

SIGNAL FACE I.D.

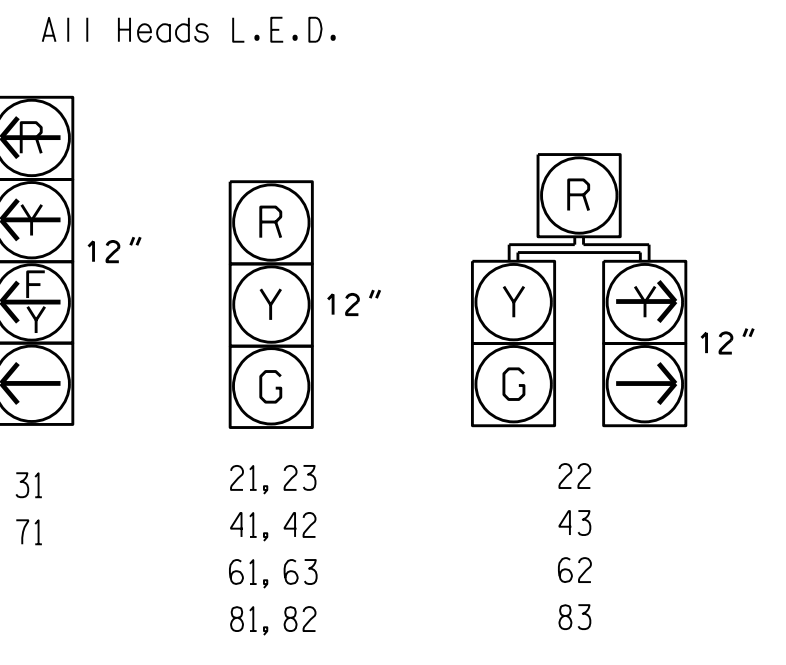


TABLE OF OPERATION

SIGNAL FACE	PHASE							
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8
11,12	---	---	---	---	---	---	---	---
21,23	R	R	G	G	R	R	R	Y
22	R	R	G	G	R	R	R	Y
31	---	---	---	---	---	---	---	---
41,42	R	R	R	R	R	G	G	R
43	R	R	R	R	R	G	G	R
51,52	---	---	---	---	---	---	---	---
61,63	R	G	R	G	R	R	R	Y
62	R	G	R	G	R	R	R	Y
71	---	---	---	---	---	---	---	---
81,82	R	R	R	R	G	R	G	R
83	R	R	R	R	G	R	G	R

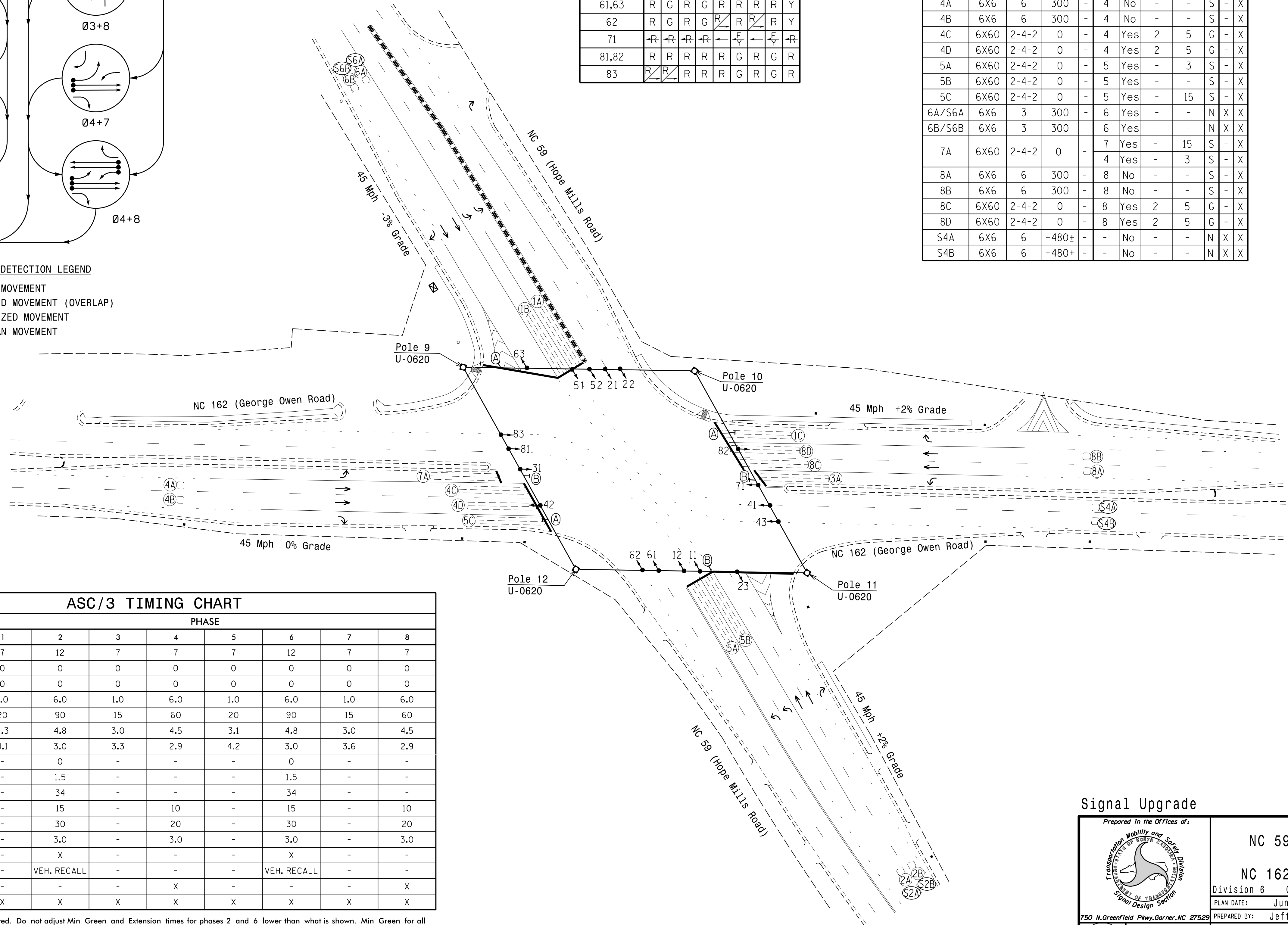
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					TYPE	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME				
1A	6X60	2-4-2	0	-	1	Yes	-	3	S	-	X	
1B	6X60	2-4-2	0	-	1	Yes	-	-	S	-	X	
1C	6X60	2-4-2	0	-	1	Yes	-	15	S	-	X	
2A/S2A	6X6	6	300	-	2	Yes	-	-	N	X	X	
2B/S2B	6X6	6	300	-	2	Yes	-	-	N	X	X	
3A	6X60	2-4-2	0	-	3	Yes	-	15	S	-	X	
4A	6X6	6	300	-	4	No	-	-	S	-	X	
4B	6X6	6	300	-	4	No	-	-	S	-	X	
4C	6X60	2-4-2	0	-	4	Yes	2	5	G	-	X	
4D	6X60	2-4-2	0	-	4	Yes	2	5	G	-	X	
5A	6X60	2-4-2	0	-	5	Yes	-	3	S	-	X	
5B	6X60	2-4-2	0	-	5	Yes	-	-	S	-	X	
5C	6X60	2-4-2	0	-	5	Yes	-	15	S	-	X	
6A/S6A	6X6	3	300	-	6	Yes	-	-	N	X	X	
6B/S6B	6X6	3	300	-	6	Yes	-	-	N	X	X	
7A	6X60	2-4-2	0	-	7	Yes	-	15	S	-	X	
8A	6X6	6	300	-	8	No	-	-	S	-	X	
8B	6X6	6	300	-	8	No	-	-	S	-	X	
8C	6X60	2-4-2	0	-	8	Yes	2	5	G	-	X	
8D	6X60	2-4-2	0	-	8	Yes	2	5	G	-	X	
S4A	6X6	6	+480±	-	-	No	-	-	N	X	X	
S4B	6X6	6	+480±	-	-	No	-	-	N	X	X	

8 Phase Fully Actuated Fayetteville Signal System

NOTES

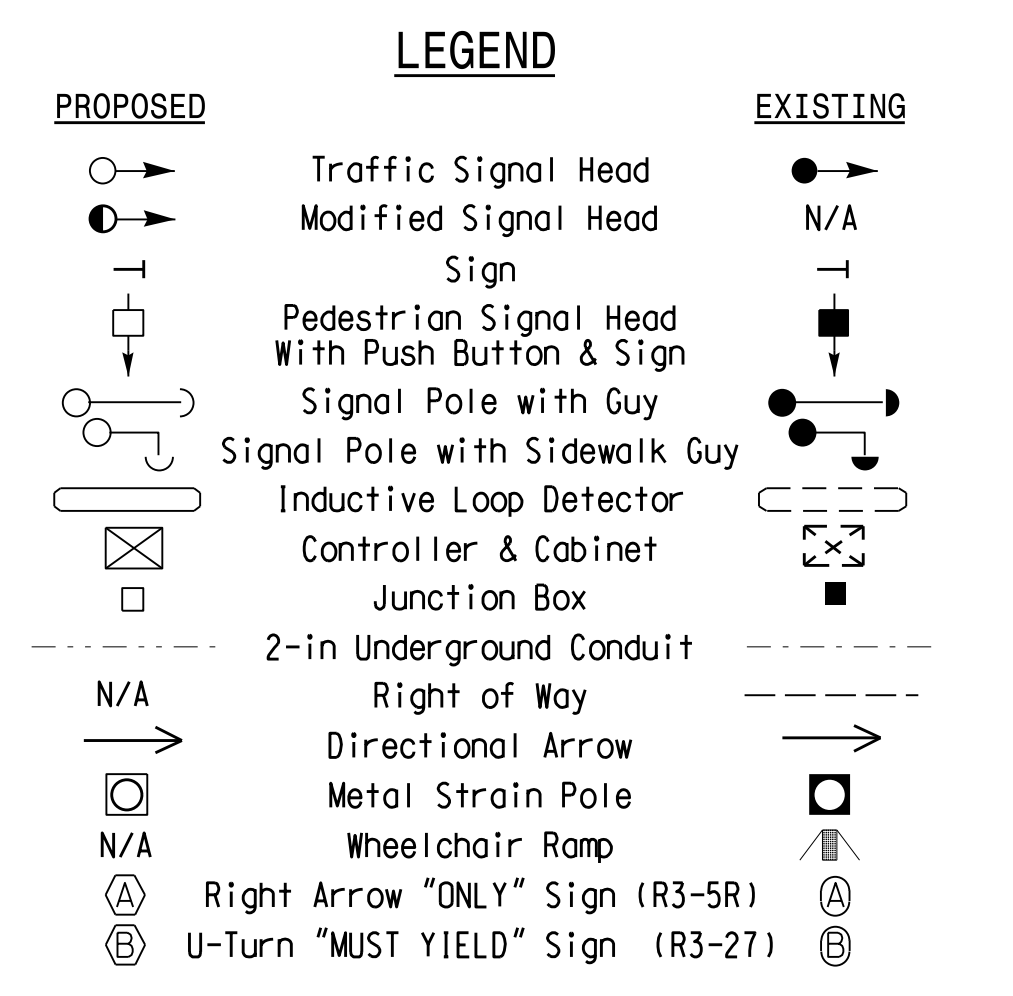
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- 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.
- 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 *	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Veh. Extension *	1.0	6.0	1.0	6.0	1.0	6.0	1.0	6.0
Max I *	20	90	15	60	20	90	15	60
Yellow	3.3	4.8	3.0	4.5	3.1	4.8	3.0	4.5
Red Clear	4.1	3.0	3.3	2.9	4.2	3.0	3.6	2.9
Actuations B4 Add *	-	0	-	-	-	0	-	-
Seconds / Actuation *	-	1.5	-	-	-	1.5	-	-
Max Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	10	-	15	-	10
Time To Reduce *	-	30	-	20	-	30	-	20
Minimum Gap	-	3.0	-	3.0	-	3.0	-	3.0
Locking Detector	-	X	-	-	-	X	-	-
Recall Position	-	VEH. RECALL	-	-	-	VEH. RECALL	-	-
Dual Entry	-	-	-	X	-	-	-	X
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:

NC 59 (Hope Mills Road) at NC 162 (George Owen Road)

Division 6 Cumberland County Hope Mills

PLAN DATE: June 2016 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 1"=50'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: Jason P. Gallaway, Professional Engineer, License No. 029904, dated 8/24/2016.

SIG. INVENTORY NO. 06-0610

20-060-2016-14-32
 S:\IT\551\115_Signal\Signal Design\Section\Eastern Region\01\U-5742_Fayetteville\115_ASC3\606-0610\060610_s1a.dsn_20160824.dgn
 7/20/16 10:02