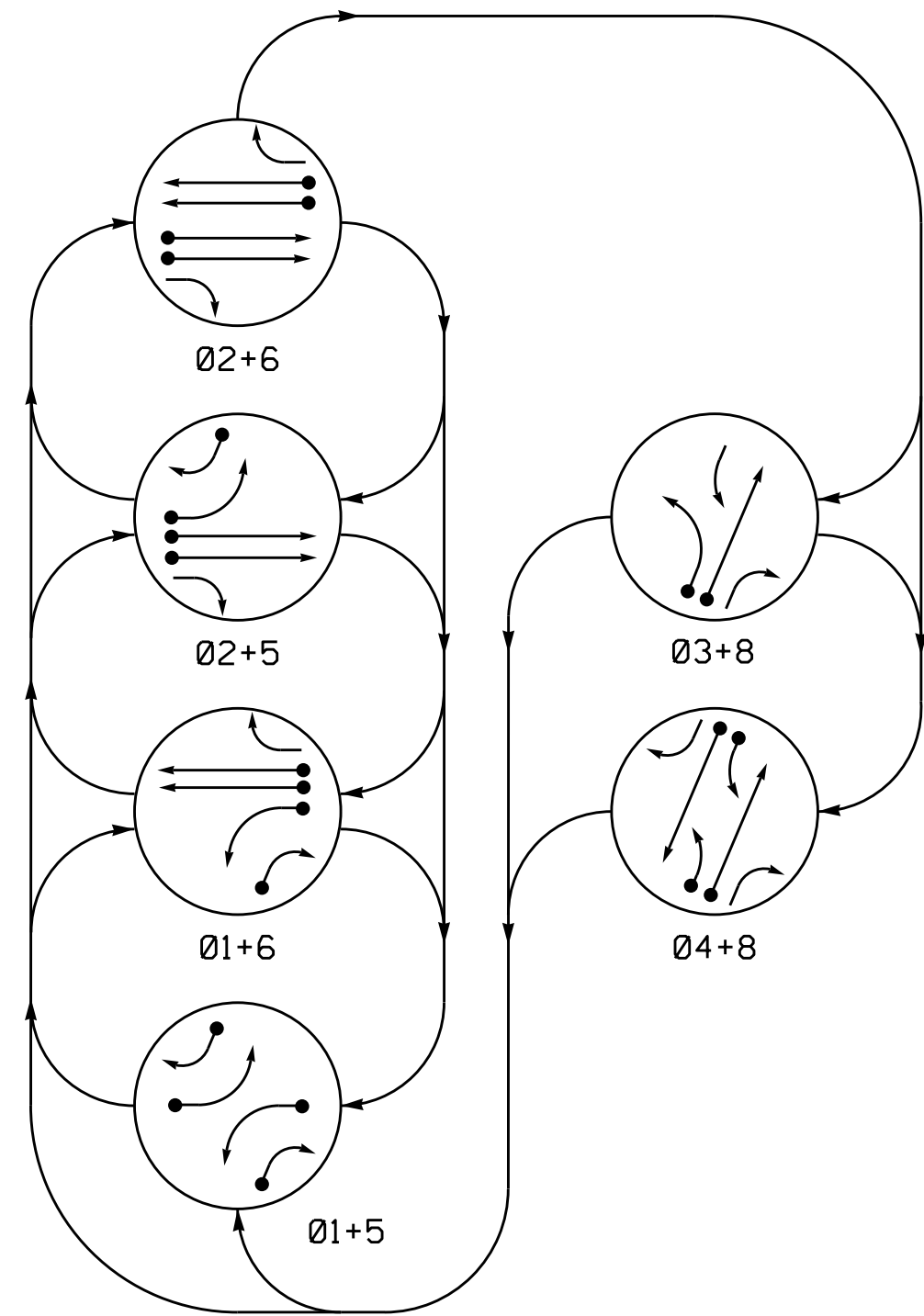


PHASING DIAGRAM



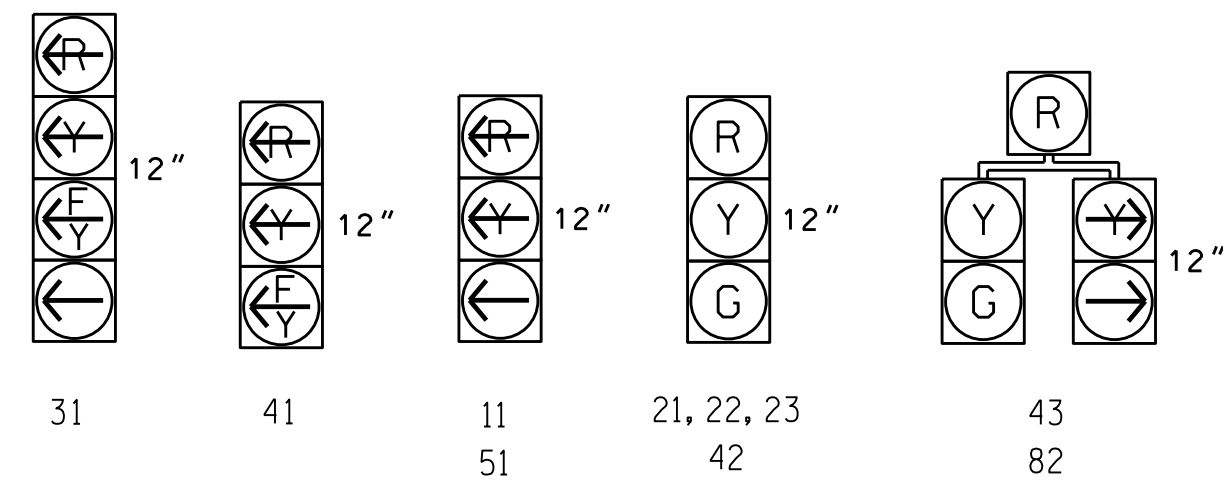
PHASING DIAGRAM DETECTION LEGEND

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+8	04+8	FLASH	FLASH
11	+	+	+	+	+	+	+	+
21,22,23	R	R	G	G	R	R	Y	
31	R	R	R	R	R	R	R	
41	R	R	R	R	R	R	R	
42	R	R	R	R	R	R	G	R
43	R	R	R	R	R	R	G	R
51	+	+	+	+	+	+	+	+
61,62	R	G	R	G	R	R	Y	
81	R	R	R	R	G	G	R	
82	R	R	R	R	G	G	R	

SIGNAL FACE I.D.

All Heads L.E.D.

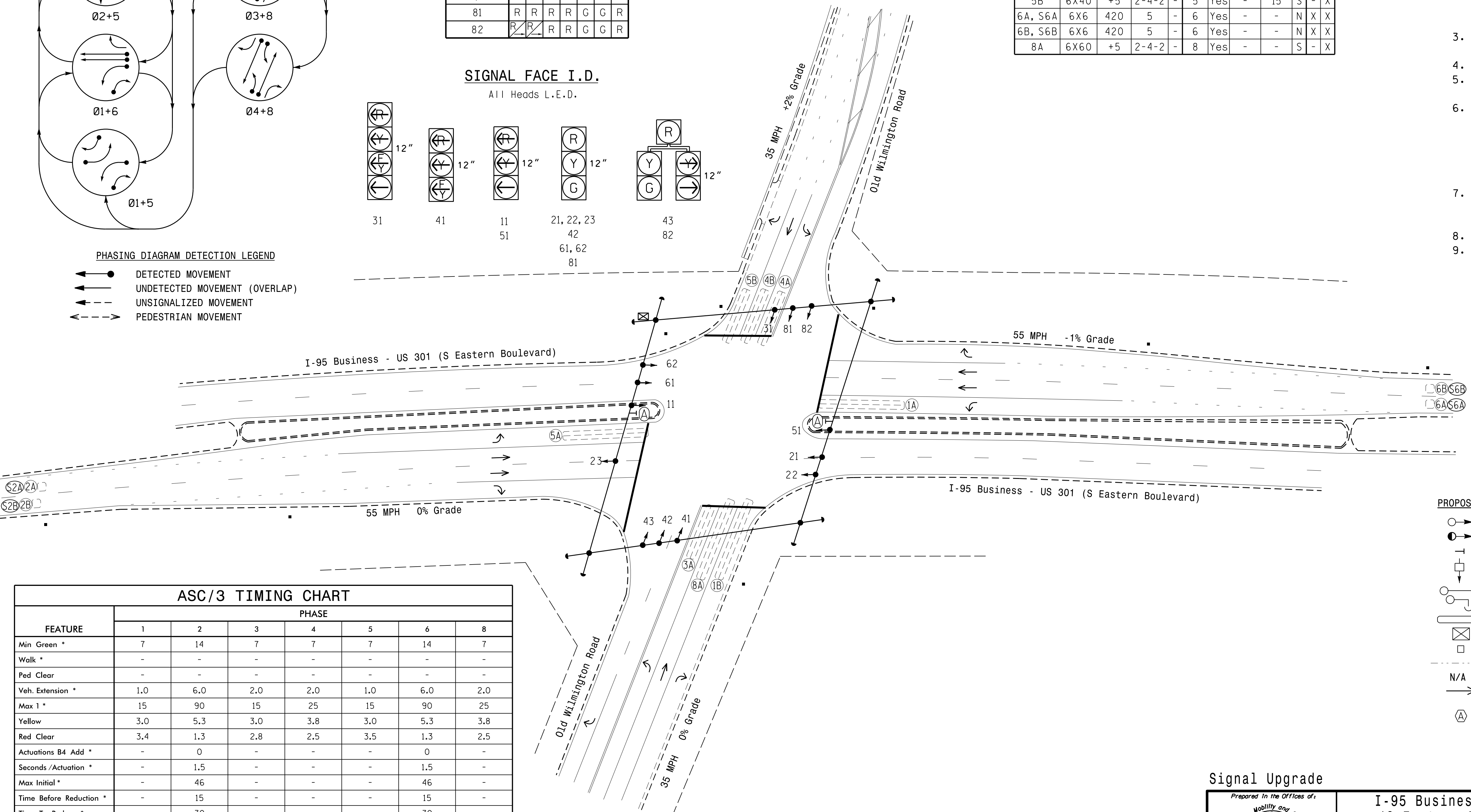


ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP NEW CARD
1A	6X60	0	2-4-2	-	1	Yes	-	-	S	- X
1B	6X60	+5	2-4-2	-	1	Yes	-	15	S	- X
2A, S2A	6X6	420	5	-	2	Yes	-	-	N	X X
2B, S2B	6X6	420	5	-	2	Yes	-	-	N	X X
3A	6X40	0	2-4-2	-	3	Yes	-	15	S	- X
4A, 4B	6X40	+5	2-4-2	-	4	Yes	-	3	S	- X
5A	6X60	0	2-4-2	-	5	Yes	-	-	S	- X
5B	6X40	+5	2-4-2	-	5	Yes	-	15	S	- X
6A, S6A	6X6	420	5	-	6	Yes	-	-	N	X X
6B, S6B	6X6	420	5	-	6	Yes	-	-	N	X X
8A	6X60	+5	2-4-2	-	8	Yes	-	-	S	- X

6 Phase Fully Actuated Fayetteville Signal System

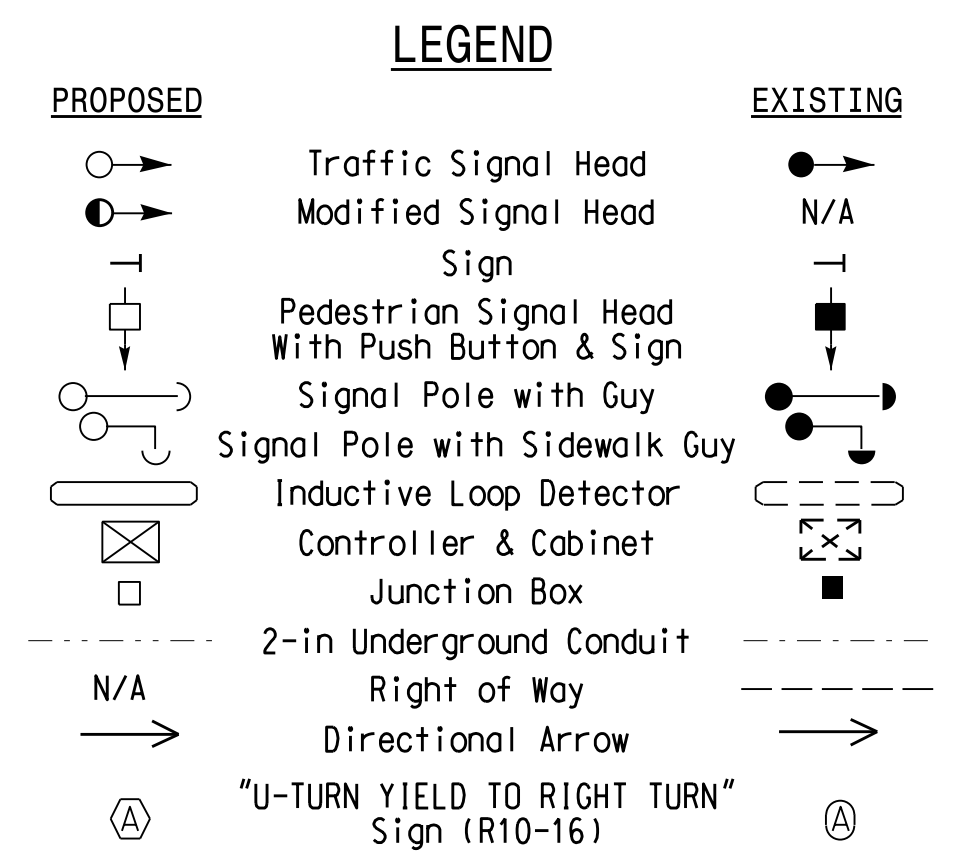
NOTES

- 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 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.



FEATURE	ASC/3 TIMING CHART							
	1	2	3	4	5	6	8	
Min Green *	7	14	7	7	7	14	7	
Walk *	-	-	-	-	-	-	-	
Ped Clear	-	-	-	-	-	-	-	
Veh. Extension *	1.0	6.0	2.0	2.0	1.0	6.0	2.0	
Max 1 *	15	90	15	25	15	90	25	
Yellow	3.0	5.3	3.0	3.8	3.0	5.3	3.8	
Red Clear	3.4	1.3	2.8	2.5	3.5	1.3	2.5	
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	-	-	-	X	-	-	X	
Simultaneous Gap	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

**I-95 Business - US 301 (S Eastern Boulevard) at Old Wilmington Road**

Division 6 Cumberland County Fayetteville

PREPARED BY: DJS/EMM REVIEWED BY: JPG

DATE: May 2016

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

Jason P. Gallaway

7/20/2016

SIG. INVENTORY NO. 06-0910

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 40'

20-JUL-2016 11:41  
 S:\ITS\AS\115\_Signal\Signal Design\Section\Eastern Region\04\U-5742 Fayetteville ASC/3\6-0910\60910\_sfg.dsn\_2016mmds.dgn  
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