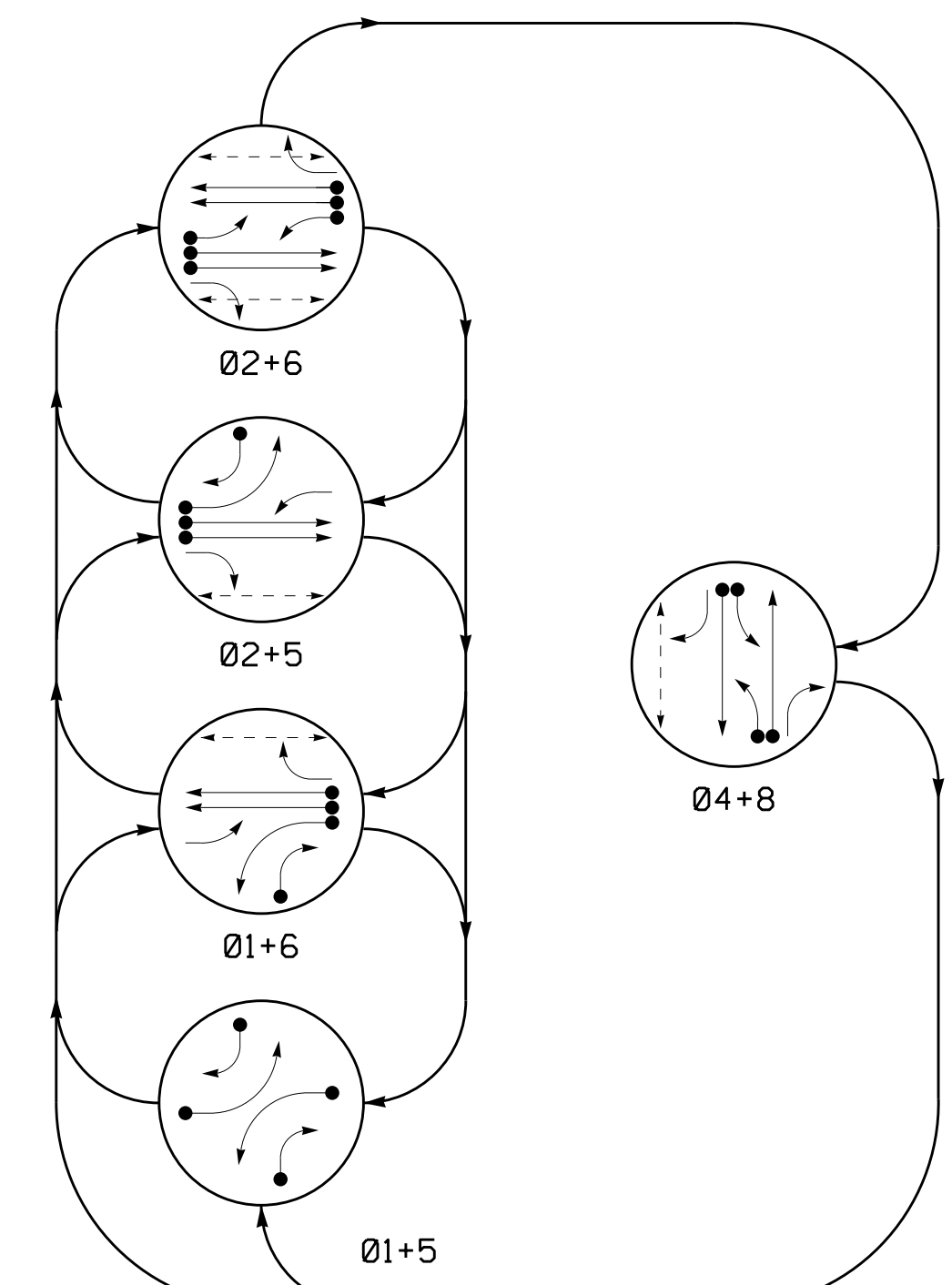


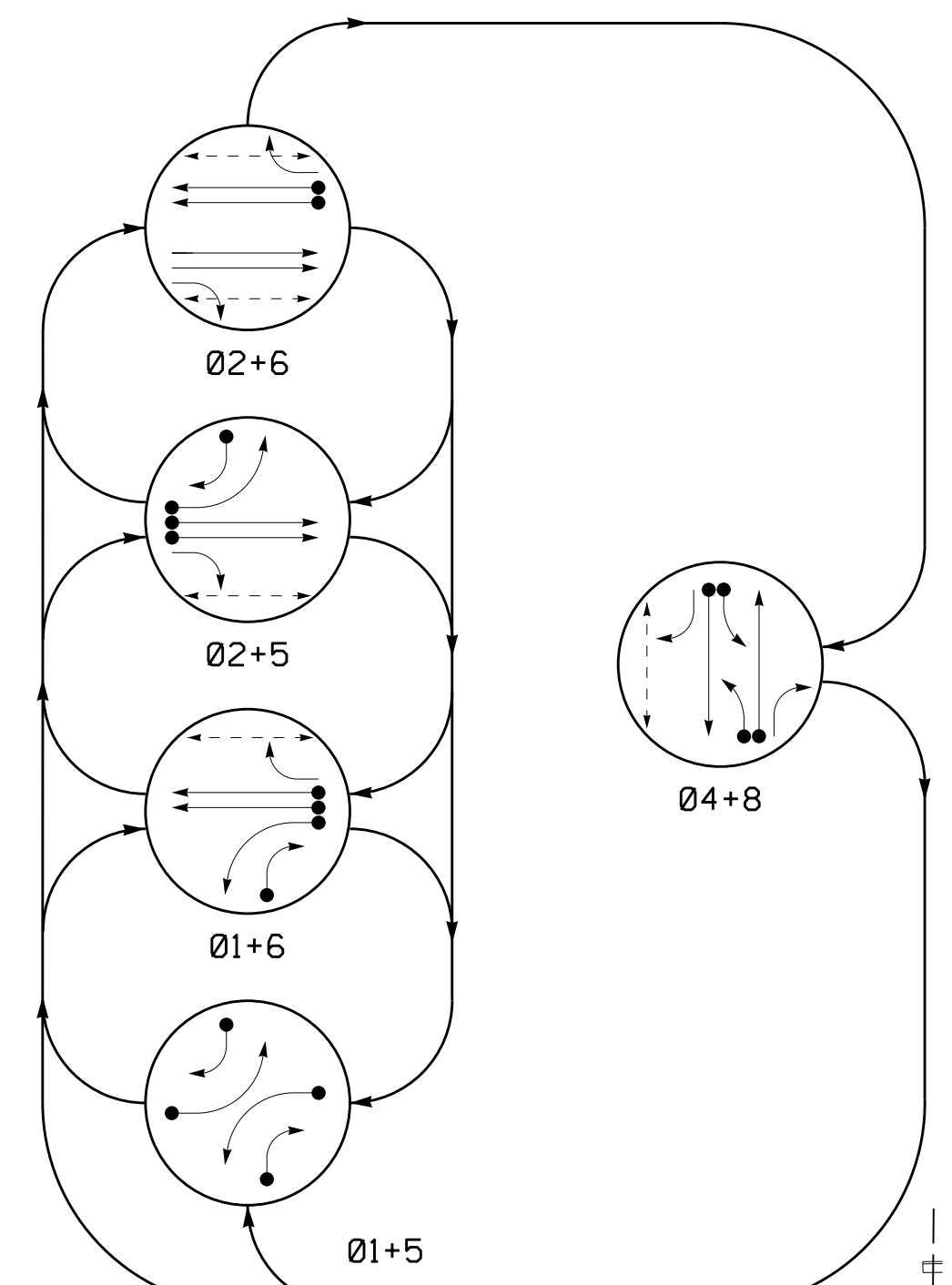
DEFAULT PHASING DIAGRAM



**DEFAULT PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE						F	L	S	H
	01+5	01+6	02+5	02+6	04+8	01+5				
11	-	-	F	F	R	R	-	-	-	-
21,22	R	R	G	G	R	R	Y	-	-	-
41	-	-	R	R	F	F	-	-	-	-
42	R	R	R	R	G	R	-	-	-	-
43	R	R	R	R	G	R	-	-	-	-
51	-	-	F	F	R	R	-	-	-	-
61,62	R	G	R	G	R	Y	-	-	-	-
81	-	-	R	R	F	F	-	-	-	-
82	R	R	R	R	G	R	-	-	-	-
83	R	R	R	R	G	R	-	-	-	-
P21,P22	DW	DW	W	W	DW	DRK	-	-	-	-
P41,P42	DW	DW	DW	DW	W	DRK	-	-	-	-
P61,P62	DW	W	DW	W	DW	DRK	-	-	-	-

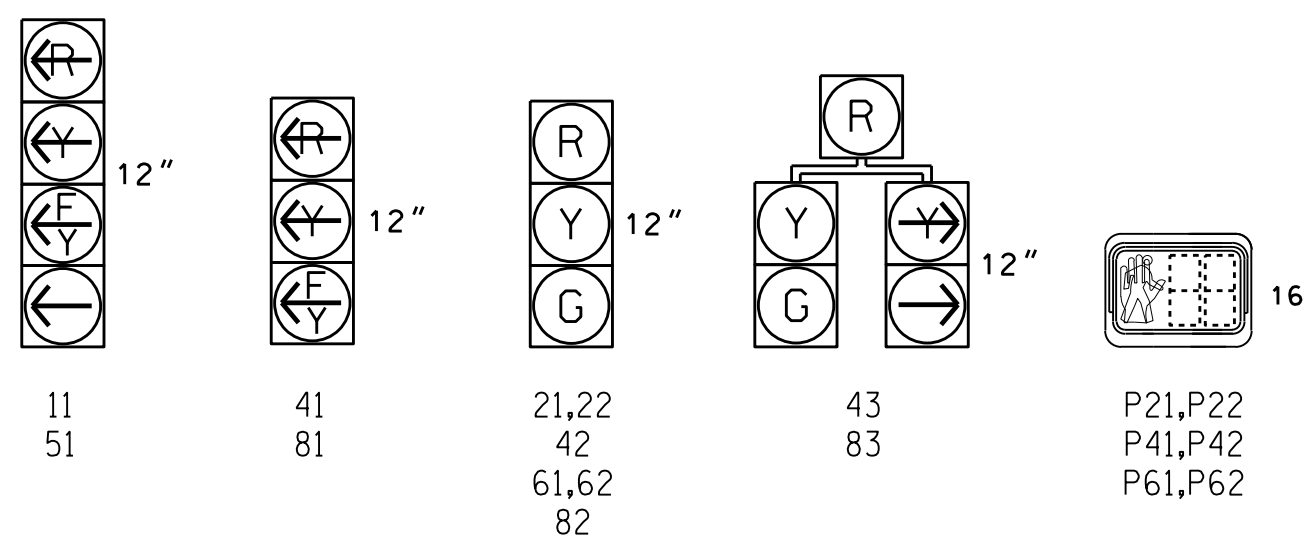
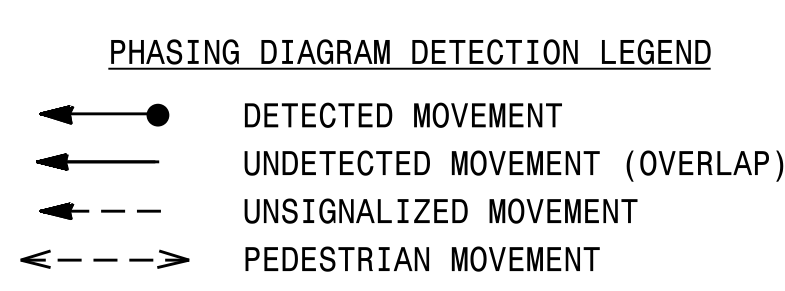
ALTERNATE PHASING DIAGRAM



**ALTERNATE PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE						F	L	S	H
	01+5	01+6	02+5	02+6	04+8	01+5				
11	-	-	R	R	R	R	-	-	-	-
21,22	R	R	G	G	R	Y	-	-	-	-
41	-	-	R	R	F	F	-	-	-	-
42	R	R	R	R	G	R	-	-	-	-
43	R	R	R	R	G	R	-	-	-	-
51	-	-	R	R	R	R	-	-	-	-
61,62	R	G	R	G	R	Y	-	-	-	-
81	-	-	R	R	F	F	-	-	-	-
82	R	R	R	R	G	R	-	-	-	-
83	R	R	R	R	G	R	-	-	-	-
P21,P22	DW	DW	W	W	DW	DRK	-	-	-	-
P41,P42	DW	DW	DW	DW	W	DRK	-	-	-	-
P61,P62	DW	W	DW	W	DW	DRK	-	-	-	-

**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
1B	6x40	0	2-4-2	-	1	Yes	-	15	S	-	X
2A/S2A	6x6	300	6	-	2	Yes	-	-	N	X	X
2B/S2B	6x6	300	6	-	2	Yes	-	-	N	X	X
4A	6x40	0	2-4-2	-	4	Yes	-	3	S	-	X
4B	6x40	0	2-4-2	-	4	Yes	-	-	S	-	X
5A	6x40	0	2-4-2	-	5	Yes	-	* 15	S	-	X
5B	6x40	0	2-4-2	-	5	Yes	-	15	S	-	X
6A/S6A	6x6	300	6	-	6	Yes	-	-	N	X	X
6B/S6B	6x6	300	6	-	6	Yes	-	-	N	X	X
8A	6x40	0	2-4-2	-	8	Yes	-	-	S	-	X
8B	6x40	0	2-4-2	-	8	Yes	-	-	S	-	X

\* Disable Delay During Alternate Phasing Operation.  
\*\* Disable phase 2 or 6 call for loops 1A and 5A during Alternate Phasing Operation.

5 Phase Fully Actuated Fayetteville Signal System

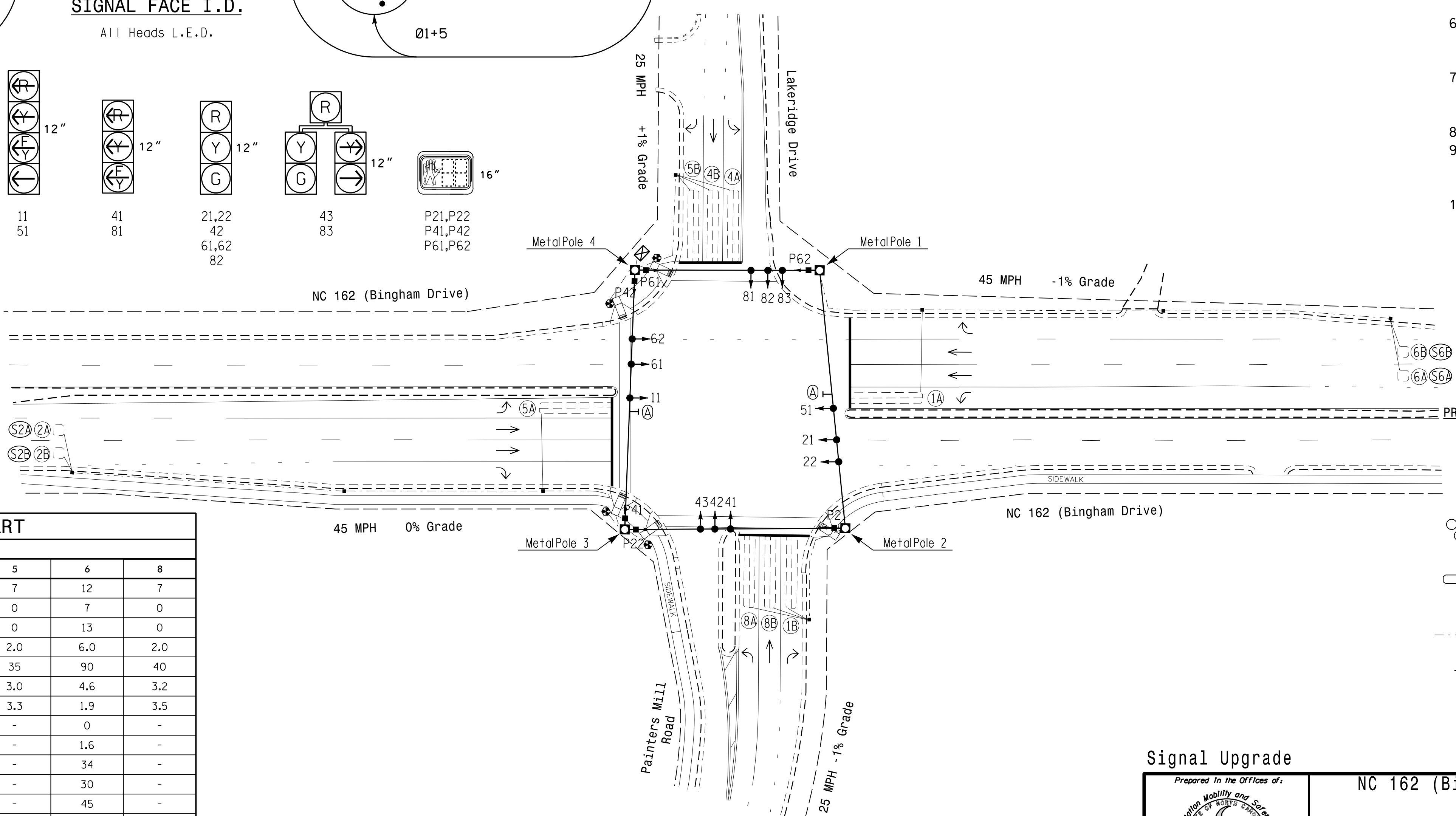
NOTES

- 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 1 and/or phase 5 may be lagged.
- Set all detector units to presence mode.
- 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.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

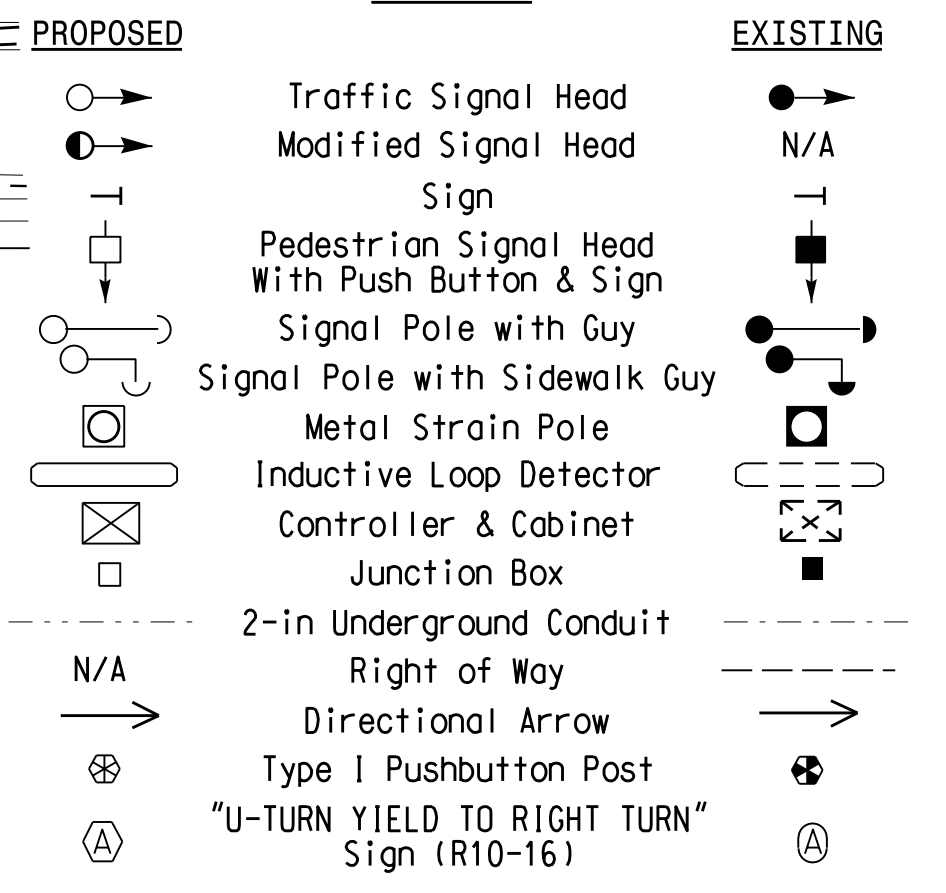
**ASC/3 TIMING CHART**

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	0	7	7	0	7	0
Ped Clear	0	22	26	0	13	0
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max I *	35	90	40	35	90	40
Yellow	3.0	4.6	3.2	3.0	4.6	3.2
Red Clear	3.3	1.9	3.5	3.3	1.9	3.5
Actions B4 Add *	-	0	-	-	0	-
Seconds / Actuation *	-	1.6	-	-	1.6	-
Max Initial *	-	34	-	-	34	-
Time Before Reduction *	-	30	-	-	30	-
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.



LEGEND



Signal Upgrade

Prepared In the Offices of:  
TRANSPORTATION MOBILITY AND SAFETY DIVISION  
DIVISION OF TRANSPORTATION  
Signal Design Section

NC 162 (Bingham Drive) at Lakeridge Drive / Painter's Mill Road

Division 6 Cumberland County Fayetteville

PLAN DATE: JUNE 2016 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

SCALE: 1"=40'

REVISIONS: INIT. DATE

10/10/2016

SIG. INVENTORY NO. 06-0598

10-007-2016-13-16  
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