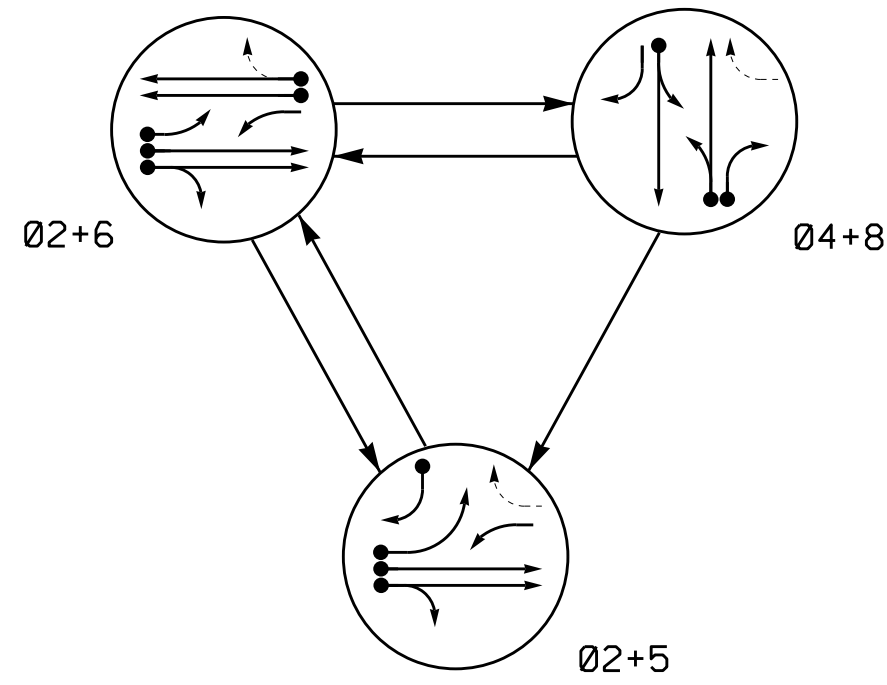


PHASING DIAGRAM



SIGNAL FACE	PHASE				
	02+5	02+6	04+8	04+8	FURK
21,22	G	G	R	Y	
41	R	R	G	R	
42	R	R	G	R	
51	F	F	R	Y	
61	F	F	R	Y	
62,63	R	G	R	Y	
81,82	R	R	G	R	

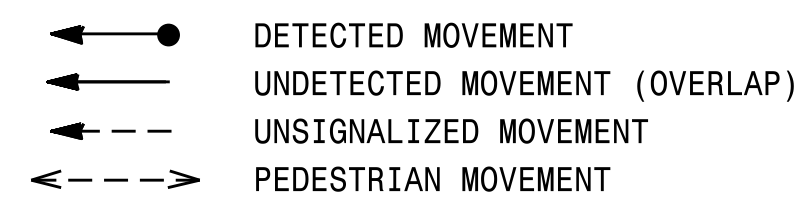
ASC/3 DETECTOR INSTALLATION CHART										
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP
2A,2B	6X6	300	4	-	2	Yes	-	-	N	-
4A	6X60	0	2-4-2	-	4	Yes	-	3	S	-
5A	6X60	0	2-4-2	-	5	Yes	-	15	S	-
5B	6X60	0	2-4-2	-	5	Yes	-	15	S	-
6A,6B	6X6	300	4	-	6	Yes	-	-	N	-
8A	6X30	0	2-4-2	-	8	Yes	-	3	S	-
8B	6X30	0	2-4-2	-	8	Yes	-	15	S	-
S6A	6X6	+165	4	-	-	No	-	-	N	-
S6B	6X6	+165	4	-	-	No	-	-	N	-

3 Phase Fully Actuated Fayetteville Signal System

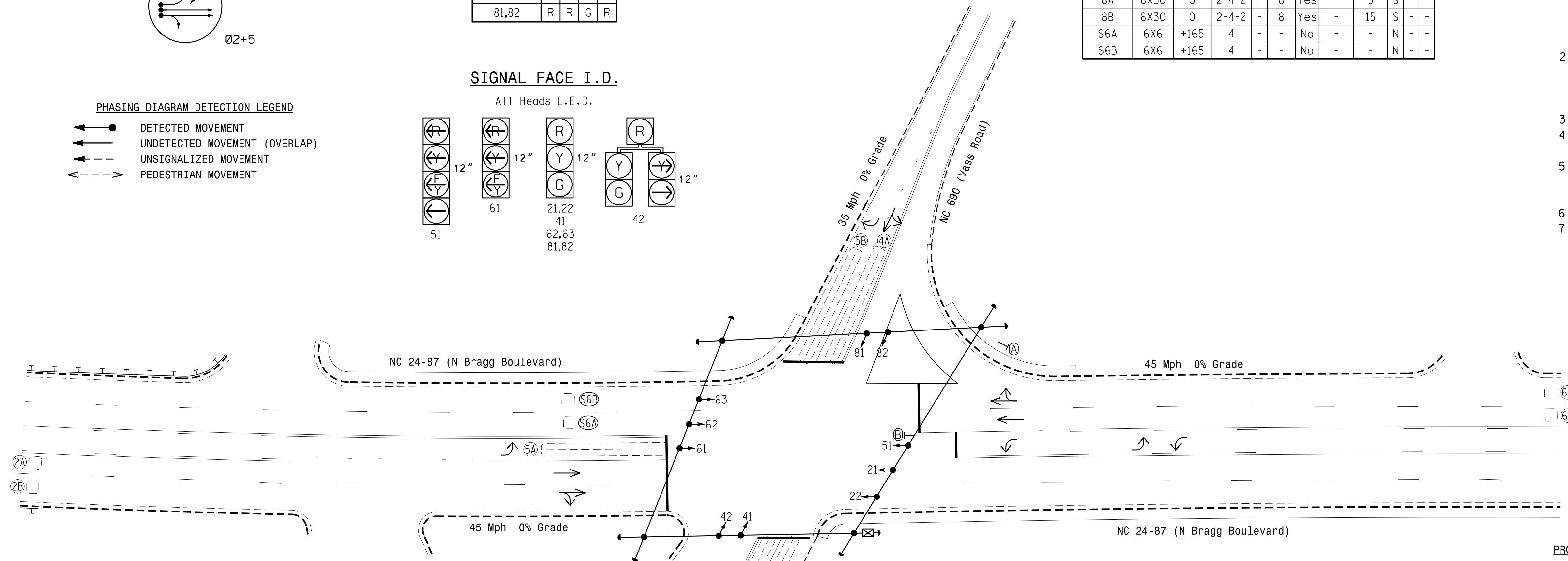
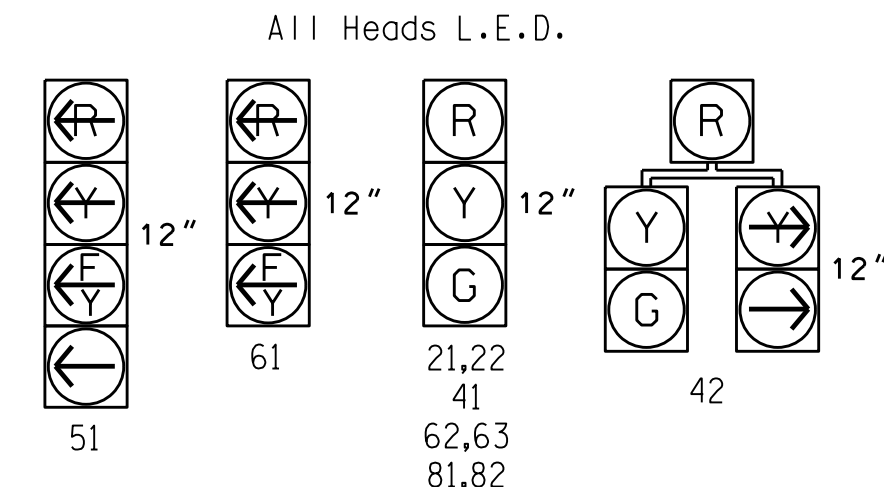
NOTES

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 5 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. Pavement markings are existing.
7. 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.



FEATURE	PHASE				
	2	4	5	6	8
Min Green *	12	7	7	12	7
Walk *	0	0	0	0	0
Ped Clear	0	0	0	0	0
Veh. Extension *	6.0	1.0	1.0	6.0	2.0
Max 1 *	100	25	25	100	25
Yellow	4.5	3.8	3.0	4.5	3.8
Red Clear	1.8	2.4	3.1	1.8	2.4
Actuations B4 Add *	0	-	-	0	-
Seconds /Actuation *	2.0	-	-	2.0	-
Max Initial *	34	-	-	34	-
Time Before Reduction *	20	-	-	20	-
Time To Reduce *	50	-	-	50	-
Minimum Gap	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

* 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.

PROPOSED		EXISTING	
	Traffic Signal Head		N/A
	Modified Signal Head		N/A
	Sign		N/A
	Pedestrian Signal Head With Push Button & Sign		N/A
	Signal Pole with Guy		N/A
	Signal Pole with Sidewalk Guy		N/A
	Inductive Loop Detector		N/A
	Controller & Cabinet		N/A
	Junction Box		N/A
	2-in Underground Conduit		N/A
	Right of Way		N/A
	Directional Arrow		N/A
	"YIELD" Sign (R1-2)		N/A
	U-Turn "MUST YIELD" Sign (R3-27)		N/A

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

Scale: 1" = 30'

NC 24-87 (N Bragg Boulevard) at NC 690 (Vass Road)

Division 6 Cumberland County Spring Lake

PLAN DATE: October 2015 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS: _____ INIT. DATE

DocuSigned by: Jason P. Gallaway 3/8/2016

SIG. INVENTORY NO. 06-0385

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

08-1485-2016-08-12 S:\MIS\5311\15-Signal\Signal Design\Section\Eastern Region\01\U-064U-5742 Fayetteville ASC3\06-0385\060385_s1.dgn_2015mmdd.dgn