

PHASING DIAGRAM

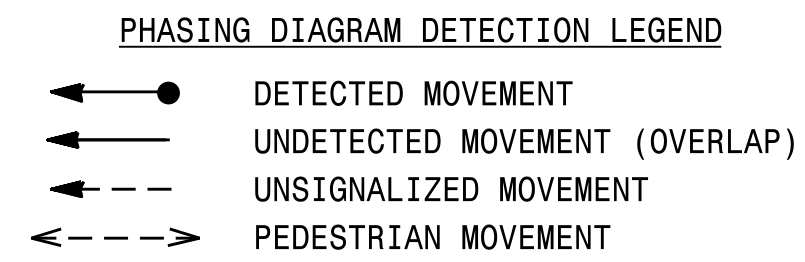
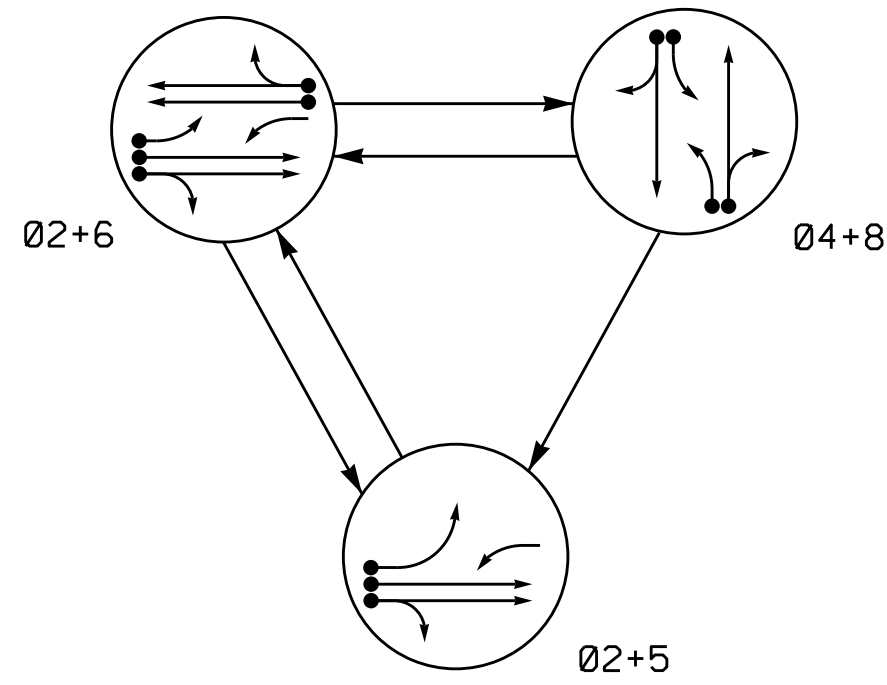
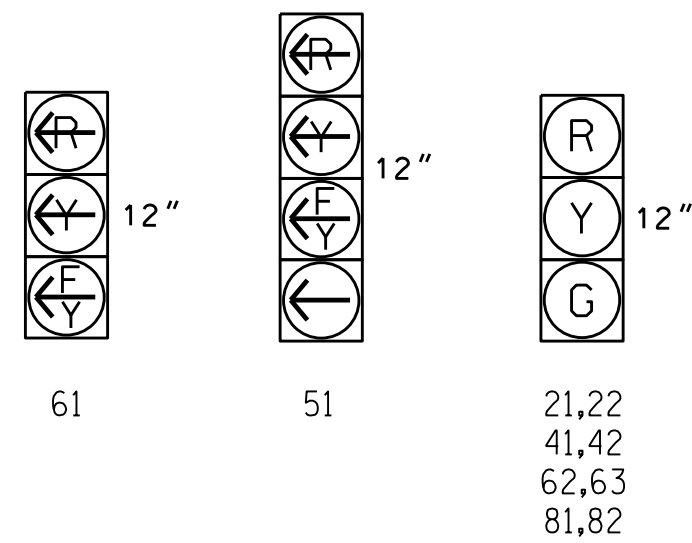


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	04+8	F
21,22	G	G	R	Y
41,42	R	R	G	R
51	F	F	RR	YY
61	F	F	RR	YY
62,63	R	G	R	Y
81,82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



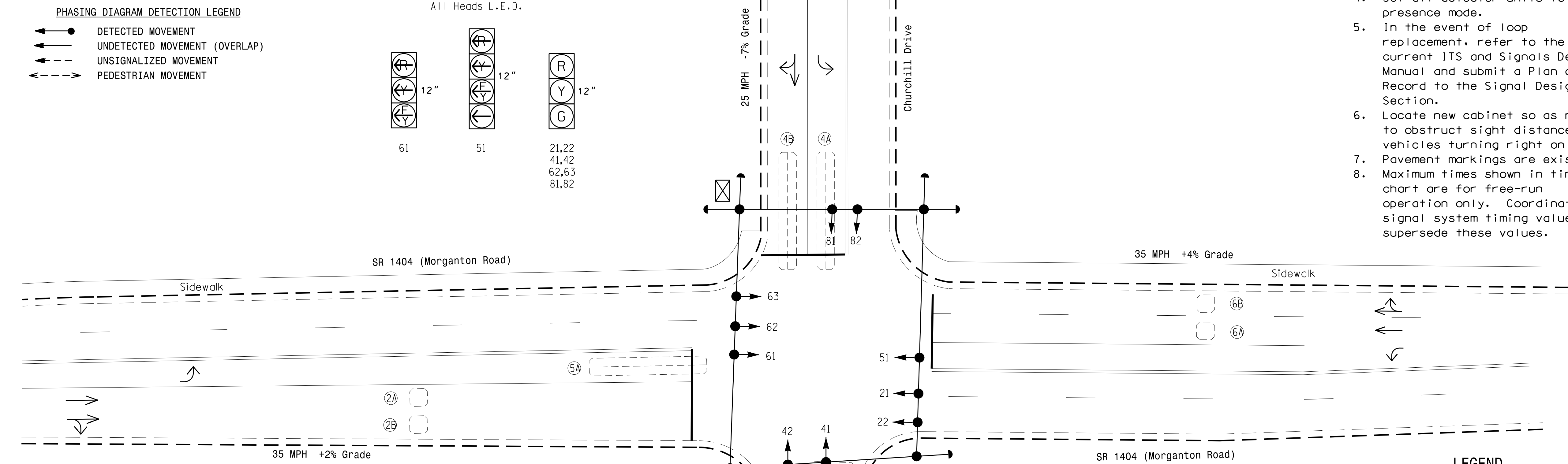
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE		
2A	6X6	90	4	-	2	Yes	-	-	S	-	X
2B	6X6	90	4	-	2	Yes	-	-	S	-	X
4A	6X40	+5	2-4-2	-	4	Yes	-	3	S	-	X
4B	6X40	+5	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X40	+5	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	90	3	-	6	Yes	-	-	S	-	X
6B	6X6	90	3	-	6	Yes	-	-	S	-	X
8A	6X40	+5	2-4-2	-	4	Yes	-	3	S	-	X
8B	6X40	+5	2-4-2	-	4	Yes	-	-	S	-	X

3 Phase Fully Actuated Fayetteville Signal System

NOTES

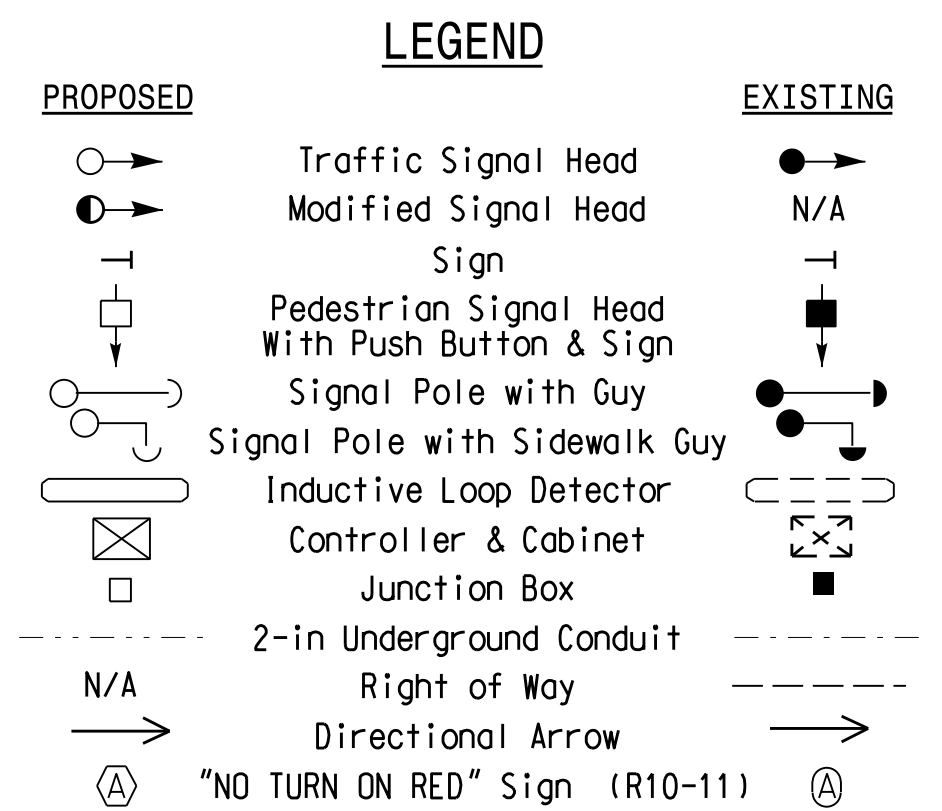
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Set all detector units to presence 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	8
Min Green *	10	7	7	10	7
Walk *	0	0	0	0	0
Ped Clear	0	0	0	0	0
Veh. Extension *	3.0	2.0	2.0	3.0	2.0
Max 1 *	45	30	25	45	30
Yellow	3.7	3.6	3.0	3.7	3.6
Red Clear	1.6	1.8	2.3	1.6	1.8
Actuations B4 Add *	-	-	-	-	-
Seconds /Actuation *	-	-	-	-	-
Max Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
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

SR 1404 (Morganton Road) at Churchill Drive

Division 6 Cumberland County Fayetteville

PLAN DATE: March 2016 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 1"=20'

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER JASON P. GALLOWAY SEAL 029904

DocuSigned by: Jason P. Galloway 5/26/2016

SIG. INVENTORY NO. 06-0047

06-MAY-2016 15:49  
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