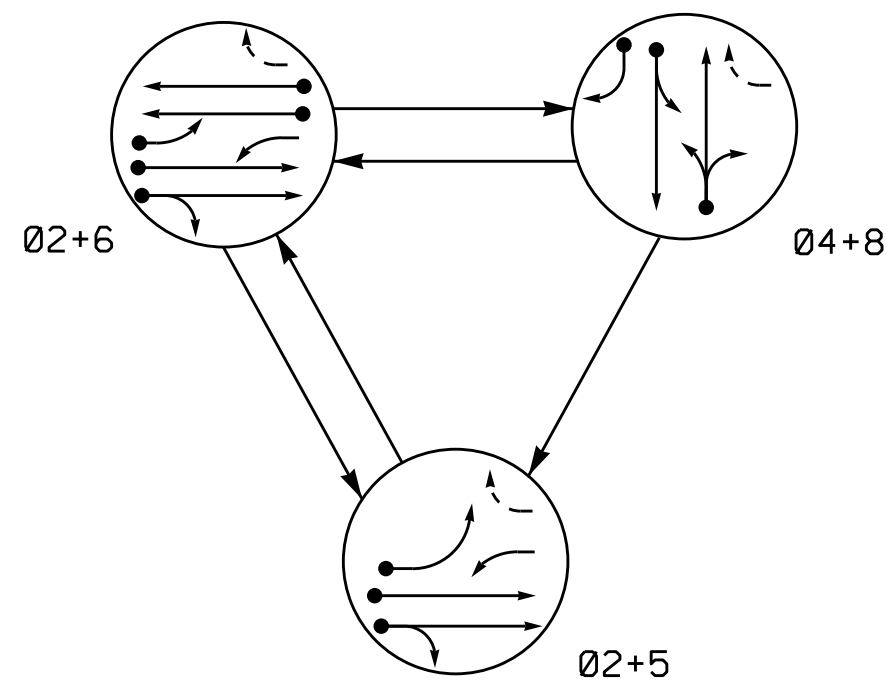


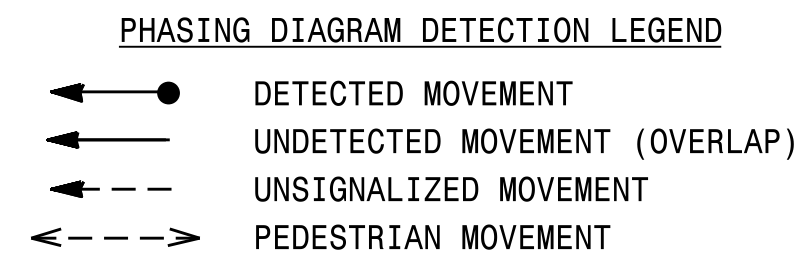
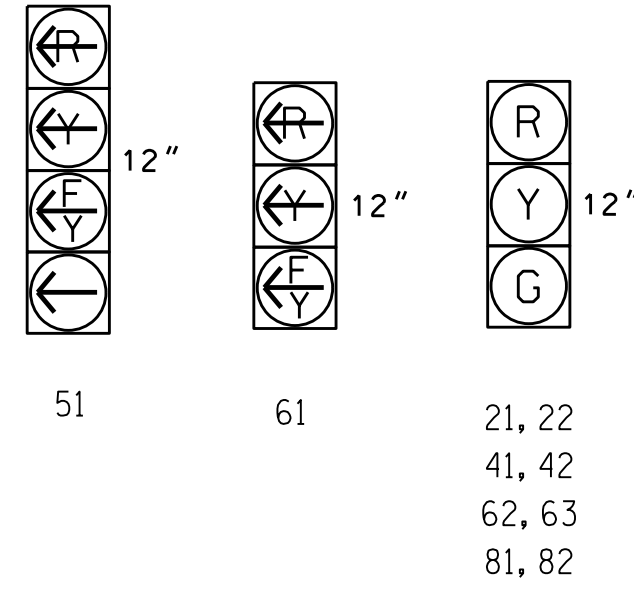
PHASING DIAGRAM



SIGNAL FACE	PHASE		
	02+5	04+8	FLASH
21,22	G	R	Y
41,42	R	R	G
51	F	F	Y
61	F	F	Y
62,63	R	G	Y
81,82	R	R	G

SIGNAL FACE I.D.

All Heads L.E.D.

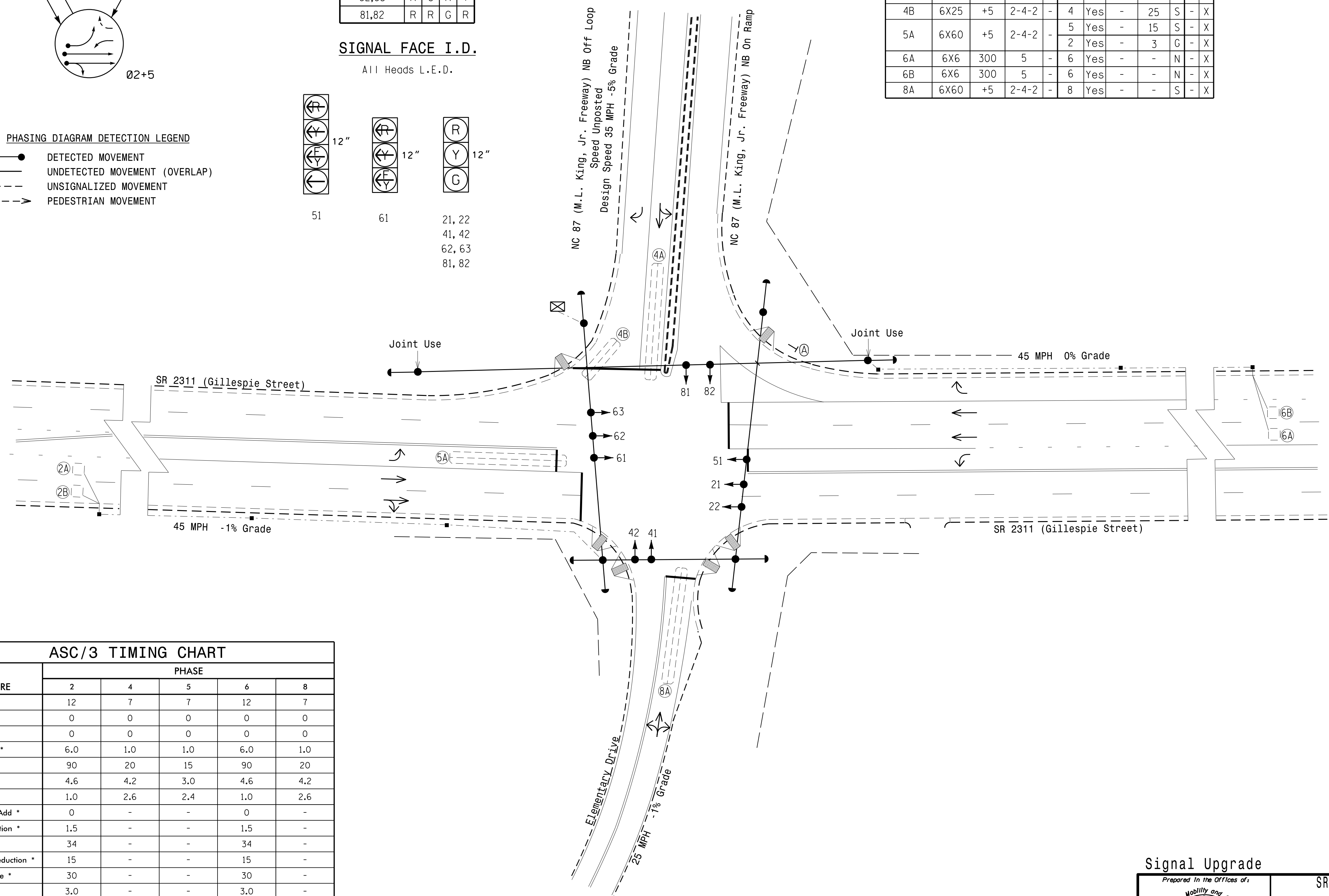


ASC/3 DETECTOR INSTALLATION CHART										
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP
2A	6X6	300	5	-	2	Yes	-	-	N	- X
2B	6X6	300	5	-	2	Yes	-	-	N	- X
4A	6X60	+5	2-4-2	-	4	Yes	-	-	S	- X
4B	6X25	+5	2-4-2	-	4	Yes	-	25	S	- X
5A	6X60	+5	2-4-2	-	5	Yes	-	15	S	- X
6A	6X6	300	5	-	6	Yes	-	-	N	- X
6B	6X6	300	5	-	6	Yes	-	-	N	- X
8A	6X60	+5	2-4-2	-	8	Yes	-	-	S	- X

3 Phase Fully Actuated Fayetteville City System

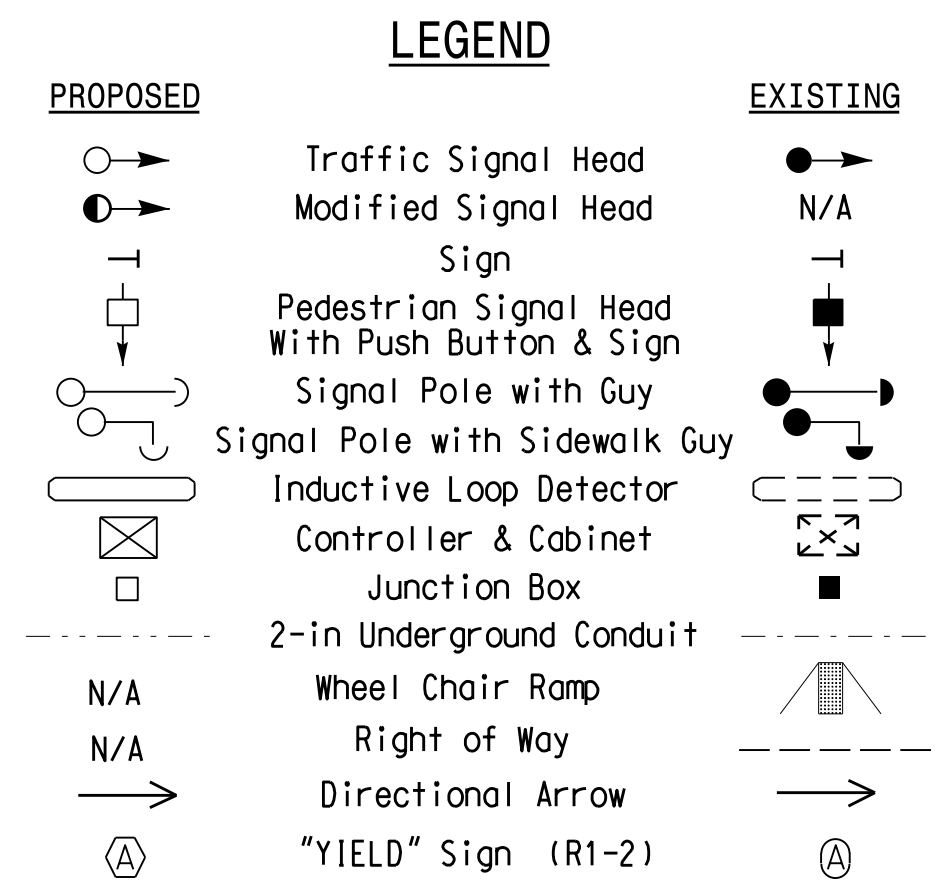
NOTES

- 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 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.



FEATURE	PHASE				
	2	4	5	6	8
Min Green *	12	7	7	12	7
Walk *	0	0	0	0	0
Ped Clear	0	0	0	0	0
Veh. Extension *	6.0	1.0	1.0	6.0	1.0
Max I *	90	20	15	90	20
Yellow	4.6	4.2	3.0	4.6	4.2
Red Clear	1.0	2.6	2.4	1.0	2.6
Actuations B4 Add *	0	-	-	0	-
Seconds / Actuation *	1.5	-	-	1.5	-
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

* 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 2311 (Gillespie Street) at NC 87 (M.L. King, Jr. Frwy. NB Ramps) / Elementary Drive

Division 6 Cumberland County Fayetteville

PLAN DATE: May 2016 PREPARED BY: KGP, Jr. REVIEWED BY: JPG

REVISIONS: INIT. DATE

SCALE: 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: JASON P. GALLAWAY, ENGINEER, 029904

DATE: 5/23/2016

SIG. INVENTORY NO. 06-0933

23-May-2016 09:36
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 kgspeed.in