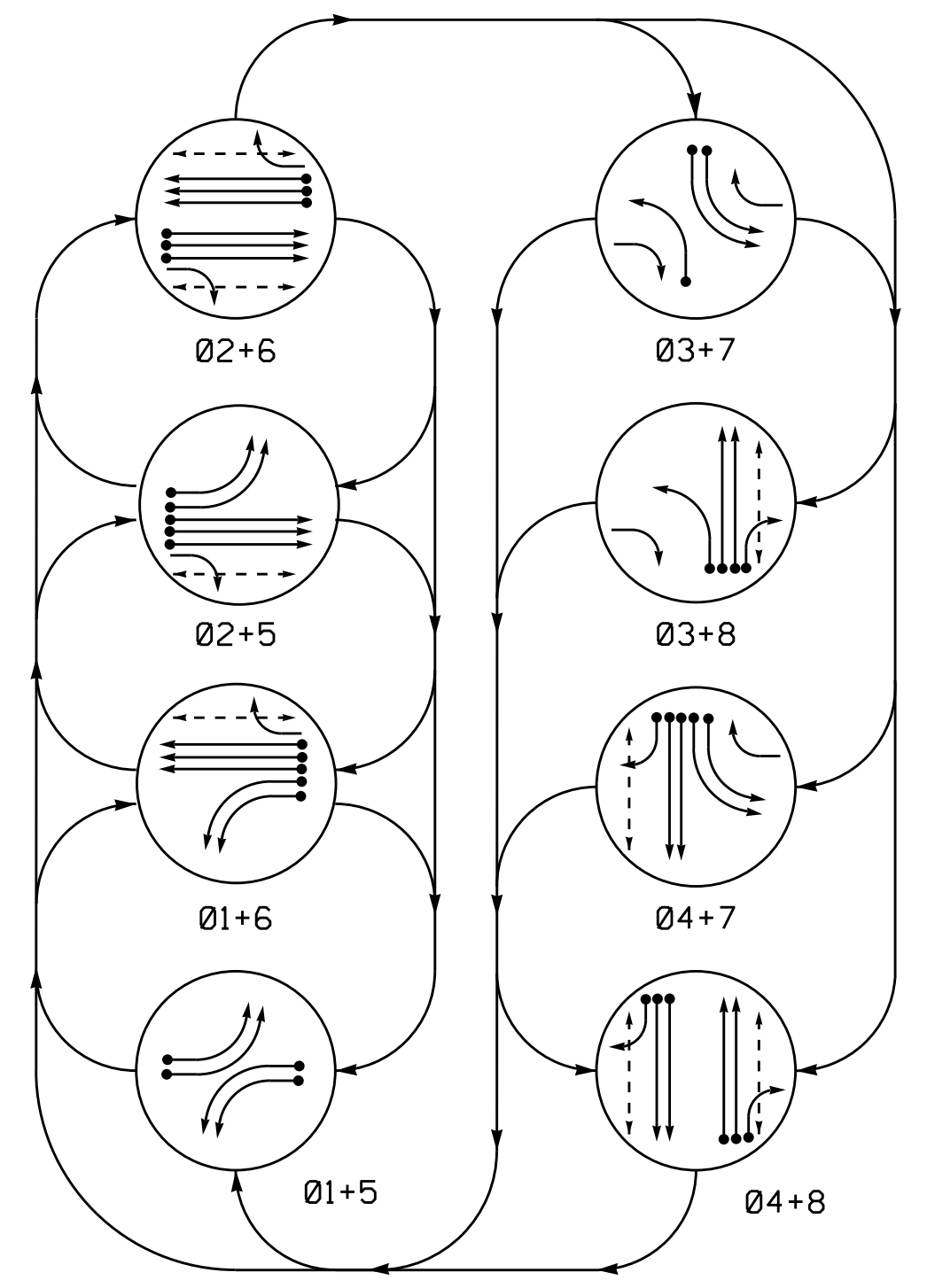


**PHASING DIAGRAM**



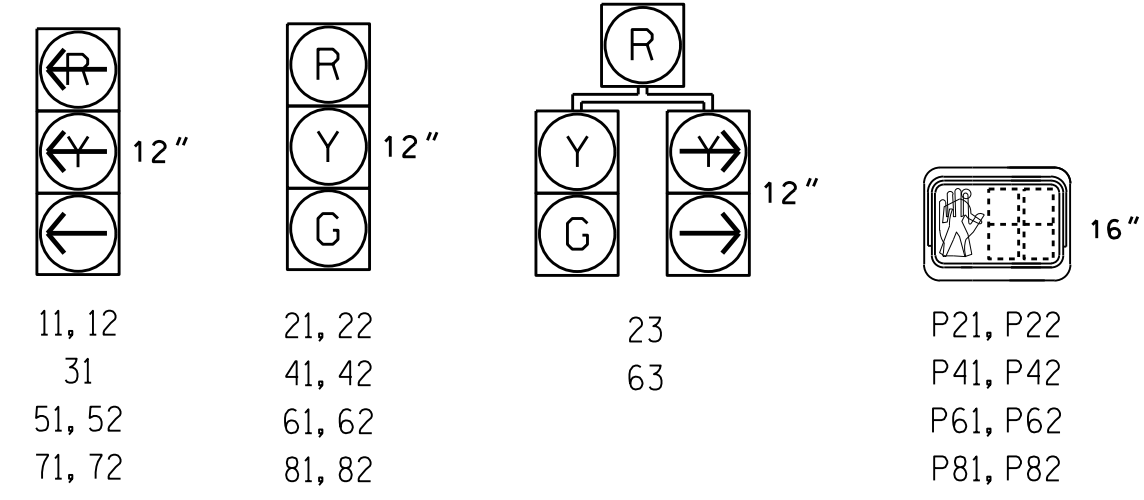
**PHASING DIAGRAM DETECTION LEGEND**

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

**TABLE OF OPERATION**

SIGNAL FACE	PHASE							
	01+5	02+5	03+7	04+7	01+6	02+6	03+8	04+8
11, 12								
21, 22	R	R	G	G	R	R	R	Y
23	R	R	G	G	R	R	R	Y
31	R	R	R	R				
41, 42	R	R	R	R	R	G	G	R
51, 52								
61, 62	R	G	R	G	R	R	R	Y
63	R	G	R	G	R	R	R	Y
71, 72	R	R	R	R				
81, 82	R	R	R	R	R	G	G	R
P21, P22	DW	DW	W	W	DW	DW	DW	DRK
P41, P42	DW	DW	DW	DW	DW	W	W	DRK
P61, P62	DW	W	DW	W	DW	DW	DW	DRK
P81, P82	DW	DW	DW	DW	W	DW	W	DRK

**SIGNAL FACE I.D.**  
All Heads L.E.D.



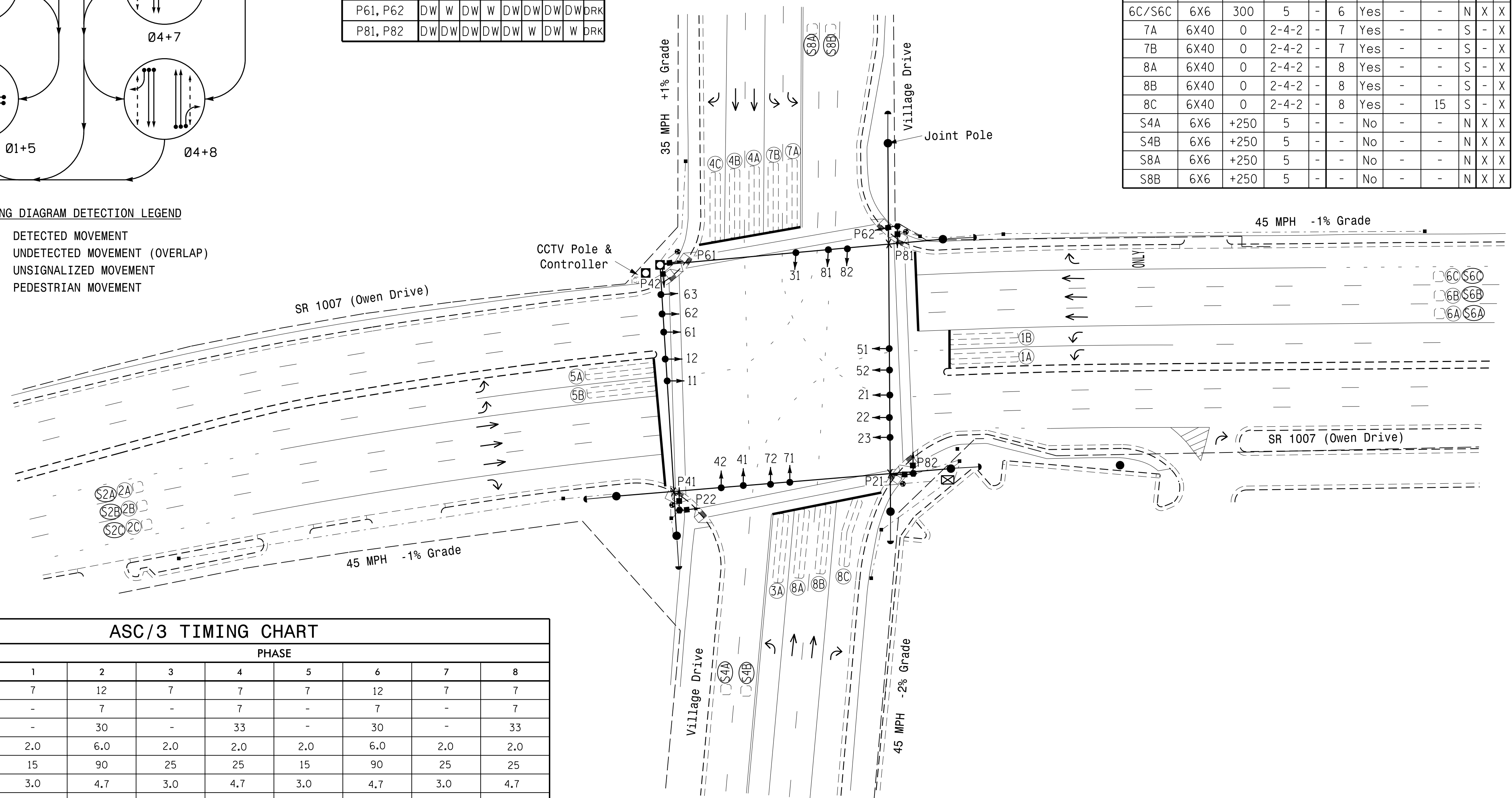
**ASC/3 DETECTOR INSTALLATION CHART**

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					TYPE	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME				
1A	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X	
1B	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X	
2A/S2A	6X6	300	5	-	2	Yes	-	-	N	X	X	
2B/S2B	6X6	300	5	-	2	Yes	-	-	N	X	X	
2C/S2C	6X6	300	5	-	2	Yes	-	-	N	X	X	
3A	6X40	0	2-4-2	-	3	Yes	-	-	S	-	X	
4A	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X	
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X	
4C	6X40	0	2-4-2	-	4	Yes	-	15	S	-	X	
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X	
5B	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X	
6A/S6A	6X6	300	5	-	6	Yes	-	-	N	X	X	
6B/S6B	6X6	300	5	-	6	Yes	-	-	N	X	X	
6C/S6C	6X6	300	5	-	6	Yes	-	-	N	X	X	
7A	6X40	0	2-4-2	-	7	Yes	-	-	S	-	X	
7B	6X40	0	2-4-2	-	7	Yes	-	-	S	-	X	
8A	6X40	0	2-4-2	-	8	Yes	-	-	S	-	X	
8B	6X40	0	2-4-2	-	8	Yes	-	-	S	-	X	
8C	6X40	0	2-4-2	-	8	Yes	-	15	S	-	X	
S4A	6X6	+250	5	-	-	No	-	-	N	X	X	
S4B	6X6	+250	5	-	-	No	-	-	N	X	X	
S8A	6X6	+250	5	-	-	No	-	-	N	X	X	
S8B	6X6	+250	5	-	-	No	-	-	N	X	X	

**8 Phase Fully Actuated Fayetteville Signal System**

**NOTES**

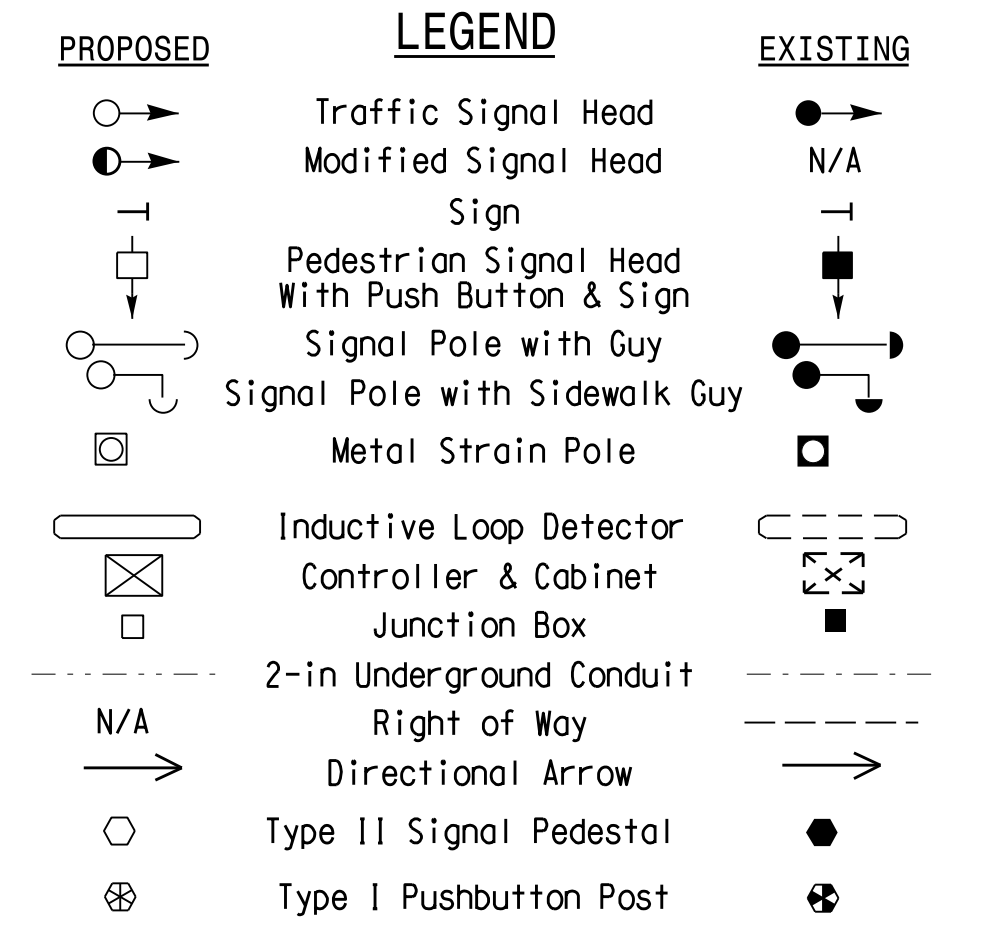
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Design for Aux. file for future use.



**ASC/3 TIMING CHART**

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	12	7	7	7	12	7	7
Walk *	-	7	-	7	-	7	-	7
Ped Clear	-	30	-	33	-	30	-	33
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	15	90	25	25	15	90	25	25
Yellow	3.0	4.7	3.0	4.7	3.0	4.7	3.0	4.7
Red Clear	4.1	2.2	3.5	3.1	3.8	2.2	3.7	3.1
Actuations B4 Add *	-	0	-	-	-	0	-	-
Seconds /Actuation *	-	1.5	-	-	-	1.5	-	-
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	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**

**SR 1007 (Owen Drive) at Village Drive**

Division 6 Cumberland County Fayetteville

PLAN DATE: May 2016 REVIEWED BY: JPG, PE

PREPARED BY: EM Minshew REVIEWED BY:

SEAL

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 40'

REVISIONS: \_\_\_\_\_ INIT. DATE

DocuSigned by: Jason P. Gallaway 9/28/2016

SIG. INVENTORY NO. 06-0058

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