

PHASING DIAGRAM

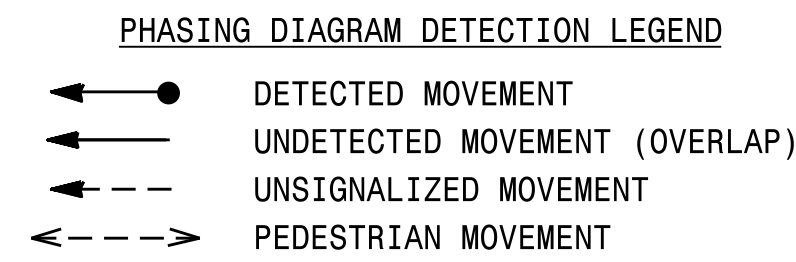
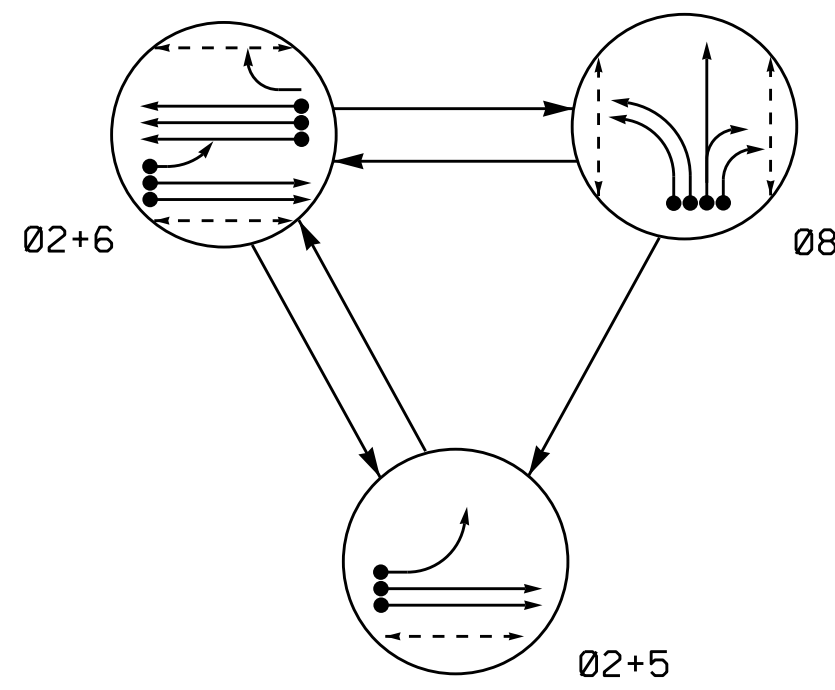
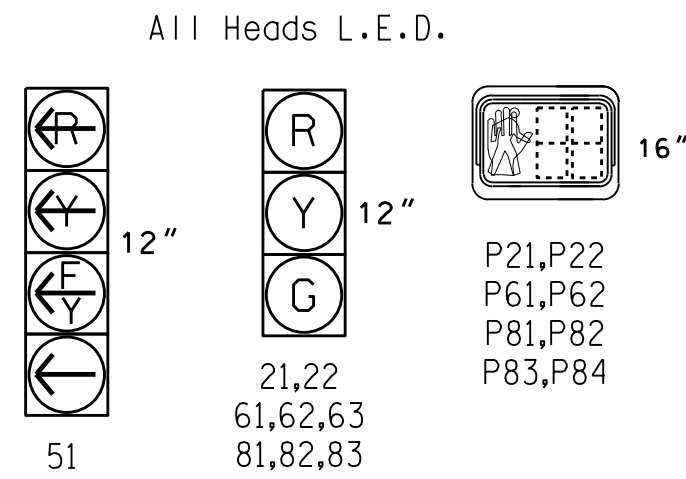


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	08	F
21,22	G	G	R	Y
51		F	R	Y
61,62,63	R	G	R	Y
81,82,83	R	R	G	R
P21,P22	W	W	DW	DRK
P61,P62	DW	W	DW	DRK
P81,P82	DW	DW	W	DRK
P83,P84	DW	DW	W	DRK

SIGNAL FACE I.D.



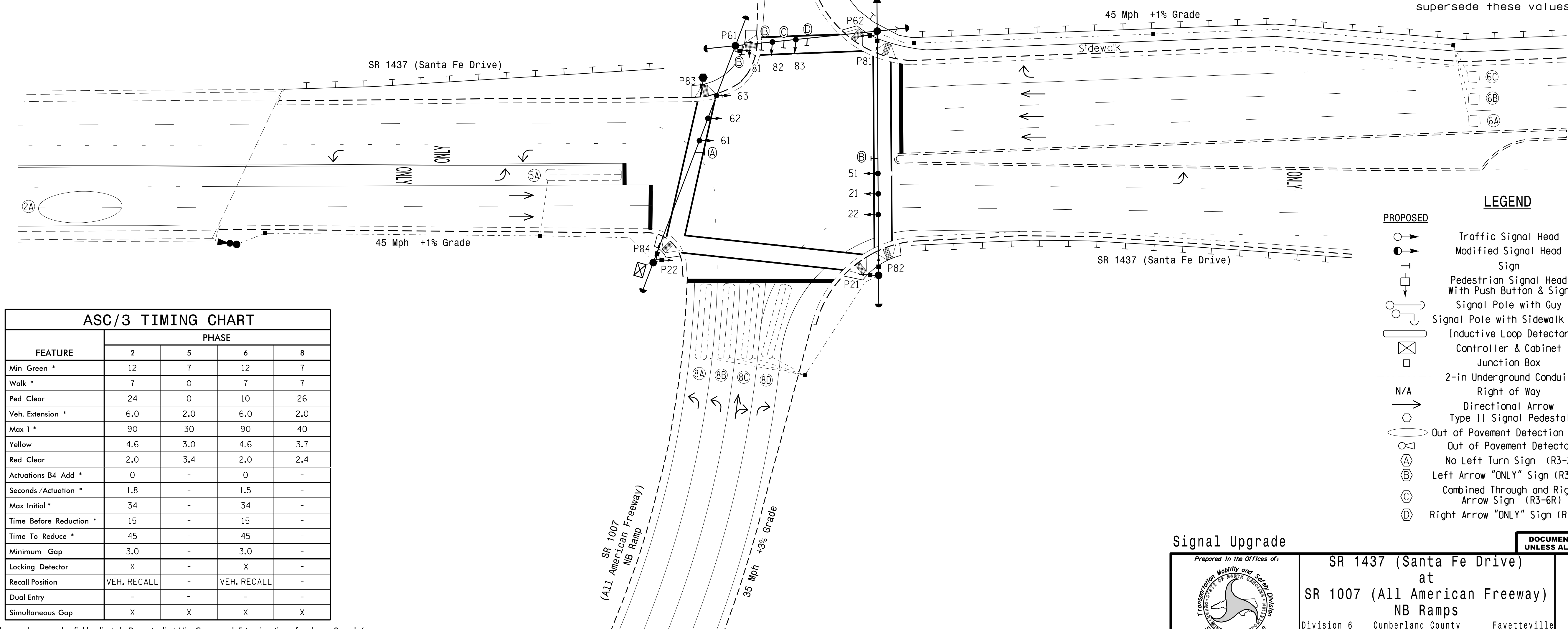
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
2A	*	300	*	-	2	Yes	-	-	N	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	300	6	-	6	Yes	-	-	N	-	X
6B	6X6	300	6	-	6	Yes	-	-	N	-	X
6C	6X6	300	6	-	6	Yes	-	-	N	-	X
8A	6X40	0	2-4-2	-	8	Yes	-	-	S	-	X
8B	6X40	0	2-4-2	-	8	Yes	-	-	S	-	X
8C	6X40	0	2-4-2	-	8	Yes	-	10	S	-	X
8D	6X40	0	2-4-2	-	8	Yes	-	15	S	-	X

* Microwave Detection Zone

3 Phase Fully Actuated Fayetteville Signal System NOTES

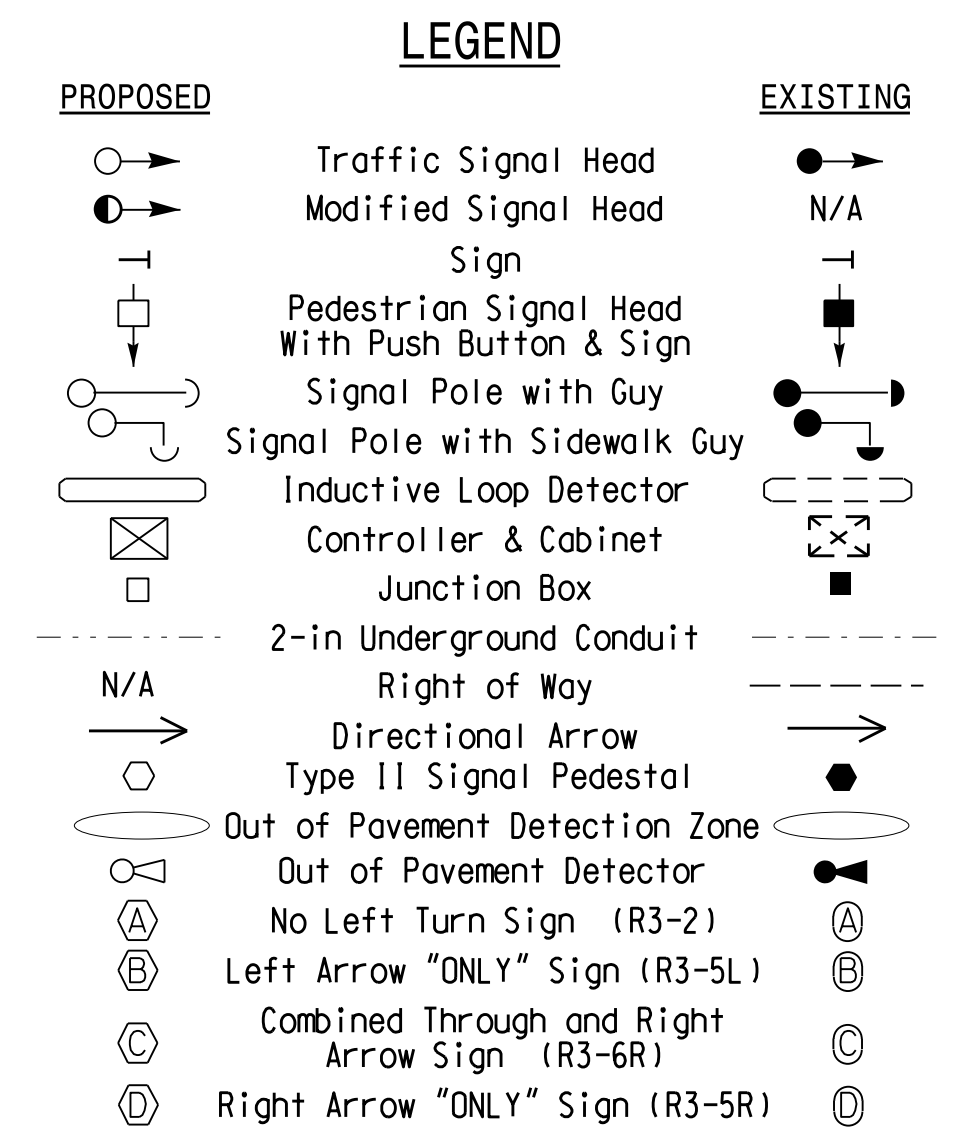
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 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	5	6	8
Min Green *	12	7	12	7
Walk *	7	0	7	7
Ped Clear	24	0	10	26
Veh. Extension *	6.0	2.0	6.0	2.0
Max 1 *	90	30	90	40
Yellow	4.6	3.0	4.6	3.7
Red Clear	2.0	3.4	2.0	2.4
Actuations B4 Add *	0	-	0	-
Seconds /Actuation *	1.8	-	1.5	-
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	VEH. RECALL	-	VEH. RECALL	-
Dual Entry	-	-	-	-
Simultaneous Gap	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 1437 (Santa Fe Drive) at SR 1007 (All American Freeway) NB Ramps

Division 6 Cumberland County Fayetteville

PLAN DATE: November 2015 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 1"=30'

7000EA7048184D

10/13/2016

SIG. INVENTORY NO. 06-0278

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