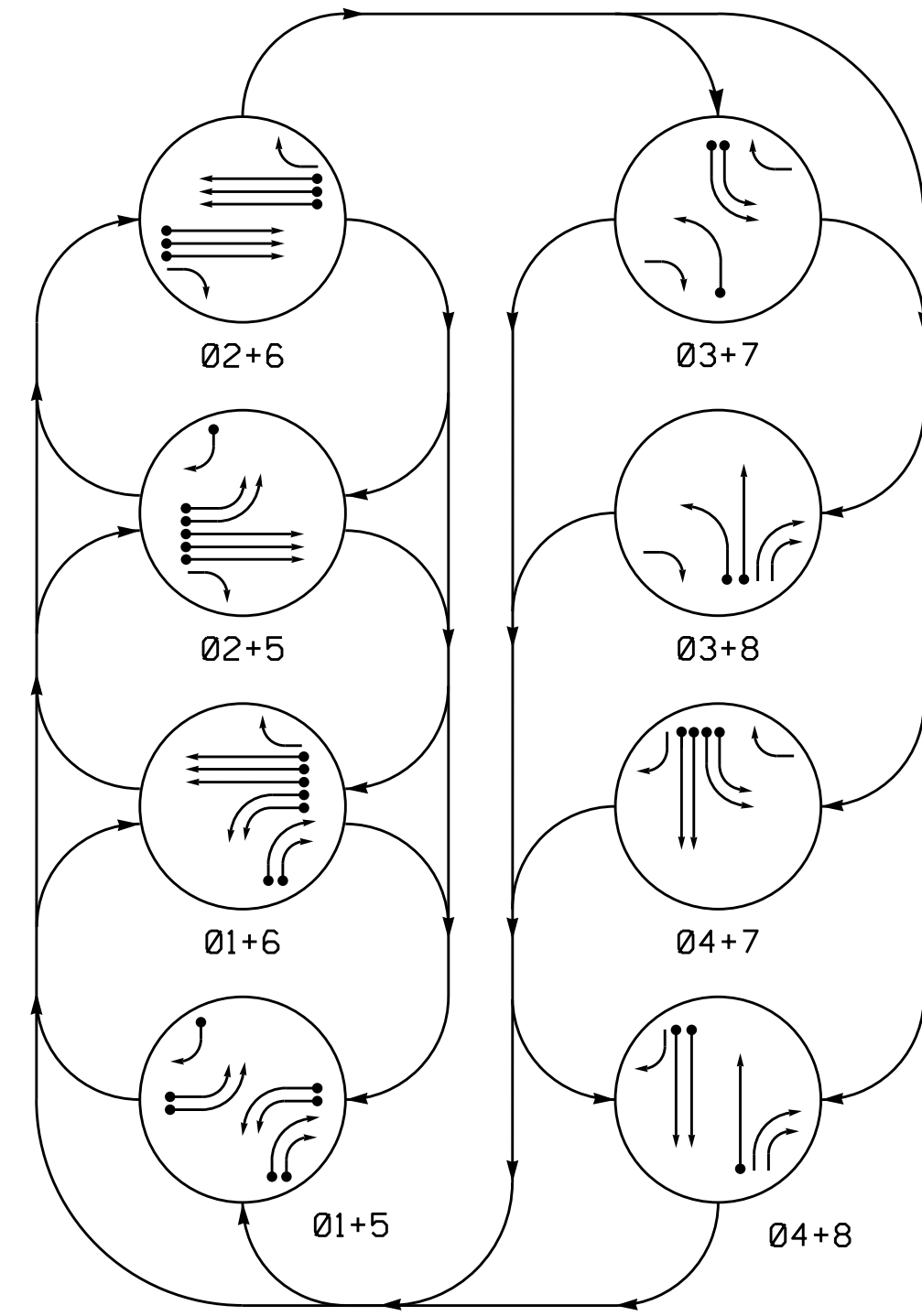
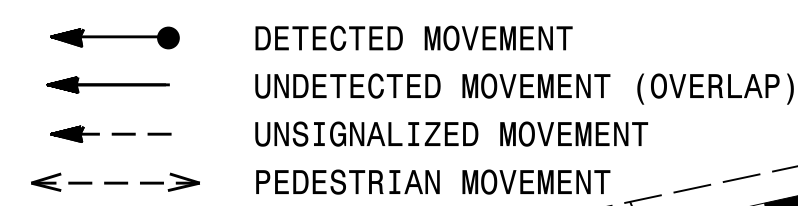


PHASING DIAGRAM

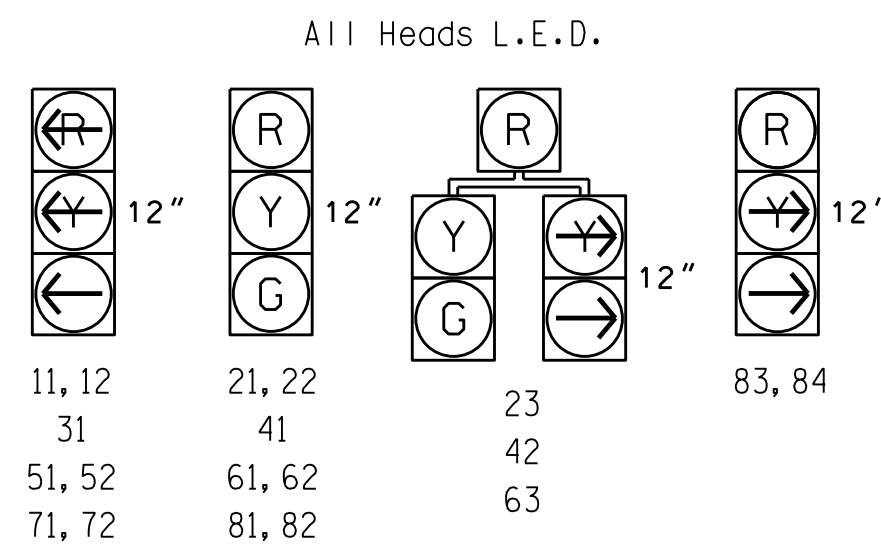


PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11, 12	←	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	R	Y
23	R	R	G	G	R	R	R	Y
31	←	←	←	←	←	←	←	←
41	R	R	R	R	R	R	G	G
42	R	R	R	R	R	R	G	G
51, 52	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	Y
63	R	G	R	G	R	R	R	Y
71, 72	←	←	←	←	←	←	←	←
81, 82	R	R	R	R	R	G	R	G
83, 84	←	←	R	R	←	←	←	←

SIGNAL FACE I.D.

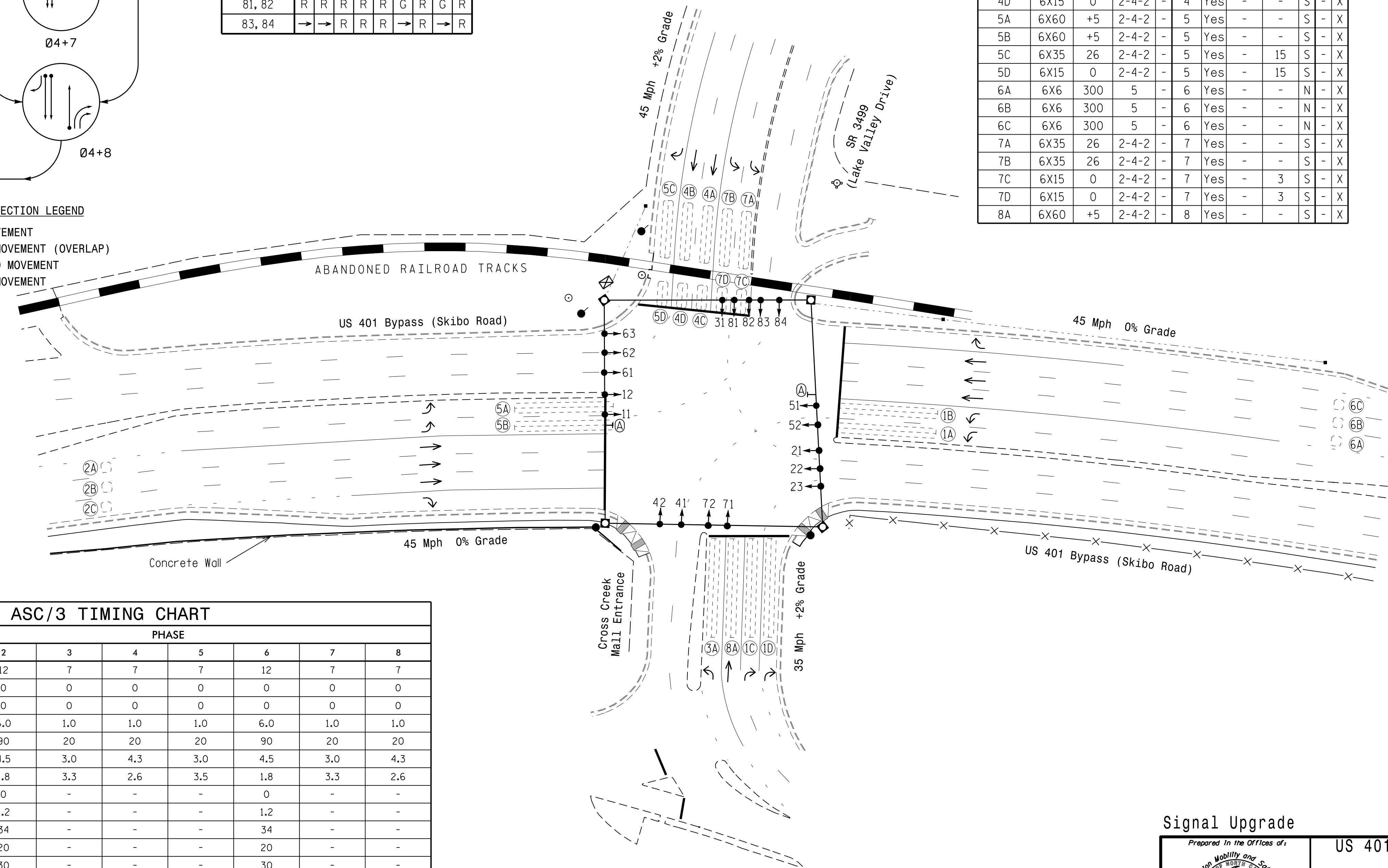


ASC/3 DETECTOR INSTALLATION CHART										
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	PROGRAMMING				
						CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP
1A	6X60	0	2-4-2	-	1	Yes	-	-	S	-
1B	6X60	0	2-4-2	-	1	Yes	-	-	S	-
1C	6X60	+5	2-4-2	-	1	Yes	-	15	S	-
1D	6X60	+5	2-4-2	-	1	Yes	-	15	S	-
2A	6X6	300	5	-	2	Yes	-	-	N	-
2B	6X6	300	5	-	2	Yes	-	-	N	-
2C	6X6	300	5	-	2	Yes	-	-	N	-
3A	6X60	+5	2-4-2	-	3	Yes	-	-	S	-
4A	6X35	26	2-4-2	-	4	Yes	-	-	S	-
4B	6X35	26	2-4-2	-	4	Yes	-	-	S	-
4C	6X15	0	2-4-2	-	4	Yes	-	-	S	-
4D	6X15	0	2-4-2	-	4	Yes	-	-	S	-
5A	6X60	+5	2-4-2	-	5	Yes	-	-	S	-
5B	6X60	+5	2-4-2	-	5	Yes	-	-	S	-
5C	6X35	26	2-4-2	-	5	Yes	-	15	S	-
5D	6X15	0	2-4-2	-	5	Yes	-	15	S	-
6A	6X6	300	5	-	6	Yes	-	-	N	-
6B	6X6	300	5	-	6	Yes	-	-	N	-
6C	6X6	300	5	-	6	Yes	-	-	N	-
7A	6X35	26	2-4-2	-	7	Yes	-	-	S	-
7B	6X35	26	2-4-2	-	7	Yes	-	-	S	-
7C	6X15	0	2-4-2	-	7	Yes	-	3	S	-
7D	6X15	0	2-4-2	-	7	Yes	-	3	S	-
8A	6X60	+5	2-4-2	-	8	Yes	-	-	S	-

8 Phase Fully Actuated Fayetteville Signal System

NOTES

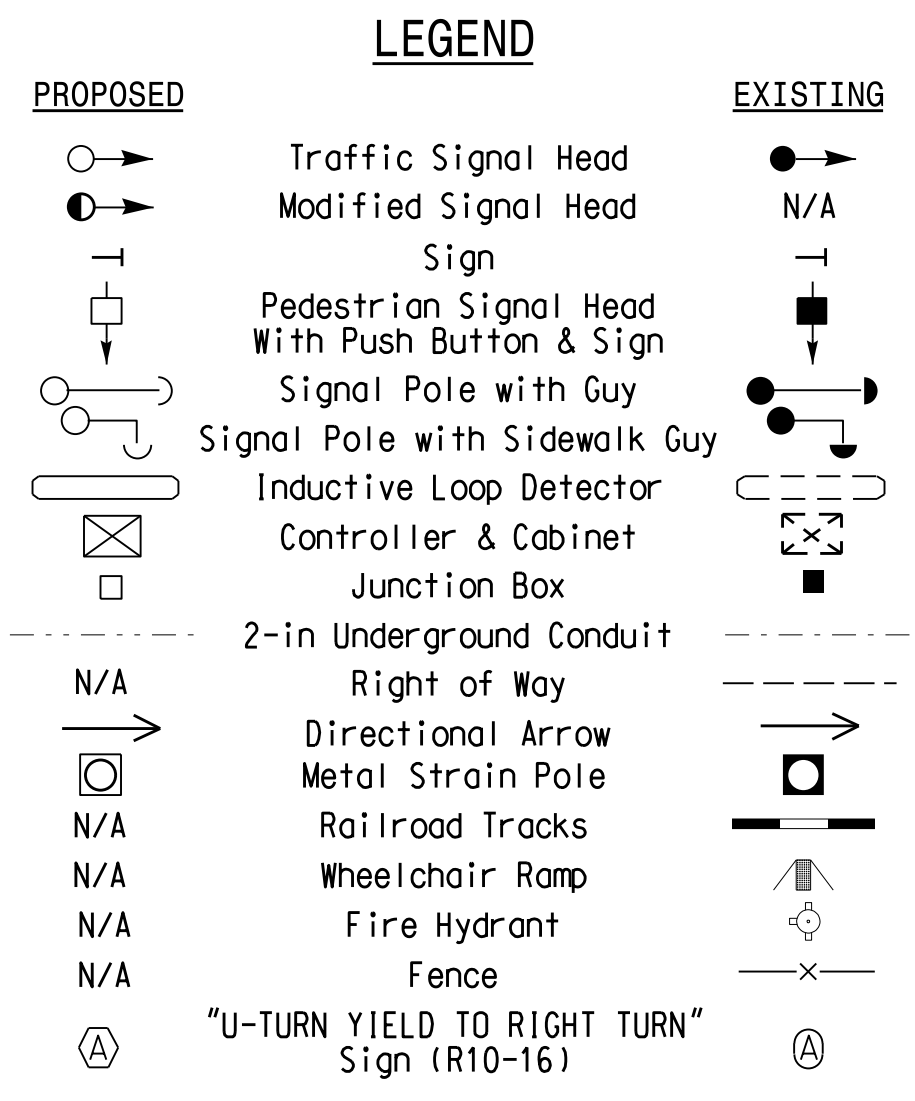
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. 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.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Pavement markings are existing.
9. 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	7	8
Min Green *	7	12	7	7	7	12	7	7
Walk *	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Veh. Extension *	1.0	6.0	1.0	1.0	1.0	6.0	1.0	1.0
Max I *	25	90	20	20	20	90	20	20
Yellow	3.0	4.5	3.0	4.3	3.0	4.5	3.0	4.3
Red Clear	3.6	1.8	3.3	2.6	3.5	1.8	3.3	2.6
Actuations B4 Add *	-	0	-	-	-	0	-	-
Seconds / Actuation *	-	1.2	-	-	-	1.2	-	-
Max Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	20	-	-	-	20	-	-
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

Prepared in the Offices of:

 750 N. Greenfield Pkwy, Garner, NC 27529

US 401 Bypass (Skibo Road) at SR 3499 (Lake Valley Drive) / Cross Creek Mall Entrance

Division 6 Cumberland County Fayetteville

PLAN DATE: November 2015 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: Jason P. Gallaway, Professional Engineer, License No. 029904, dated 2/23/2016

SIG. INVENTORY NO. 06-0325

03-1-15-2016 16:53
 S:\Projects\Signal Design\Section\Eastern Region\04-064-5742 Fayetteville ASC\3499-0325\060325_sigs.dsn_2015mmdd.dgn
 J:\011000