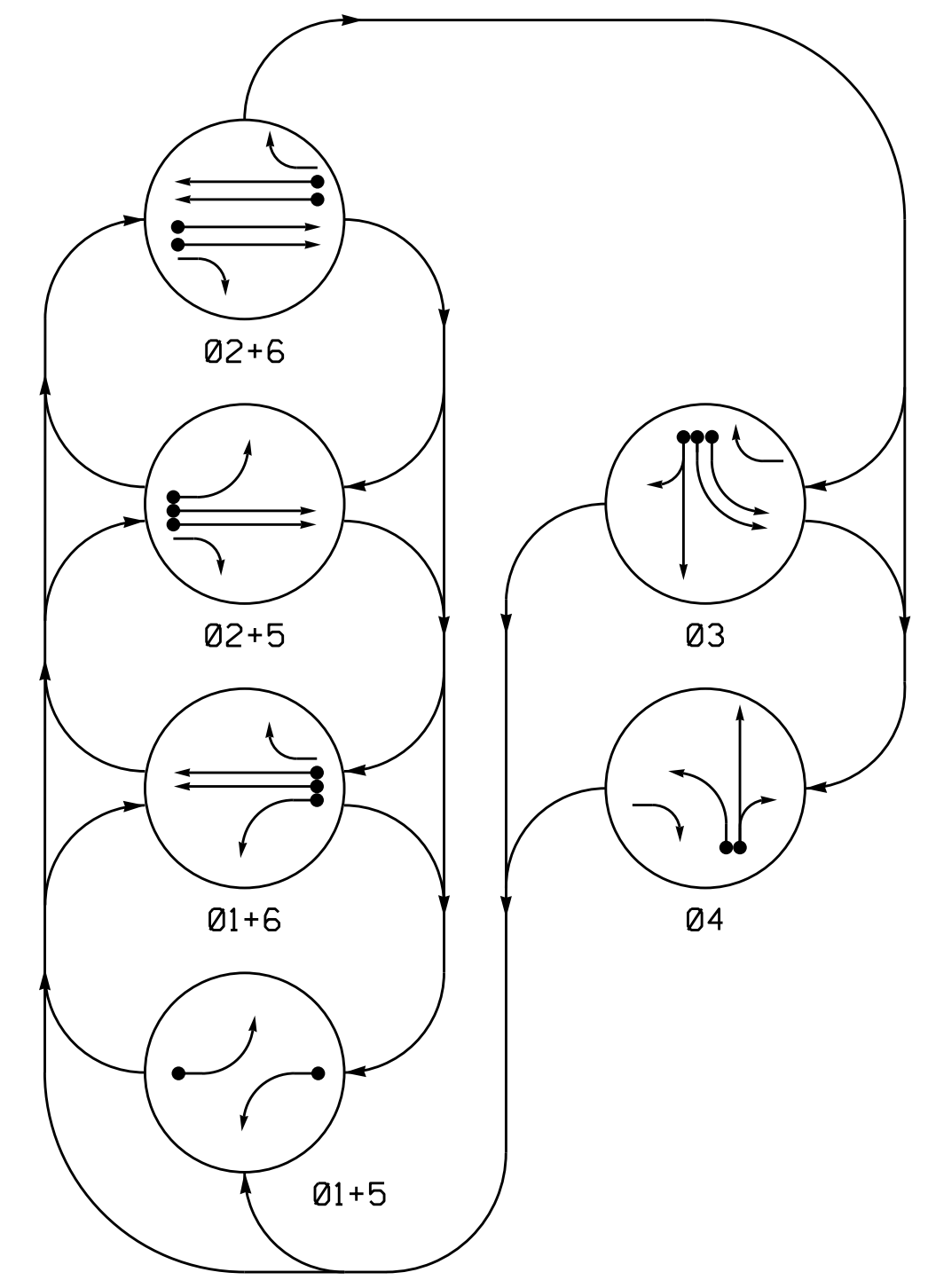


PHASING DIAGRAM



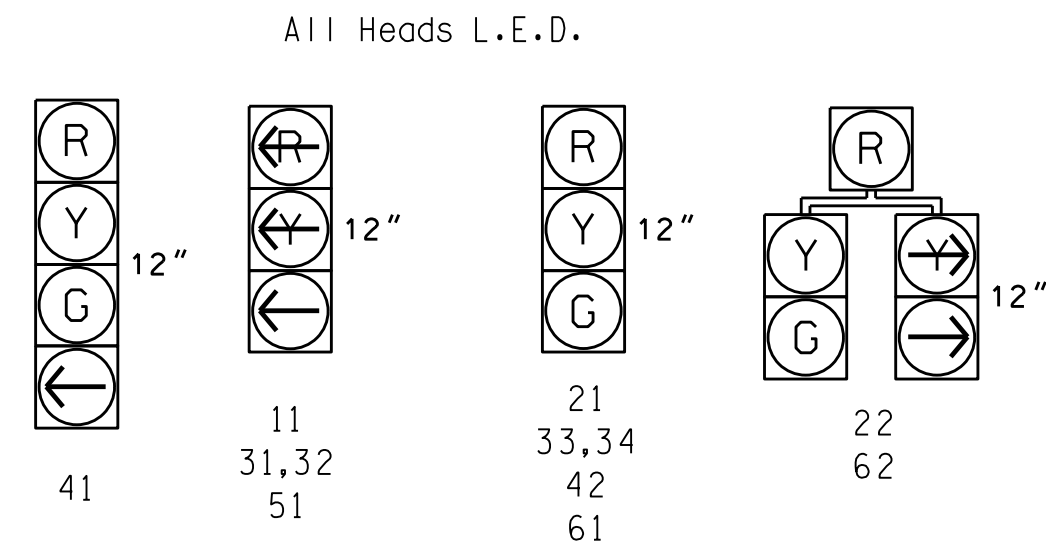
PHASING DIAGRAM DETECTION LEGEND

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	---	---	---	---	---	---
21	R	R	G	G	R	R
22	R	R	G	G	R	Y
31,32	---	---	---	---	---	---
33,34	R	R	R	R	G	R
41	R	R	R	R	R	G
42	R	R	R	R	R	G
51	---	---	---	---	---	---
61	R	G	R	G	R	R
62	R	G	R	G	R	R

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

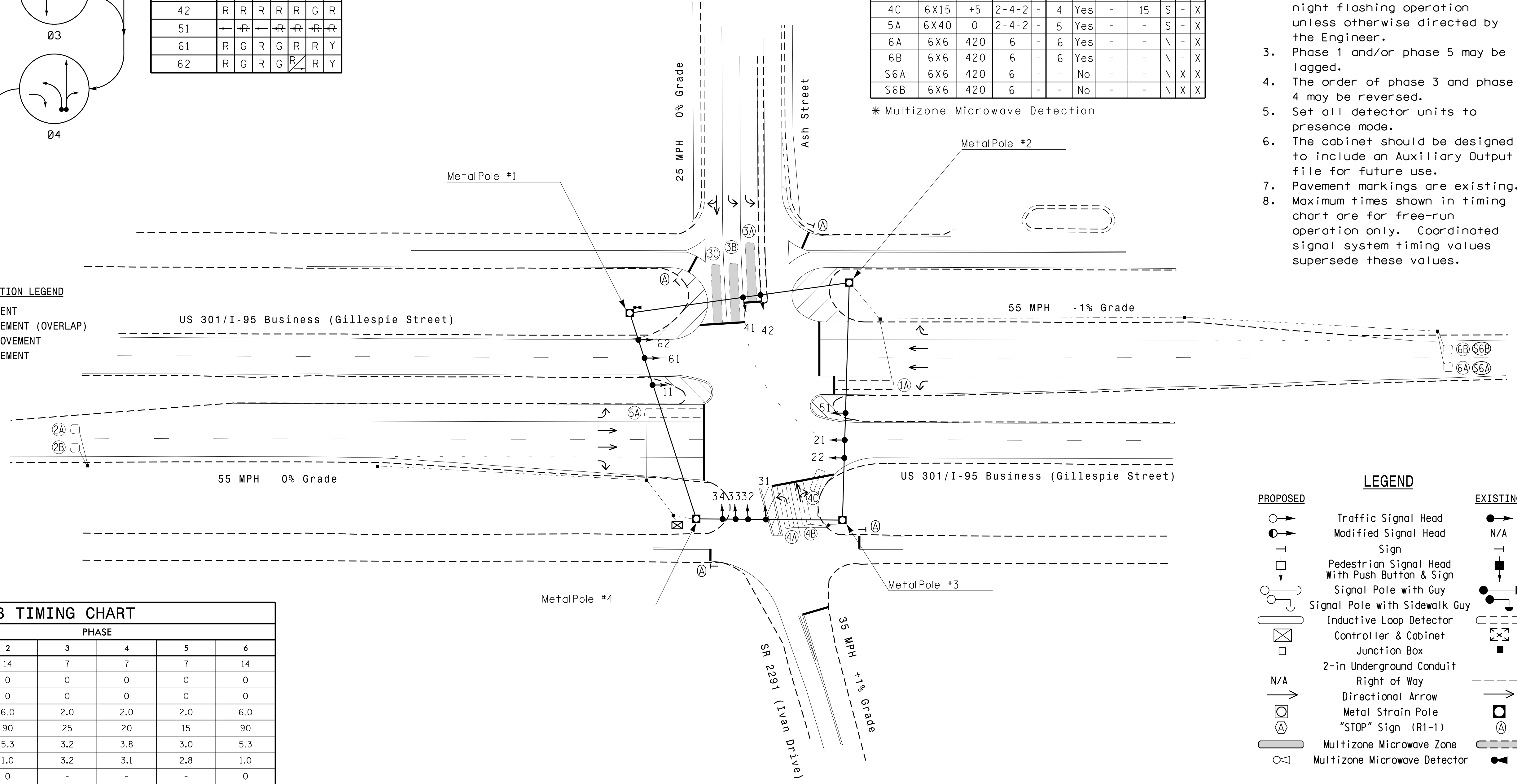
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
2A	6X6	420	5	-	2	Yes	-	-	N	-	X
2B	6X6	420	5	-	2	Yes	-	-	N	-	X
3A	6X40	0	*	-	3	Yes	-	3	S	-	X
3B	6X40	0	*	-	3	Yes	-	3	S	-	X
3C	6X40	0	*	-	3	Yes	-	10	S	-	X
4A	6X30	0	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X30	0	2-4-2	-	4	Yes	-	3	S	-	X
4C	6X15	+5	2-4-2	-	4	Yes	-	15	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X
6A	6X6	420	6	-	6	Yes	-	-	N	-	X
6B	6X6	420	6	-	6	Yes	-	-	N	-	X
S6A	6X6	420	6	-	-	No	-	-	N	X	X
S6B	6X6	420	6	-	-	No	-	-	N	X	X

* Multizone Microwave Detection

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

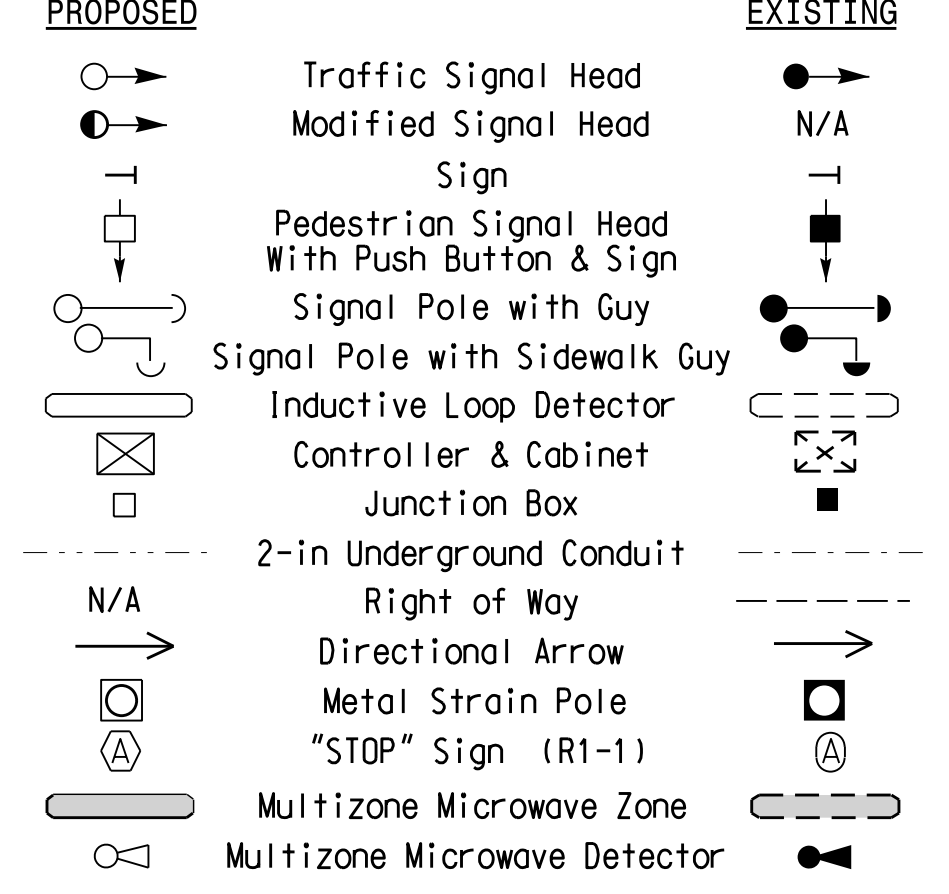


ASC/3 TIMING CHART

FEATURE	PHASE					
	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 I *	15	90	25	20	15	90
Yellow	3.0	5.3	3.2	3.8	3.0	5.3
Red Clear	2.9	1.0	3.2	3.1	2.8	1.0
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.

LEGEND



Signal Upgrade

Prepared In the Office of: **Transporation Mobility and Safety Solutions**
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 301/I-95 Bus. (Gillespie St.)
 at
 Ash Street/SR 2291 (Ivan Drive)

Division 6 Cumberland County Fayetteville

PLAN DATE: July 2016 REVIEWED BY: JPG
 PREPARED BY: KGP, Jr. REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 0 40
 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
JASON P. GALLAGHER
 PROFESSIONAL ENGINEER
 SEAL 029904
 STATE OF NORTH CAROLINA
 ENGINEER
 JASON P. GALLAGHER

DocuSigned by:
Jason P. Gallagher 10/12/2016
 DATE

SIG. INVENTORY NO. 06-1346

10-001-2016-08-13
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