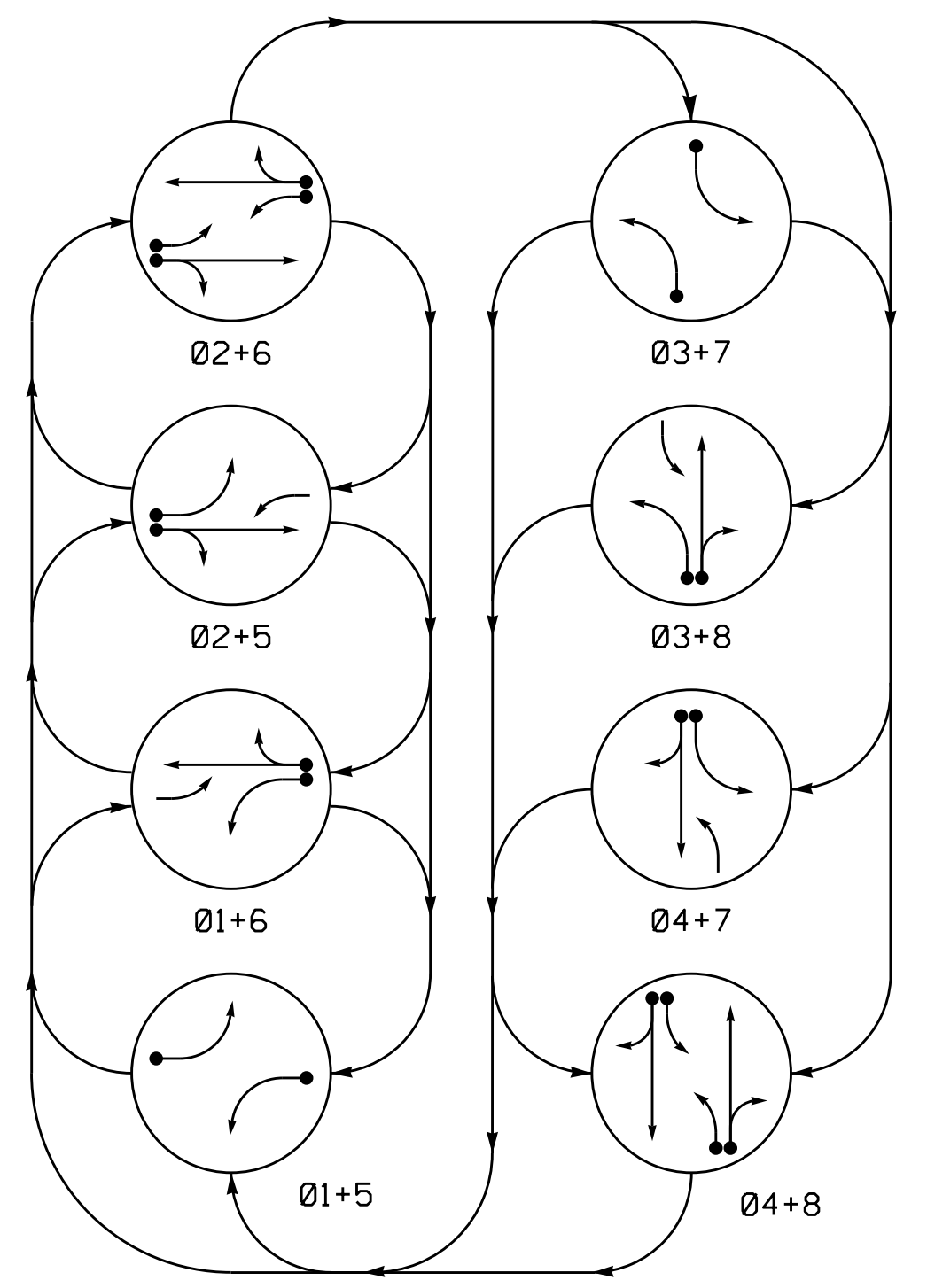


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

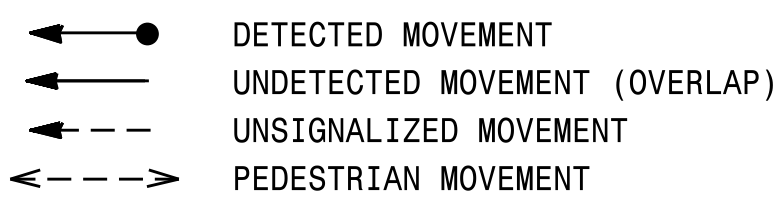
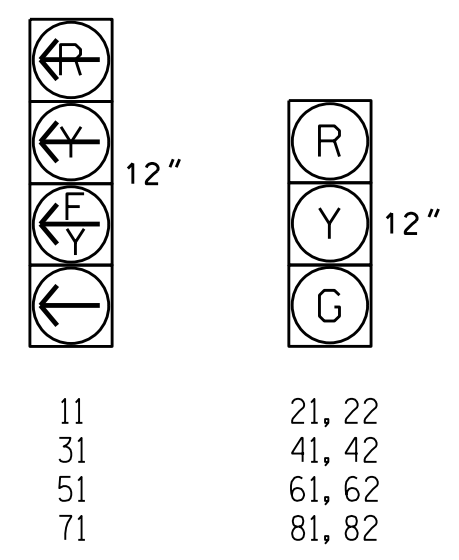


TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11	—	—	—	—	—	—	—	—
21, 22	R	R	G	G	R	R	R	Y
31	—	—	—	—	—	—	—	—
41, 42	R	R	R	R	R	R	G	G
51	—	—	—	—	—	—	—	—
61, 62	R	G	R	G	R	R	R	Y
71	—	—	—	—	—	—	—	—
81, 82	R	R	R	R	G	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



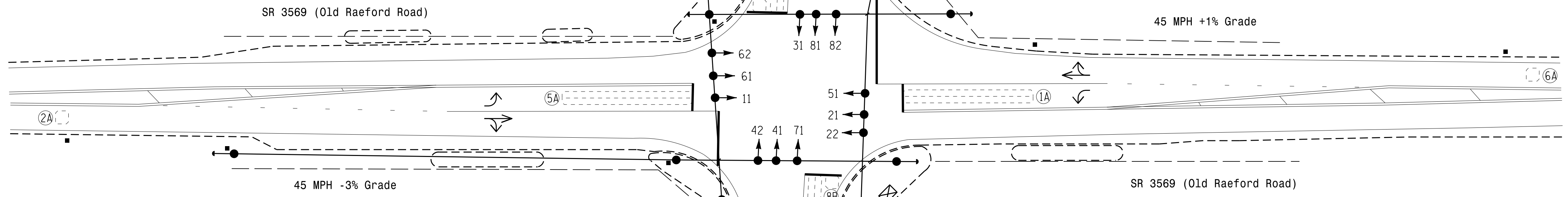
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1	Yes	-	15	S	-	X
					6	Yes	-	3	G	-	X
2A	6X6	300	5	-	2	Yes	-	-	N	-	X
3A	6X60	0	2-4-2	-	3	Yes	-	15	S	-	X
					8	Yes	-	3	S	-	X
4A	6X60	0	2-4-2	-	4	Yes	-	10	S	-	X
					4B	6X6	0	4	-	4	Yes
5A	6X60	0	2-4-2	-	5	Yes	-	15	S	-	X
					2	Yes	-	3	G	-	X
6A	6X6	300	5	-	6	Yes	-	-	N	-	X
					7	Yes	-	15	S	-	X
7A	6X60	+5	2-4-2	-	4	Yes	-	3	S	-	X
					8A	6X60	0	2-4-2	-	8	Yes
8B	6X6	0	3	-	8	Yes	-	10	S	-	X
S4A	6X6	+195	3	-	-	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.
- Switch phases 4 and 8, and phases 3 and 7 as shown.
- Set all detector units to presence mode.
- 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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

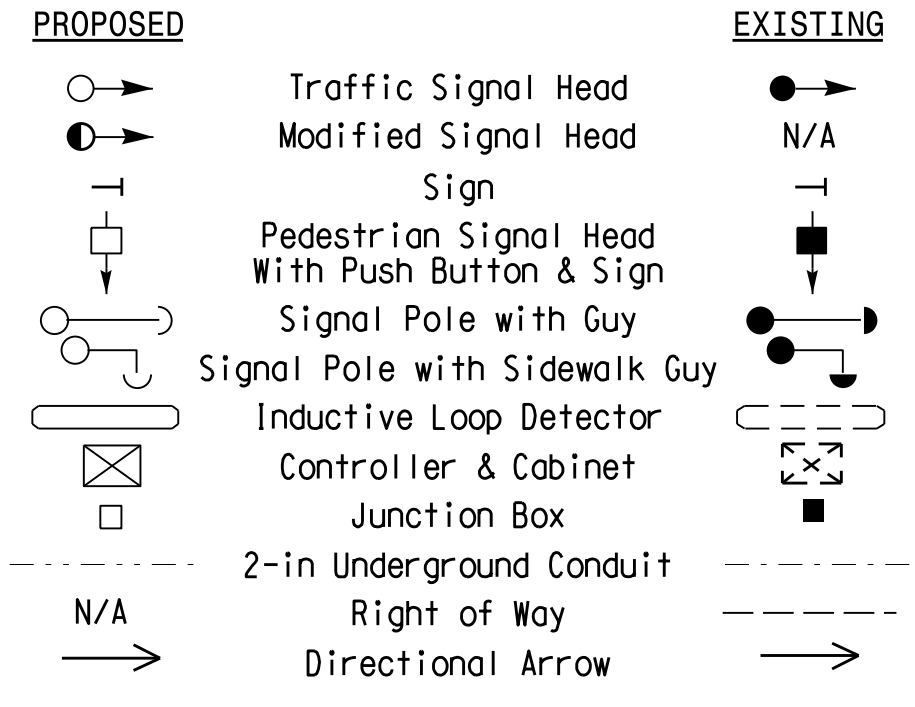


ASC/3 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	12	7	7	7	12	7	7
Walk *	-	-	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-	-	-
Veh. Extension *	1.0	6.0	1.0	1.0	1.0	6.0	1.0	1.0
Max I *	15	65	15	35	15	65	15	35
Yellow	3.0	4.8	3.0	3.8	3.0	4.8	3.0	3.8
Red Clear	2.3	1.0	2.1	1.5	2.3	1.0	2.3	1.5
Red Revert	-	-	-	-	-	-	-	-
Actuations B4 Add *	-	-	-	-	-	-	-	-
Seconds /Actuation *	-	2.5	-	-	-	2.5	-	-
Max Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	20	-	-	-	20	-	-
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	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:

 750 N. Greenfield Pkwy, Garner, NC 27529

SR 3569 (Old Raeford Road) at SR 1102 (Gillis Hill Road) / SR 1402 (Rim Road)
 Division 6 Cumberland County Fayetteville
 PLAN DATE: January 2016 REVIEWED BY: PLA
 PREPARED BY: Devin Smith REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529
 SCALE 1"=30'
 REVISIONS INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 PROFESSIONAL ENGINEER
 SEAL 023489
 ENGINEER
 JANELLA L. ALEXANDER
 6/3/2016
 DATE
 SIG. INVENTORY NO. 06-0388

03-jul-2016 10:52
 S:\Projects\Signal Design\Section\Eastern Region\01-06\U-5742 Fayetteville ASC\3569-0388\060388.sgn.dsn_2016mmds.dgn
 J. J. Lowry