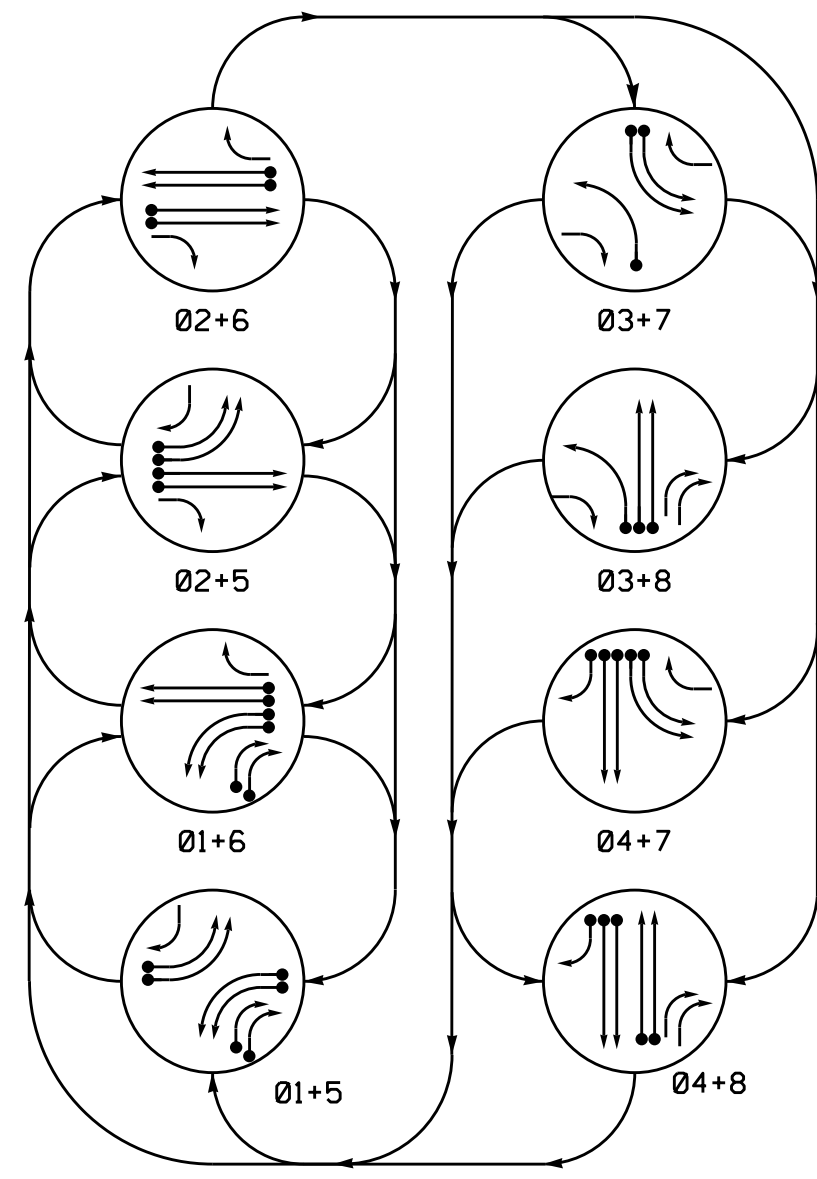
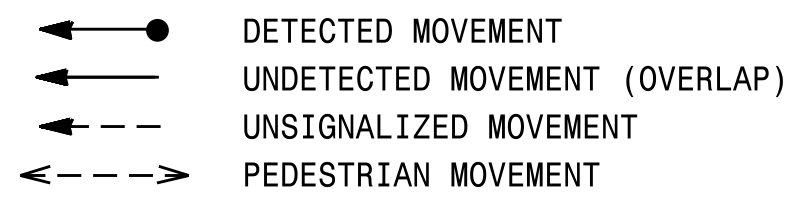


PHASING DIAGRAM



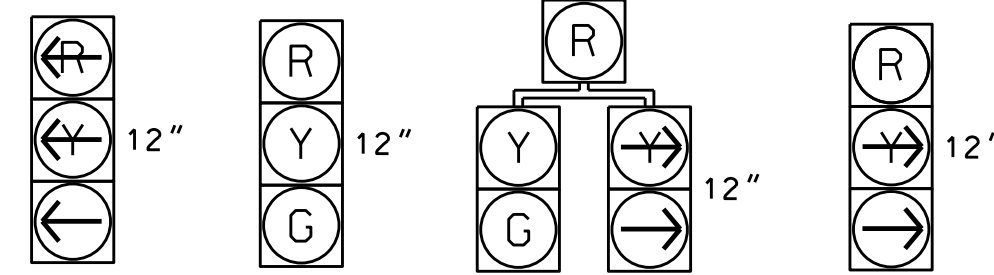
PHASING DIAGRAM DETECTION LEGEND



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

SIGNAL FACE I.D.

All Heads L.E.D.



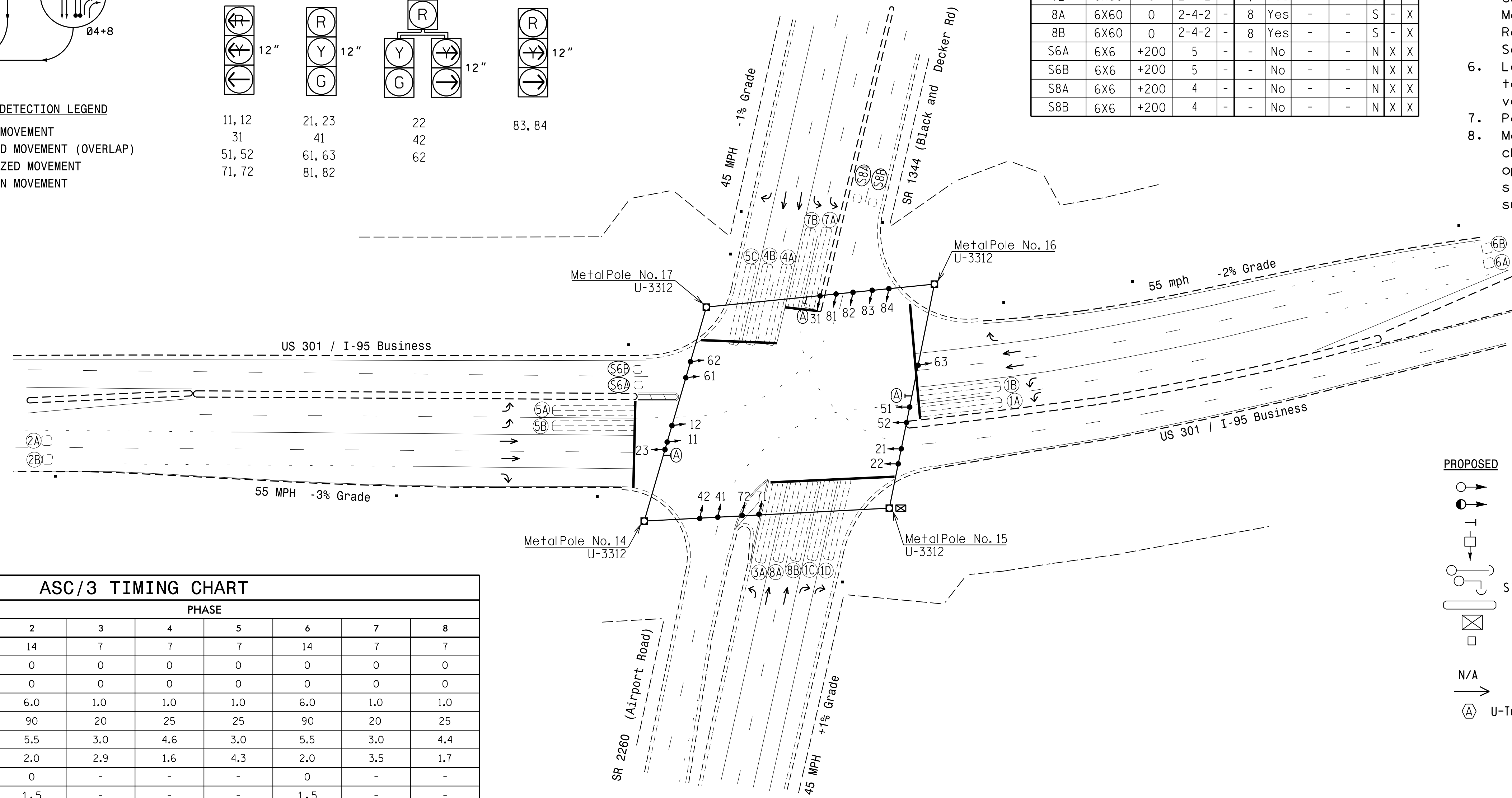
11, 12      21, 23      22  
 31            41            42  
 51, 52      61, 63      62  
 71, 72      81, 82

ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR				PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1	Yes	-	-	S	-	X
1B	6X60	0	2-4-2	-	1	Yes	-	-	S	-	X
1C	6X60	0	2-4-2	-	1	Yes	-	15	S	-	X
1D	6X60	0	2-4-2	-	1	Yes	-	15	S	-	X
2A	6X6	420	6	-	2	Yes	-	-	N	-	X
2B	6X6	420	6	-	2	Yes	-	-	N	-	X
3A	6X60	0	2-4-2	-	3	Yes	-	3	S	-	X
4A	6X60	0	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X60	0	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X60	0	2-4-2	-	5	Yes	-	3	S	-	X
5B	6X60	0	2-4-2	-	5	Yes	-	-	S	-	X
5C	6X60	0	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	420	6	-	6	Yes	-	-	N	-	X
6B	6X6	420	6	-	6	Yes	-	-	N	-	X
7A	6X60	0	2-4-2	-	7	Yes	-	-	S	-	X
7B	6X60	0	2-4-2	-	7	Yes	-	-	S	-	X
8A	6X60	0	2-4-2	-	8	Yes	-	-	S	-	X
8B	6X60	0	2-4-2	-	8	Yes	-	-	S	-	X
S6A	6X6	+200	5	-	-	No	-	-	N	X	X
S6B	6X6	+200	5	-	-	No	-	-	N	X	X
S8A	6X6	+200	4	-	-	No	-	-	N	X	X
S8B	6X6	+200	4	-	-	No	-	-	N	X	X

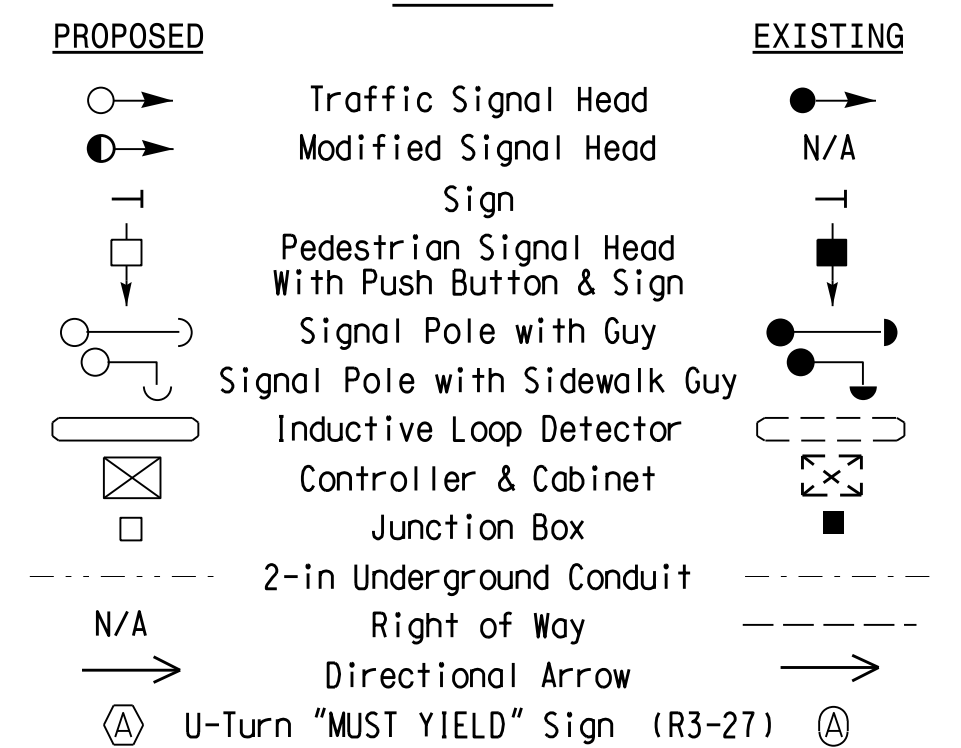
8 Phase Fully Actuated Fayetteville Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- 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.
- 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.



LEGEND



FEATURE	ASC/3 TIMING CHART							
	1	2	3	4	5	6	7	8
Min Green *	7	14	7	7	7	14	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 1 *	25	90	20	25	25	90	20	25
Yellow	3.0	5.5	3.0	4.6	3.0	5.5	3.0	4.4
Red Clear	4.2	2.0	2.9	1.6	4.3	2.0	3.5	1.7
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	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:

US 301/I-95 Business at SR 2260 (Airport Road) / SR 1344 (Black and Decker Road)  
 Division 6 Cumberland County Fayetteville  
 PLAN DATE: JUNE 2016 REVIEWED BY: JPG  
 PREPARED BY: KGP, Jr. REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 50 1"=50'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: Jason P. Gallaway, Professional Engineer, No. 029904, dated 10/13/2016.

SIG. INVENTORY NO. 06-0412

13-0072-2016-11-19  
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 kgpae@ncdot.gov