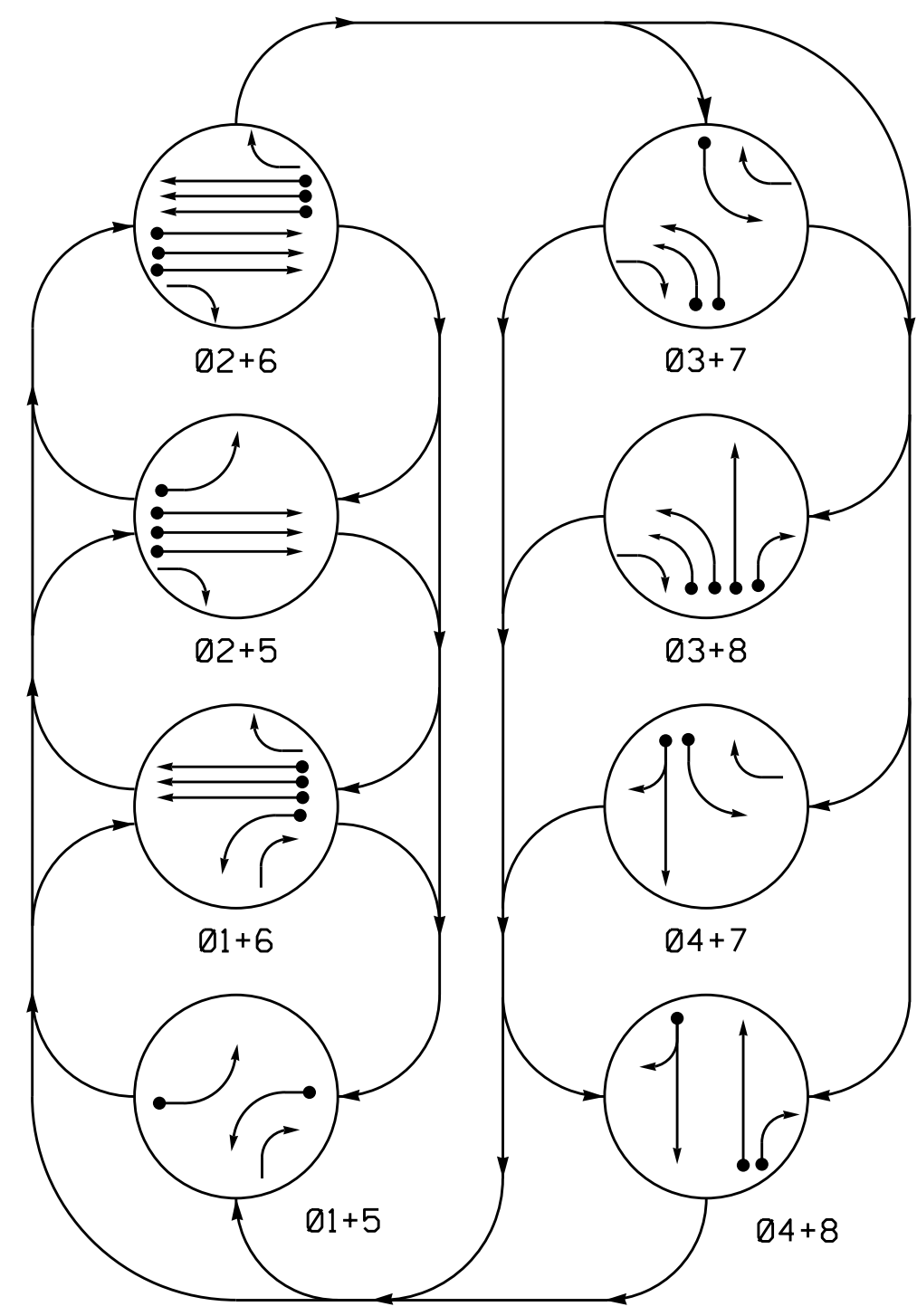


PHASING DIAGRAM



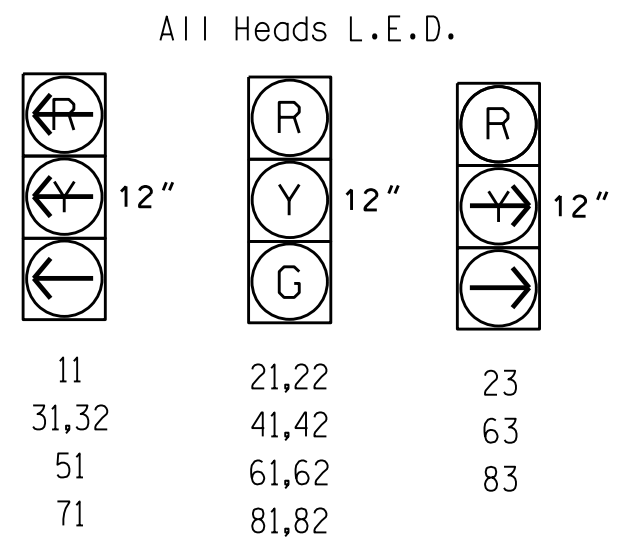
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	02+5	03+7	04+7	02+6	03+8	01+6	04+8
11	—	—	—	—	—	—	—	—
21,22	R	R	G	G	R	R	R	Y
23	R	R	—	—	—	—	R	R
31,32	—	—	—	—	—	—	—	—
41,42	R	R	R	R	R	R	G	G
51	—	—	—	—	—	—	—	—
61,62	R	G	R	G	R	R	R	Y
63	R	—	—	—	—	—	—	—
71	—	—	—	—	—	—	—	—
81,82	R	R	R	R	R	G	R	G
83	—	—	—	—	—	—	—	—

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

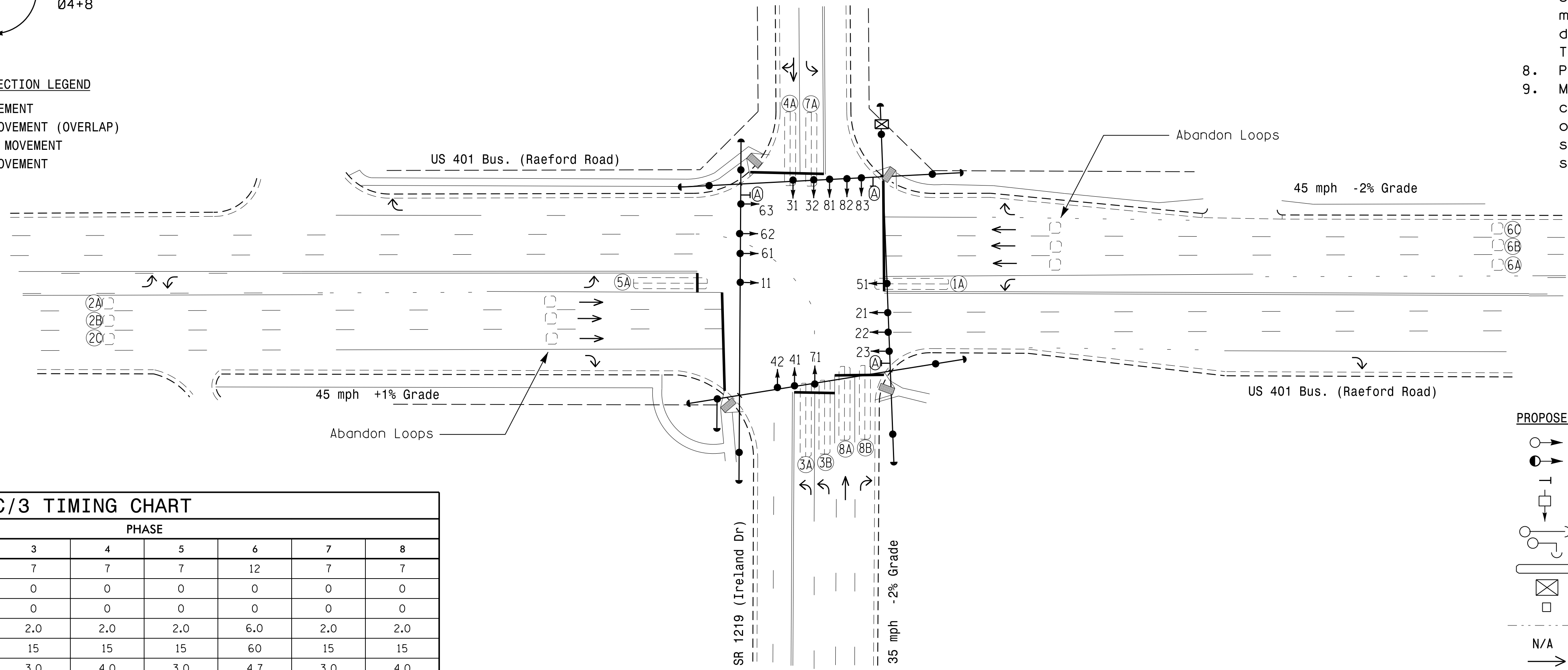
LOOP	DETECTOR			PROGRAMMING						
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	+5	2-4-2	1	Yes	-	3	S	-	X
2A,2B,2C	6X6	330	6	2	Yes	-	-	N	-	X
3A	6X40	+5	2-4-2	3	Yes	-	3	S	-	X
3B	6X40	+5	2-4-2	3	Yes	-	-	S	-	X
4A	6X40	+5	2-4-2	4	Yes	-	5	S	-	X
5A	6X40	+5	2-4-2	5	Yes	-	5	S	-	X
6A,6B,6C	6X6	330	4	6	Yes	-	-	N	-	X
7A	6X40	+5	2-4-2	7	Yes	-	5	S	-	X
8A	6X40	+5	2-4-2	8	Yes	-	-	S	-	X
8B	6X40	+5	2-4-2	8	Yes	-	15	S	-	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.
- Existing "Right-Turn Signal" sign(s) - (R10-10R) may be removed at the discretion of the Division Traffic Engineer.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

Entrance to Shopping Center
Speed Unposted (Design) 35 mph
+2% Grade



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 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	15	60	15	15	15	60	15	15
Yellow	3.0	4.7	3.0	4.0	3.0	4.7	3.0	4.0
Red Clear	2.4	1.3	2.9	2.0	3.1	1.3	2.6	2.0
Actuations B4 Add *	-	0	-	-	-	0	-	-
Seconds / Actuation *	-	1.5	-	-	-	1.5	-	-
Max Initial *	-	37	-	-	-	37	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	30	-	-	-	30	-	-
Minimum Gap	-	3.5	-	-	-	3.5	-	-
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.

LEGEND

- | | | | |
|--|---|--|---|
| | Proposed Traffic Signal Head | | Existing Traffic Signal Head |
| | Proposed Modified Signal Head | | N/A |
| | Proposed Pedestrian Signal Head | | N/A |
| | Proposed Signal Pole with Guy | | Existing Signal Pole with Guy |
| | Proposed Signal Pole with Sidewalk Guy | | Existing Signal Pole with Sidewalk Guy |
| | Proposed Inductive Loop Detector | | Existing Inductive Loop Detector |
| | Proposed Controller & Cabinet | | Existing Controller & Cabinet |
| | Proposed Junction Box | | Existing Junction Box |
| | Proposed 2-in Underground Conduit | | Existing 2-in Underground Conduit |
| | Proposed Right of Way | | Existing Right of Way |
| | Proposed Directional Arrow | | Existing Directional Arrow |
| | Proposed "Right-Turn Signal" Sign (R10-10R) | | Existing "Right-Turn Signal" Sign (R10-10R) |

Signal Upgrade

	US 401 Bus. (Raeford Road) at SR 1219 (Ireland Drive) / Shopping Center Drive		SEAL
	Division 6 Cumberland County Fayetteville PLAN DATE: January 2016 REVIEWED BY: JPG PREPARED BY: KGP, Jr. REVIEWED BY:	REVISIONS INIT. DATE	

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