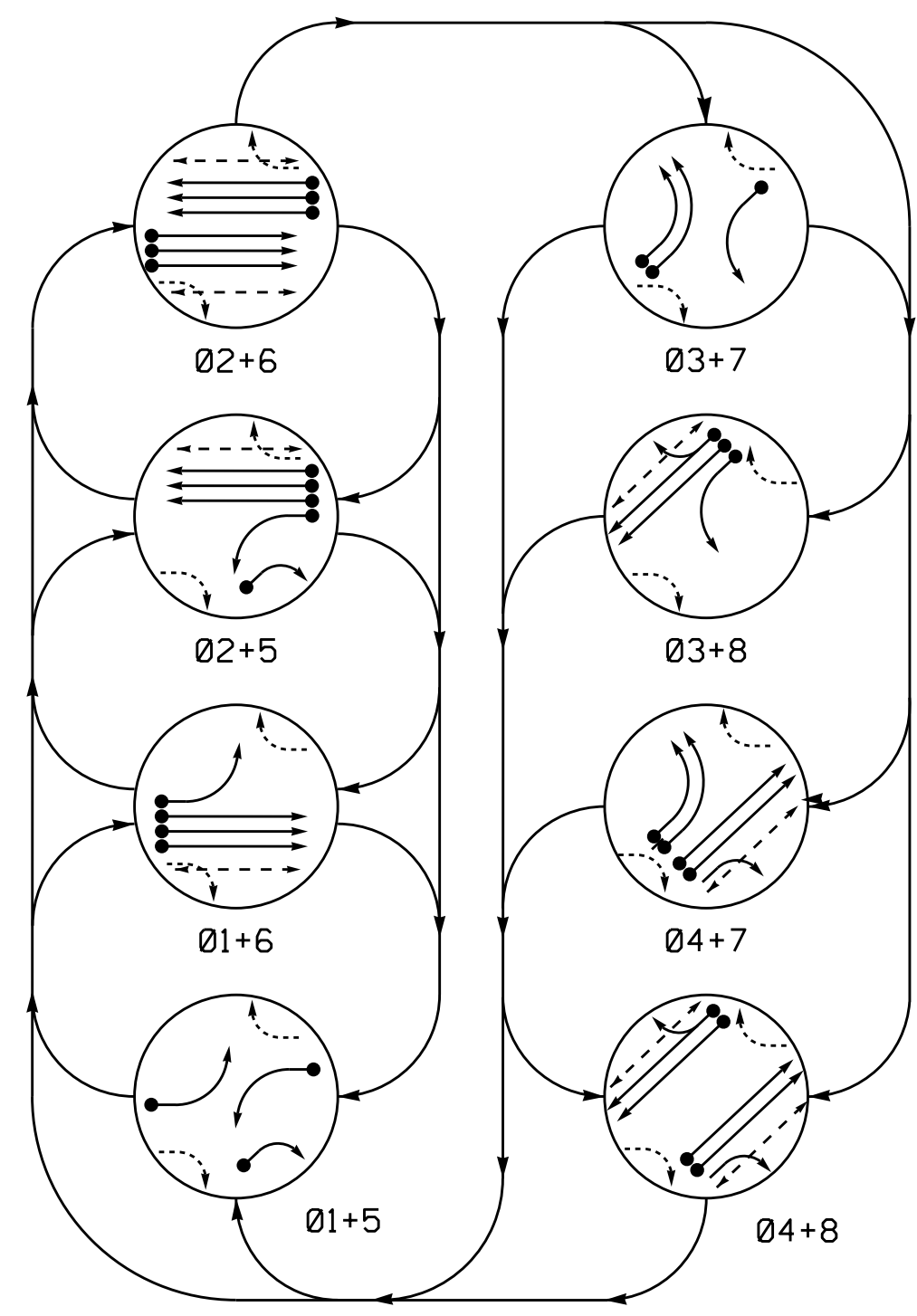


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

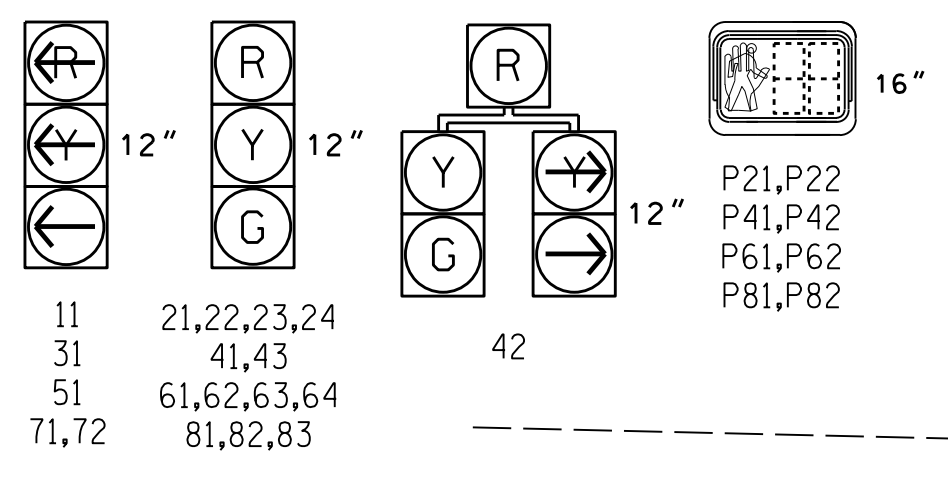
- DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE								FLASH
	Ø 1 + 5	Ø 2 + 5	Ø 3 + 6	Ø 3 + 7	Ø 4 + 7	Ø 4 + 8	Ø 4 + 8	Ø 4 + 8	
11	---	---	---	---	---	---	---	---	---
21,22,23,24	R	G	G	R	R	R	R	R	Y
31	---	---	---	---	---	---	---	---	---
41,43	R	R	R	R	R	G	G	R	---
42	R	R	R	R	R	G	G	R	---
51	---	---	---	---	---	---	---	---	---
61,62,63,64	R	G	G	R	R	R	R	R	Y
71,72	---	---	---	---	---	---	---	---	---
81,82,83	R	R	R	R	G	R	G	R	---
P21,P22	DW	DW	W	DW	DW	DW	DW	DRK	---
P41,P42	DW	DW	DW	DW	DW	W	W	DRK	---
P61,P62	DW	W	DW	DW	DW	DW	DW	DRK	---
P81,P82	DW	DW	DW	DW	W	DW	W	DRK	---

SIGNAL FACE I.D.

All Heads L.E.D.



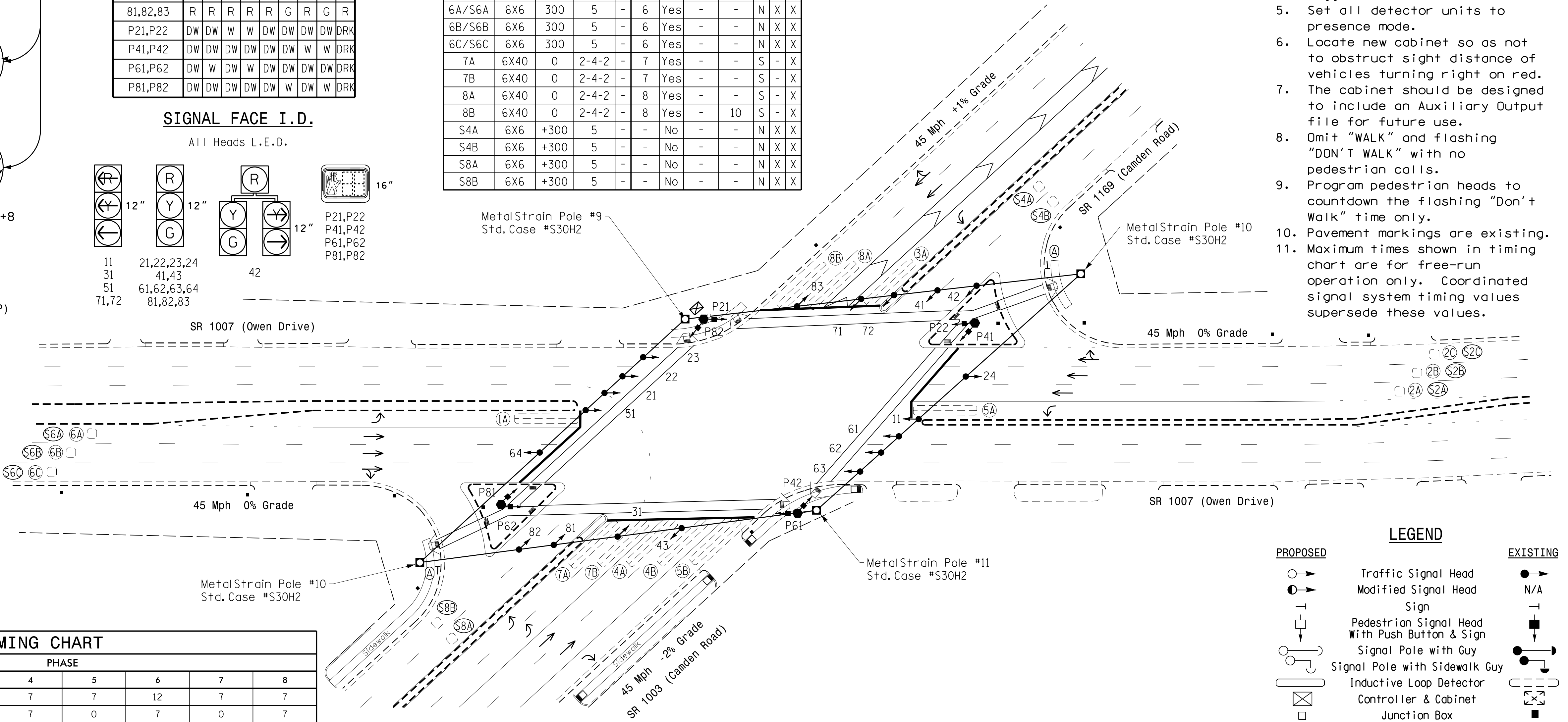
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	3	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	6X40	0	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	-	3	S	-	X
5B	6X40	0	2-4-2	-	5	Yes	-	15	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	6X40	0	2-4-2	-	8	Yes	-	-	S	-	X
8B	6X40	0	2-4-2	-	8	Yes	-	10	S	-	X
S4A	6X6	+300	5	-	-	No	-	-	N	X	X
S4B	6X6	+300	5	-	-	No	-	-	N	X	X
S8A	6X6	+300	5	-	-	No	-	-	N	X	X
S8B	6X6	+300	5	-	-	No	-	-	N	X	X

8 Phase Fully Actuated Fayetteville Signal System

NOTES

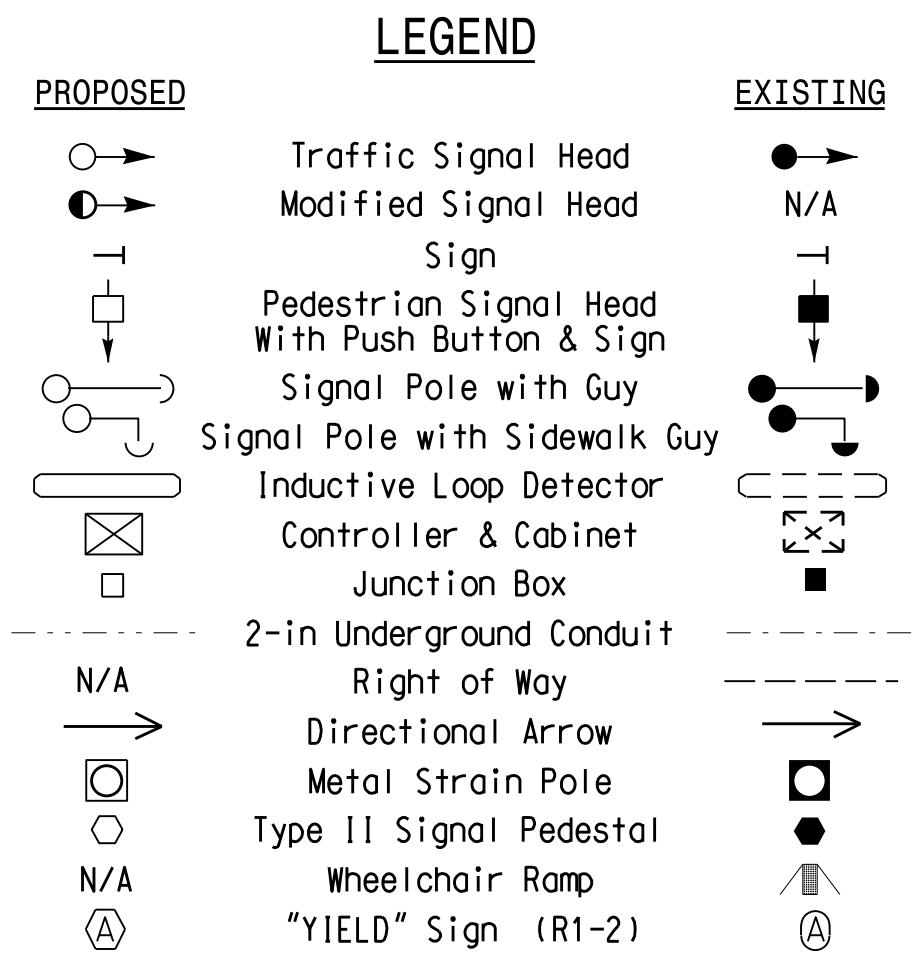
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. The cabinet should be designed to include an Auxiliary Output file for future use.
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. Pavement markings are existing.
11. 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 *	0	7	0	7	0	7	0	7
Ped Clear	0	35	0	29	0	39	0	33
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max I *	15	80	15	25	15	80	20	25
Yellow	3.0	4.5	3.0	4.7	3.0	4.5	3.0	4.7
Red Clear	4.9	2.9	2.8	2.9	4.9	2.9	2.9	2.9
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.



Signal Upgrade

Prepared in the Offices of:

SR 1007 (Owen Drive) at SR 1003/1169 (Camden Road)
 Division 6 Cumberland County Fayetteville
 PLAN DATE: December 2015 REVIEWED BY: JPG
 PREPARED BY: Jeff Spence REVIEWED BY:
 REVISIONS: INIT. DATE
 SCALE: 0 40
 1" = 40'
 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
 SEAL: JASON P. GALLAGHER, PROFESSIONAL ENGINEER, No. 029904, State of North Carolina
 Date: 5/11/2016
 SIG. INVENTORY NO. 06-0289

1:4/15/2016 13:55
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