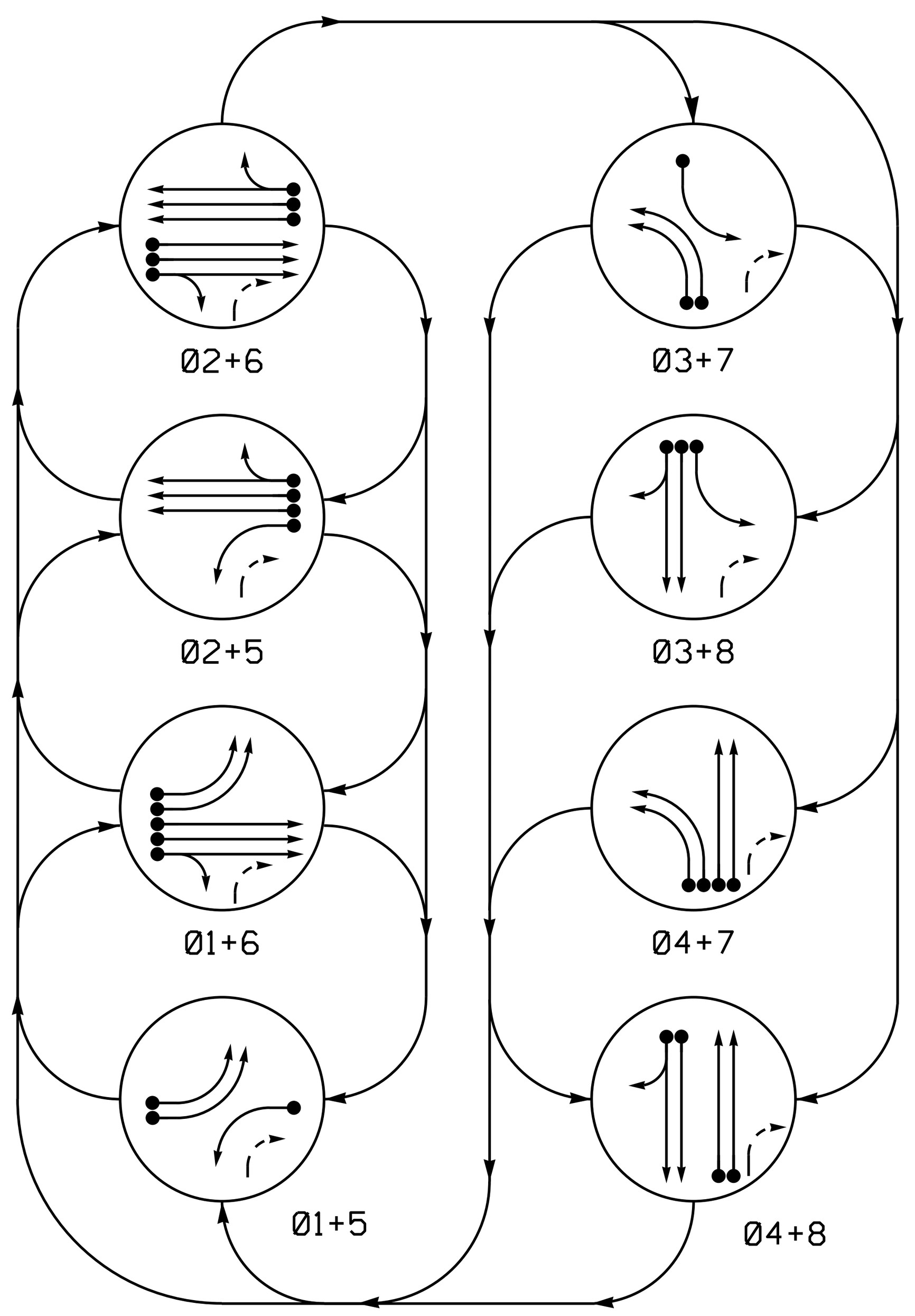
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

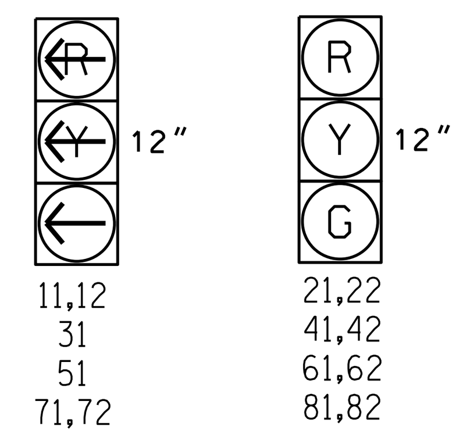
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8	FLASH
11,12	←	←	←R	←R	←R	←R	←R	←R	←R
21,22	R	R	G	G	R	R	R	R	Y
31	←R	←R	←R	←R	←	←	←R	←R	←R
41,42	R	R	R	R	R	R	G	G	R
51	←	←R	←	←R	←R	←R	←R	←R	←R
61,62	R	G	R	G	R	R	R	R	Y
71,72	←R	←R	←R	←R	←	←R	←	←R	←R
81,82	R	R	R	R	R	G	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



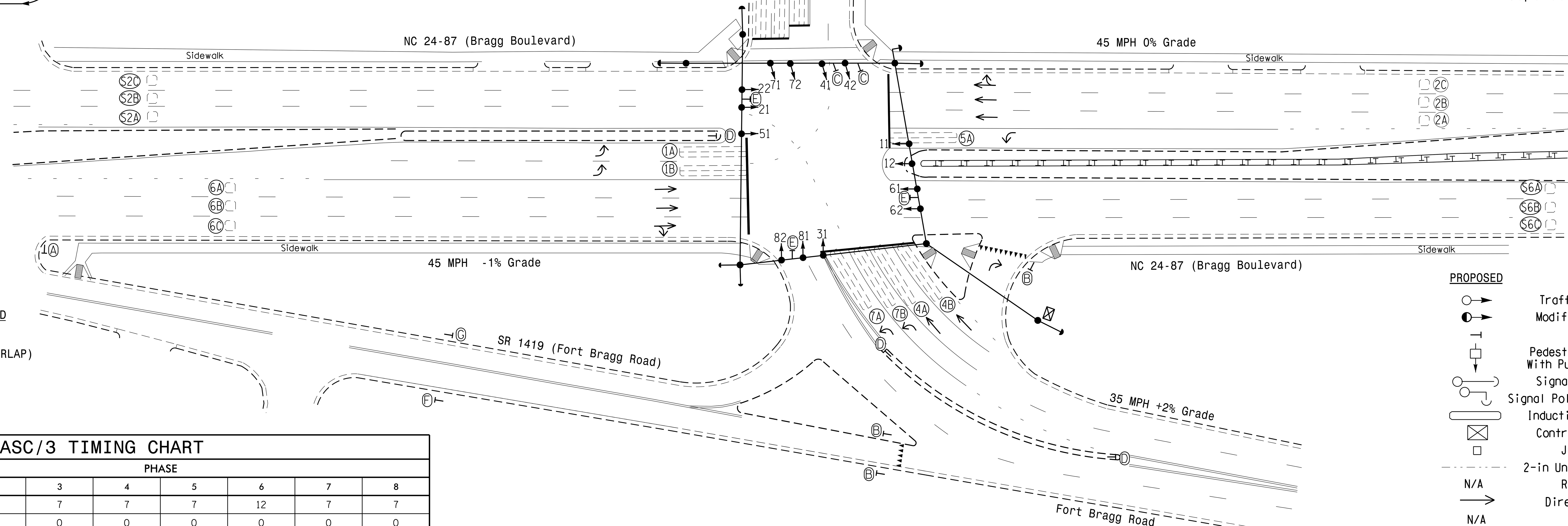
ASC/3 DETECTOR INSTALLATION CHART

DETECTOR: LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING: PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
IA	6X40	0	2-4-2	-	1	Yes	-	-	S	-	Y
IB	6X40	0	2-4-2	-	1	Yes	-	-	S	-	Y
2A	6X6	300	6	-	2	Yes	-	-	N	-	Y
2B	6X6	300	6	-	2	Yes	-	-	N	-	Y
2C	6X6	300	6	-	2	Yes	-	-	N	-	Y
3A	6X40	0	2-4-2	-	3	Yes	-	3	S	-	Y
4A	6X40	0	2-4-2	-	4	Yes	-	-	S	-	Y
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	-	Y
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	-	Y
6A	6X6	300	6	-	6	Yes	-	-	N	-	Y
6B	6X6	300	6	-	6	Yes	-	-	N	-	Y
6C	6X6	300	6	-	6	Yes	-	-	N	-	Y
7A	6X40	0	2-4-2	-	7	Yes	-	3	S	-	Y
7B	6X40	0	2-4-2	-	7	Yes	-	-	S	-	Y
8A	6X40	0	2-4-2	-	8	Yes	-	-	S	-	Y
8B	6X40	0	2-4-2	-	8	Yes	-	10	S	-	Y
S2A	6X6	+436	5	-	-	No	-	-	N	Y	Y
S2B	6X6	+436	5	-	-	No	-	-	N	Y	Y
S2C	6X6	+436	5	-	-	No	-	-	N	Y	Y
S6A	6X6	+480	5	-	-	No	-	-	N	Y	Y
S6B	6X6	+480	5	-	-	No	-	-	N	Y	Y
S6C	6X6	+480	5	-	-	No	-	-	N	Y	Y

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. Pavement markings are existing.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
N/A	Guardrail	
Ⓐ	"STOP" Sign (R1-1)	Ⓐ
Ⓑ	"YIELD" Sign (R1-2)	Ⓑ
Ⓒ	Through Arrow "ONLY" Sign (R3-5A)	Ⓒ
Ⓓ	Keep Right Sign (R4-7)	Ⓓ
Ⓔ	Street Sign	Ⓔ
Ⓕ	Yield Ahead Sign (W3-2)	Ⓕ
Ⓖ	Stop Ahead Sign (W3-1)	Ⓖ

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 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max 1 *	15	90	15	15	15	90	20	15
Yellow	3.0	4.6	3.0	3.8	3.0	4.6	3.0	3.8
Red Clear	3.1	1.6	3.5	2.4	2.9	1.6	3.4	2.4
Actuations B4 Add *	-	0	-	-	-	0	-	-
Seconds /Actuation *	-	1.5	-	-	-	1.5	-	-
Max Initial *	-	34	-	-	-	34	-	-
Time Before Reduction *	-	15	-	-	-	15	-	-
Time To Reduce *	-	45	-	-	-	45	-	-
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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

NC 24-87 (Bragg Boulevard) at Fort Bragg Road / Cain Road

Division 6 Cumberland County Fayetteville

PLAN DATE:	October 2015	REVIEWED BY:	JPG
PREPARED BY:	Jeff Spence	REVIEWED BY:	

REVISIONS | INIT. | DATE

SCALE 0 40 1" = 40'

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029904 JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 3/2/2016
SIGNATURE DATE

SIG. INVENTORY NO. 06-0425