

PHASING DIAGRAM

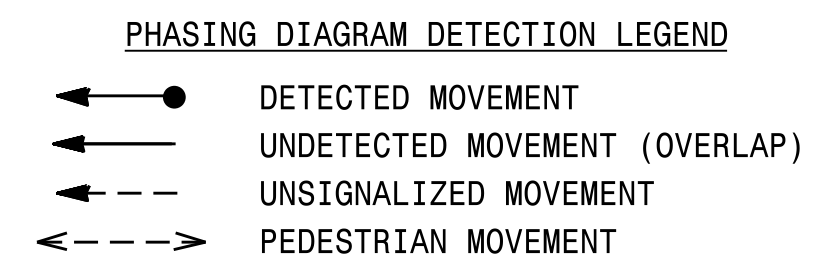
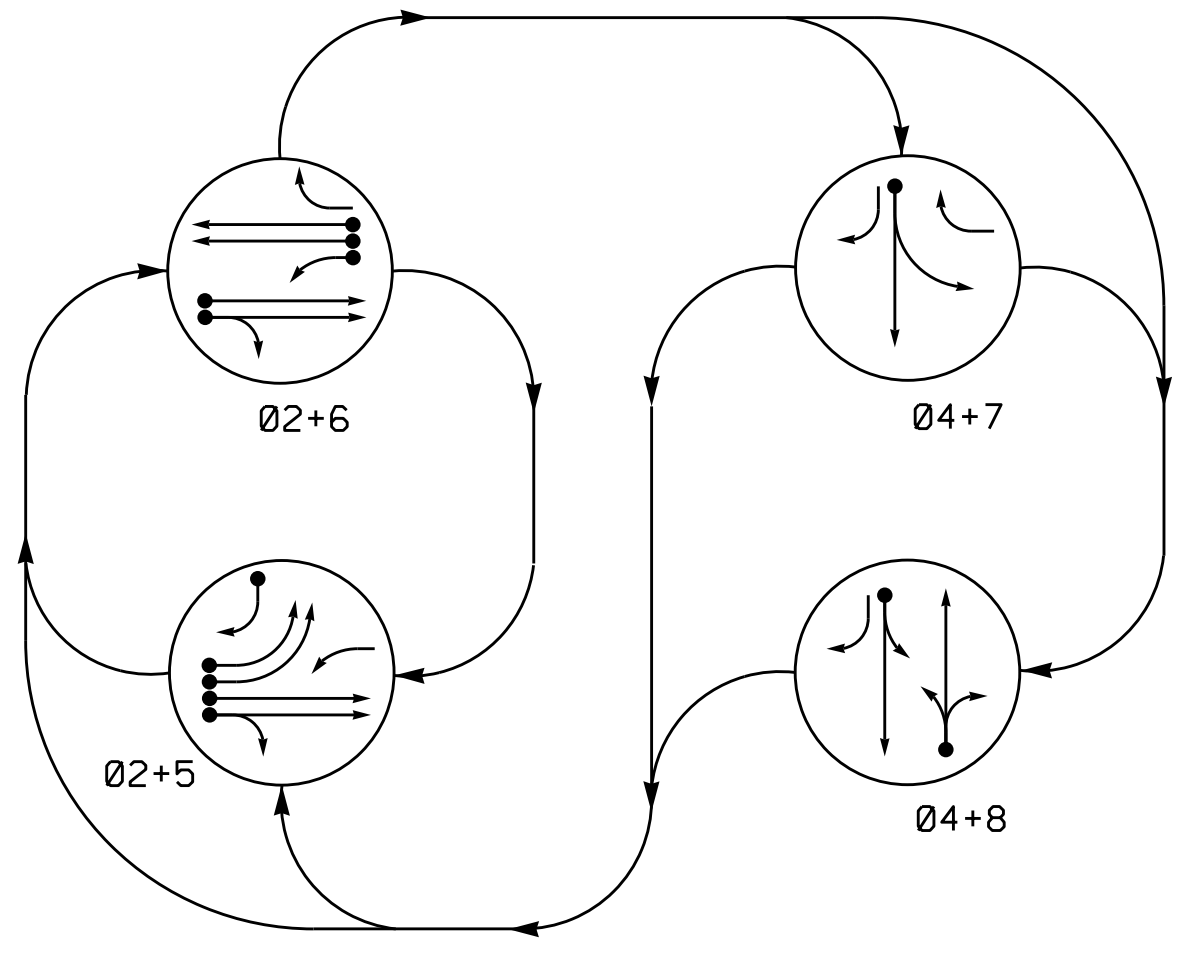
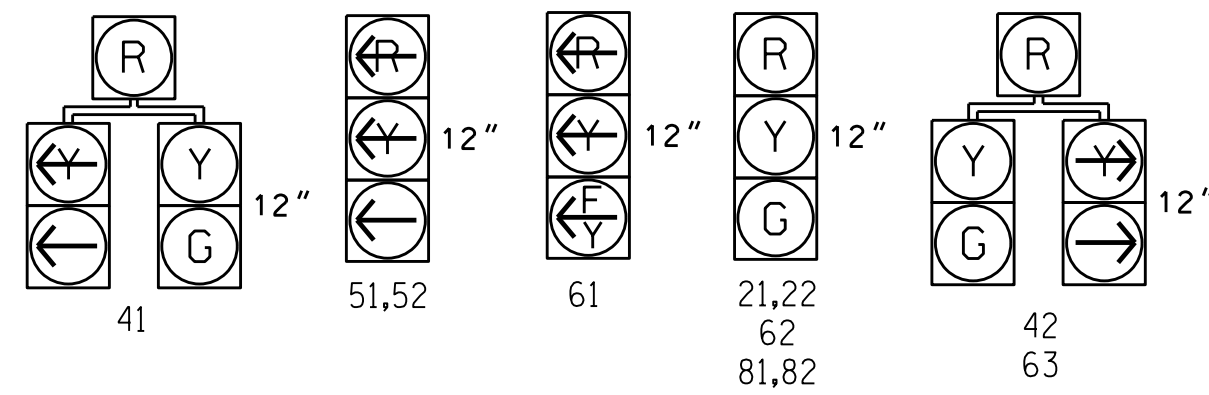


TABLE OF OPERATION

SIGNAL FACE	PHASE				
	02+5	02+6	04+7	04+8	FLHS
21,22	G	G	R	R	Y
41	R	R	G	G	R
42	R	R	G	G	R
51,52	Y	Y	R	R	Y
61	Y	Y	R	R	Y
62	R	R	G	G	R
63	R	R	G	G	R
81,82	R	R	R	R	G

SIGNAL FACE I.D.

All Heads L.E.D.



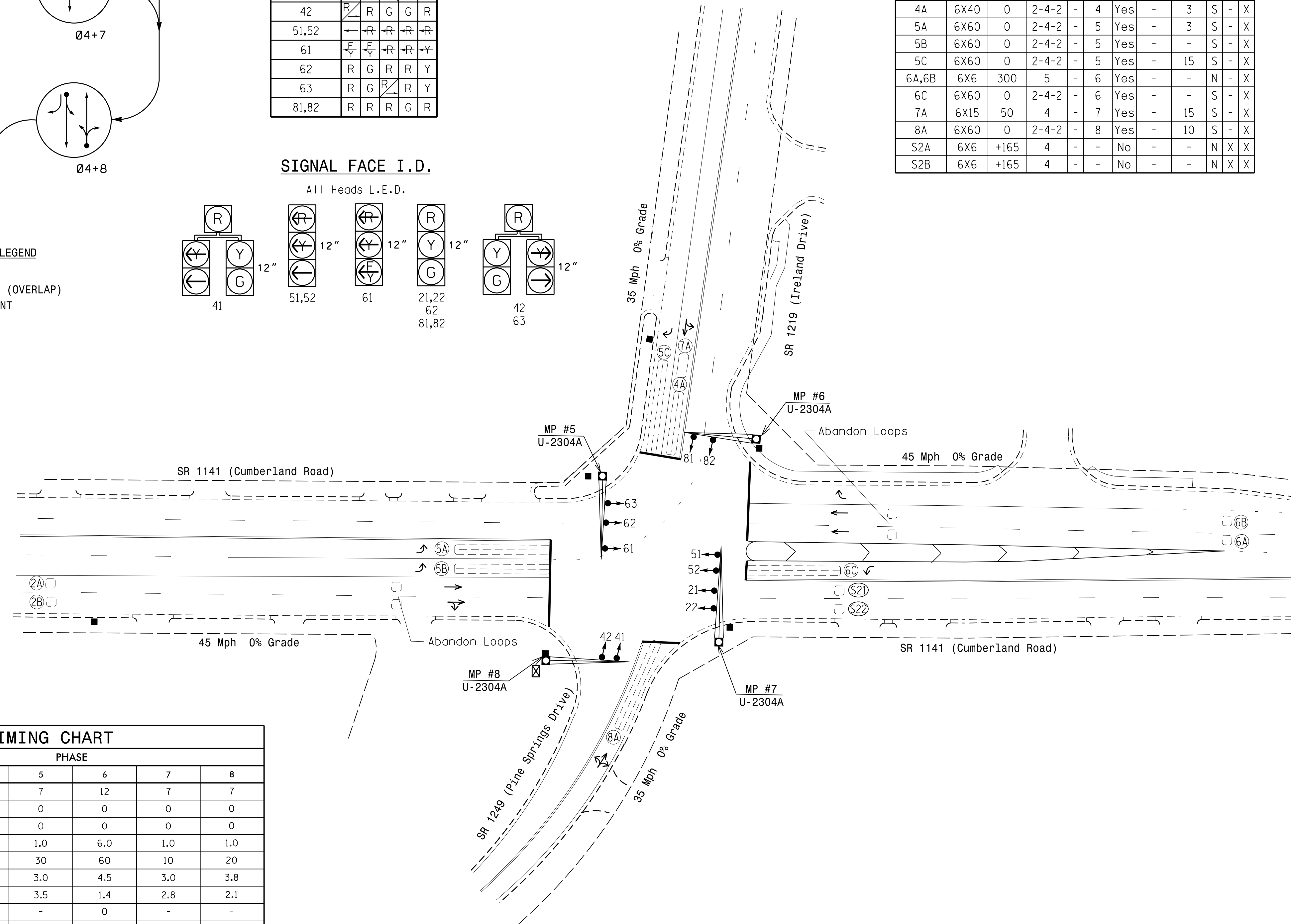
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE		
2A	6X6	300	4	-	2	Yes	-	-	-	N	X
2B	6X6	300	4	-	2	Yes	-	-	-	N	X
4A	6X40	0	2-4-2	-	4	Yes	-	3	-	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,6B	6X6	300	5	-	6	Yes	-	-	-	N	X
6C	6X60	0	2-4-2	-	6	Yes	-	-	-	S	X
7A	6X15	50	4	-	7	Yes	-	15	-	S	X
8A	6X60	0	2-4-2	-	8	Yes	-	10	-	S	X
S2A	6X6	+165	4	-	-	No	-	-	-	N	X
S2B	6X6	+165	4	-	-	No	-	-	-	N	X

4 Phase Fully Actuated Fayetteville Signal System

NOTES

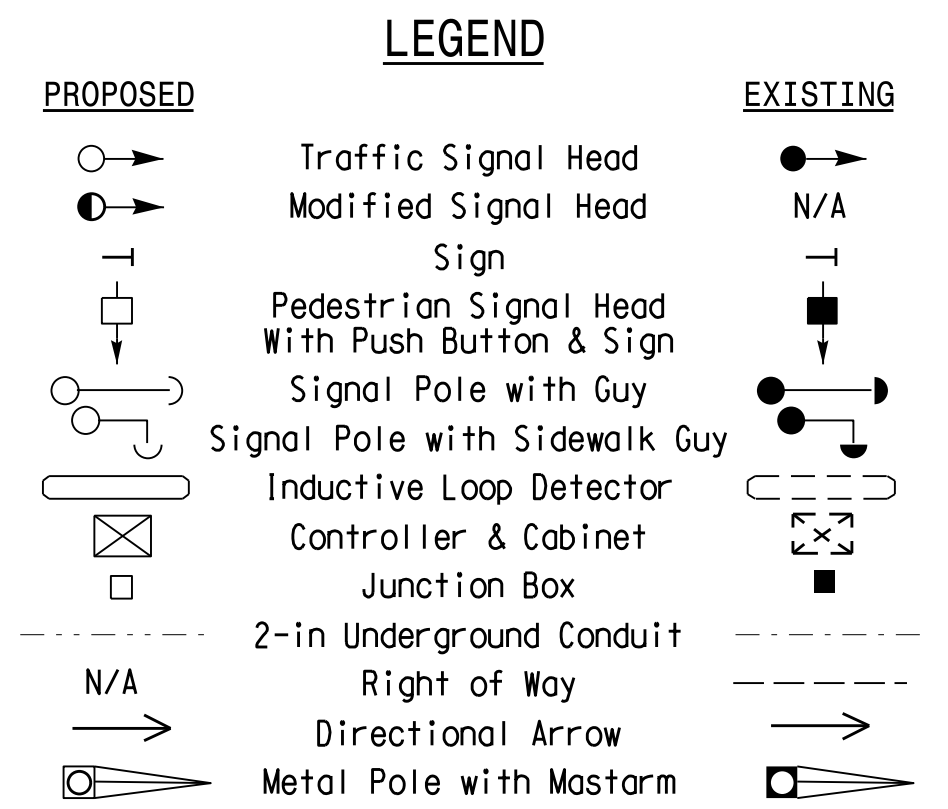
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Omit phase 7 during phase 8 on.
- Phase 5 may be lagged.
- 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.



ASC/3 TIMING CHART

FEATURE	PHASE					
	2	4	5	6	7	8
Min Green *	12	7	7	12	7	7
Walk *	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Veh. Extension *	6.0	1.0	1.0	6.0	1.0	1.0
Max 1 *	60	20	30	60	10	20
Yellow	4.5	3.8	3.0	4.5	3.0	3.8
Red Clear	1.4	2.1	3.5	1.4	2.8	2.1
Actuations B4 Add *	0	-	-	0	-	-
Seconds / Actuation *	1.5	-	-	2.0	-	-
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	-	X	-	-	-	X
Simultaneous Gap	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

SR 1141 (Cumberland Road) at SR 1219 (Ireland Drive) / SR 1249 (Pine Springs Drive) Fayetteville

Division 6 Cumberland County Fayetteville

PLAN DATE: June 2016 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029904 JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 7/28/2016

SIG. INVENTORY NO. 06-0446

08-10-2016 08:10
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 J. Spence