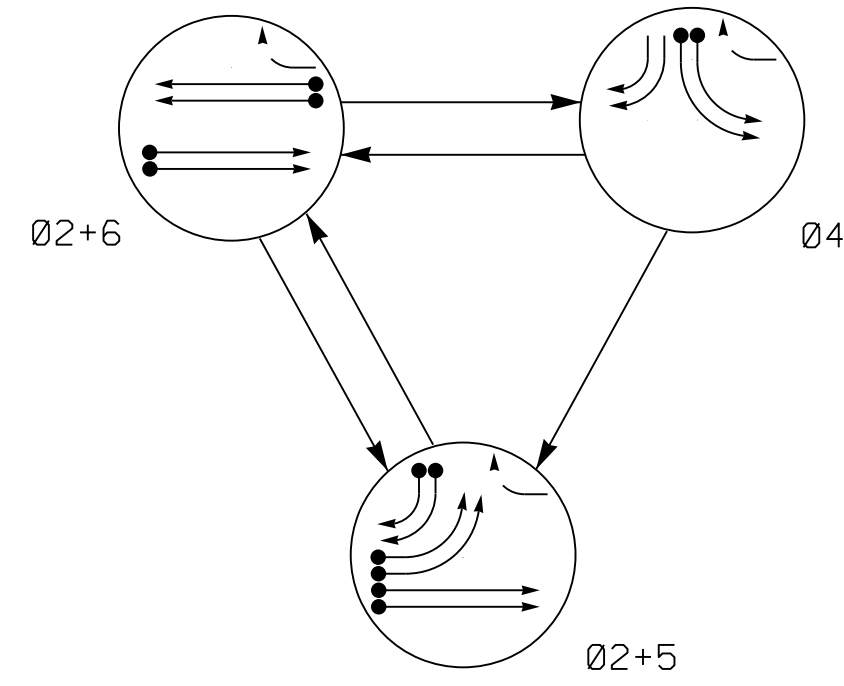


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

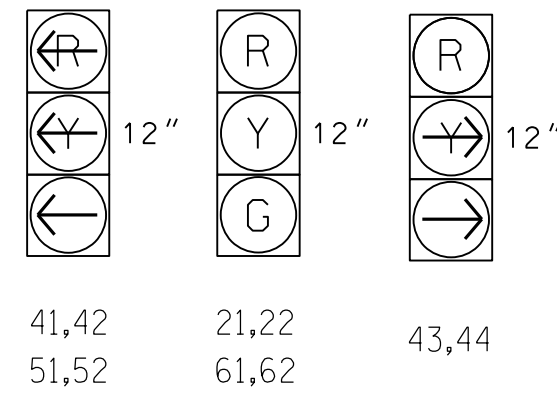
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 2+5	Ø 2+6	Ø 4	F L S Y
21,22	G	G	R	Y
41,42	R	R	L	R
43,44	L	R	L	R
51,52	L	R	L	R
61,62	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



ASC/3 DETECTOR INSTALLATION CHART

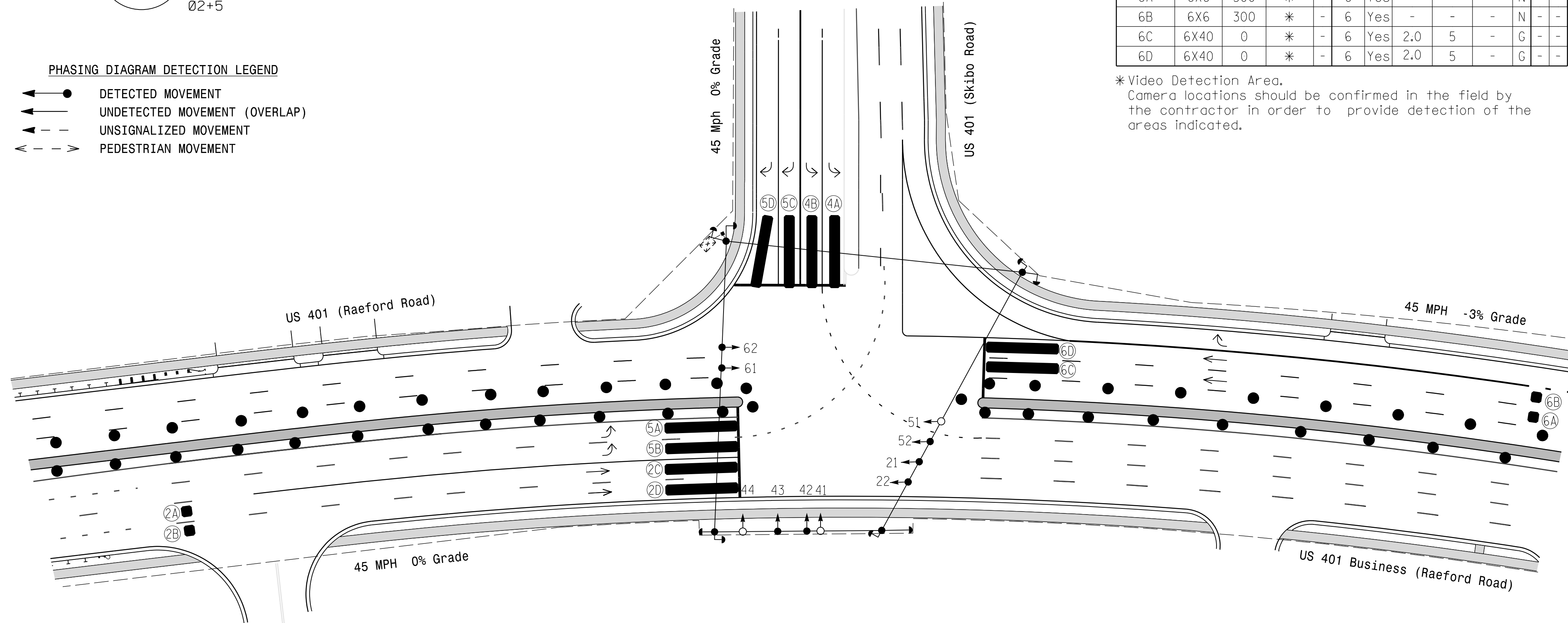
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE		
2A	6X6	300	*	-	2	Yes	-	-	-	N	-	
2B	6X6	300	*	-	2	Yes	-	-	-	N	-	
2C	6X40	0	*	-	2	Yes	2.0	5	-	G	-	
2D	6X40	0	*	-	2	Yes	2.0	5	-	G	-	
4A	6X40	0	*	-	4	Yes	-	-	-	S	-	
4B	6X40	0	*	-	4	Yes	-	-	-	S	-	
5A	6X40	0	*	-	5	Yes	-	-	-	S	-	
5B	6X40	0	*	-	5	Yes	-	-	-	S	-	
5C	6X40	0	*	-	5	Yes	-	15	-	S	-	
5D	6X40	0	*	-	5	Yes	-	15	-	S	-	
6A	6X6	300	*	-	6	Yes	-	-	-	N	-	
6B	6X6	300	*	-	6	Yes	-	-	-	N	-	
6C	6X40	0	*	-	6	Yes	2.0	5	-	G	-	
6D	6X40	0	*	-	6	Yes	2.0	5	-	G	-	

*Video Detection Area. Camera locations should be confirmed in the field by the contractor in order to provide detection of the areas indicated.

3 Phase Fully Actuated Fayetteville Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- 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			
	2	4	5	6
Min Green *	12	7	7	12
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	6.0	2.0	2.0	6.0
Max 1 *	90	30	35	90
Yellow	4.5	3.0	3.0	4.8
Red Clear	1.4	3.2	3.3	1.9
Actuations B4 Add *	-	-	-	-
Seconds / Actuation *	-	-	-	-
Max Initial *	-	-	-	-
Time Before Reduction *	15	-	-	15
Time To Reduce *	45	-	-	45
Minimum Gap	3.0	-	-	3.0
Locking Detector	-	-	-	-
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.

LEGEND

- | 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 |
| ○ 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 |
| ■ Video Detection Area | N/A |
| ■ Construction Zone | N/A |
| ● Drums | N/A |

Signal Upgrade Temporary Design 3 - TMP Phase III - Step 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

<p>Stantec Consulting Services Inc. 801 Jones Franklin Road-Suite 300 Raleigh, NC 27606 Tel. (919) 851-6866 Fax. (919) 851-7024 www.stantec.com License No. F-0672</p>		<p>US 401/US 401 Business (Raeford Road) at US 401 (Skibo Road)</p>	
		<p>Division 6 Cumberland County Fayetteville</p> <p>PLAN DATE: March 2018 REVIEWED BY: E D Harris</p> <p>PREPARED BY: K Williams REVIEWED BY: B L Watson</p>	<p>3/29/2018</p> <p>DATE</p>