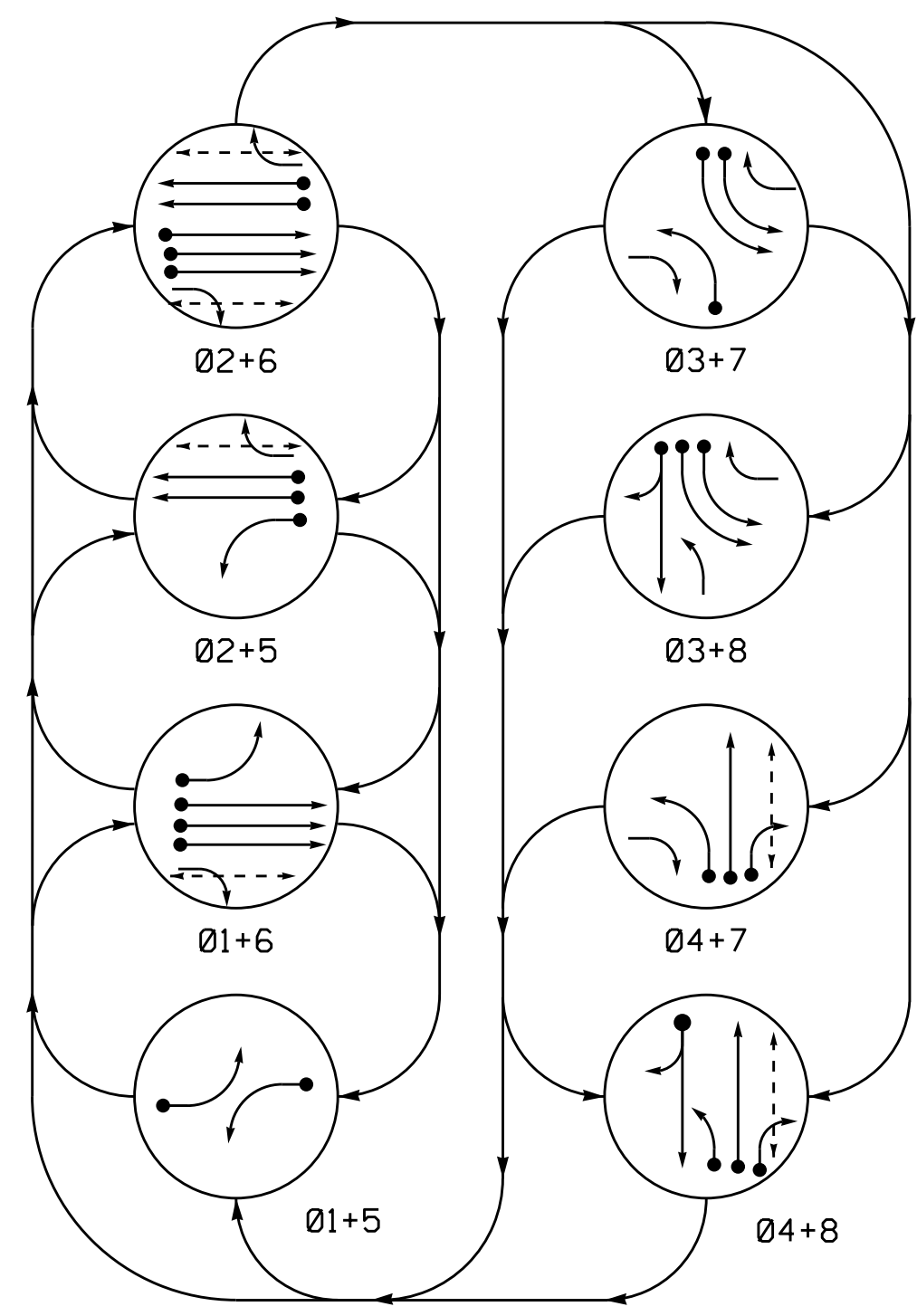


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

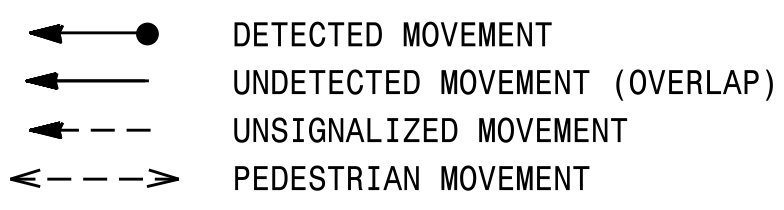
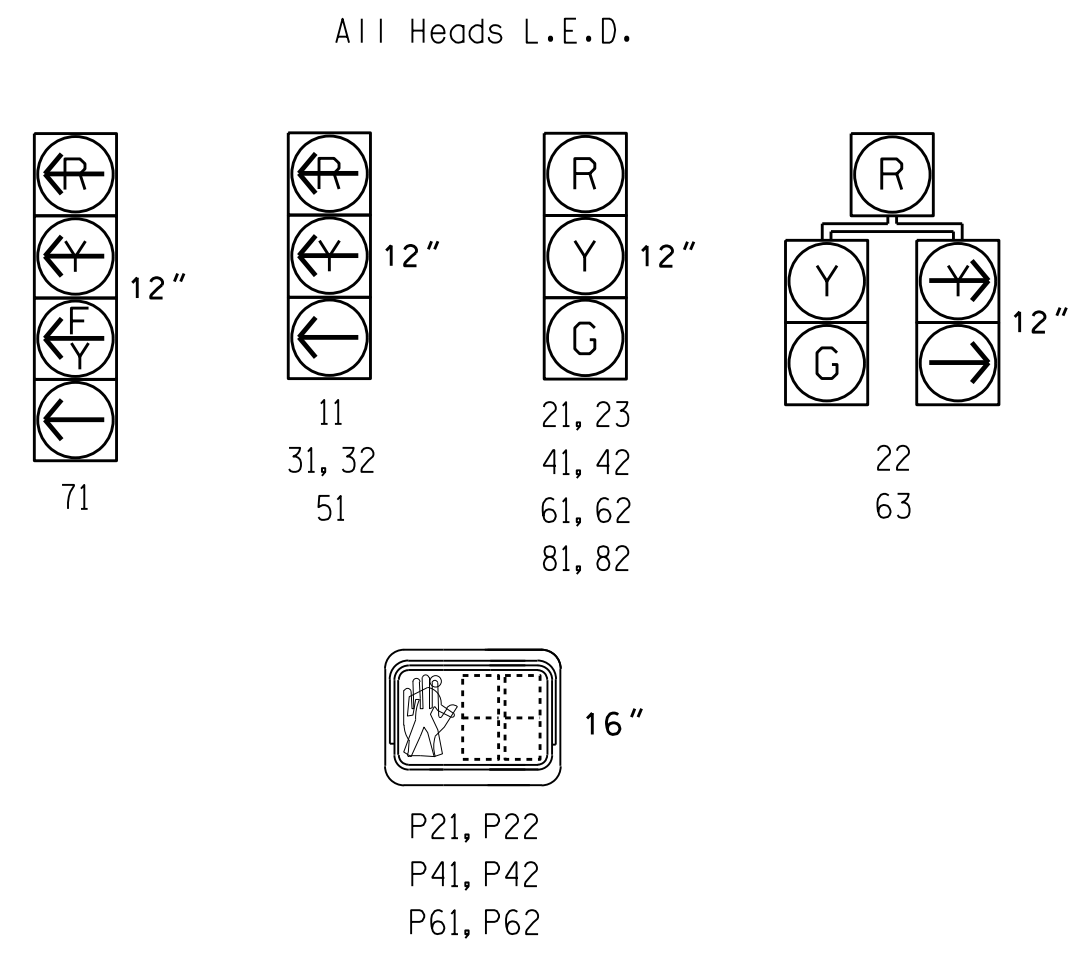


TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11	←	←	←	←	←	←	←	←
21, 23	R	R	G	G	R	R	R	Y
22	R	R	G	G	R	R	R	Y
31, 32	←	←	←	←	←	←	←	←
41, 42	R	R	R	R	R	G	G	R
51	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	Y
63	R	G	R	G	R	R	R	Y
71	←	←	←	←	←	←	←	←
81, 82	R	R	R	R	G	R	G	R
P21, P22	DW	DW	W	W	DW	DW	DW	DRK
P41, P42	DW	DW	DW	DW	DW	W	W	DRK
P61, P62	DW	W	DW	W	DW	DW	DW	DRK

SIGNAL FACE I.D.

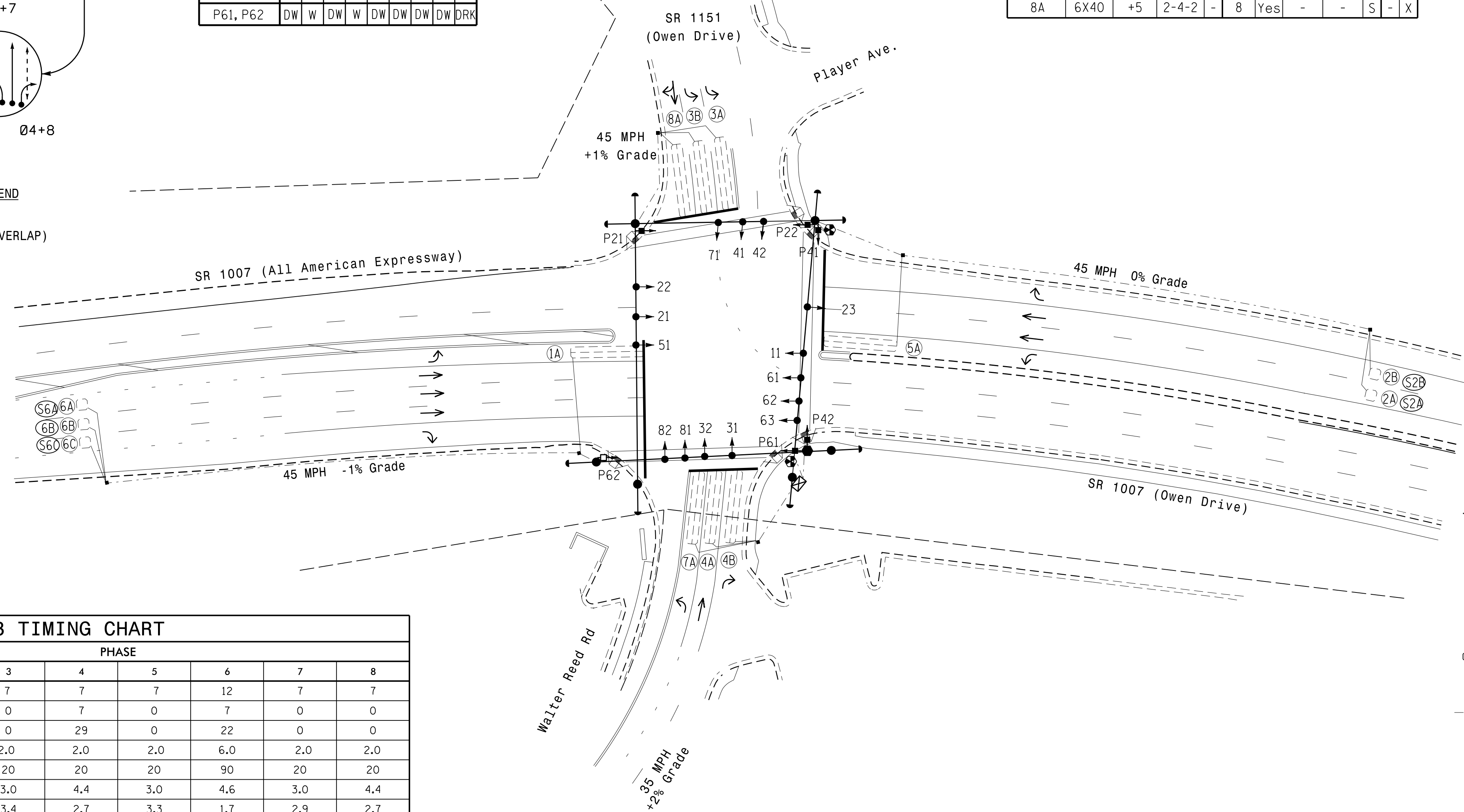


ASC/3 DETECTOR INSTALLATION CHART

LOOP	DETECTOR				PROGRAMMING						
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	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
3A	6X40	0	2-4-2	-	3	Yes	-	3	S	-	X
3B	6X40	0	2-4-2	-	3	Yes	-	3	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
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	0	2-4-2	-	7	Yes	-	15	S	-	X
8A	6X40	+5	2-4-2	-	8	Yes	-	-	S	-	X

8 Phase Fully Actuated Fayetteville Signal System

- 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.
- 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.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

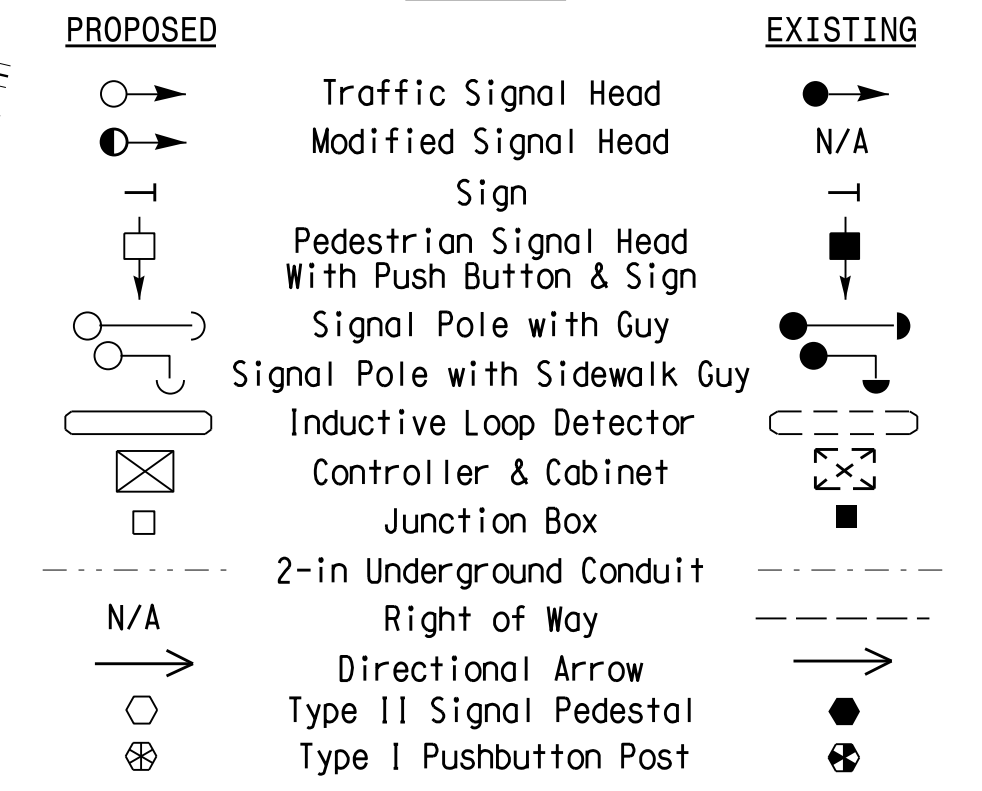


ASC/3 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	12	7	4	7	12	7	7
Walk *	0	7	0	7	0	7	0	0
Ped Clear	0	22	0	29	0	22	0	0
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	20	90	20	20	20	90	20	20
Yellow	3.0	4.6	3.0	4.4	3.0	4.6	3.0	4.4
Red Clear	3.3	1.7	3.4	2.7	3.3	1.7	2.9	2.7
Actuations B4 Add *	-	0	-	-	-	0	-	-
Seconds / Actuation *	-	1.5	-	-	-	1.5	-	-
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

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

SR 1007 (All American Expy./Owen Dr.) at Owen Drive/Walter Reed Road

Division 6 Cumberland County Fayetteville

PLAN DATE: July 2016 REVIEWED BY: JPG

PREPARED BY: KPG, Jr. REVIEWED BY:

REVISIONS INIT. DATE

SCALE 0 40 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
 NORTH CAROLINA PROFESSIONAL ENGINEER  
 JASON P. GALLOWAY  
 029904  
 9/28/2016  
 SIG. INVENTORY NO. 06-0324

08-SEP-2016 11:54  
 S:\IT\550\1151\_Signal\Signal Design\Section\Eastern Region\01\U-5742 Fayetteville ASC\3\06-0324\060324\_s1a.dsn\_2016mmds.dgn  
 kpgreed\in