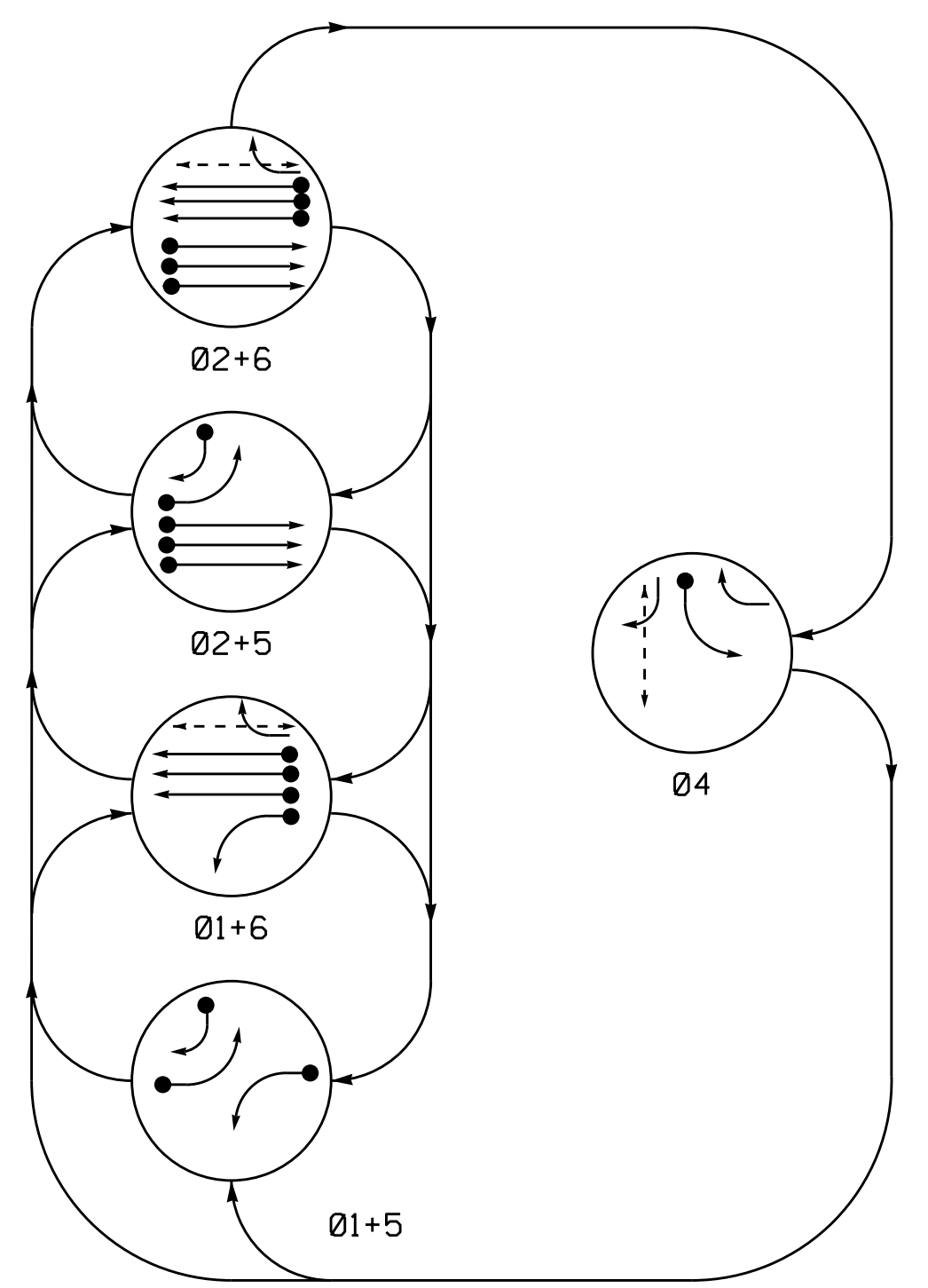


**PHASING DIAGRAM**

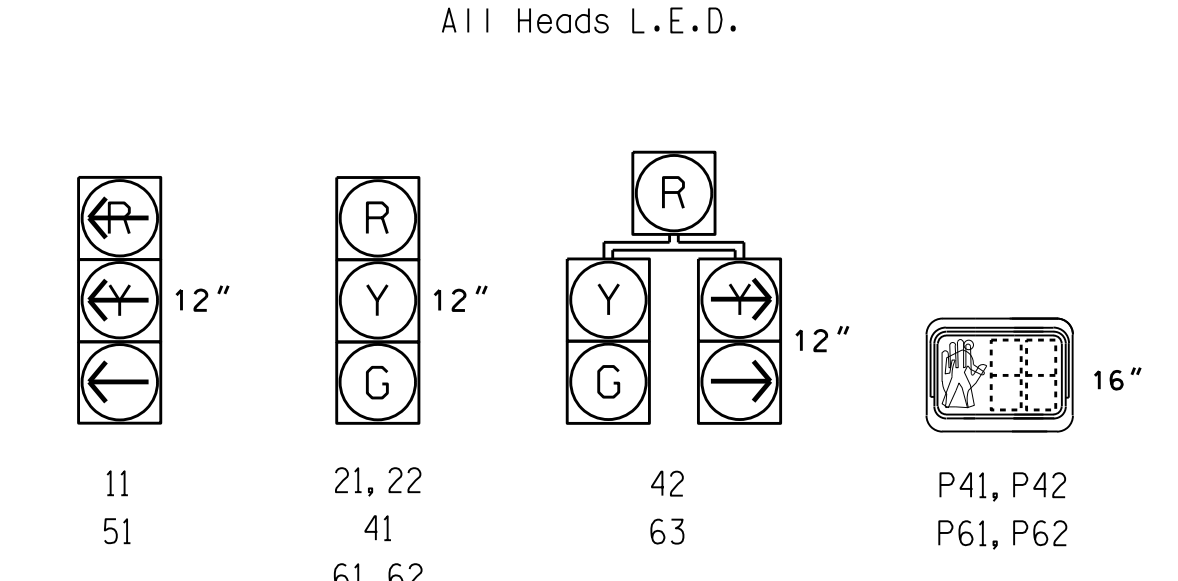


**PHASING DIAGRAM DETECTION LEGEND**

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

SIGNAL FACE	PHASE					L.O.S.T.F.
	01+5	01+6	02+5	02+6	04	
11	---	---	---	---	---	---
21,22	R	R	G	G	R	Y
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	---	---	---	---	---	---
61,62	R	R	R	R	G	Y
63	R	G	R	G	R	---
P41,P42	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DRK

**SIGNAL FACE I.D.**

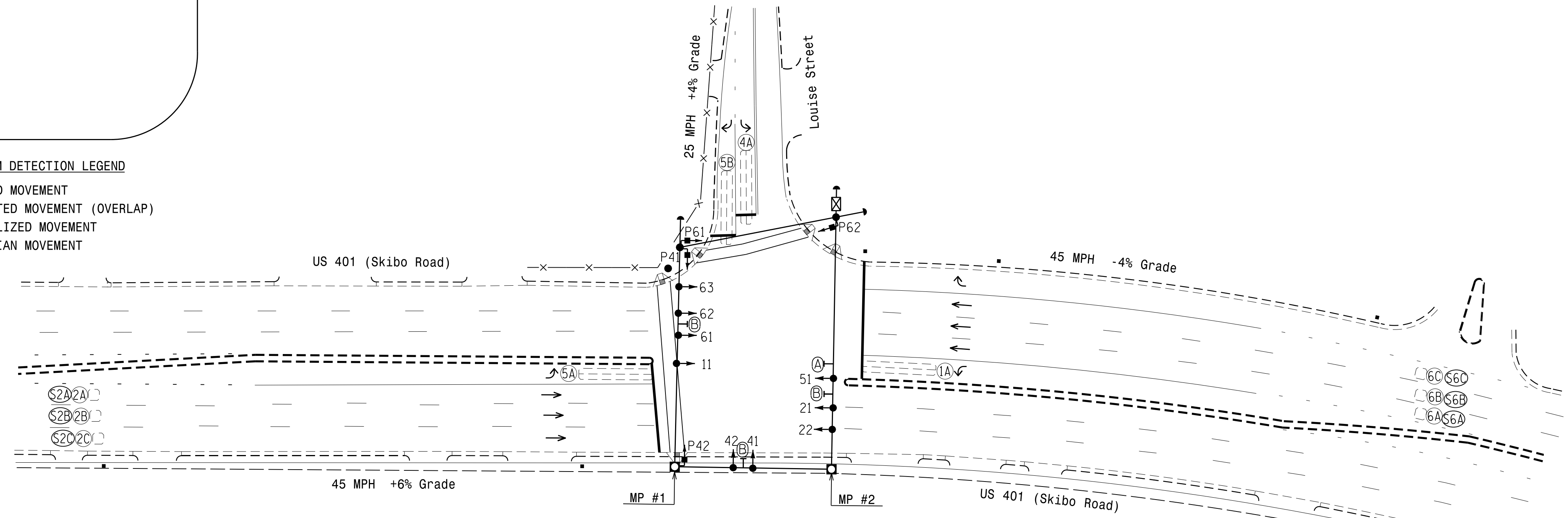


ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR				PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	LOOP SYSTEM	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
2A/S2A	6X6	300	4	-	2	Yes	-	-	N	X	X
2B/S2B	6X6	300	4	-	2	Yes	-	-	N	X	X
2C/S2C	6X6	300	4	-	2	Yes	-	-	N	X	X
4A	6X40	+5	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X
5B	6X40	+5	2-4-2	-	5	Yes	-	20	S	-	X
6A/S6A	6X6	300	4	-	6	Yes	-	-	N	X	X
6B/S6B	6X6	300	4	-	6	Yes	-	-	N	X	X
6C/S6C	6X6	300	4	-	6	Yes	-	-	N	X	X

**5 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 and/or phase 5 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.
- 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	4	5	6
Min Green *	7	12	7	7	12
Walk *	0	0	7	0	7
Ped Clear	0	0	23	0	12
Veh. Extension *	2.0	6.0	2.0	2.0	6.0
Max 1 *	20	120	25	20	120
Yellow	3.0	4.9	3.0	3.0	4.9
Red Clear	3.6	1.6	3.3	3.2	1.6
Actuations B4 Add *	-	0	-	-	0
Seconds /Actuation *	-	1.2	-	-	1.2
Max Initial *	-	34	-	-	34
Time Before Reduction *	-	20	-	-	20
Time To Reduce *	-	40	-	-	40
Minimum Gap	-	3.0	-	-	3.0
Locking Detector	-	X	-	-	X
Recall Position	-	VEH. RECALL	-	-	VEH. RECALL
Dual Entry	-	-	-	-	-
Simultaneous Gap	X	X	X	X	X

PROPOSED		EXISTING	
○	Traffic Signal Head	●	Traffic Signal Head
○	Modified Signal Head	N/A	
⊥	Sign	⊥	Sign
⊥	Pedestrian Signal Head With Push Button & Sign	⊥	Pedestrian Signal Head With Push Button & Sign
⊥	Signal Pole with Guy	⊥	Signal Pole with Guy
⊥	Signal Pole with Sidewalk Guy	⊥	Signal Pole with Sidewalk Guy
⊥	Inductive Loop Detector	⊥	Inductive Loop Detector
⊥	Controller & Cabinet	⊥	Controller & Cabinet
⊥	Junction Box	⊥	Junction Box
⊥	2-in Underground Conduit	⊥	2-in Underground Conduit
N/A	Right of Way	---	Right of Way
→	Directional Arrow	→	Directional Arrow
N/A	Wheel Chair Ramp	⊥	Wheel Chair Ramp
N/A	Fence	---	Fence
(A)	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	(A)	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)
(B)	"Street Name Sign"	(B)	"Street Name Sign"

\* 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**

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

**US 401 (Skibo Road) at Louise Street**  
 Division 6 Cumberland County Fayetteville  
 PLAN DATE: November 2015 REVIEWED BY: JPG  
 PREPARED BY: Jeff Spence REVIEWED BY:

SCALE: 1"=40'

REVISIONS: INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: JASON P. GALLAGHER, PROFESSIONAL ENGINEER, NO. 029904, DATE 5/11/2016

SIG. INVENTORY NO. 06-0356

09-MAY-2016 09:59  
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