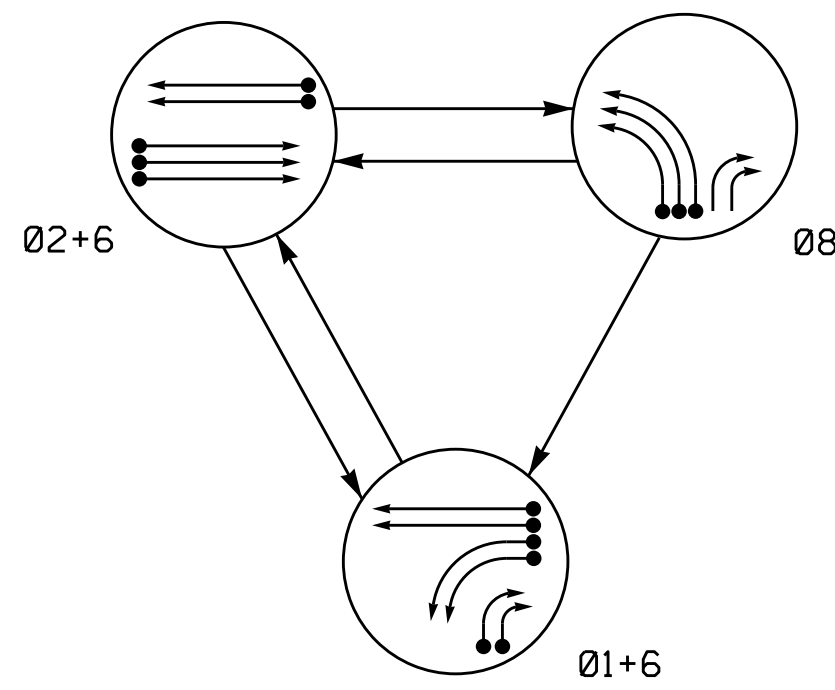


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	08	FLY OVER
11, 12	←	←	←	←
13, 14	←	←	←	←
21, 22, 23	R	G	R	Y
61, 62	G	G	R	Y
81, 82, 83	←	←	←	←

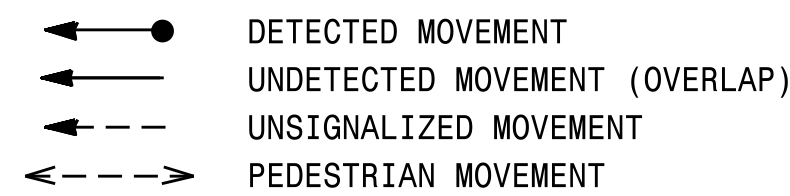
ASC/3 DETECTOR INSTALLATION CHART											
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
1C	6X40	0	2-4-2	-	1	Yes	-	10	S	-	X
1D	6X40	0	2-4-2	-	1	Yes	-	10	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
6A/S6A	6X6	300	6	-	6	Yes	-	-	N	X	X
6B/S6B	6X6	300	6	-	6	Yes	-	-	N	X	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	-	-	S	-	X

3 Phase Fully Actuated Fayetteville Signal System

NOTES

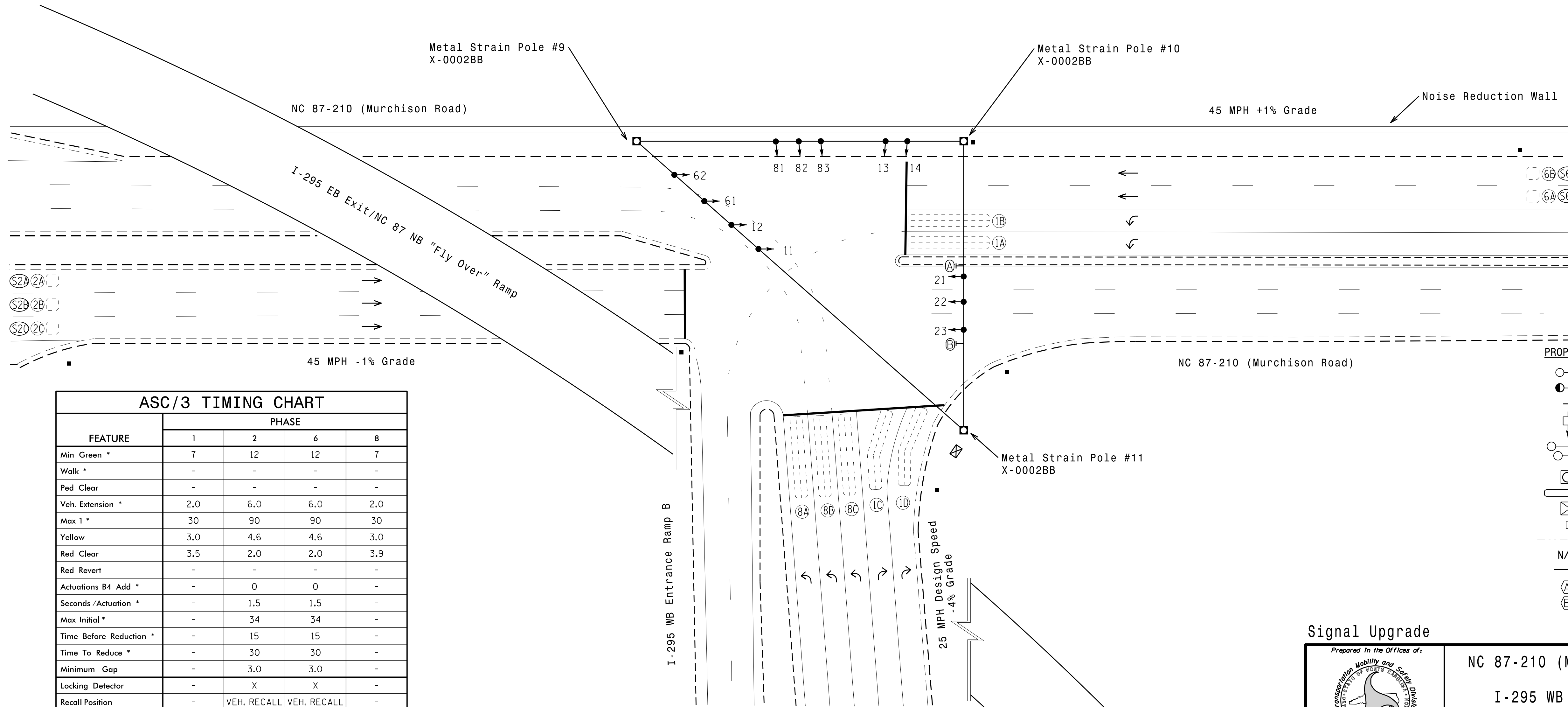
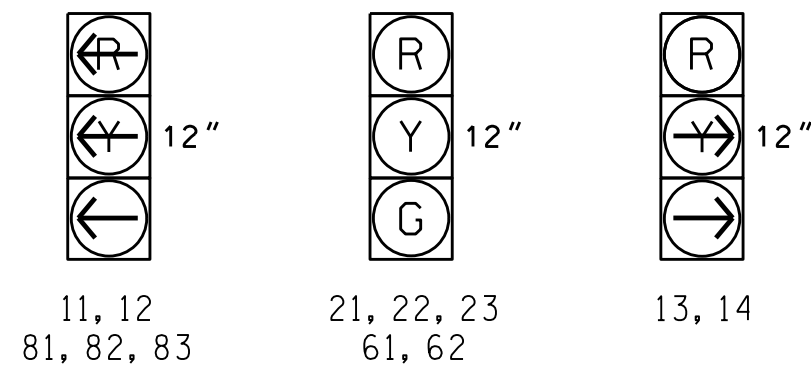
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND



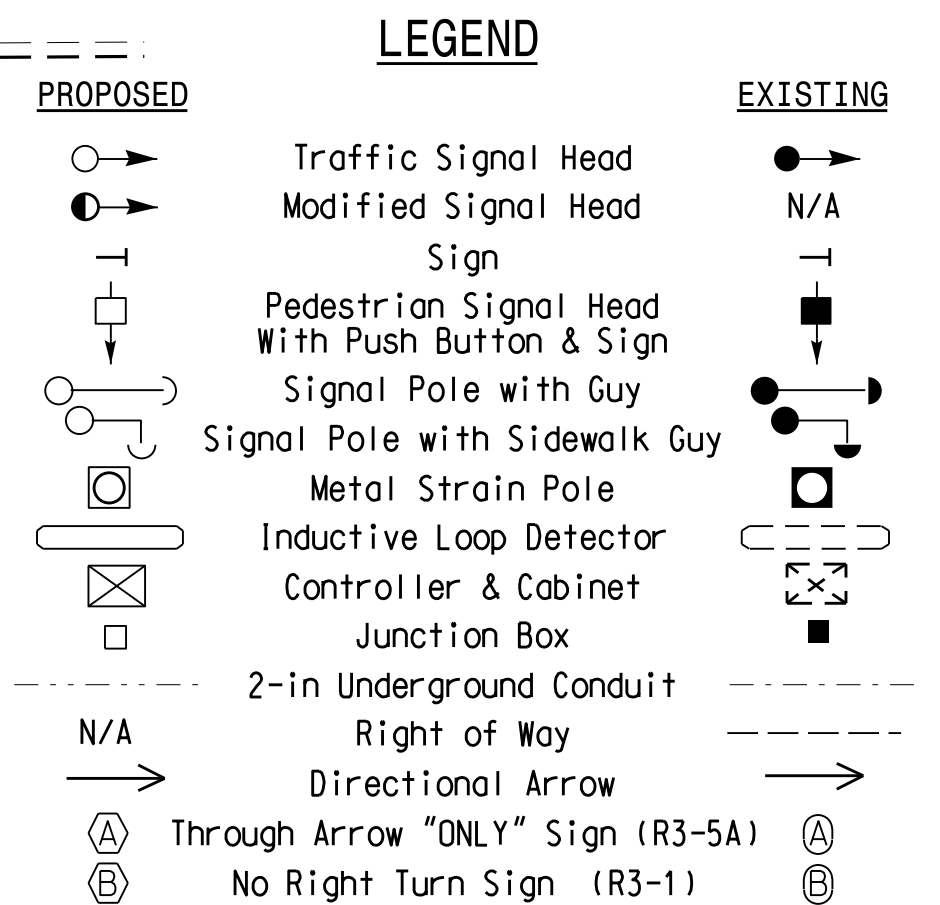
SIGNAL FACE I.D.

All Heads L.E.D.



FEATURE	PHASE			
	1	2	6	8
Min Green *	7	12	12	7
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	2.0	6.0	6.0	2.0
Max I *	30	90	90	30
Yellow	3.0	4.6	4.6	3.0
Red Clear	3.5	2.0	2.0	3.9
Red Revert	-	-	-	-
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

\* 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.



\* 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:  
  
 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.  
 ENGINEERS OF TRANSPORTATION SIGNAL DESIGN SECTION  
 750 N. Greenfield Pkwy, Garner, NC 27529

NC 87-210 (Murchison Road) at I-295 WB Ramp/Loop B

Division 6 Cumberland County Fayetteville

PLAN DATE: May 2016 REVIEWED BY: JPG

PREPARED BY: Devin Smith REVIEWED BY:

REVISIONS INIT. DATE

Seal: JASON P. GALLAGHER, PROFESSIONAL ENGINEER, No. 029904, State of North Carolina.

DocuSigned by: Jason P. Gallaghy 5/20/2016

SIG. INVENTORY NO. 06-1302

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