

PHASING DIAGRAM

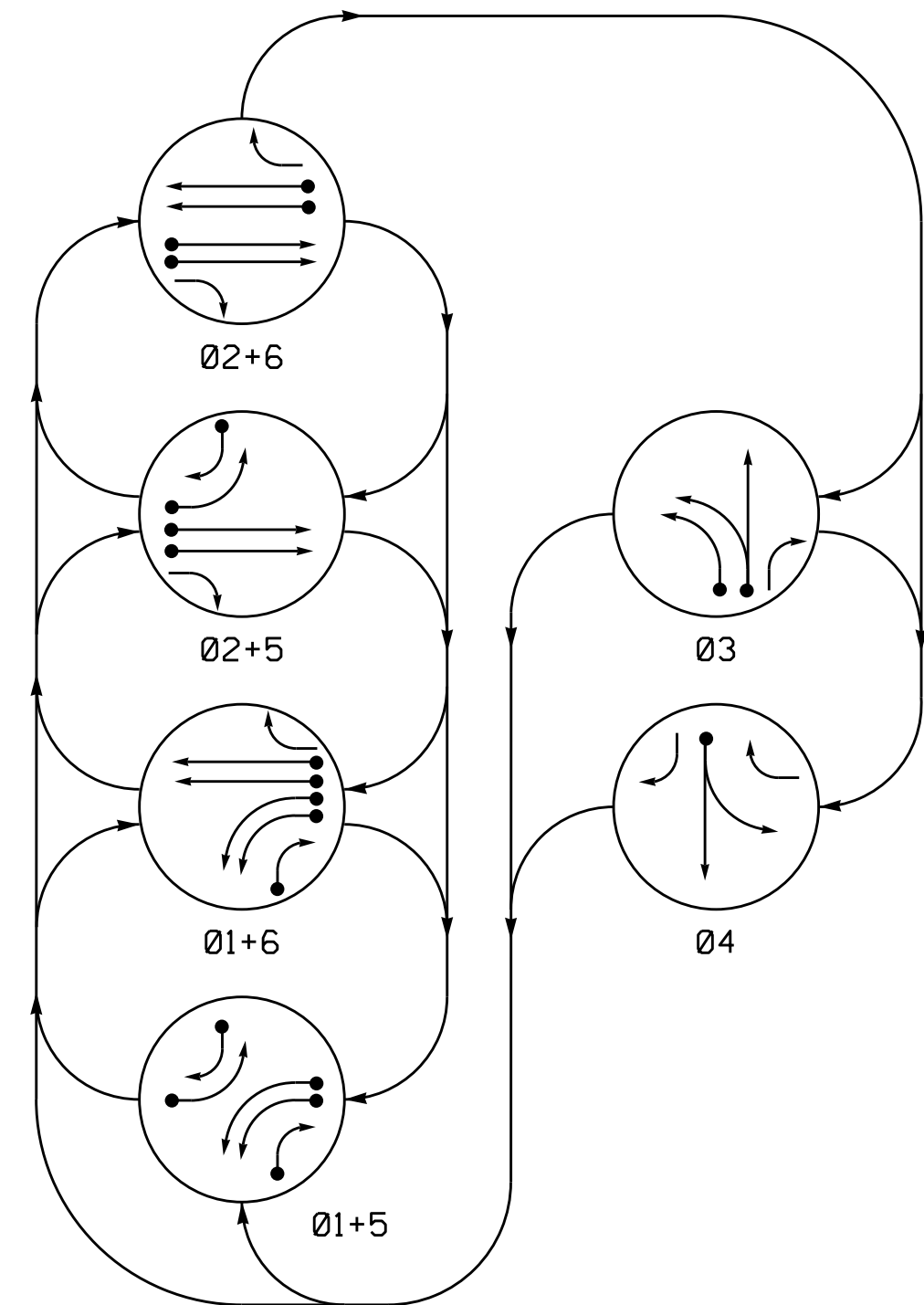
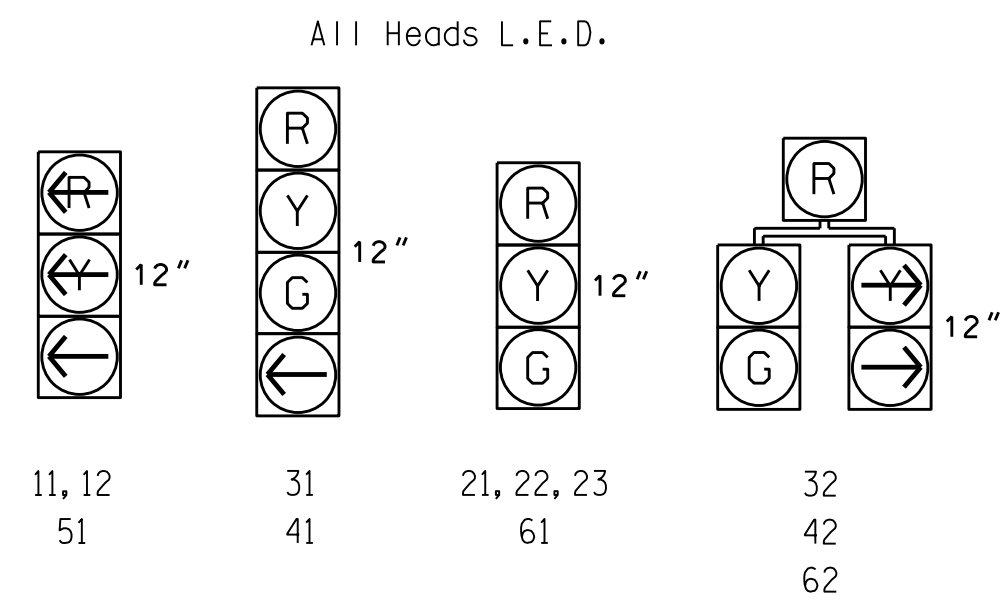


TABLE OF OPERATION

SIGNAL FACE	PHASE						FLASH
	01+5	01+6	02+5	02+6	03	04	
11,12	—	—	—R	—R	—R	—R	—
21,22,23	R	R	G	G	R	R	Y
31	R	R	R	R	G	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	G	R	R
42	R	R	R	R	G	R	R
51	—	—R	—	—R	—R	—R	—
61	R	G	R	G	R	R	Y
62	R	G	R	G	R	R	Y

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

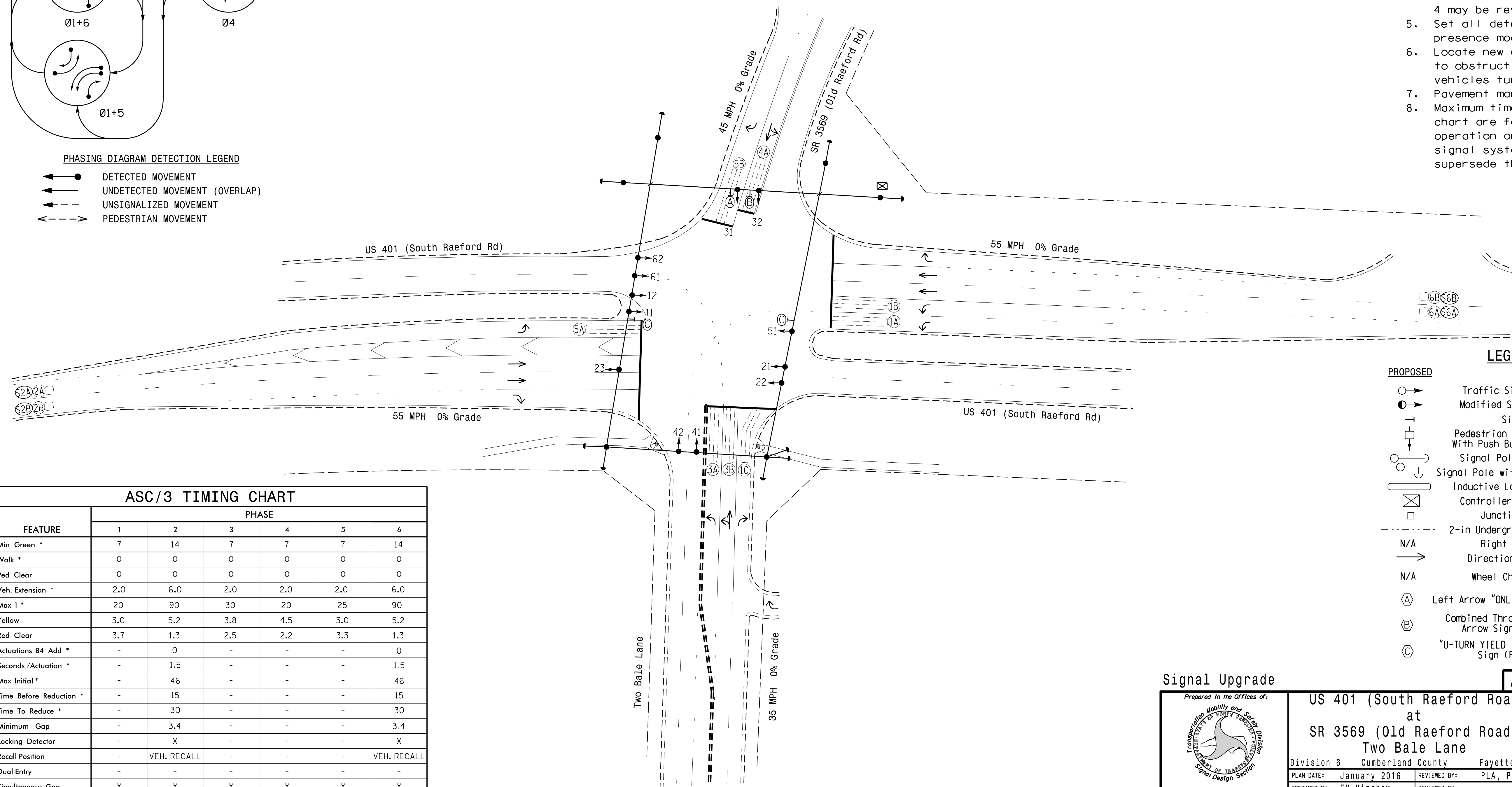
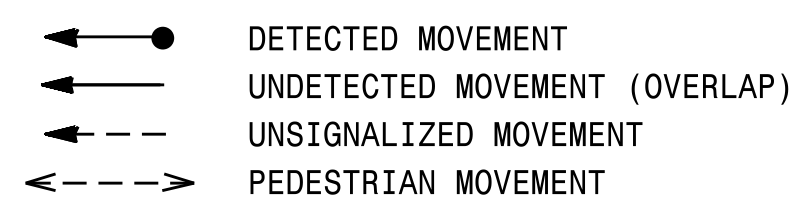
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE			
1A	6X40	0	2-4-2	-	1	Yes	-	-	-	S	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	-	-	S	-	X
1C	6X40	0	2-4-2	-	1	Yes	-	-	15	S	-	X
2A/S2A	6X6	420	6	-	2	Yes	-	-	-	N	X	X
2B/S2B	6X6	420	6	-	2	Yes	-	-	-	N	X	X
3A	6X40	0	2-4-2	-	3	Yes	-	-	-	S	-	X
3B	6X40	0	2-4-2	-	3	Yes	-	-	-	S	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	-	-	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	-	-	S	-	X
5B	6X40	0	2-4-2	-	5	Yes	-	-	15	S	-	X
6A/S6A	6X6	420	6	-	6	Yes	-	-	-	N	X	X
6B/S6B	6X6	420	6	-	6	Yes	-	-	-	N	X	X

6 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. The order of phase 3 and phase 4 may be reversed.
5. Set all detector units to presence mode.
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.

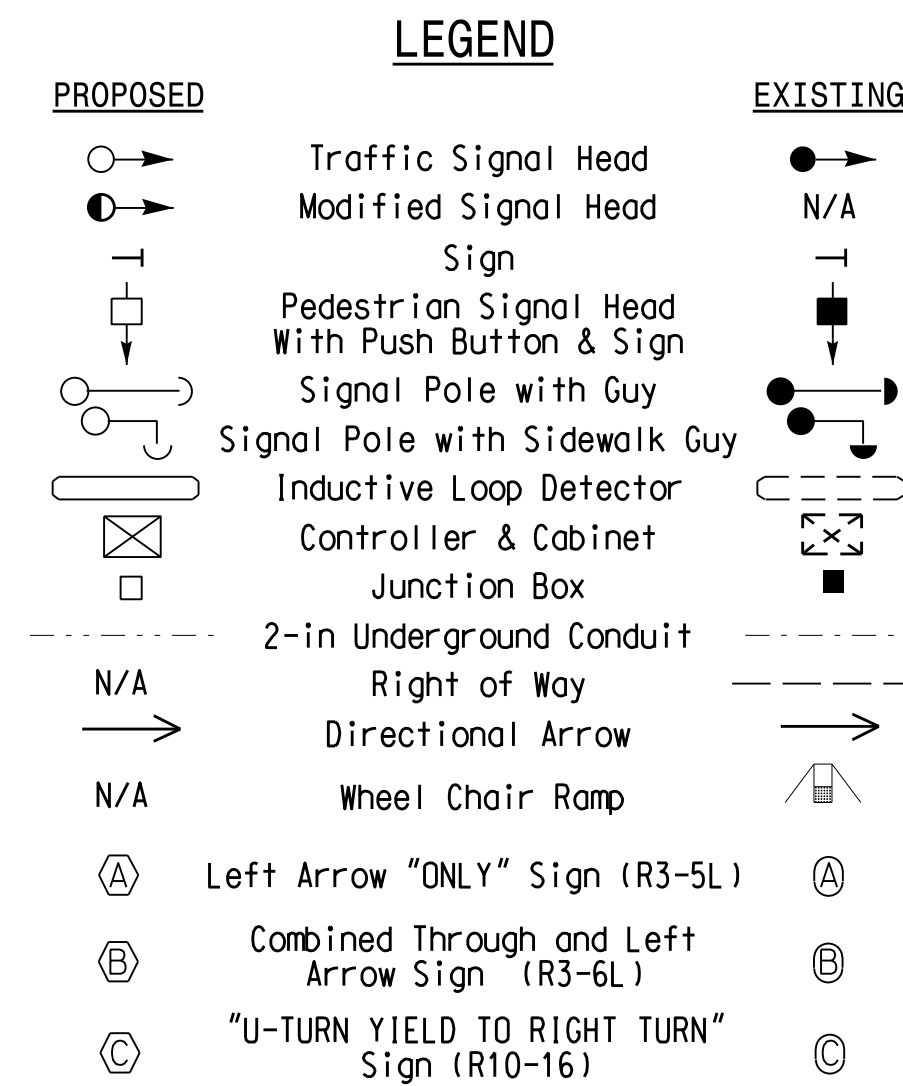
PHASING DIAGRAM DETECTION LEGEND



ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green *	7	14	7	7	7	14
Walk *	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0
Max 1 *	20	90	30	20	25	90
Yellow	3.0	5.2	3.8	4.5	3.0	5.2
Red Clear	3.7	1.3	2.5	2.2	3.3	1.3
Actuations B4 Add *	-	0	-	-	-	0
Seconds / Actuation *	-	1.5	-	-	-	1.5
Max Initial *	-	46	-	-	-	46
Time Before Reduction *	-	15	-	-	-	15
Time To Reduce *	-	30	-	-	-	30
Minimum Gap	-	3.4	-	-	-	3.4
Locking Detector	-	X	-	-	-	X
Recall Position	-	VEH. RECALL	-	-	-	VEH. RECALL
Dual Entry	-	-	-	-	-	-
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

US 401 (South Raeford Road) at SR 3569 (Old Raeford Road) / Two Bale Lane

Division 6 Cumberland County Fayetteville

PLAN DATE: January 2016 REVIEWED BY: PLA, PE

PREPARED BY: EM Minshew REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: PROFESSIONAL ENGINEER, AMANDA L. ALEXANDER, No. 023489

DocuSigned by: Prof. Alexander 4/28/2016

SIG. INVENTORY NO. 06-1277

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