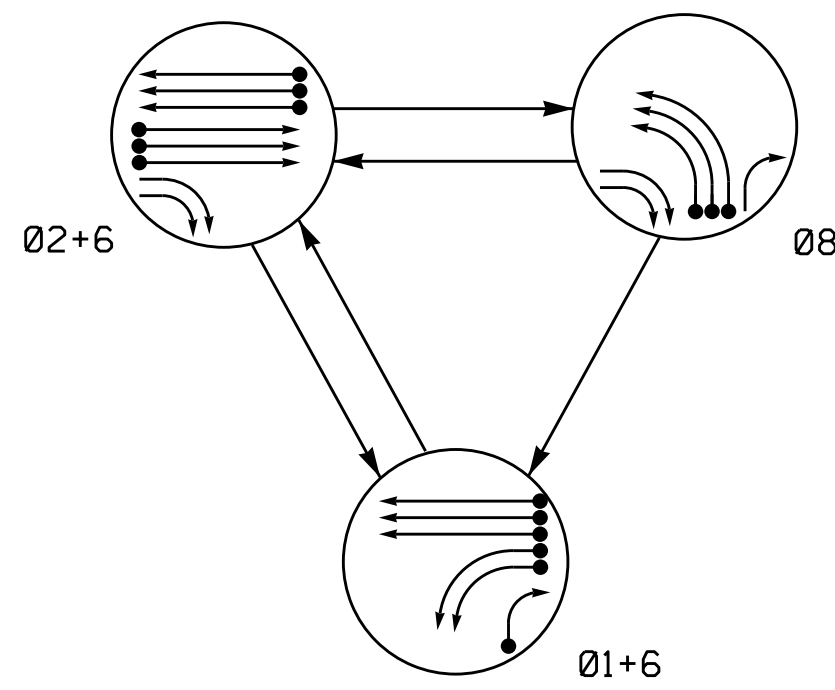


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

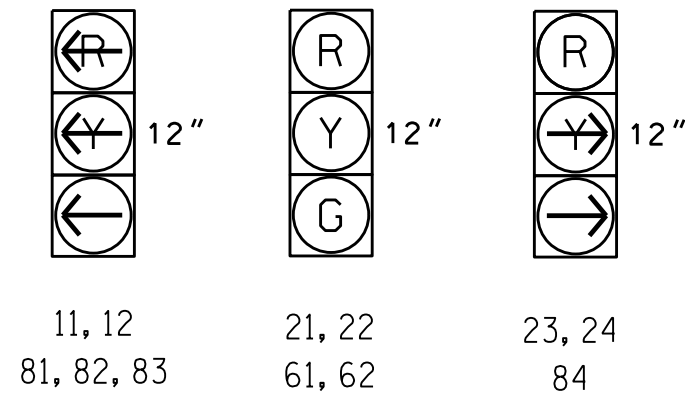
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←- - -→ UNSIGNALIZED MOVEMENT
- ←- - - - -> PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	08	F L
11,12	←	→	→	→
21,22	R	G	R	Y
23,24	R	←	→	→
61,62	G	G	R	Y
81,82,83	→	→	←	→
84	→	R	→	R

SIGNAL FACE I.D.

All Heads L.E.D.



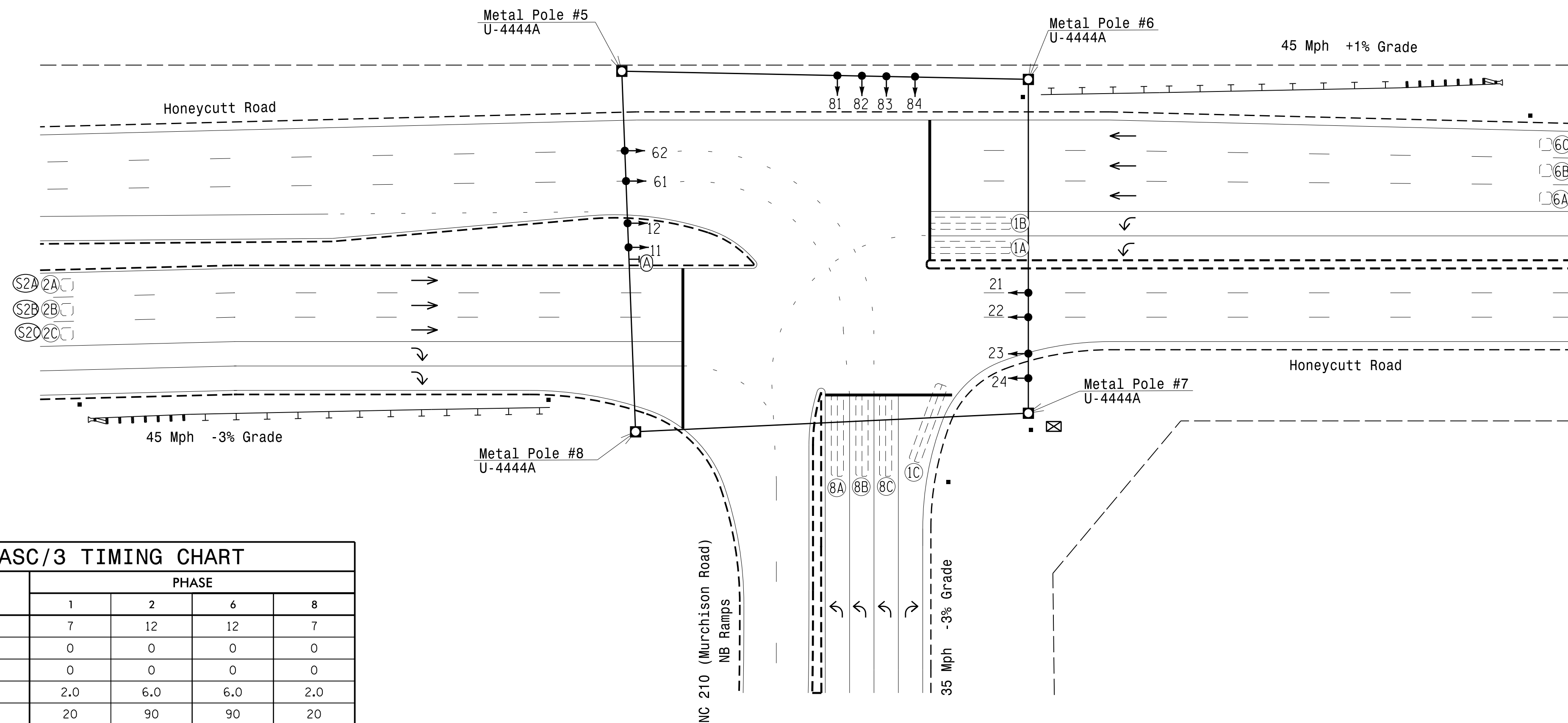
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					TYPE	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME				
1A	6X40	0	2-4-2	-	1	Yes	-	-	-	S	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	-	-	S	-	X
1C	6X40	+5	2-4-2	-	1	Yes	-	15	-	S	-	X
2A/S2A	6X6	300	5	-	2	Yes	-	-	-	N	-	X
2B/S2B	6X6	300	5	-	2	Yes	-	-	-	N	-	X
2C/S2C	6X6	300	5	-	2	Yes	-	-	-	N	-	X
6A/S6A	6X6	300	5	-	6	Yes	-	-	-	N	-	X
6B/S6B	6X6	300	5	-	6	Yes	-	-	-	N	-	X
6C/S6C	6X6	300	5	-	6	Yes	-	-	-	N	-	X
8A	6X40	0	2-4-2	-	8	Yes	-	-	-	S	-	X
8B	6X40	0	2-4-2	-	8	Yes	-	-	-	S	-	X
8C	6X40	0	2-4-2	-	8	Yes	-	-	-	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 and/or 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.



ASC/3 TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Min Green *	7	12	12	7
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	2.0	6.0	6.0	2.0
Max 1 *	20	90	90	20
Yellow	3.0	4.8	4.8	3.0
Red Clear	3.8	2.1	2.1	4.0
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

* 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 With Push Button & Sign | | Existing Pedestrian Signal Head |
| | Proposed Signal Pole with Guy | | Existing Signal Pole with Guy |
| | Proposed Signal Pole with Sidewalk Guy | | Existing Signal Pole with Sidewalk Guy |
| | Proposed Metal Strain Pole | | Existing Metal Strain Pole |
| | 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 Guard Rail | | Existing Guard Rail |
| | Proposed "U-TURN YIELD TO RIGHT TURN" Sign (R10-16) | | Existing "U-TURN YIELD TO RIGHT TURN" Sign (R10-16) |

Signal Upgrade

<p>Prepared in the Offices of: TRANSPORTATION MOBILITY AND SAFETY DIVISION SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>Honeycutt Road at NC 210 (Murchison Road) NB Ramps</p> <p>Division 6 Cumberland County Fort Bragg</p>		
	<p>PLAN DATE: May 2016</p> <p>PREPARED BY: KGP, Jr.</p>	<p>REVIEWED BY: JPG</p> <p>REVIEWED BY:</p>	
<p>SCALE: 1" = 40'</p>	<p>REVISIONS</p>		<p>INIT. DATE</p>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>			<p>SIG. INVENTORY NO. 06-1312</p>