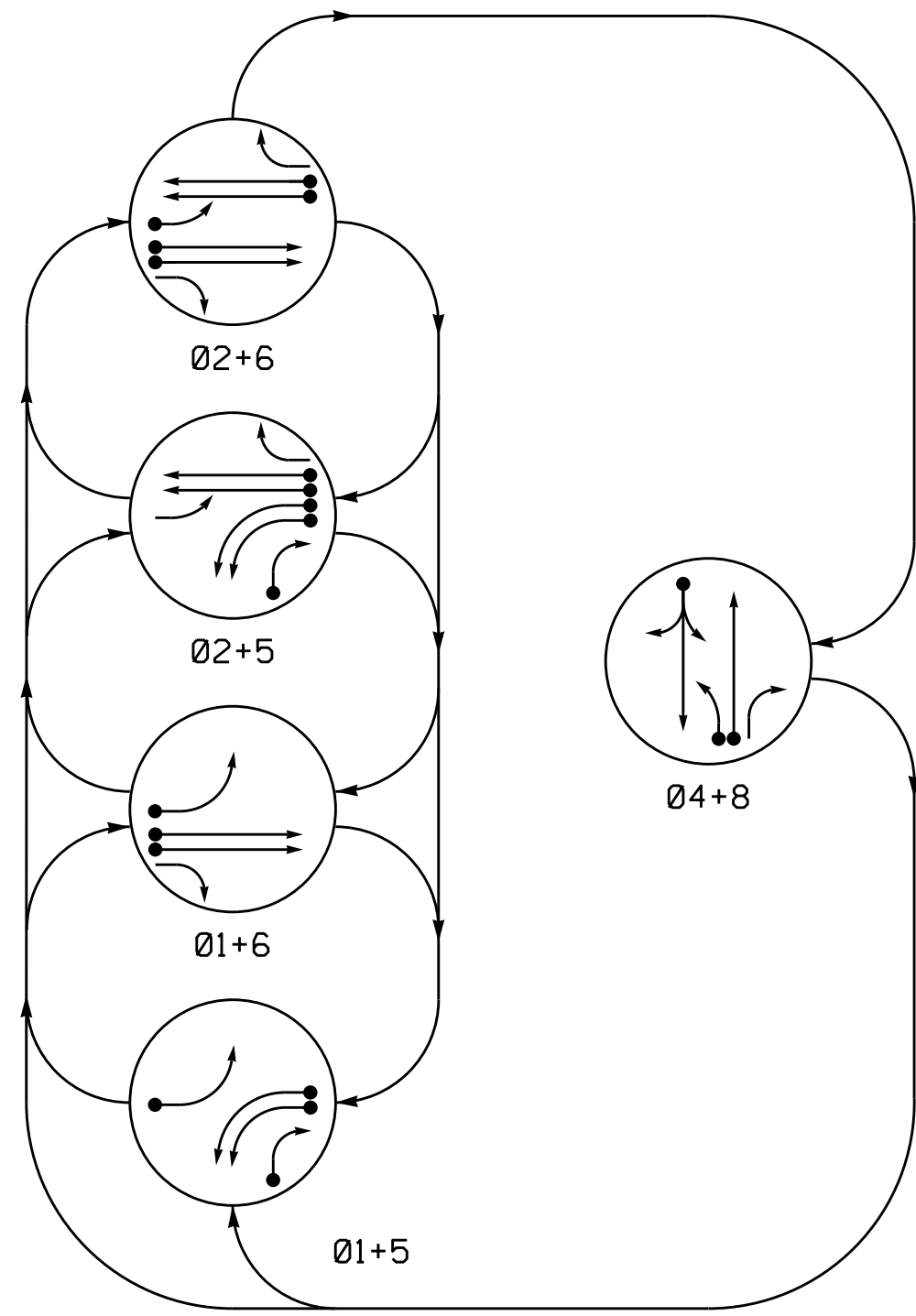


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

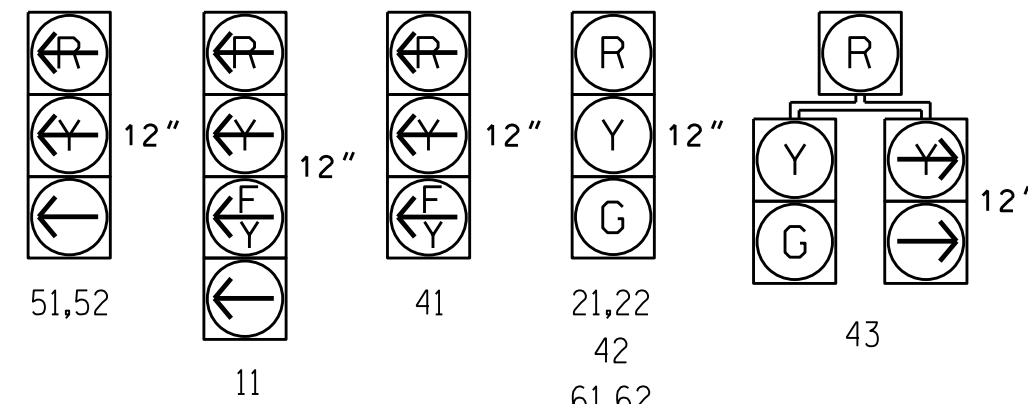
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	EW
11	---	---	---	---	---	---
21,22	R	R	G	G	R	Y
41	R	R	R	R	Y	R
42	R	R	R	R	G	R
43	R	R	R	R	G	R
51,52	---	---	---	---	---	---
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



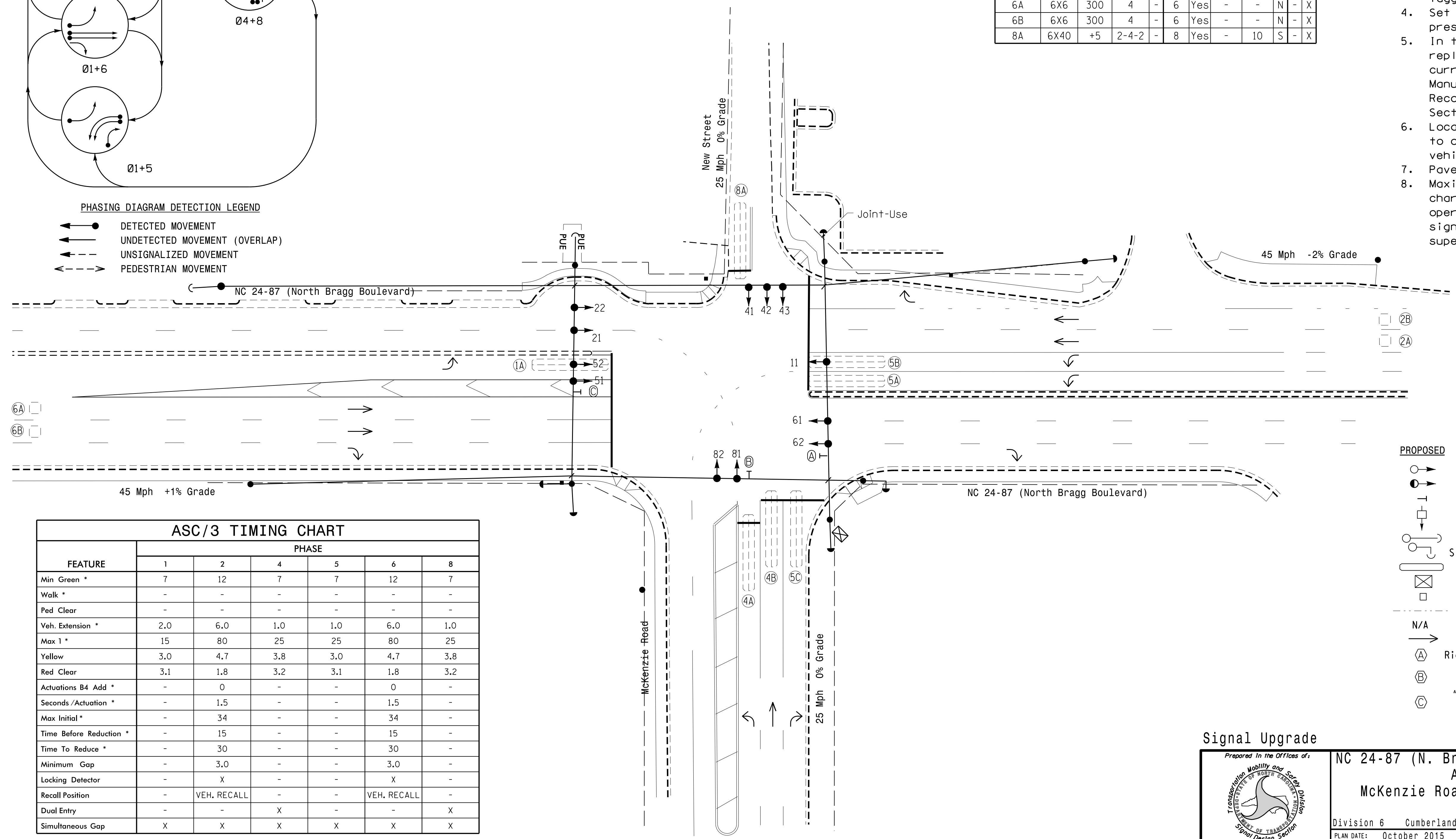
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	LOOP NEW CARD	
1A	6X40	0	2-4-2	-	1	Yes	-	15	S	-	X
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
6A	6X6	300	4	-	6	Yes	-	-	N	-	X
6B	6X6	300	4	-	6	Yes	-	-	N	-	X
8A	6X40	+5	2-4-2	-	8	Yes	-	10	S	-	X

5 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 and/or phase 5 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	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-
Veh. Extension *	2.0	6.0	1.0	1.0	6.0	1.0
Max I *	15	80	25	25	80	25
Yellow	3.0	4.7	3.8	3.0	4.7	3.8
Red Clear	3.1	1.8	3.2	3.1	1.8	3.2
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	-	-	X	-	-	X
Simultaneous Gap	X	X	X	X	X	X

LEGEND

PROPOSED	EXISTING
Traffic Signal Head	N/A
Modified Signal Head	N/A
Sign	N/A
Pedestrian Signal Head	N/A
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
N/A	N/A
Directional Arrow	N/A
Right Arrow "ONLY" Sign (R3-5R)	N/A
"LEFT TURN YIELD ON GREEN" Sign w/Flags (R10-12)	N/A
"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	N/A

\* 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:  
  
 750 N. Greenfield Pkwy, Garner, NC 27529

NC 24-87 (N. Bragg Boulevard) At McKenzie Road/New Street

Division 6 Cumberland County Spring Lake

PLAN DATE: October 2015 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

REVISIONS INIT. DATE

SCALE 0 30 1"=30'

SEAL  
 NORTH CAROLINA PROFESSIONAL ENGINEER  
 SEAL 029904  
 JASON P. GALLOWAY  
 3/11/2016  
 DATE  
 SIG. INVENTORY NO. 06-0700

09-2659-2016 165.0  
 S:\IT\5831\15\_Signal\Signal Design\_Section\Eastern Region\01\U-5742 Fayetteville ASC/3\06-0700\060700.sig.dsn\_2015.mxd.dgn  
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