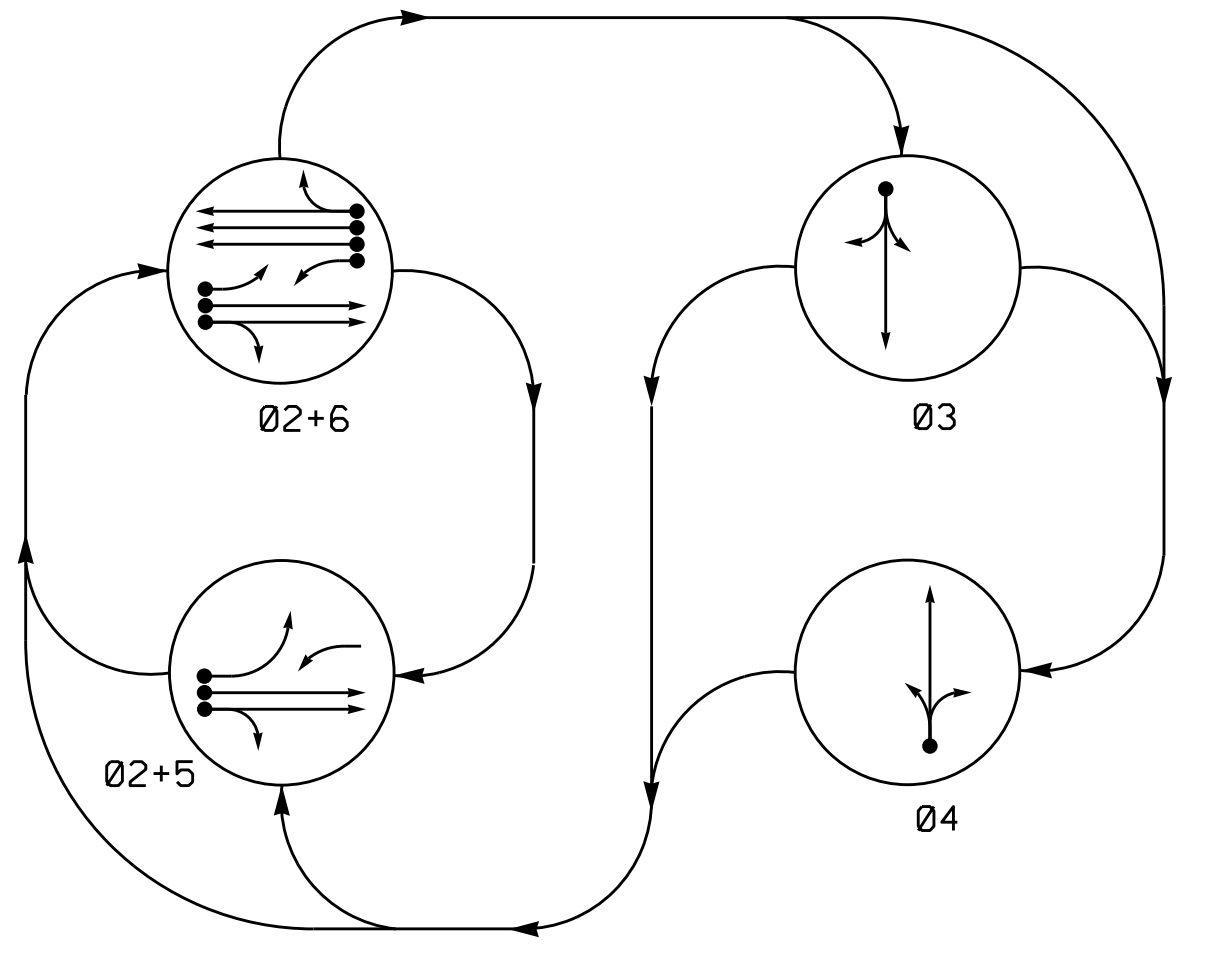


**PHASING DIAGRAM**

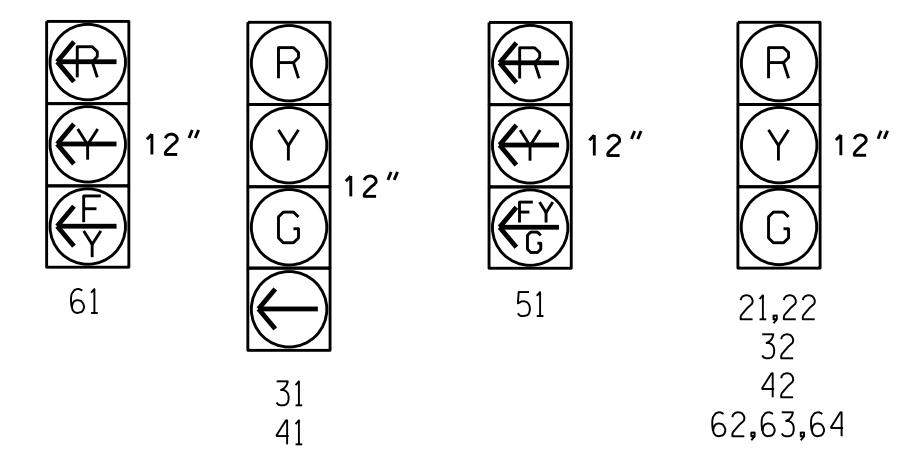


**TABLE OF OPERATION**

SIGNAL FACE	PHASE				
	02+5	02+6	03	04	FLHSB
21,22	G	G	R	R	Y
31	R	R	G	R	R
32	R	R	G	R	R
41	R	R	R	G	R
42	R	R	R	G	R
51	F	F	R	R	Y
61	F	F	R	R	Y
62,63,64	R	G	R	R	Y

**SIGNAL FACE I.D.**

All Heads L.E.D.  
 = Bimodal Section



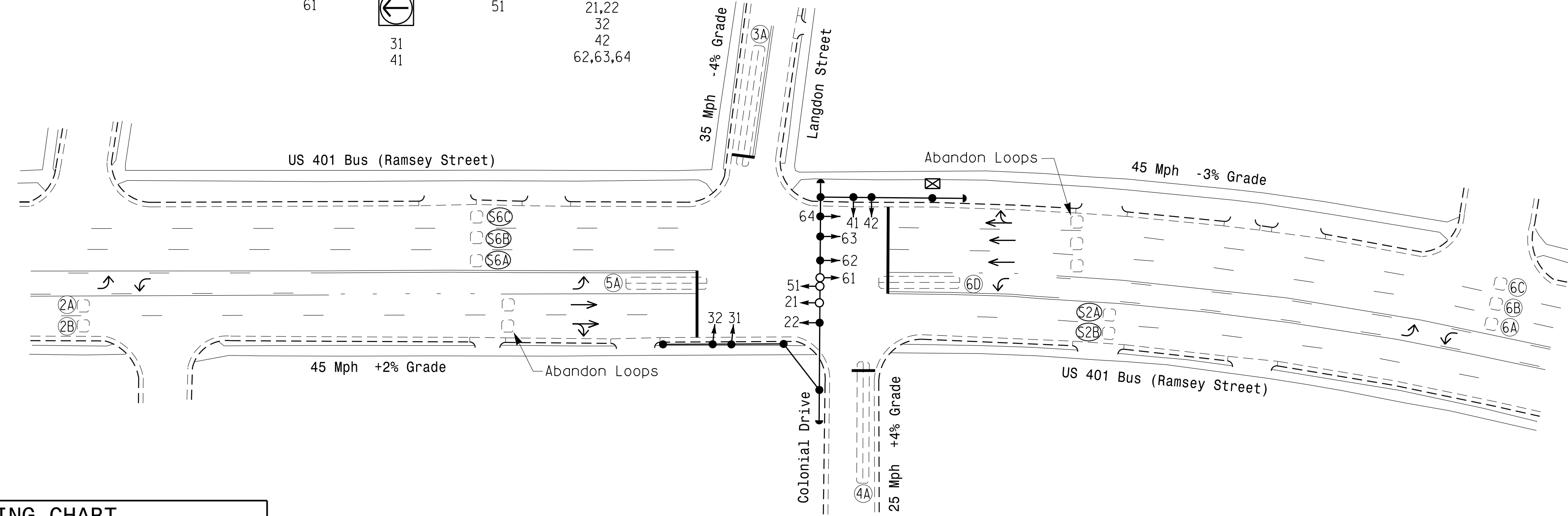
**ASC/3 DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
2A,2B	6X6	300	4	-	2	Yes	-	-	N	-	X
3A	6X60	+5	2-4-2	-	3	Yes	-	5	S	-	X
4A	6X60	+5	2-4-2	-	4	Yes	-	5	S	-	X
5A	6X40	+5	2-4-2	-	5	Yes	-	15	S	-	X
6A,6B,6C	6X6	300	4	-	6	Yes	-	-	N	-	X
6D	6X40	+5	2-4-2	-	6	Yes	-	3	G	-	X
S2A	6X6	+200	4	-	-	No	-	-	N	X	X
S2B	6X6	+200	4	-	-	No	-	-	N	X	X
S6A	6X6	+200	4	-	-	No	-	-	N	X	X
S6B	6X6	+200	4	-	-	No	-	-	N	X	X
S6C	6X6	+200	4	-	-	No	-	-	N	X	X

**4 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 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Reposition existing signal heads numbered 22,62,63 and 64.
- 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.
- The cabinet should be designed to include an Auxiliary Output file for future use.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

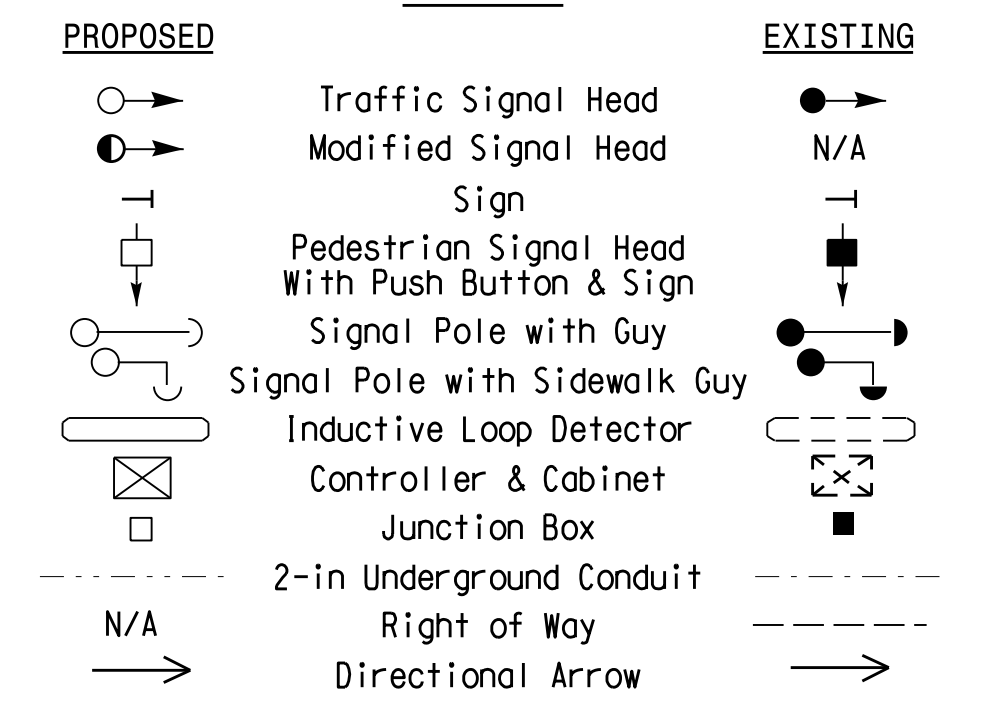


**ASC/3 TIMING CHART**

FEATURE	PHASE				
	2	3	4	5	6
Min Green *	12	7	7	7	12
Walk *	0	0	0	0	0
Ped Clear	0	0	0	0	0
Veh. Extension *	6.0	1.0	1.0	1.0	6.0
Max 1 *	60	25	15	15	60
Yellow	4.8	4.1	3.0	3.0	4.8
Red Clear	1.4	2.2	3.2	1.9	1.4
Red Revert	5.0	2.0	2.0	2.0	2.0
Actuations B4 Add *	0	-	-	-	0
Seconds /Actuation *	2.0	-	-	-	2.0
Max Initial *	34	-	-	-	34
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	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:

US 401 Bus (Ramsey Street) at Langdon St / Colonial Drive

Division 6 Cumberland County Fayetteville

PLAN DATE: May 2016 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 40 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: JASON P. GALLAGHER, PROFESSIONAL ENGINEER, No. 029904

DocuSigned by: Jason P. Gallagher 5/25/2016

SIG. INVENTORY NO. 06-0250

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