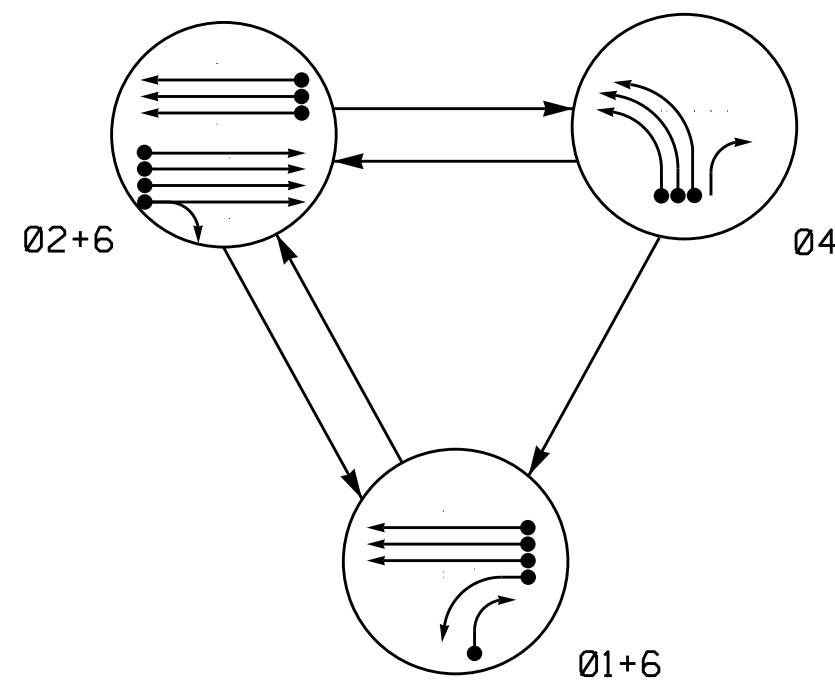


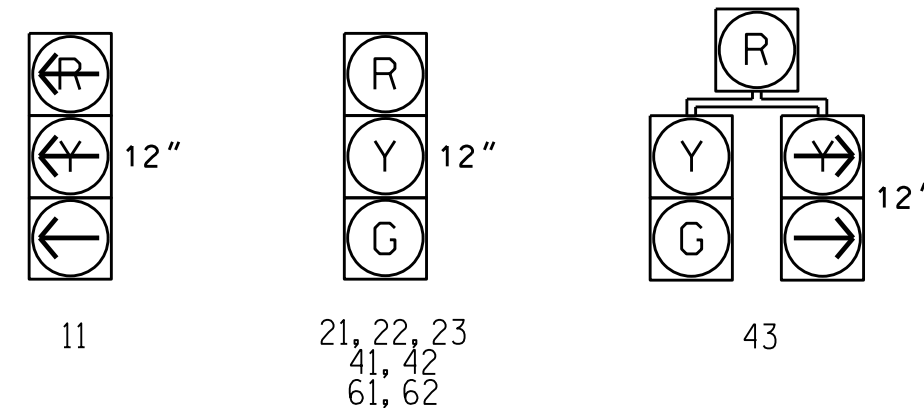
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	04	F L
11	←	←	←	←
21,22,23	R	G	R	Y
41,42	R	R	G	R
43	R	R	G	R
61,62	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.

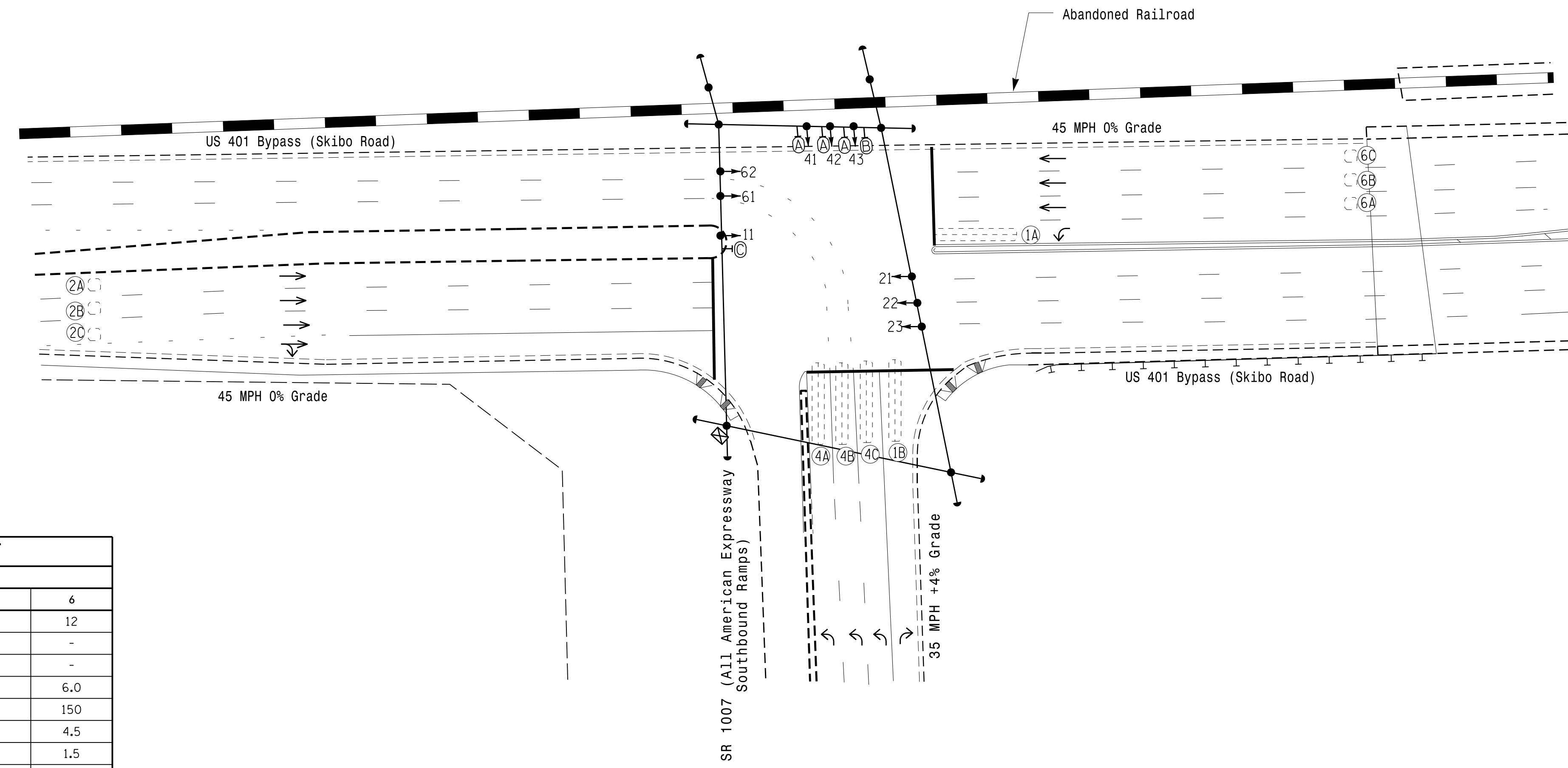
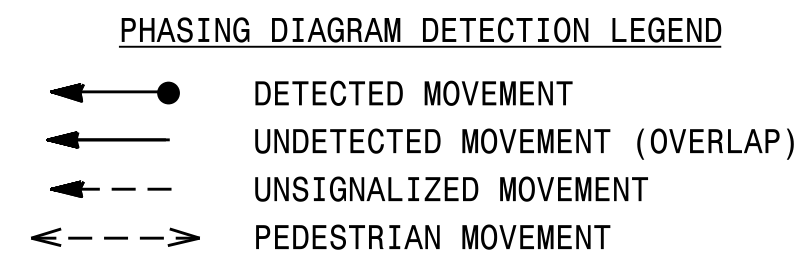


ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	NEW CARD
1A	6X40	+5	2-4-2	-	1	Yes	-	-	S	- X
1B	6X40	+5	2-4-2	-	1	Yes	-	20	S	- X
2A	6X6	300	4	-	2	Yes	-	-	N	- X
2B	6X6	300	4	-	2	Yes	-	-	N	- X
2C	6X6	300	4	-	2	Yes	-	-	N	- X
4A	6X40	+5	2-4-2	-	4	Yes	-	-	S	- X
4B	6X40	+5	2-4-2	-	4	Yes	-	-	S	- X
4C	6X40	+5	2-4-2	-	4	Yes	-	-	S	- X
6A	6X6	200	4	-	6	Yes	-	-	N	- X
6B	6X6	200	4	-	6	Yes	-	-	N	- X
6C	6X6	200	4	-	6	Yes	-	-	N	- X

3 Phase Fully Actuated Fayetteville Signal System

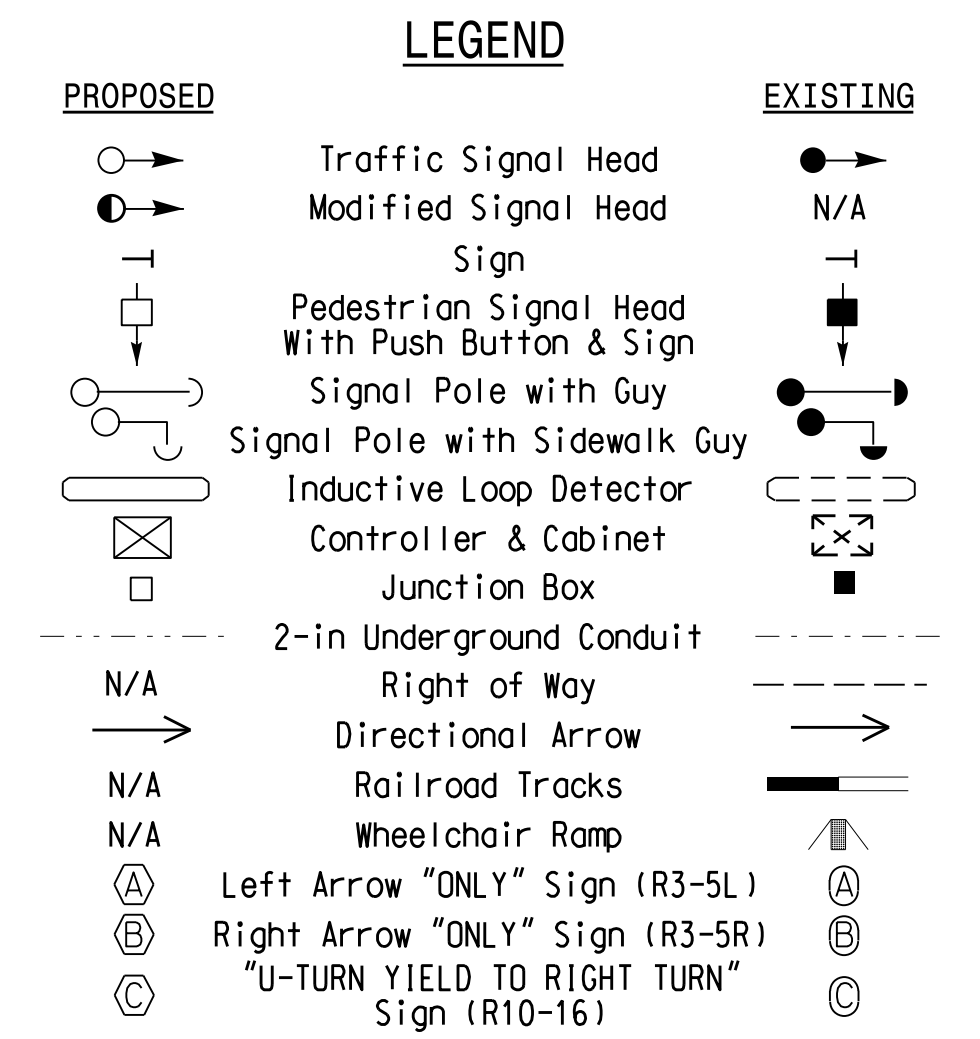
NOTES

- 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 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.
- The cabinet should be designed to include an Auxiliary Output file for future use.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE			
	1	2	4	6
Min Green *	7	12	7	12
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	2.0	6.0	2.0	6.0
Max 1 *	25	150	20	150
Yellow	3.0	4.5	3.0	4.5
Red Clear	3.2	1.5	3.5	1.5
Red Revert	-	-	-	-
Actuations B4 Add *	-	-	-	-
Seconds / Actuation *	-	1.2	-	1.2
Max Initial *	-	34	-	29
Time Before Reduction *	-	20	-	20
Time To Reduce *	-	20	-	20
Minimum Gap	-	3.0	-	2.0
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.



Signal Upgrade

US 401 Bypass (Skibo Road) at SR 1007 (All American Expressway Southbound Ramps)

Division 6 Cumberland County Fayetteville

PLAN DATE: November 2015 REVIEWED BY: JPG

PREPARED BY: Devin Smith REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029904

SIGNATURE: Jason P. Galloway DATE: 2/16/2016

SIG. INVENTORY NO. 06-0321

16-FEB-2016 14:32
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