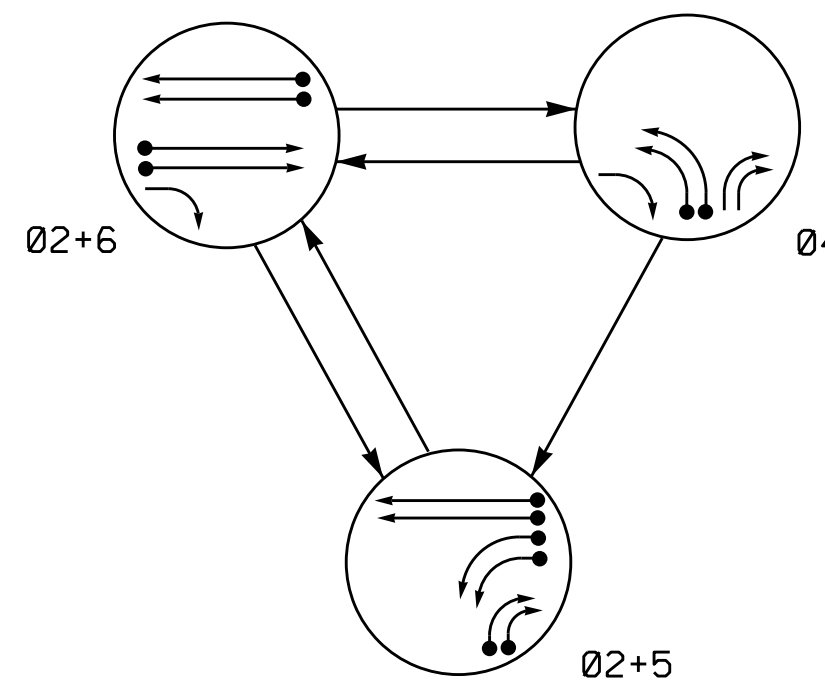


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	02+5	02+6	04	02+5
21,22	G	G	R	Y
41,42	R	R	Y	R
51,52	Y	Y	R	R
53,54	Y	R	Y	R
61	R	G	R	Y
62	R	G	R	Y

ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR					PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
2A	6X6	300	4	-	2	Yes	-	-	N	-	X
2B	6X6	300	4	-	2	Yes	-	-	N	-	X
4A	6X40	+5	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X40	+5	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X
5B	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X
5C	6X40	+5	2-4-2	-	5	Yes	-	15	S	-	X
5D	6X40	+5	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	300	4	-	6	Yes	-	-	N	-	X
6B	6X6	300	4	-	6	Yes	-	-	N	-	X

3 Phase Fully Actuated Fayetteville Signal System

NOTES

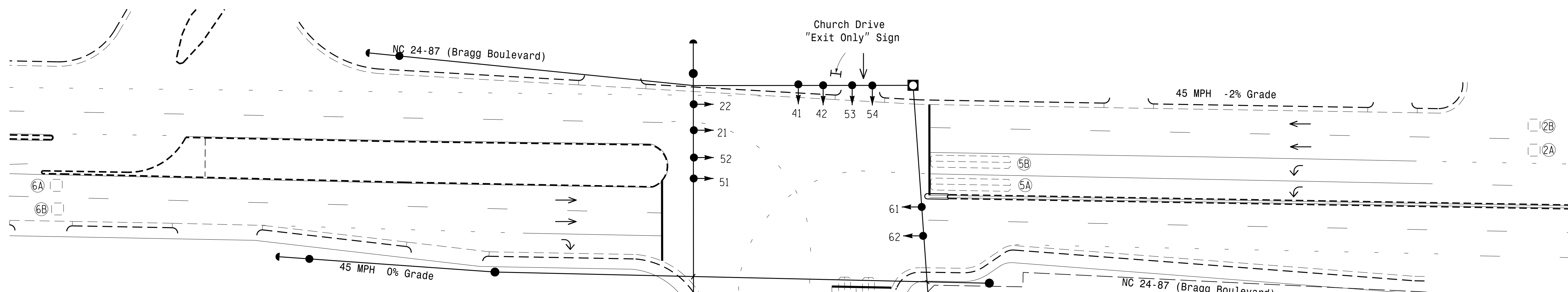
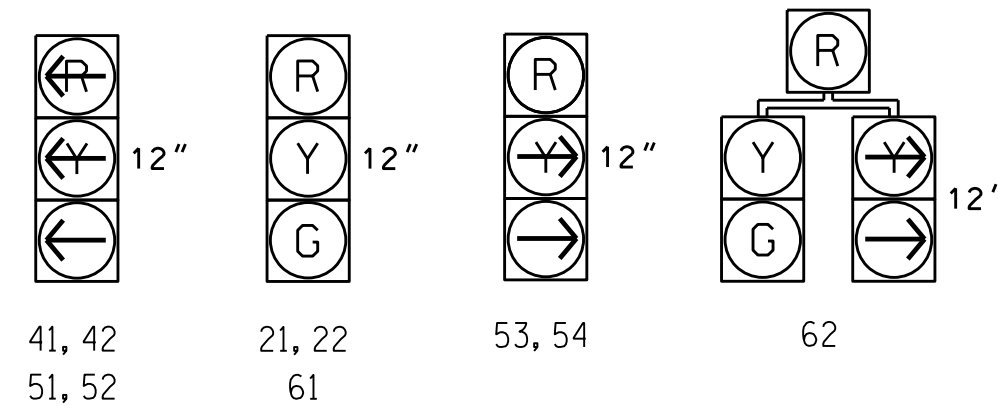
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 5 may be lagged.
4. Set all detector units to presence 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.

SIGNAL FACE I.D.

All Heads L.E.D.

PHASING DIAGRAM DETECTION LEGEND

- ←● DETECTED MOVEMENT
- ←○ UNDETECTED MOVEMENT (OVERLAP)
- ← UN SIGNALIZED MOVEMENT
- ←- - - PEDESTRIAN MOVEMENT



FEATURE	PHASE			
	2	4	5	6
Min Green *	12	7	7	12
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	6.0	2.0	2.0	6.0
Max I *	60	30	30	60
Yellow	4.7	3.0	3.0	4.7
Red Clear	1.7	3.5	3.4	1.7
Red Revert	0.0	0.0	0.0	0.0
Actuations B4 Add *	-	-	-	-
Seconds / Actuation *	2.0	-	-	2.0
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.

LEGEND	
PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → 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

Signal Upgrade

NC 24-87 (Bragg Boulevard) at SR 4202 (Odell Road)

Division 6 Cumberland County Spring Lake

PLAN DATE: October 2015 REVIEWED BY: PLA

PREPARED BY: JPG REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 30 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL JASON P. GALLAWAY PROFESSIONAL ENGINEER 029904

DocuSigned by: Jason P. Gallaway 5/27/2016

SIG. INVENTORY NO. 06-0378

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