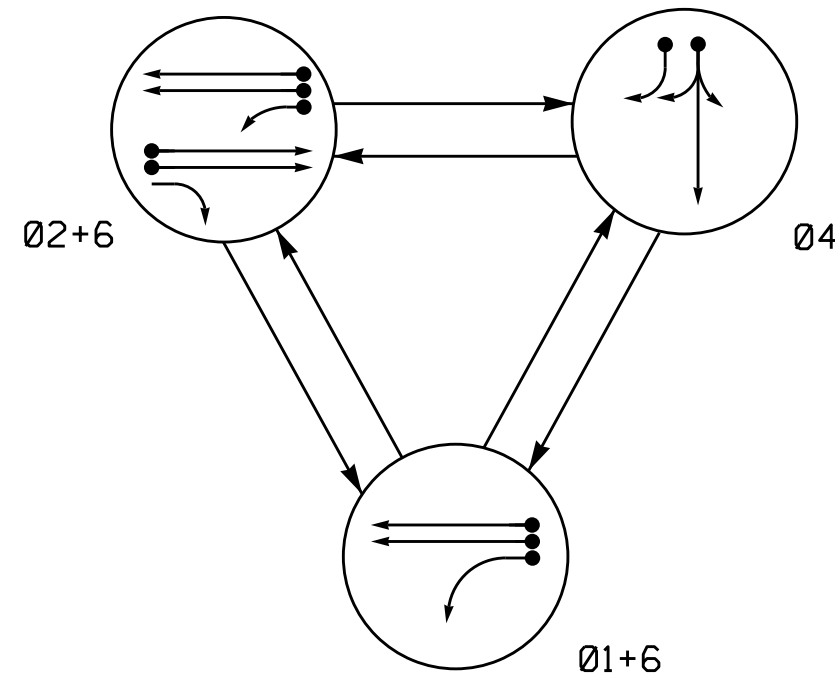


**PHASING DIAGRAM**



**TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4	F L
11	←	←	←	←
21,22	R	G	R	Y
41,42	R	R	G	R
61,62	G	G	R	Y

**ASC/3 DETECTOR INSTALLATION CHART**

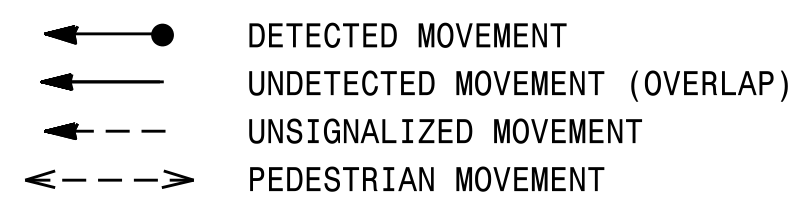
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	15	S	-	X
					6	Yes	-	3	G	-	X
2A	6X6	300	4	-	2	Yes	-	-	N	-	X
2B	6X6	300	4	-	2	Yes	-	-	N	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	15	S	-	X
6A	6X6	400	4	-	6	Yes	1.7	-	N	-	X
6B	6X6	400	4	-	6	Yes	1.7	-	N	-	X
S6A	6X6	+620	5	-	-	No	-	-	N	X	X
S6B	6X6	+620	5	-	-	No	-	-	N	X	X

**3 Phase Fully Actuated Fayetteville Signal System**

**NOTES**

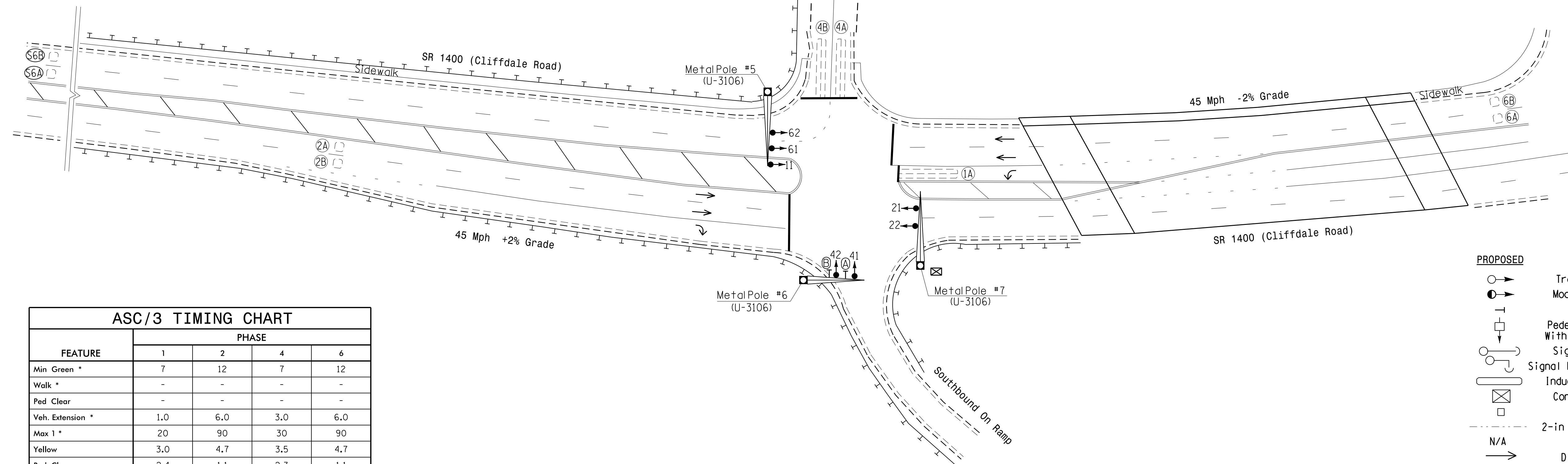
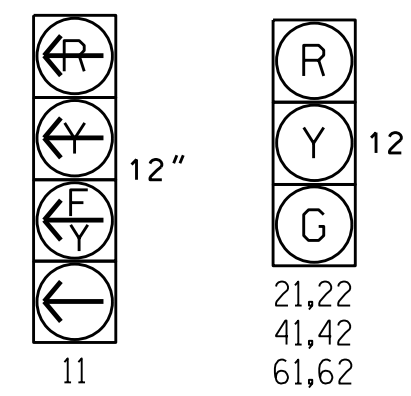
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence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

**PHASING DIAGRAM DETECTION LEGEND**



**SIGNAL FACE I.D.**

All Heads L.E.D.



**ASC/3 TIMING CHART**

FEATURE	PHASE			
	1	2	4	6
Min Green *	7	12	7	12
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	1.0	6.0	3.0	6.0
Max 1 *	20	90	30	90
Yellow	3.0	4.7	3.5	4.7
Red Clear	2.4	1.1	2.3	1.1
Actuations B4 Add *	-	0	-	0
Seconds / Actuation *	-	1.5	-	1.5
Max Initial *	-	34	-	44
Time Before Reduction *	-	15	-	15
Time To Reduce *	-	30	-	30
Minimum Gap	-	3.0	-	3.0
Locking Detector	-	X	-	X
Recall Position	-	SOFT RECALL	-	SOFT 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
	N/A
	N/A
N/A	

**Signal Upgrade**

Prepared In the Offices of:

**TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS**  
 A DIVISION OF NORTH CAROLINA TRANSPORTATION ENGINEERS AND ARCHITECTS  
 Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

**SR 1400 (Cliffdale Road) at SR 1007 (All American Freeway) Southbound Ramps**

Division 6 Cumberland County Fayetteville

PLAN DATE: October 2015 REVIEWED BY: JPG  
 PREPARED BY: Jeff Spence REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 0 40  
1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029904  
 JASON P. GALLAGHER  
 5/16/2016  
 DATE: 5/16/2016  
 DATE: 5/16/2016  
 SIG. INVENTORY NO. 06-1183

16-MAY-2016 10:17  
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