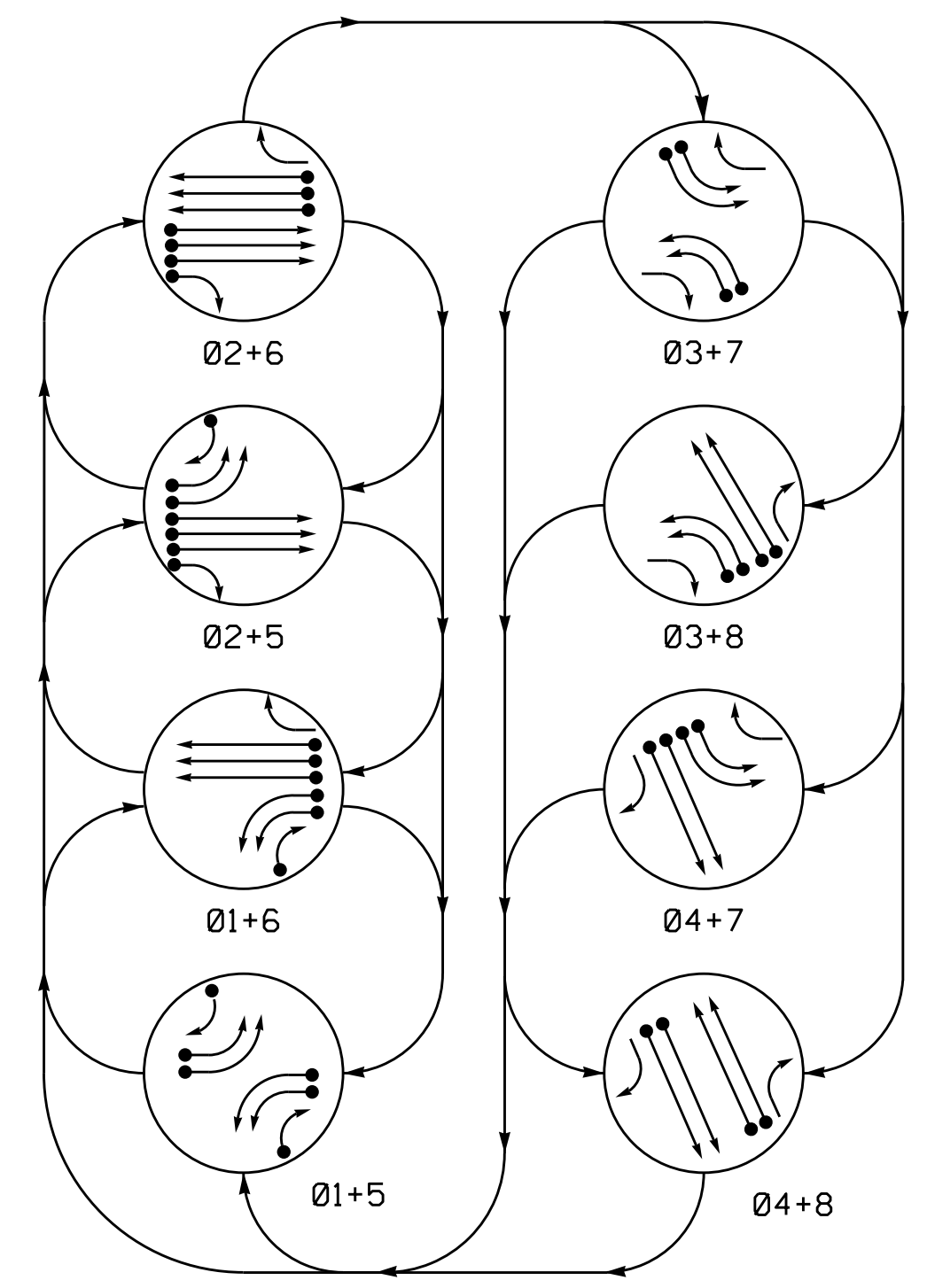
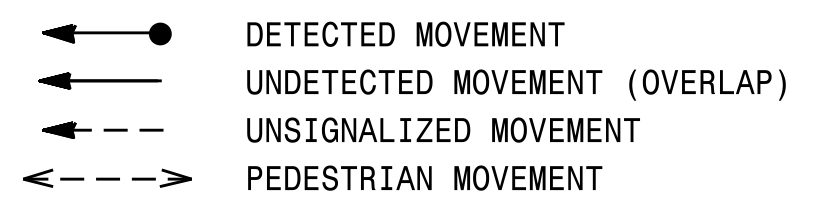


PHASING DIAGRAM

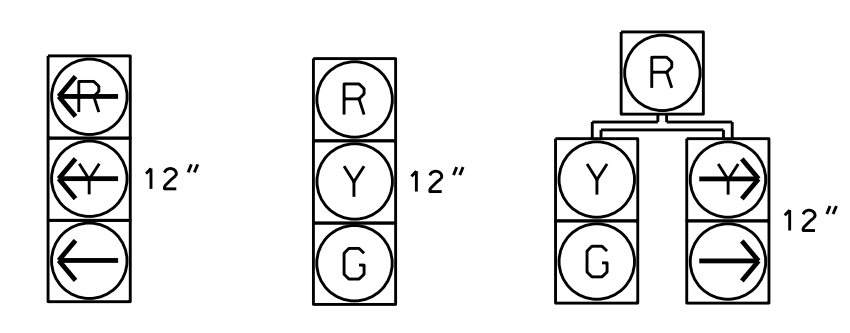


PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.

All Heads L.E.D.



11, 12  
31, 32, 33  
51, 52  
71, 72, 73

21, 22  
41  
61, 62  
81

23  
42  
63  
82

TABLE OF OPERATION

SIGNAL FACE	PHASE								F L O W
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	
11,12	-	-	-R	-R	-R	-R	-R	-R	-R
21,22	R	R	G	G	R	R	R	R	Y
23	R	R	G	G	R	R	R	R	Y
31,32,33	-R	-R	-R	-R	-	-	-R	-R	-R
41	R	R	R	R	R	R	G	G	R
42	R	R	R	R	R	R	G	G	R
51,52	-R	-R	-R	-R	-R	-R	-R	-R	-R
61,62	R	G	R	G	R	R	R	R	Y
63	R	G	R	G	R	R	R	R	Y
71,72,73	-R	-R	-R	-R	-R	-R	-R	-R	-R
81	R	R	R	R	R	G	R	G	R
82	R	R	R	R	R	G	R	G	R

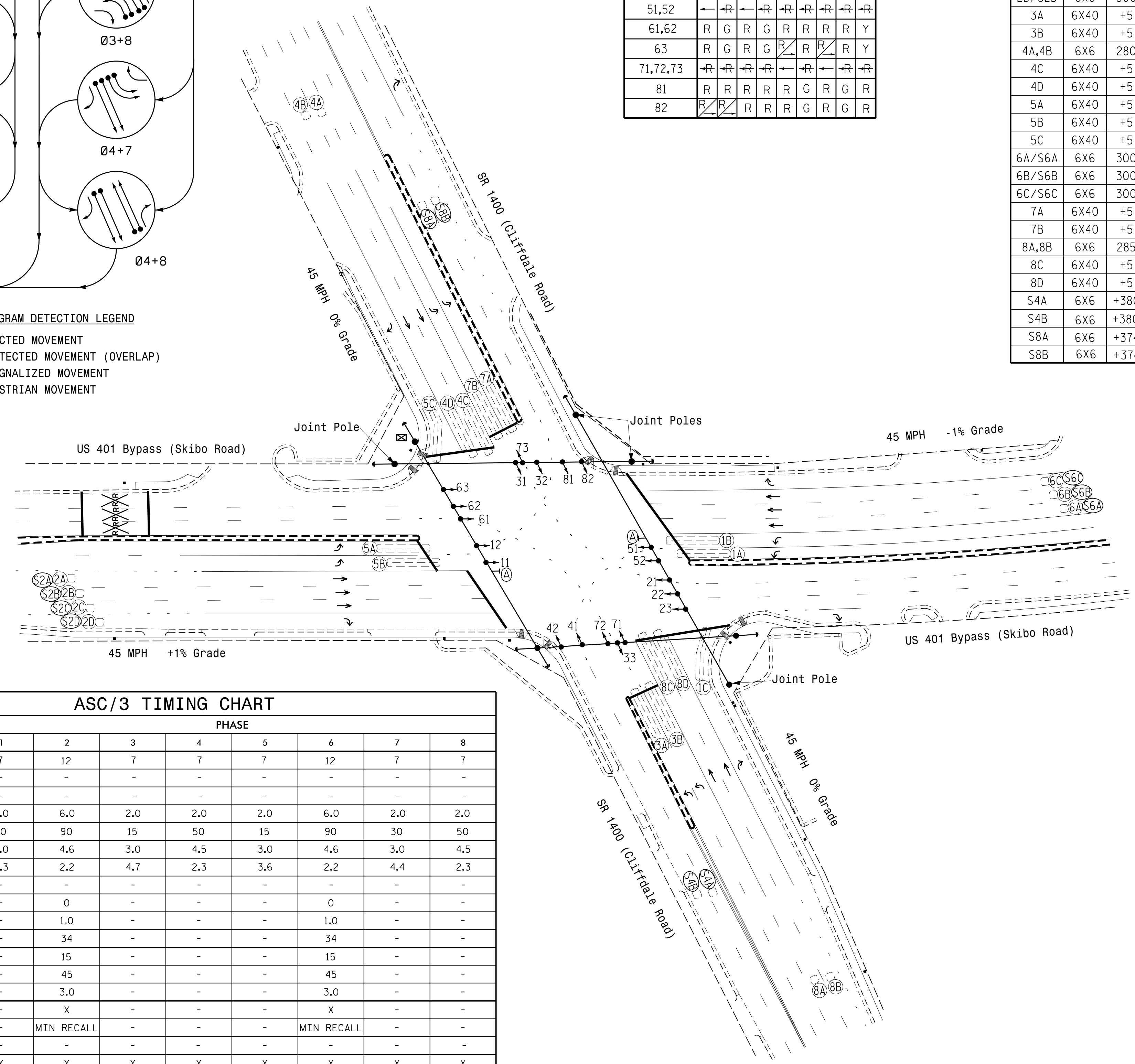
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE		
1A	6X40	+5	2-4-2	-	1	Yes	-	-	S	-	X
1B	6X40	+5	2-4-2	-	1	Yes	-	-	S	-	X
1C	6X40	0	2-4-2	-	1	Yes	-	20	S	-	X
2A/S2A	6X6	300	4	-	2	Yes	-	-	N	X	X
2B/S2B	6X6	300	4	-	2	Yes	-	-	N	X	X
2C/S2C	6X6	300	4	-	2	Yes	-	-	N	X	X
2D/S2D	6X6	300	4	-	2	Yes	-	-	N	X	X
3A	6X40	+5	2-4-2	-	3	Yes	-	-	S	-	X
3B	6X40	+5	2-4-2	-	3	Yes	-	-	S	-	X
4A,4B	6X6	280	4	-	4	No	2.5	-	N	-	X
4C	6X40	+5	2-4-2	-	4	Yes	-	-	S	-	X
4D	6X40	+5	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X40	+5	2-4-2	-	5	Yes	-	-	S	-	X
5B	6X40	+5	2-4-2	-	5	Yes	-	-	S	-	X
5C	6X40	+5	2-4-2	-	5	Yes	-	20	S	-	X
6A/S6A	6X6	300	4	-	6	Yes	-	-	N	X	X
6B/S6B	6X6	300	4	-	6	Yes	-	-	N	X	X
6C/S6C	6X6	300	4	-	6	Yes	-	-	N	X	X
7A	6X40	+5	2-4-2	-	7	Yes	-	-	S	-	X
7B	6X40	+5	2-4-2	-	7	Yes	-	-	S	-	X
8A,8B	6X6	285	4	-	8	No	2.5	-	N	-	X
8C	6X40	+5	2-4-2	-	8	Yes	-	-	S	-	X
8D	6X40	+5	2-4-2	-	8	Yes	-	-	S	-	X
S4A	6X6	+380	4	-	-	No	-	-	N	X	X
S4B	6X6	+380	4	-	-	No	-	-	N	X	X
S8A	6X6	+374	4	-	-	No	-	-	N	X	X
S8B	6X6	+374	4	-	-	No	-	-	N	X	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.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

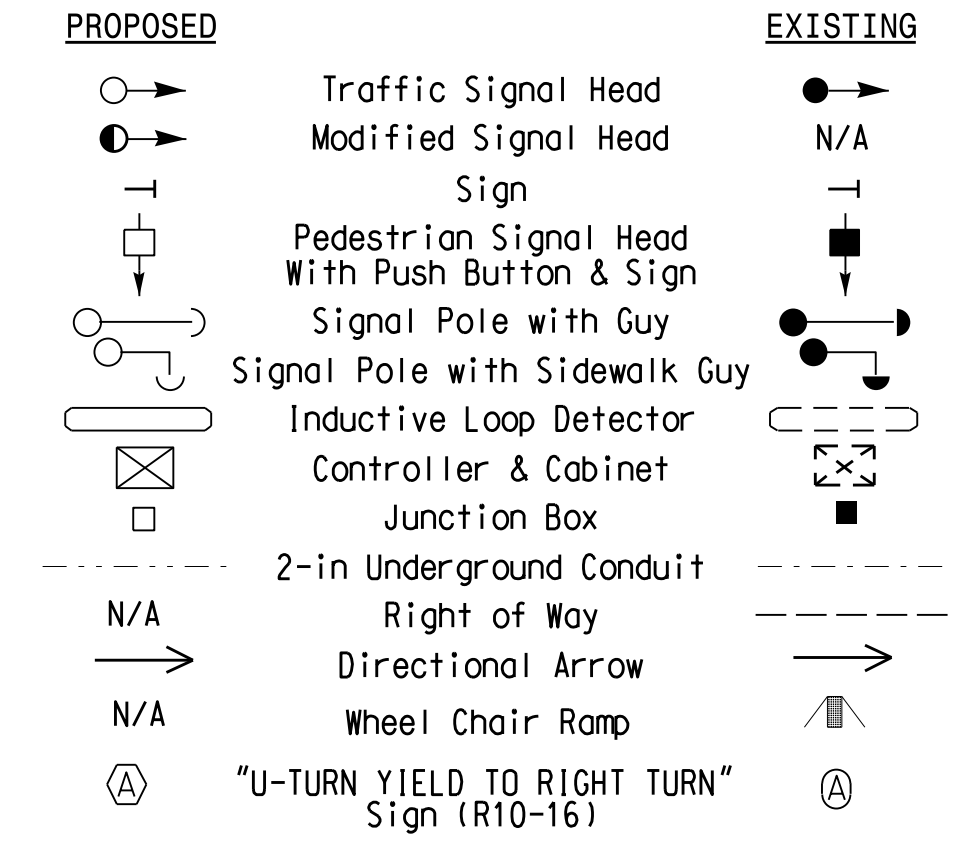


ASC/3 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	12	7	7	7	12	7	7
Walk *	-	-	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max I *	20	90	15	50	15	90	30	50
Yellow	3.0	4.6	3.0	4.5	3.0	4.6	3.0	4.5
Red Clear	3.3	2.2	4.7	2.3	3.6	2.2	4.4	2.3
Red Revert	-	-	-	-	-	-	-	-
Actuations B4 Add *	-	0	-	-	-	0	-	-
Seconds /Actuation *	-	1.0	-	-	-	1.0	-	-
Max Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	45	-	-	-	45	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Locking Detector	-	X	-	-	-	X	-	-
Recall Position	-	MIN RECALL	-	-	-	MIN 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



Signal Upgrade

Prepared In the Offices of:  
  
 750 N. Greenfield Pkwy, Garner, NC 27529

US 401 Bypass (Skibo Road) at SR 1400 (Cliffdale Road)

Division 6 Cumberland County Fayetteville

PLAN DATE: October 2015 PREPARED BY: EMM/DJS REVIEWED BY: JPG, PE

REVISIONS: \_\_\_\_\_ INIT. DATE

SCALE: 1"=50'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
 NORTH CAROLINA PROFESSIONAL ENGINEER  
 JASON P. GALLOWAY  
 029904  
 5/31/2014  
 DATE

SIG. INVENTORY NO. 06-0094

13-1111-2015 15:15  
 S:\Projects\Signal Design\Section\Eastern Region\01\06\U-5742 Fayetteville\11e ASC\3\66-0094\660094\_s1a.dsn\_2015mmdd.dgn  
 Reference