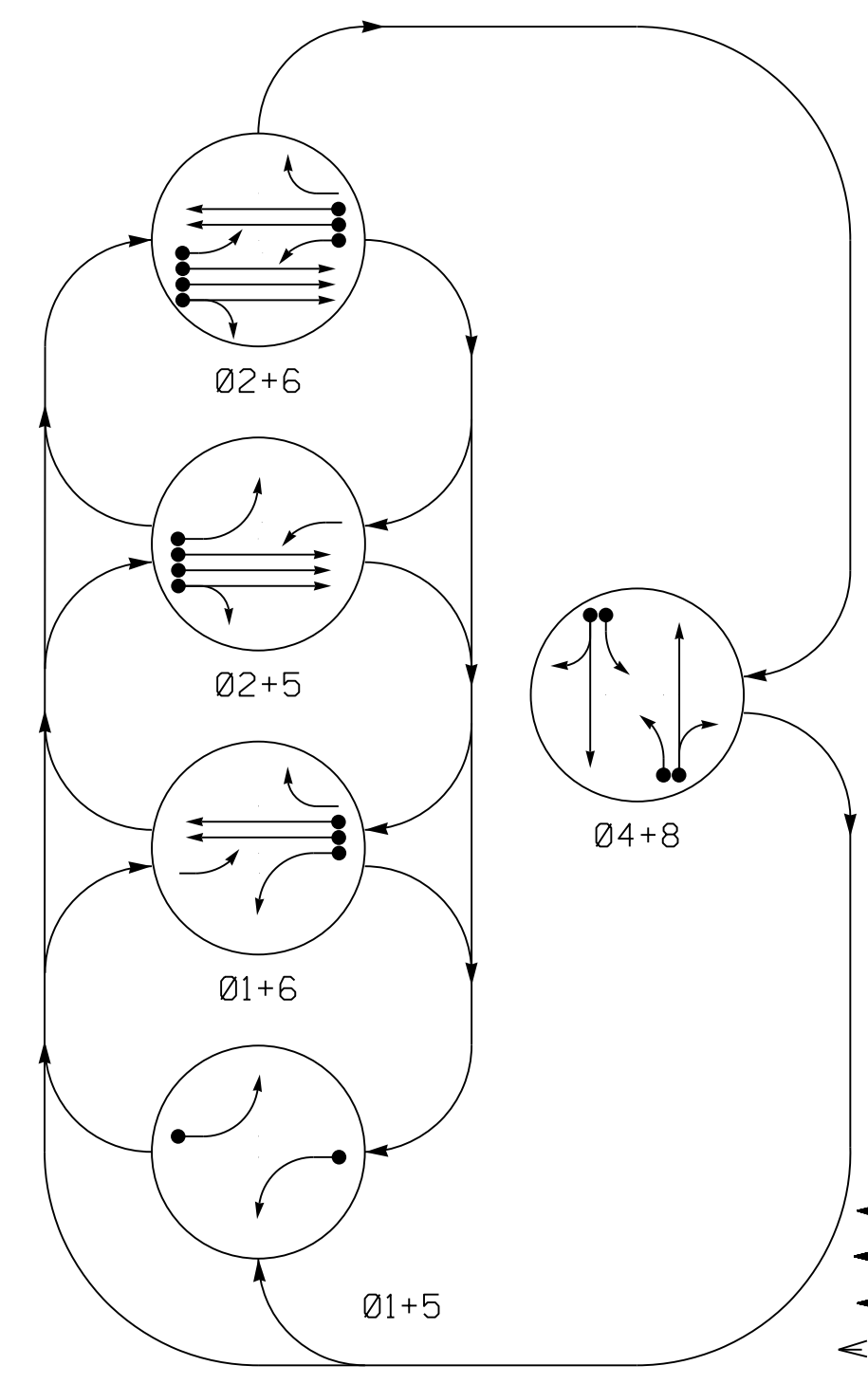
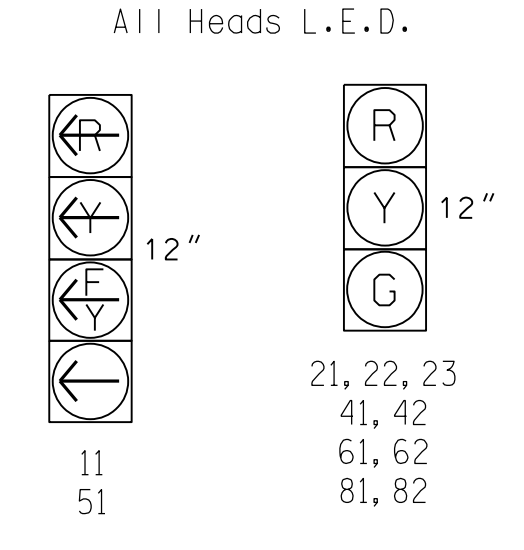


**PHASING DIAGRAM**



SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F.L.H.O.P.A.
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.**



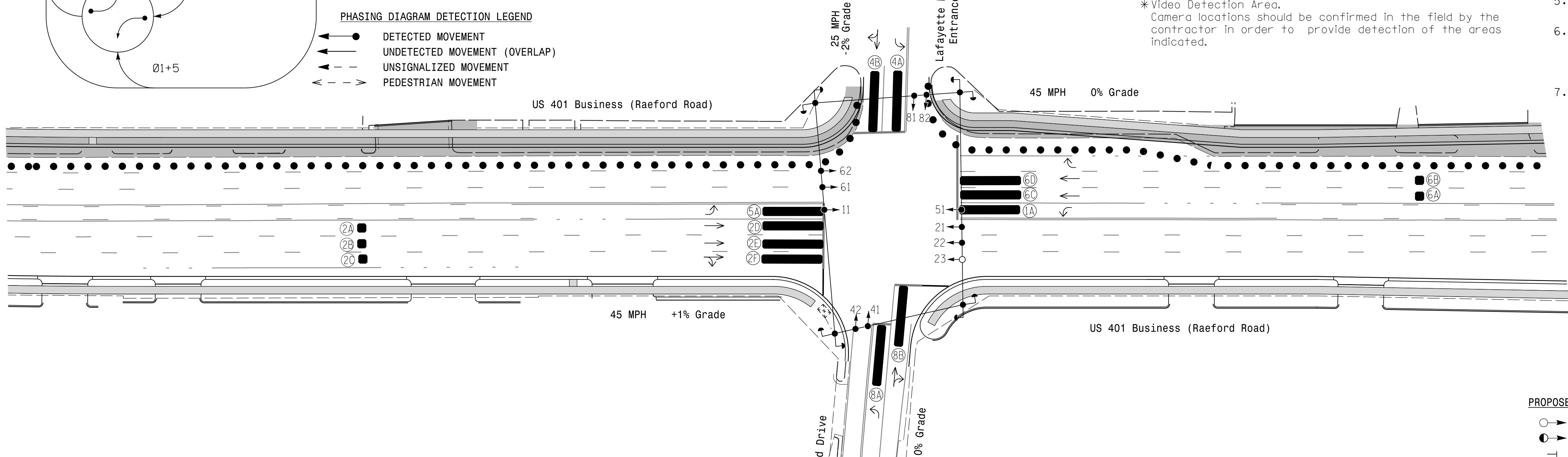
ASC/3 DETECTOR INSTALLATION CHART											
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	LOOP SYSTEM
1A	6X40	0	*	-	1	Yes	-	15	-	S	-
					6	Yes	-	3	-	G	-
2A	6X6	300	*	-	2	Yes	-	-	-	N	-
2B	6X6	300	*	-	2	Yes	-	-	-	N	-
2C	6X6	300	*	-	2	Yes	-	-	-	N	-
2D	6X40	0	*	-	2	Yes	2.0	5	-	G	-
2E	6X40	0	*	-	2	Yes	2.0	5	-	G	-
2F	6X40	0	*	-	2	Yes	2.0	5	-	G	-
4A	6X40	0	*	-	4	Yes	-	3	-	S	-
4B	6X40	0	*	-	4	Yes	-	10	-	S	-
5A	6X40	0	*	-	5	Yes	-	15	-	S	-
					2	Yes	-	3	-	G	-
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	-
8A	6X40	0	*	-	8	Yes	-	3	-	S	-
8B	6X40	0	*	-	8	Yes	-	10	-	S	-

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

**5 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 1 and/or phase 5 may be lagged.
- Reposition signal heads numbered 11, 21, 22, 51, 61, and 62.
- Set all detector units to presence mode.
- The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	ASC/3 TIMING CHART						
	1	2	4	5	6	8	
Min Green *	7	12	7	7	12	7	
Walk *	-	-	-	-	-	-	
Ped Clear	-	-	-	-	-	-	
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0	
Max I *	15	90	15	15	90	15	
Yellow	3.0	4.5	3.3	3.0	4.5	3.2	
Red Clear	2.6	1.1	2.6	2.4	1.1	2.7	
Red Revert	-	-	-	-	-	-	
Actuations B4 Add *	-	-	-	-	-	-	
Seconds /Actuation *	-	-	-	-	-	-	
Max Initial *	-	-	-	-	-	-	
Time Before Reduction *	-	15	-	-	15	-	
Time To Reduce *	-	30	-	-	30	-	
Minimum Gap	-	3.0	-	-	3.0	-	
Locking Detector	-	-	-	-	-	-	
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	EXISTING
	Traffic Signal Head
	Modified Signal Head
	Pedestrian Signal Head
	Signal Pole with Guy
	Inductive Loop Detector
	Controller & Cabinet
	Junction Box
	2-in Underground Conduit
	Right of Way
	Directional Arrow
	Video Detection Area
	Construction Zone
	Drums

**Signal Upgrade Temporary Design 2 - TMP Phase II**

**Stantec**  
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Prepared for the Offices of:  
  
 750 N. Greenfield Pkwy, Garner, NC 27526  
 SCALE 0 40

**US 401 Business (Raeford Road) at Sandalwood Drive/ Lafayette Ford Entrance**  
 Division 6 Cumberland County Fayetteville  
 PLAN DATE: March 2018 REVIEWED BY: E D Harris  
 PREPARED BY: R M Muncey REVIEWED BY: B L Watson

REVISIONS	INIT.	DATE

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

Betsy L. Watson  
 3/29/2018  
 DATE  
 SIG. INVENTORY NO. 06-0491T2

3/29/2018 10:45:00 AM  
 User: rfmuncey  
 C:\Users\rfmuncey\Documents\Signal Design\Temporary Design\Phase 2\U-4405\_Sig-33.0\0491T2.dgn