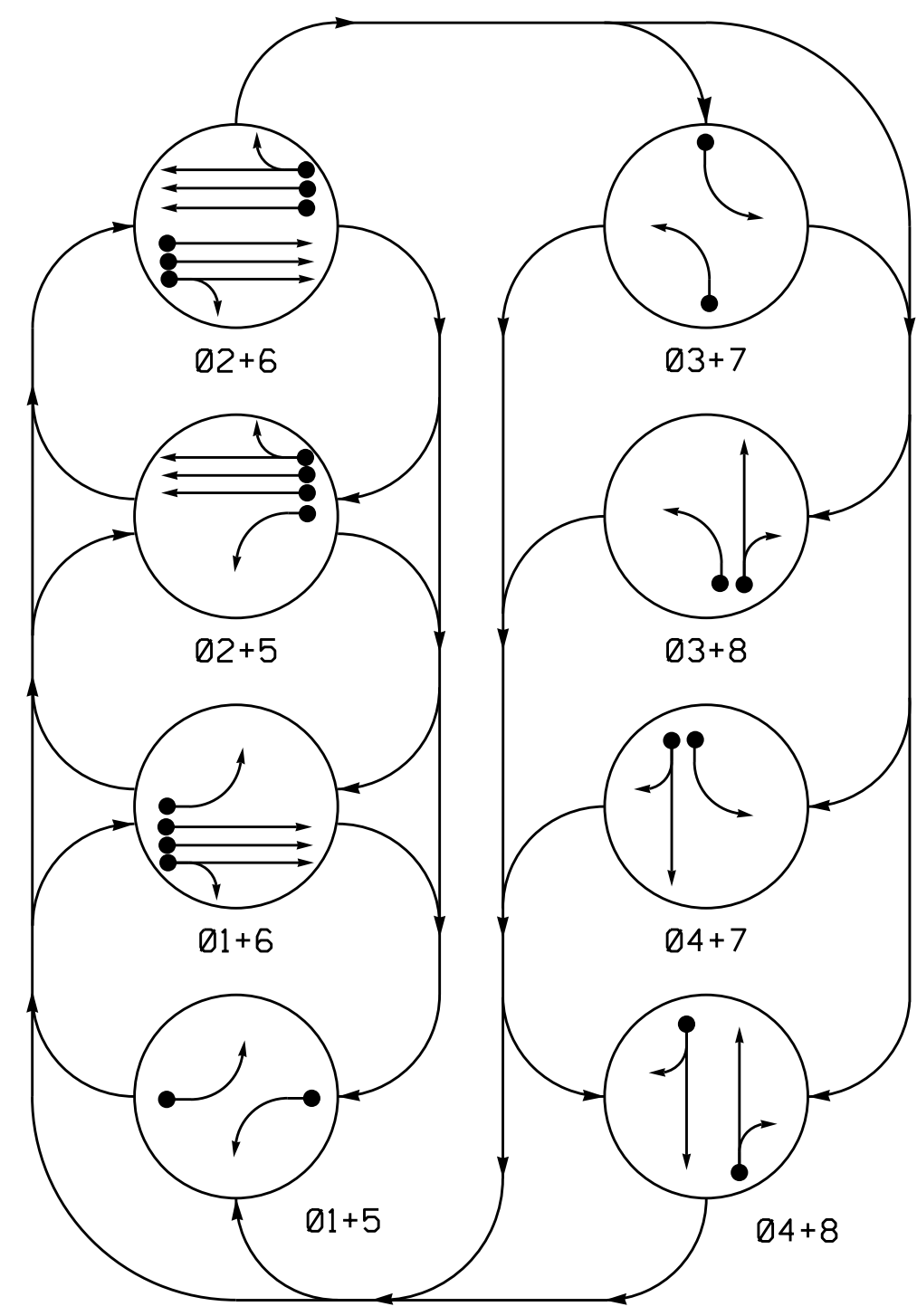


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

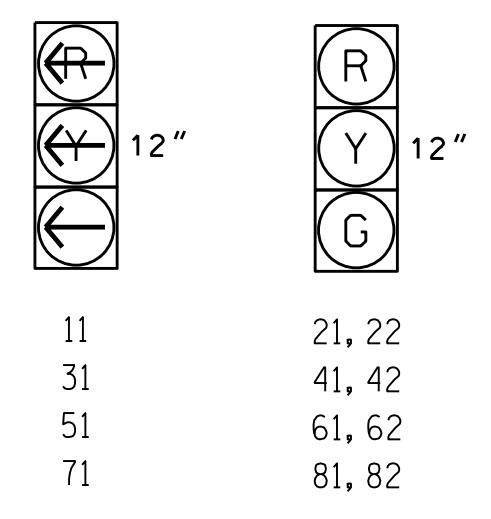
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←- - -> UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11	←	←	←	←	←	←	←	←
21,22	R	R	G	G	R	R	R	Y
31	←	←	←	←	←	←	←	←
41,42	R	R	R	R	R	R	G	G
51	←	←	←	←	←	←	←	←
61,62	R	G	R	G	R	R	R	Y
71	←	←	←	←	←	←	←	←
81,82	R	R	R	R	R	G	R	G

SIGNAL FACE I.D.

All Heads L.E.D.



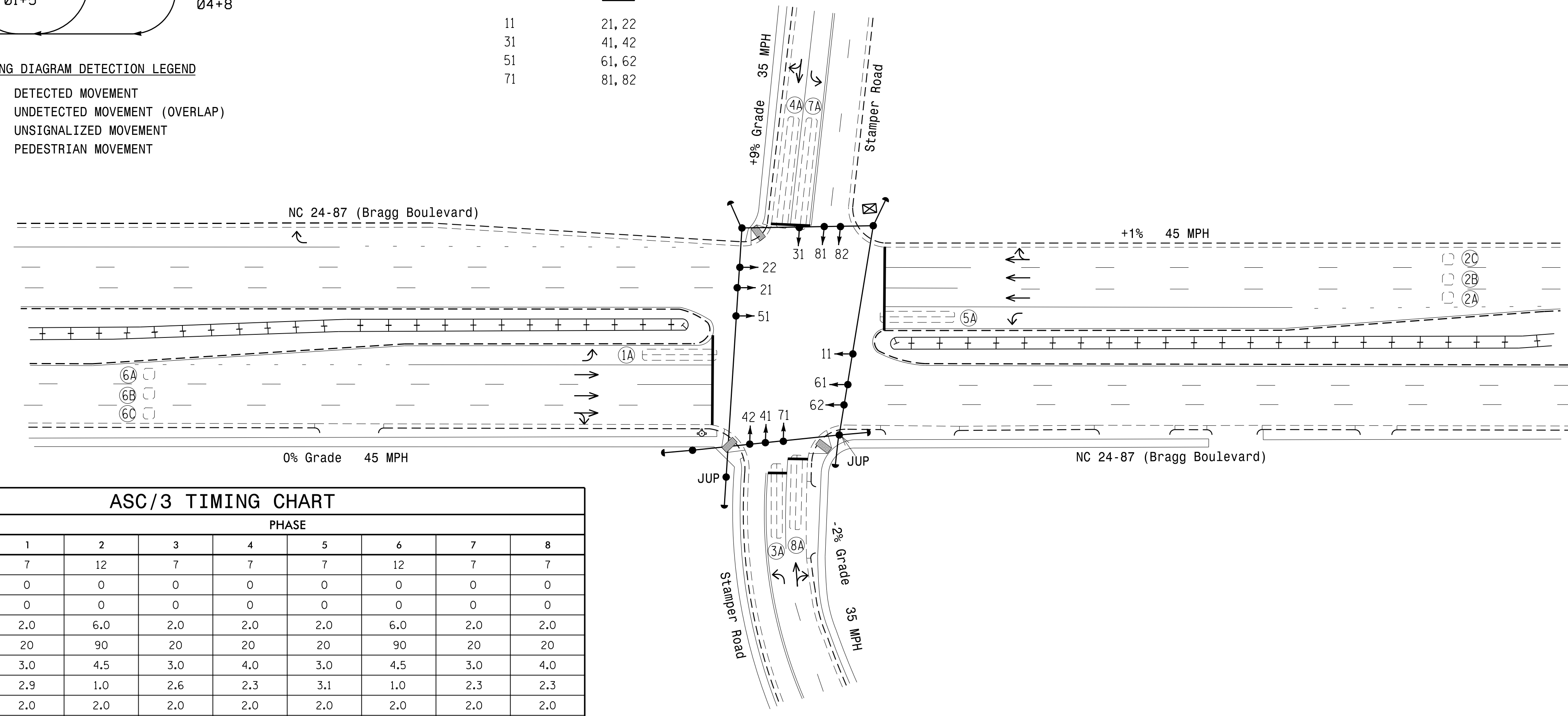
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	LOOP	NEW CARD
1A	6X40	+2	2-4-2	-	1	Yes	-	-	S	-	X
2A	6X6	300	4	-	2	Yes	-	-	N	-	X
2B	6X6	300	4	-	2	Yes	-	-	N	-	X
2C	6X6	300	4	-	2	Yes	-	-	N	-	X
3A	6X60	+2	2-4-2	-	3	Yes	-	3	S	-	X
4A	6X40	+2	2-4-2	-	4	Yes	-	10	S	-	X
5A	6X40	+2	2-4-2	-	5	Yes	-	-	S	-	X
6A	6X6	300	5	-	6	Yes	-	-	N	-	X
6B	6X6	300	5	-	6	Yes	-	-	N	-	X
6C	6X6	300	5	-	6	Yes	-	-	N	-	X
7A	6X60	+2	2-4-2	-	7	Yes	-	3	S	-	X
8A	6X40	+2	2-4-2	-	8	Yes	-	10	S	-	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 or phase 5 may be lagged.
- Phase 3 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.
- 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 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max I *	20	90	20	20	20	90	20	20
Yellow	3.0	4.5	3.0	4.0	3.0	4.5	3.0	4.0
Red Clear	2.9	1.0	2.6	2.3	3.1	1.0	2.3	2.3
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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.

LEGEND

- | | | | |
|--|-----------------------------------|--|-----------------------------------|
| | PROPOSED Traffic Signal Head | | EXISTING Traffic Signal Head |
| | PROPOSED Modified Signal Head | | EXISTING Modified Signal Head |
| | PROPOSED Pedestrian Signal Head | | EXISTING Pedestrian Signal Head |
| | PROPOSED Signal Pole with Guy | | EXISTING Signal Pole with Guy |
| | PROPOSED Inductive Loop Detector | | EXISTING Inductive Loop Detector |
| | PROPOSED Controller & Cabinet | | EXISTING Controller & Cabinet |
| | PROPOSED Junction Box | | EXISTING Junction Box |
| | PROPOSED 2-in Underground Conduit | | EXISTING 2-in Underground Conduit |
| | PROPOSED Right of Way | | EXISTING Right of Way |
| | PROPOSED Directional Arrow | | EXISTING Directional Arrow |
| | PROPOSED Fire Hydrant | | EXISTING Fire Hydrant |
| | PROPOSED Curb Ramp | | EXISTING Curb Ramp |
| | PROPOSED Guard Rail | | EXISTING Guard Rail |

Signal Upgrade

NC 24-87 (Bragg Boulevard) at Stamper Road

Division 6 Cumberland County Fayetteville

PLAN DATE: September 2015 REVIEWED BY: JPG

PREPARED BY: KPG, Jr. REVIEWED BY:

SEAL

SEAL 029904

ENGINEER JASON P. GALLAWAY

DATE 3/14/2016

SIG. INVENTORY NO. 06-0033

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40 1"=40'

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