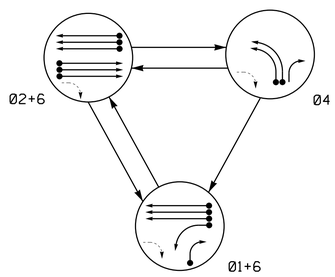
PROJECT REFERENCE NO.	SHEET NO.
U-5742	Sig.75.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

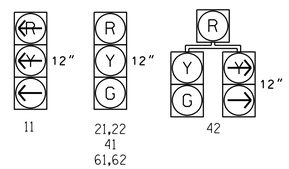
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	PHASE 02+6	PHASE 04	FLASH
11	~~G~~	~~R~~	~~R~~	~~R~~
21,22	R	G	R	Y
41	R	R	G	R
42	R	R	G	R
61,62	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



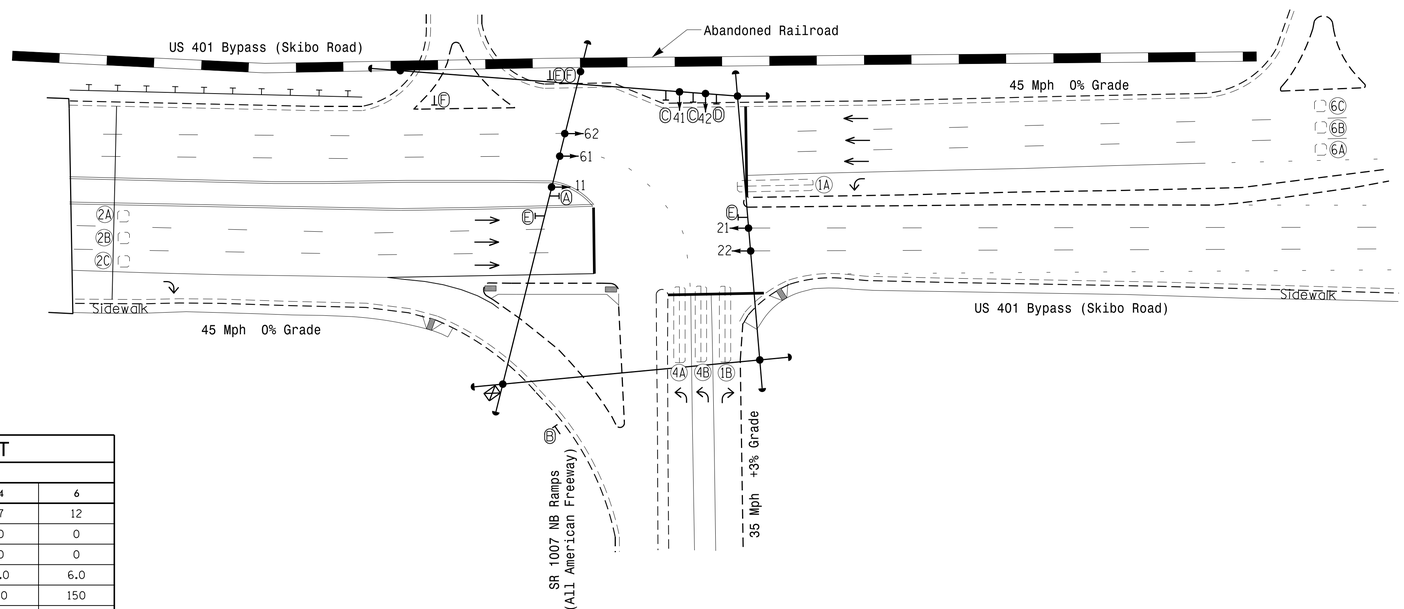
ASC/3 DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	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	245	4	-	2	Yes	-	-	N	-	X
2B	6X6	245	4	-	2	Yes	-	-	N	-	X
2C	6X6	245	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
6A	6X6	300	4	-	6	Yes	-	-	N	-	X
6B	6X6	300	4	-	6	Yes	-	-	N	-	X
6C	6X6	300	4	-	6	Yes	-	-	N	-	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.



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
A	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	A
B	"YIELD" Sign (R1-2)	B
C	Left Arrow "ONLY" Sign (R3-5L)	C
D	Right Arrow "ONLY" Sign (R3-5R)	D
E	No Left Turn Sign (R3-2)	E
F	"DO NOT ENTER" Sign (R5-1)	F

ASC/3 TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6
Min Green *	7	12	7	12
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Veh. Extension *	2.0	6.0	2.0	6.0
Max 1 *	35	150	20	150
Yellow	3.0	4.5	3.0	4.5
Red Clear	2.4	1.3	3.1	1.3
Actuations B4 Add *	-	0	-	0
Seconds /Actuation *	-	1.2	-	1.2
Max Initial *	-	34	-	34
Time Before Reduction *	-	20	-	20
Time To Reduce *	-	20	-	20
Minimum Gap	-	3.5	-	3.5
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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

US 401 Bypass (Skibo Road)
at
SR 1007 (All American Freeway)
NB Ramp

Division 6 Cumberland County Fayetteville

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

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029904 ENGINEER JASON P. GALLOWAY

DocuSigned by: Jason P. Galloway 4/25/2016
F700EA704818410... DATE

SIG. INVENTORY NO. 06-0318

25-APR-2016 11:28
S:*ITSSGN\ITS Signals\Signal Design Section\Eastern Region\Div-06\U-5742 Fayetteville ASC3\06-0318\06-0318_sig_dsn_2016mmdd.dgn
jrspence