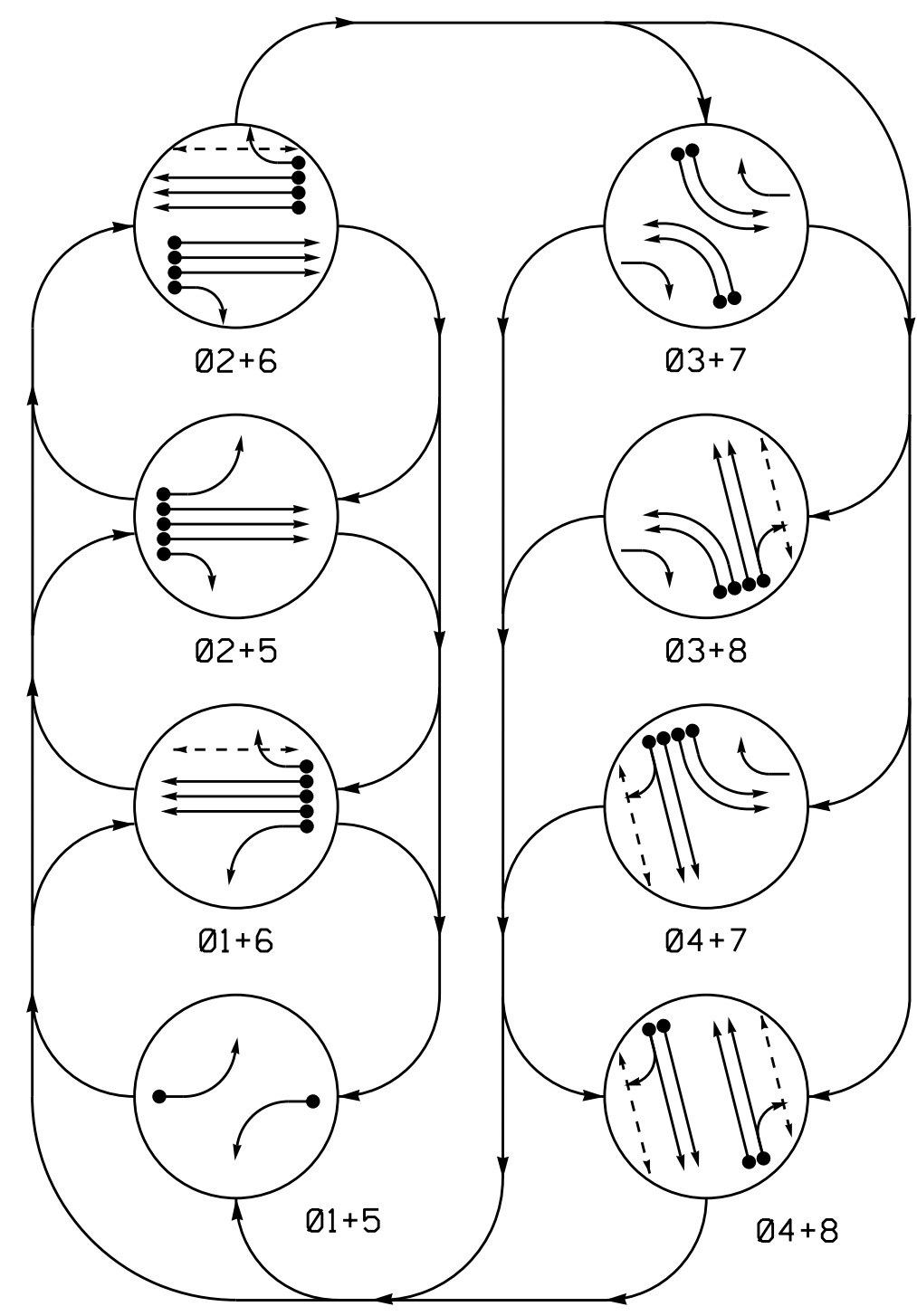


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

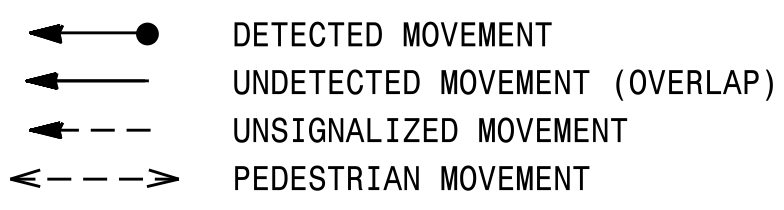
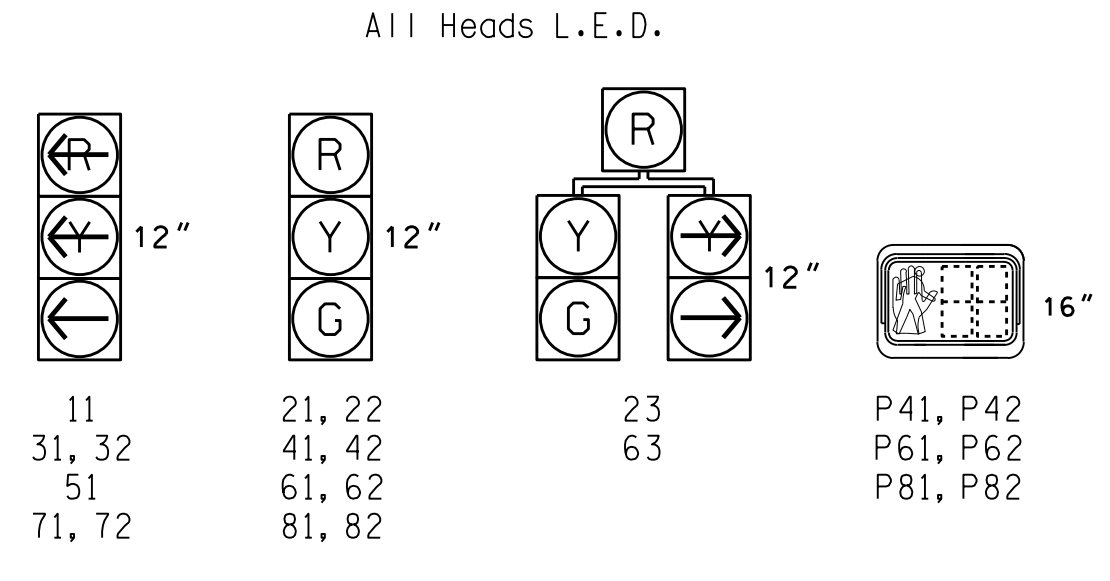


TABLE OF OPERATION

SIGNAL FACE	PHASE								FLASHER
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	
11	-	-	-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	-R	-R	-R	-R	-	-	-R	-R	-R
41, 42	R	R	R	R	R	R	G	G	R
51	-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	-R	-R	-R	-R	-R	-R	-R	-R	-R
81, 82	R	R	R	R	R	G	R	G	R
P41, P42	DW	DW	DW	DW	DW	DW	W	W	DRK
P61, P62	DW	W	DW	W	DW	DW	DW	DRK	DRK
P81, P82	DW	DW	DW	DW	DW	W	DW	W	DRK

SIGNAL FACE I.D.



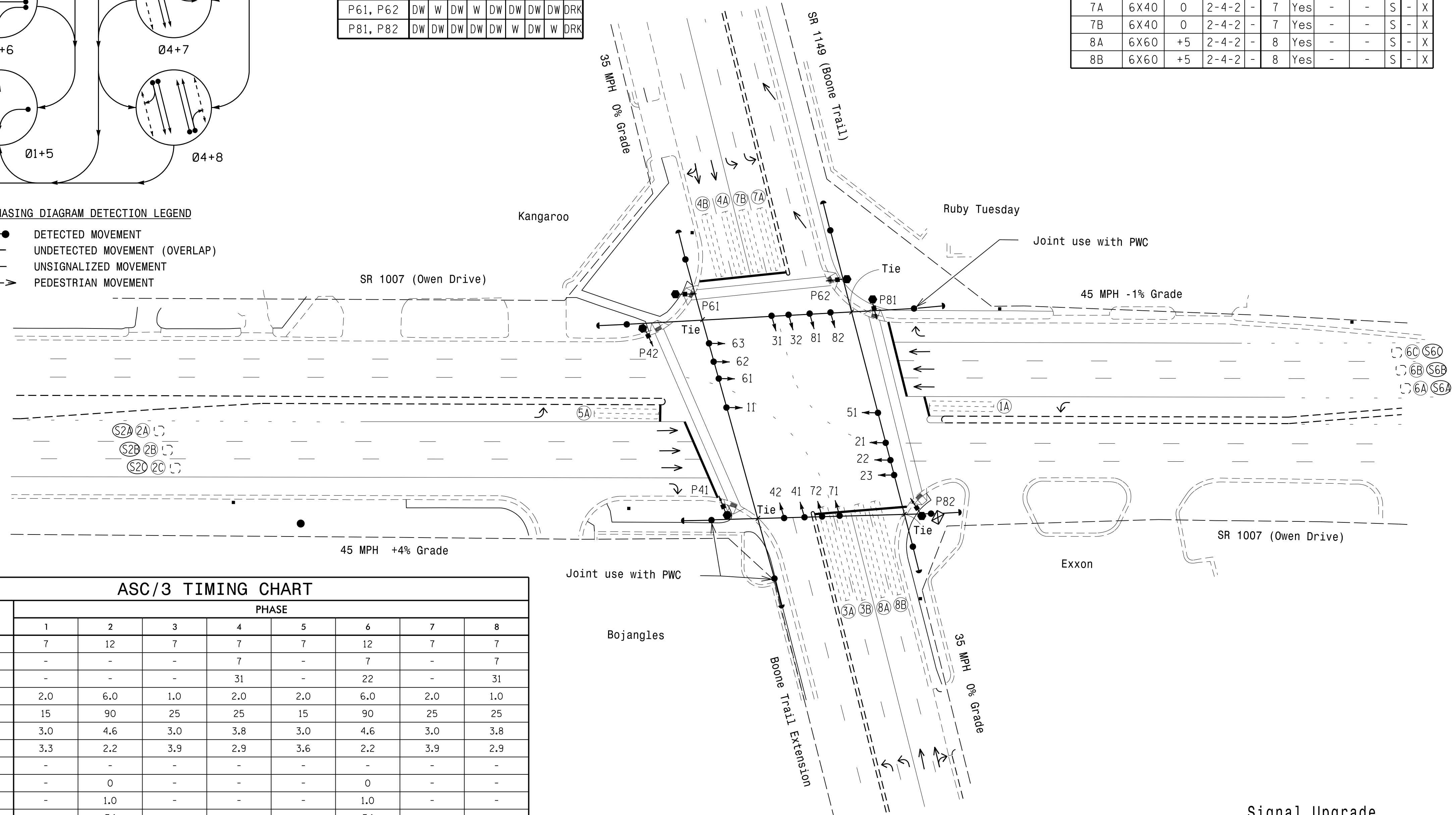
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING				TYPE	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME			
1A	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
2A/S2A	6X6	300	5	-	2	Yes	-	-	N	X	X
2B/S2B	6X6	300	5	-	2	Yes	-	-	N	X	X
2C/S2C	6X6	300	5	-	2	Yes	-	-	N	X	X
3A	6X60	+5	2-4-2	-	3	Yes	-	-	S	-	X
3B	6X60	+5	2-4-2	-	3	Yes	-	-	S	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X
6A/S6A	6X6	300	5	-	6	Yes	-	-	N	X	X
6B/S6B	6X6	300	5	-	6	Yes	-	-	N	X	X
6C/S6C	6X6	300	5	-	6	Yes	-	-	N	X	X
7A	6X40	0	2-4-2	-	7	Yes	-	-	S	-	X
7B	6X40	0	2-4-2	-	7	Yes	-	-	S	-	X
8A	6X60	+5	2-4-2	-	8	Yes	-	-	S	-	X
8B	6X60	+5	2-4-2	-	8	Yes	-	-	S	-	X

8 Phase Fully Actuated Fayetteville Signal System

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. 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.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
9. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

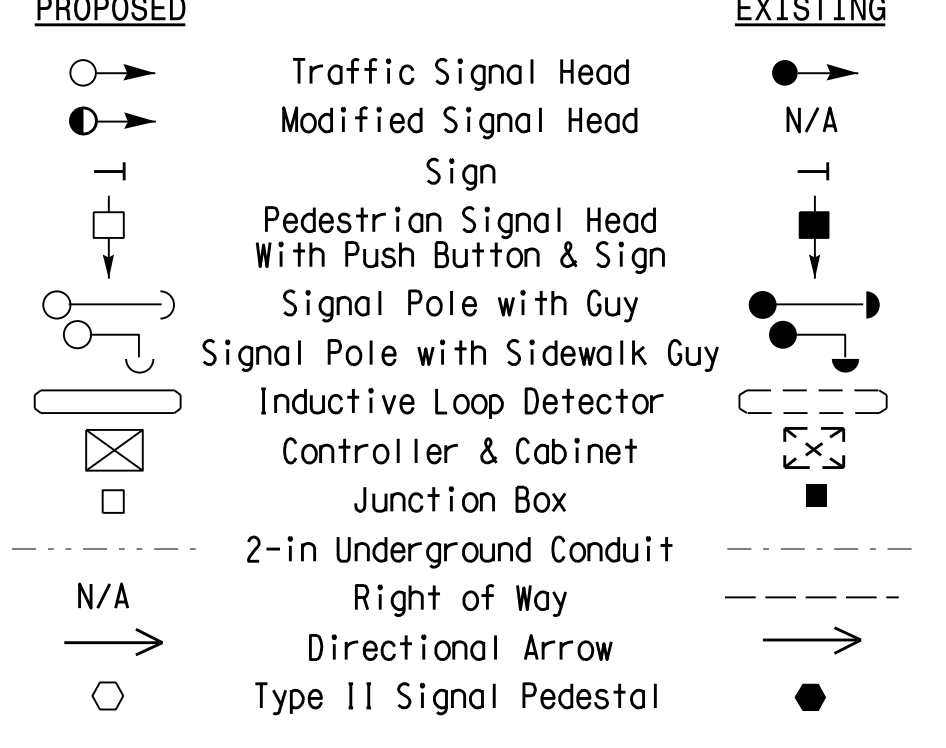


ASC/3 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	12	7	7	7	12	7	7
Walk *	-	-	-	7	-	7	-	7
Ped Clear	-	-	-	31	-	22	-	31
Veh. Extension *	2.0	6.0	1.0	2.0	2.0	6.0	2.0	1.0
Max I *	15	90	25	25	15	90	25	25
Yellow	3.0	4.6	3.0	3.8	3.0	4.6	3.0	3.8
Red Clear	3.3	2.2	3.9	2.9	3.6	2.2	3.9	2.9
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 *	-	30	-	-	-	30	-	-
Minimum Gap	-	3.0	-	-	-	3.0	-	-
Locking Detector	-	X	-	-	-	X	-	-
Recall Position	-	VEH. RECALL	-	-	-	VEH. 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

SR 1007 (Owen Drive) at SR 1149 (Boone Trail)/ Boone Trail Extension

Division 6 Cumberland County Fayetteville

PLAN DATE: May 2016 REVIEWED BY: JPG

PREPARED BY: Devin Smith REVIEWED BY:

SEAL

DocuSign by Jason P. Gallaway 5/26/2016

SIG. INVENTORY NO. 06-0270

SCALE 0 40 1"=40'

06-MAY-2016 13:32
 S:\MIS\GIS\GIS\SIGNAL\Signal Design Section\Eastern Region\01-06-15-1742 Fayetteville ASC3\606-0270\060270_s1a_dsn_2016mmds.dgn
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