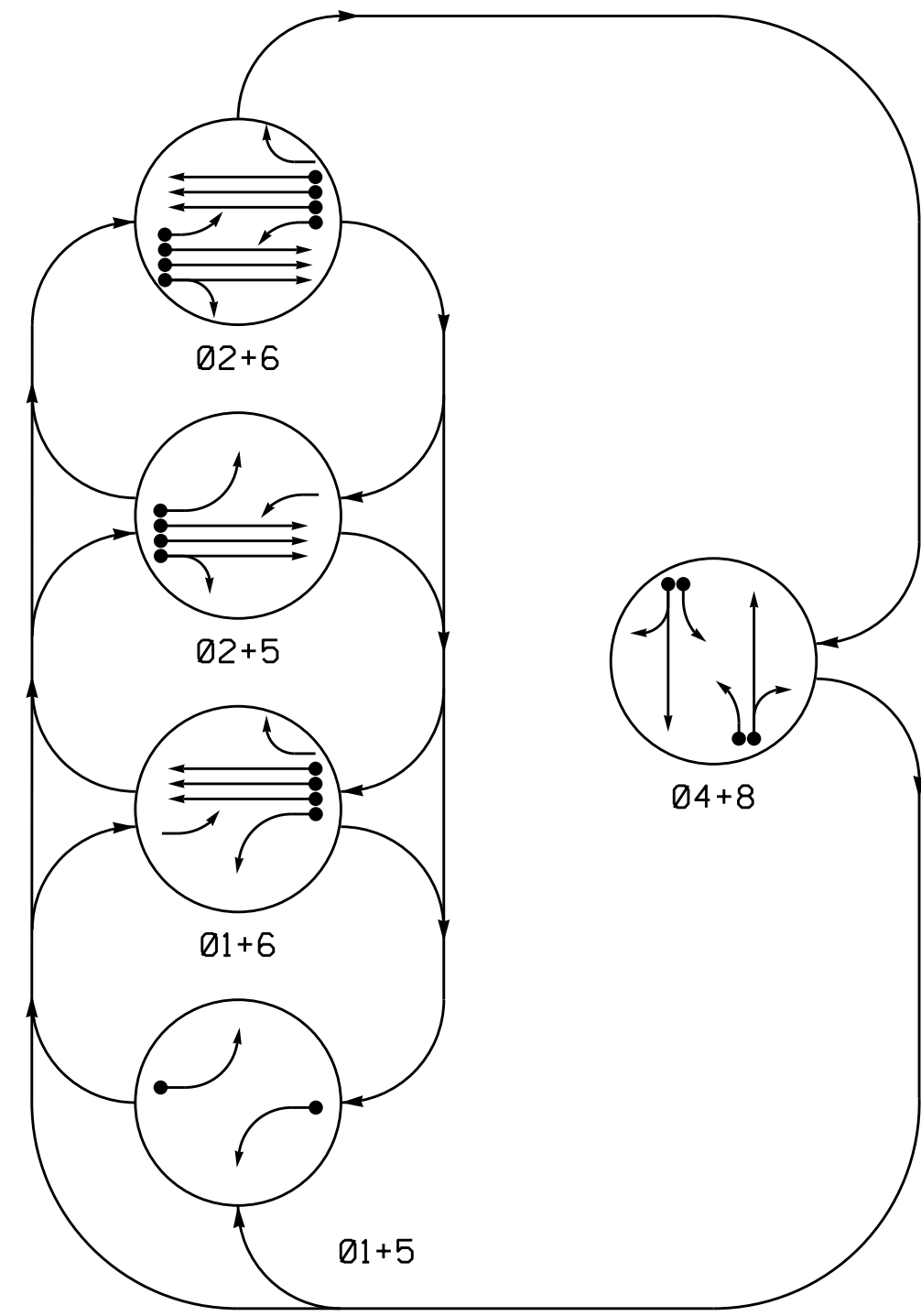


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

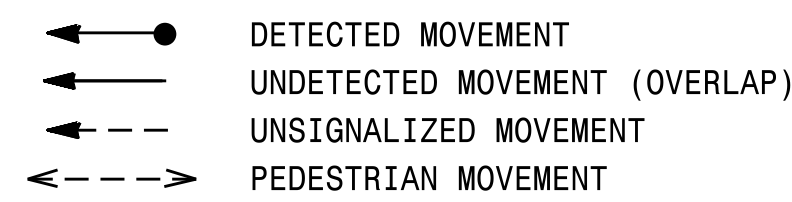
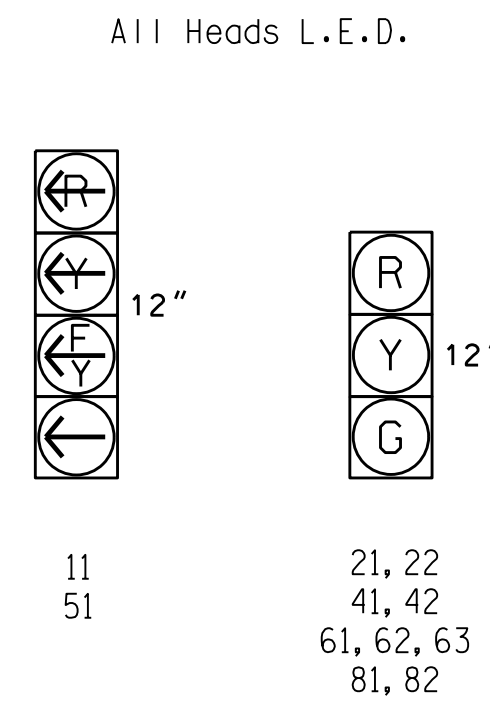


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F
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.



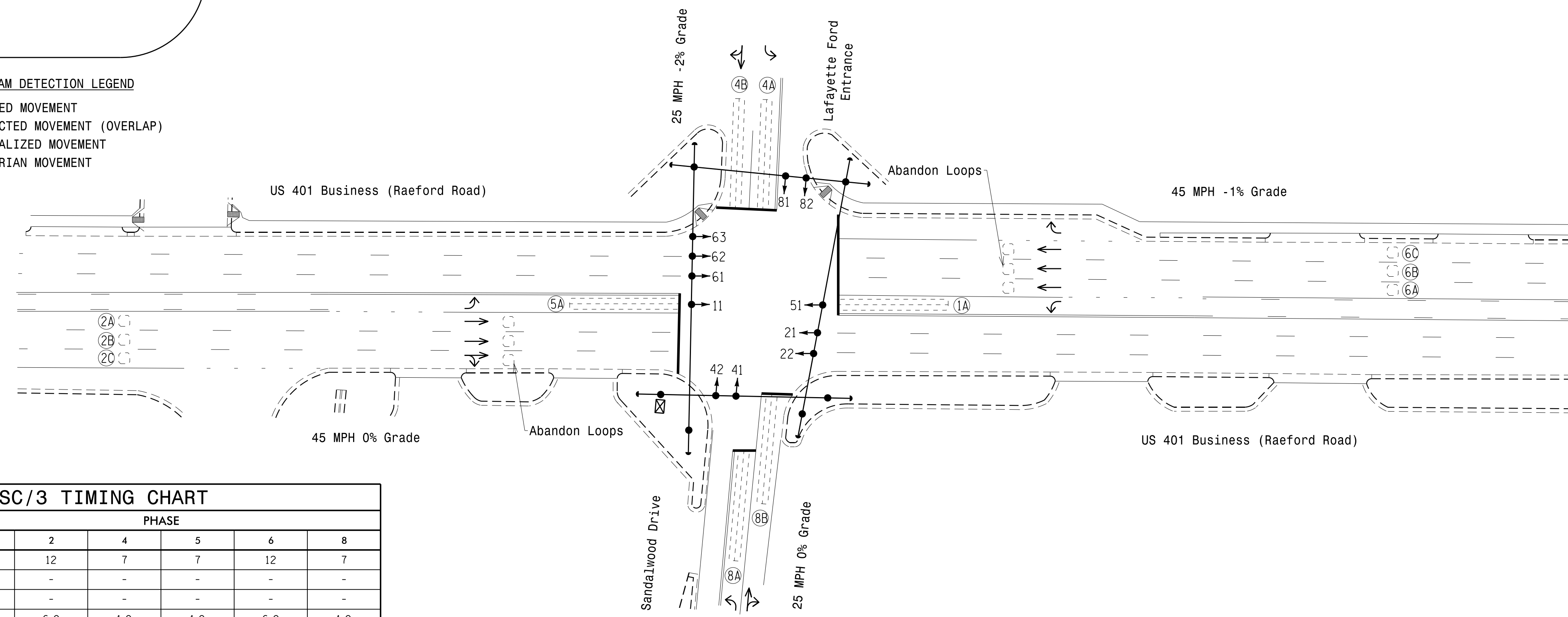
ASC/3 DETECTOR INSTALLATION CHART

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

5 Phase Fully Actuated Fayetteville Signal System

NOTES

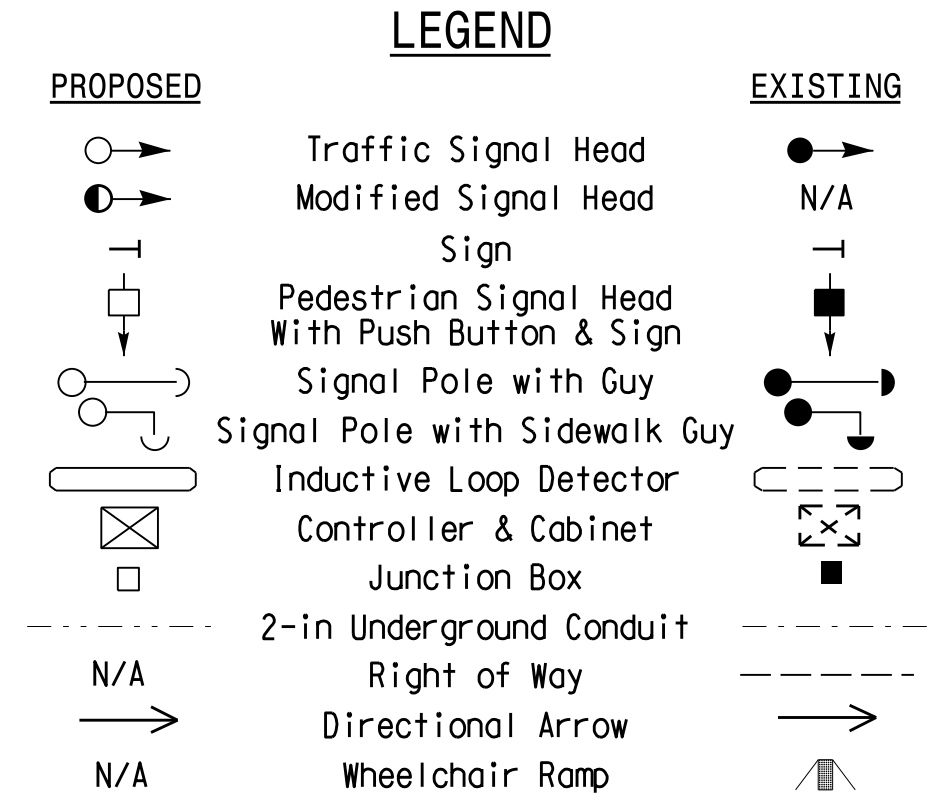
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Set all detector 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	8
Min Green *	7	12	7	7	12	7
Walk *	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-
Veh. Extension *	1.0	6.0	1.0	1.0	6.0	1.0
Max I *	15	90	15	15	90	15
Yellow	3.0	4.6	3.3	3.0	4.6	3.2
Red Clear	2.4	1.3	2.5	2.8	1.3	2.9
Red Revert	-	-	-	-	-	-
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	-	-	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.



Signal Upgrade

Prepared In the Offices of: **TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS** (Professional Engineer of North Carolina, License No. 10000)

US 401 Business (Raeford Road) at Sandalwood Drive/ Lafayette Ford Entrance

Division 6 Cumberland County Fayetteville

PLAN DATE: January 2016 REVIEWED BY: PLA

PREPARED BY: Devin Smith 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, LICENSE NO. 023489

DocuSigned by: Jason P. Gallaghy 7/26/2016

SIG. INVENTORY NO. 06-0491

26-Jul-2016 07:08
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