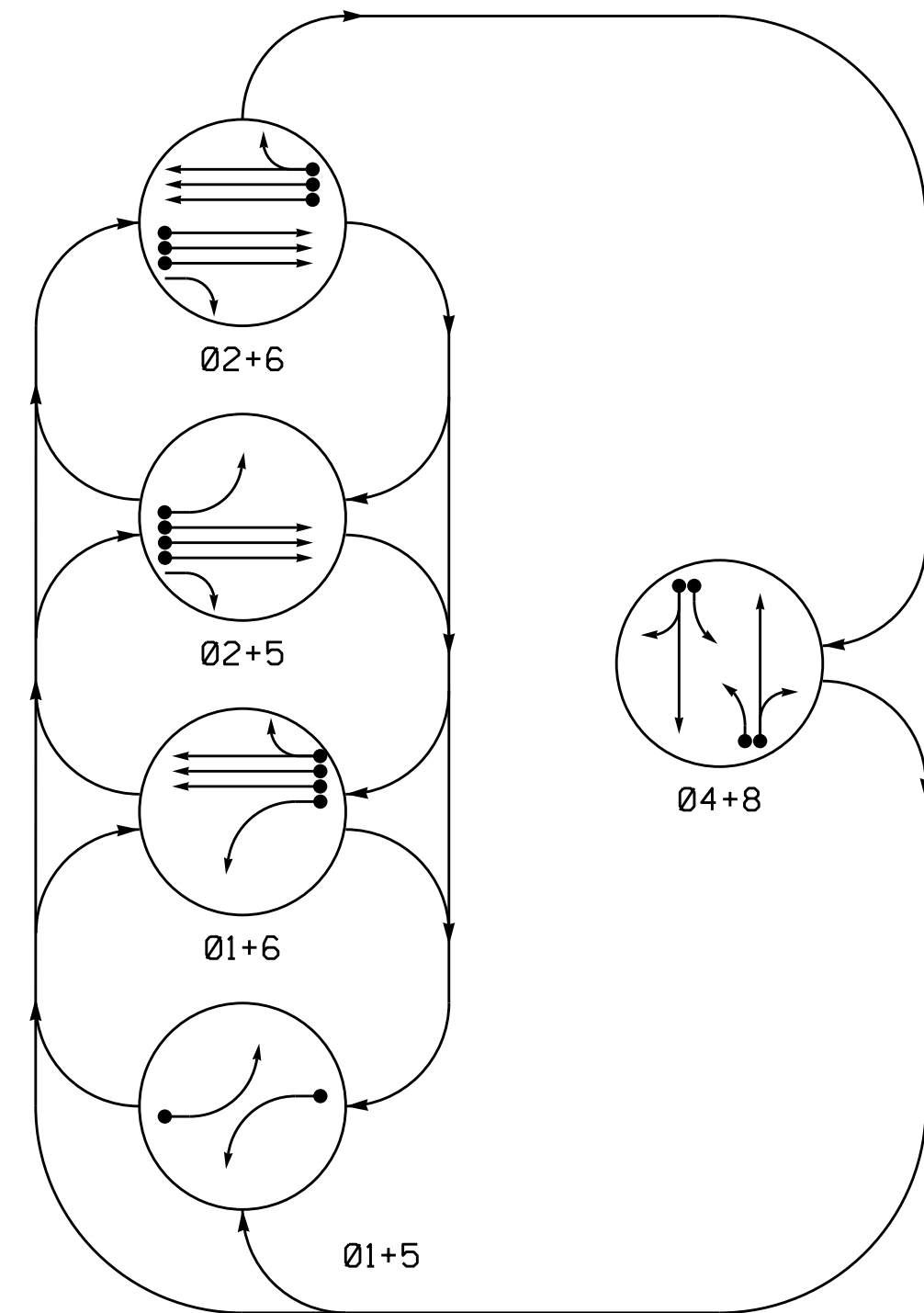


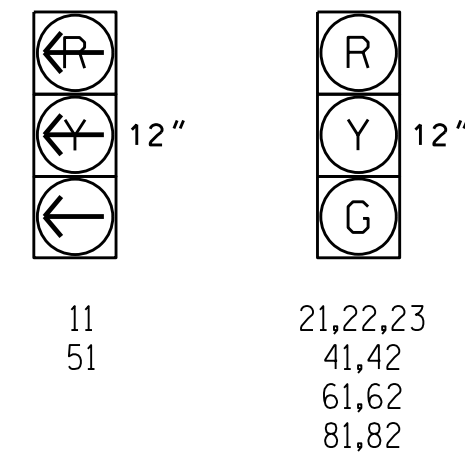
PHASING DIAGRAM



SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04+8	
11	←	←	←	←	←	—
21,22,23	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	←	←	←	←	←	—
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R

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	0	2-4-2	-	1	Yes	-	-	S	- X
2A	6X6	300	4	-	2	Yes	-	-	S	- X
2B	6X6	300	4	-	2	Yes	-	-	S	- X
2C	6X6	300	4	-	2	Yes	-	-	S	- X
4A	6X40	+5	2-4-2	-	4	Yes	-	3	S	- X
4B	6X40	+5	2-4-2	-	4	Yes	-	10	S	- X
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	- X
6A	6X6	300	4	-	6	Yes	-	-	S	- X
6B	6X6	300	4	-	6	Yes	-	-	S	- X
6C	6X6	300	4	-	6	Yes	-	-	S	- X
8A	6X60	+5	2-4-2	-	8	Yes	-	-	S	- X
8B	6X60	+5	2-4-2	-	8	Yes	-	10	S	- X

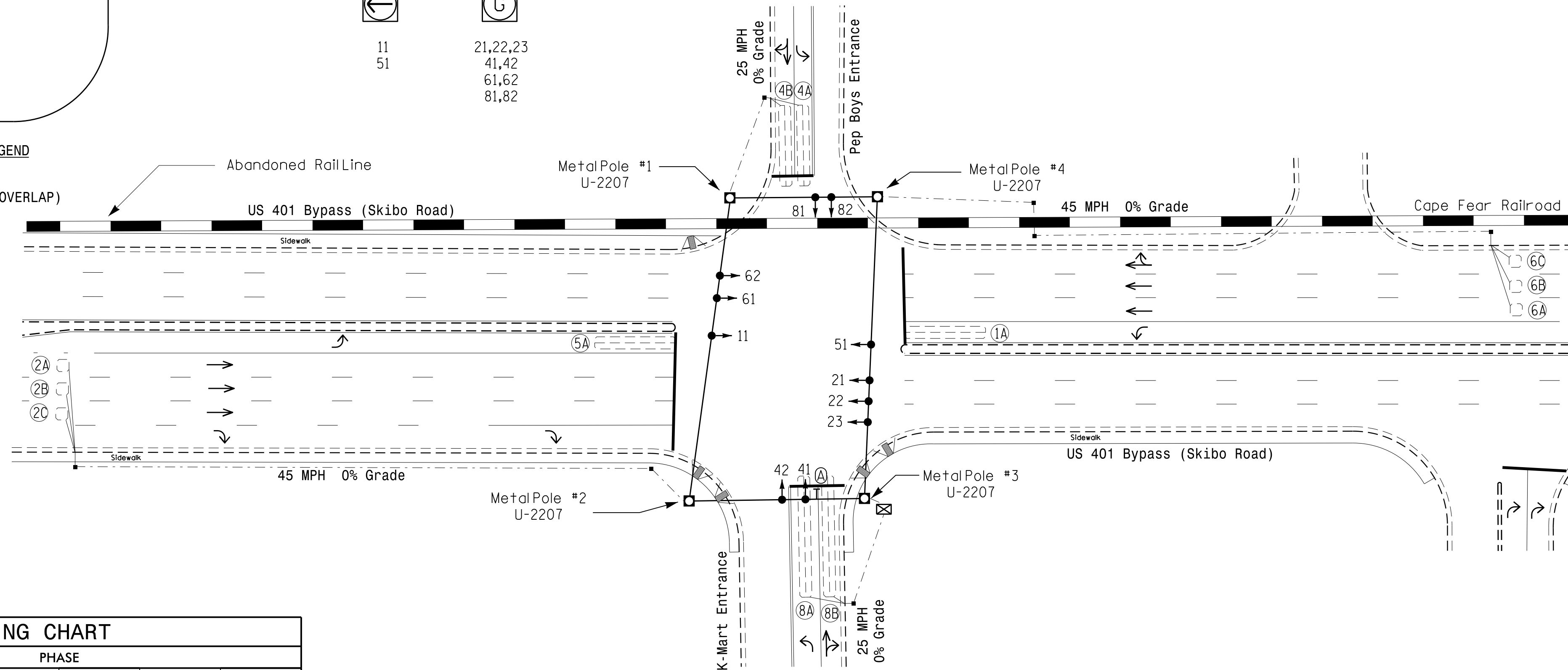
5 Phase Fully Actuated Fayetteville Signal System

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.
- 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.
- Existing "Left Turn Yield on Green" ball sign(s)-(R10-12) may be removed at the discretion of the Regional Traffic Engineer.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

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



FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	1.0
Max 1 *	25	120	25	25	120	25
Yellow	3.0	4.5	3.2	3.0	4.5	3.2
Red Clear	2.9	1.3	3.3	2.9	1.3	3.3
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	-	-	X	-	-	X
Simultaneous Gap	X	X	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 N/A                                      |
|  | PROPOSED Pedestrian Signal Head                   |  | 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 Wheelchair Ramp                          |  | EXISTING Wheelchair Ramp                          |
|  | PROPOSED Railroad Tracks                          |  | EXISTING Railroad Tracks                          |
|  | PROPOSED "LEFT TURN YIELD ON GREEN" Sign (R10-12) |  | EXISTING "LEFT TURN YIELD ON GREEN" Sign (R10-12) |

Signal Upgrade

US 401 (Skibo Road) at K-Mart / Pep Boys

Division 6 Cumberland County Fayetteville

PLAN DATE: November 2015 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

REVISIONS INIT. DATE

SCALE 0 40 1"=40'

750 N. Greenfield Pkwy, Garner, NC 27529

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL JASON P. GALLOWAY PROFESSIONAL ENGINEER 029904

DocuSigned by: Jason P. Galloway 4/15/2016

SIG. INVENTORY NO. 06-0915

3D-MD-2015-08-14  
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