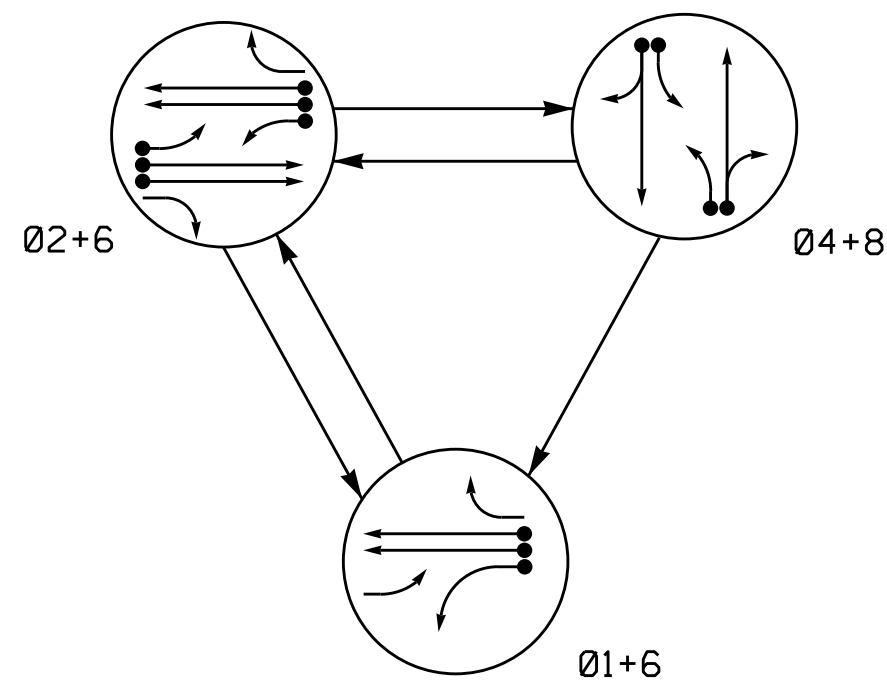


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	04+8	PEDESTRIAN
11	←	←	←	←
21	←	←	←	←
22, 23	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y
81, 82	R	R	G	R

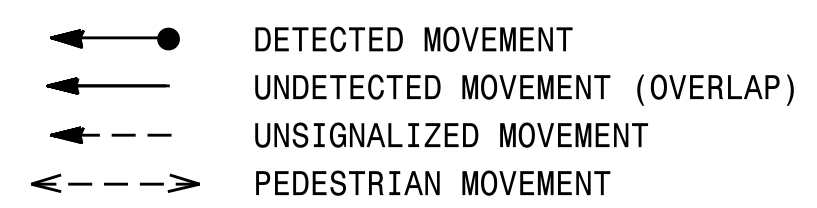
ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR					PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	LOOP SYSTEM	NEW CARD
1A	6X60	0	2-4-2	-	1	Yes	-	15	S	-	X
2A,2B	6X6	300	4	-	2	Yes	-	-	N	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	3	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	10	S	-	X
6A,6B	6X6	300	4	-	6	Yes	-	-	N	-	X
8A	6X60	0	2-4-2	-	8	Yes	-	3	S	-	X
8B	6X60	0	2-4-2	-	8	Yes	-	10	S	-	X

3 Phase Fully Actuated Fayetteville Signal System

NOTES

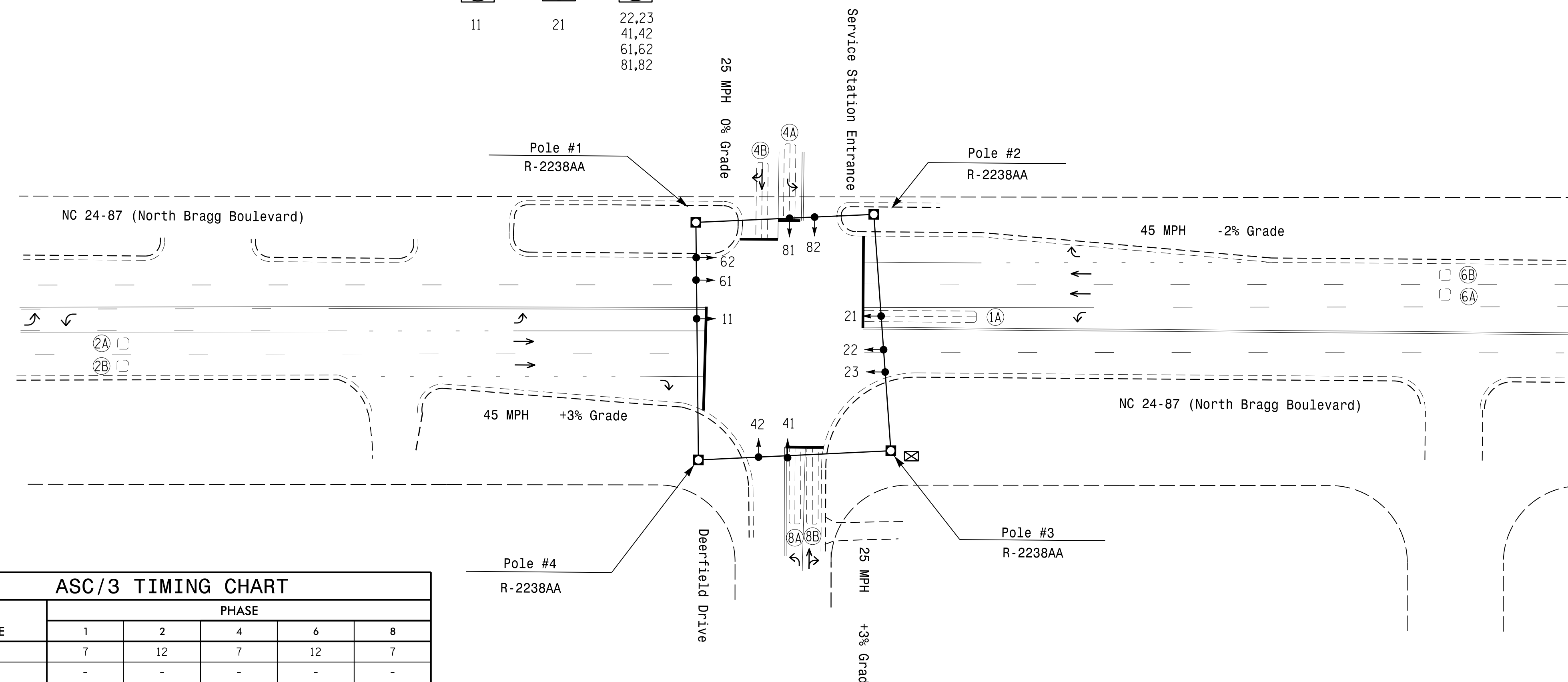
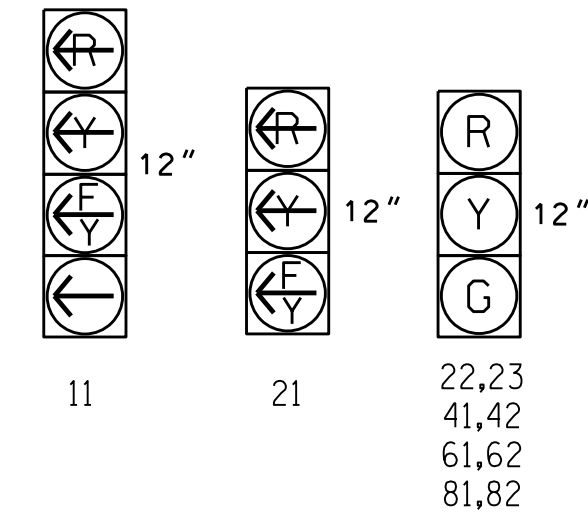
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence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

PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.

All Heads L.E.D.

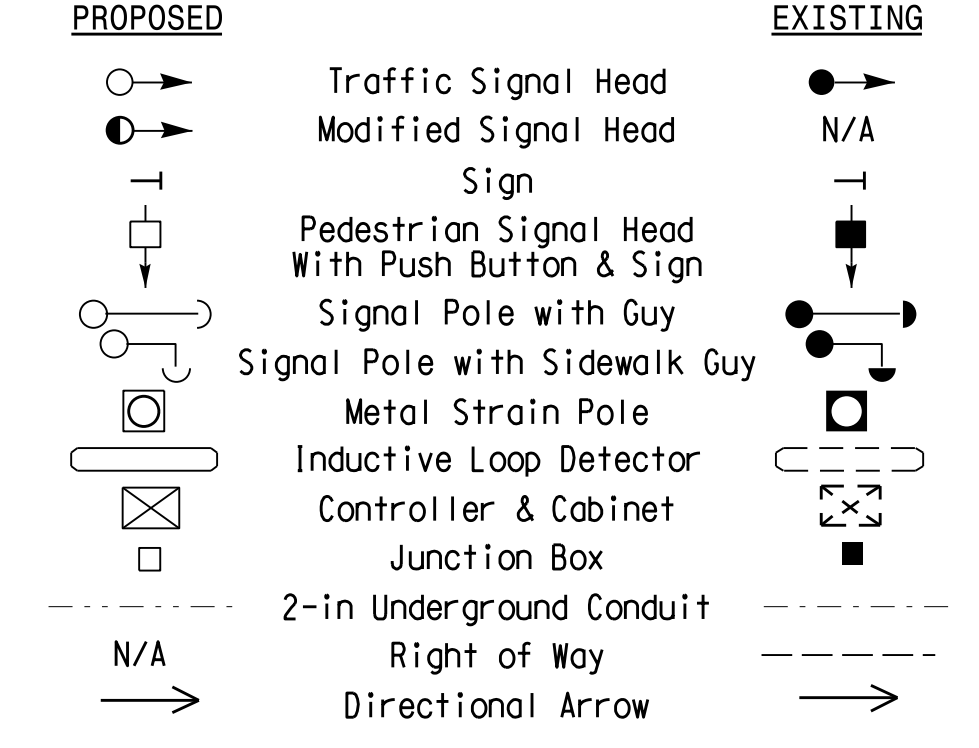


ASC/3 TIMING CHART

FEATURE	PHASE				
	1	2	4	6	8
Min Green *	7	12	7	12	7
Walk *	-	-	-	-	-
Ped Clear	-	-	-	-	-
Veh. Extension *	1.0	6.0	2.0	6.0	2.0
Max I *	25	100	25	100	25
Yellow	3.0	4.7	3.2	4.7	3.2
Red Clear	2.3	1.1	3.0	1.1	3.0
Actuations B4 Add *	-	0	-	0	-
Seconds / Actuation *	-	1.5	-	1.5	-
Max Initial *	-	34	-	34	-
Time Before Reduction *	-	15	-	15	-
Time To Reduce *	-	60	-	60	-
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.

LEGEND



Signal Upgrade

Prepared In the Offices of: **TRANSPIRE MOBILITY AND SAFETY SOLUTIONS**  
 ENGINEERS OF NORTH CAROLINA  
 Signal Design Section  
 750 N. Greenfield Pkwy, Garner, NC 27529

NC 24-87 (North Bragg Boulevard) at Deerfield Drive / Service Station Entrance  
 Division 6 Cumberland County Spring Lake  
 PLAN DATE: October 2015 REVIEWED BY: JPG  
 PREPARED BY: KGP, Jr. REVIEWED BY:

SEAL: **JASON P. GALLOWAY**, PROFESSIONAL ENGINEER, No. 029904, DATE: 5/31/2016

SCALE: 1" = 40'

REVISIONS: \_\_\_\_\_ INIT. DATE \_\_\_\_\_

SIG. INVENTORY NO. 06-0932

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

31-MAY-2016 1:45:09  
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 J.P.G.