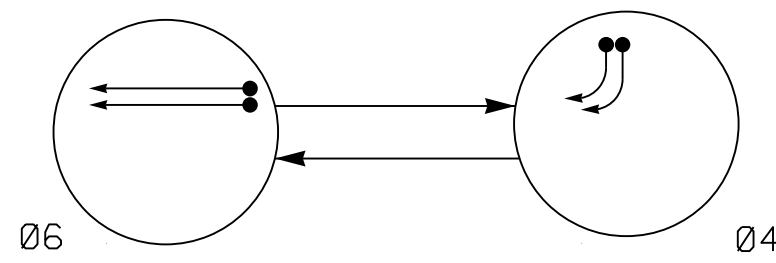


PHASING DIAGRAM



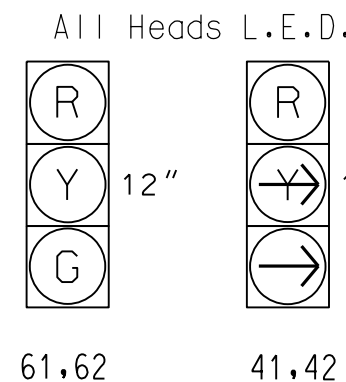
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 6	Ø 4	FLASH
41,42	R	→ R	
61,62	G	R	Y

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

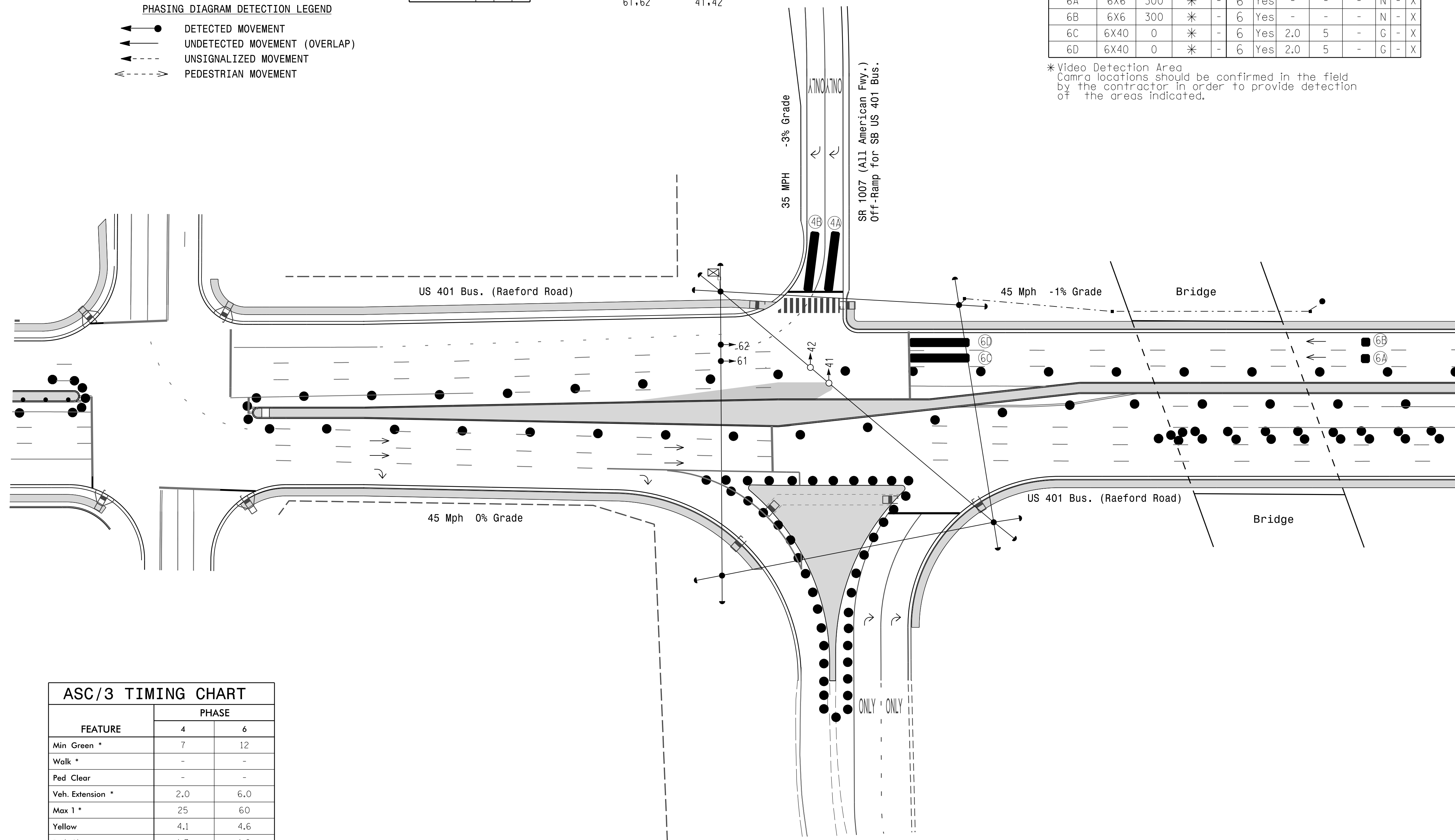
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
4A	6X40	0	*	-	4	Yes	-	15	-	S	-	X
4B	6X40	0	*	-	4	Yes	-	15	-	S	-	X
6A	6X6	300	*	-	6	Yes	-	-	-	N	-	X
6B	6X6	300	*	-	6	Yes	-	-	-	N	-	X
6C	6X40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

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

2 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.
- Reposition existing signal heads numbered 61,62.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- The cabinet should be designed to include an Auxiliary Output File for future use.
- 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	
	4	6
Min Green *	7	12
Walk *	-	-
Ped Clear	-	-
Veh. Extension *	2.0	6.0
Max I *	25	60
Yellow	4.1	4.6
Red Clear	1.3	1.0
Red Revert	-	-
Actuations B4 Add *	-	-
Seconds / Actuation *	-	-
Max Initial *	-	-
Time Before Reduction *	-	15
Time To Reduce *	-	30
Minimum Gap	-	3.0
Locking Detector	-	-
Recall Position	-	VEH. RECALL
Dual Entry	-	-
Simultaneous Gap	-	-

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

Signal Upgrade Temporary Design 1 - TMP Phase III

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Prepared For the Offices of:

 750 N. Greenfield Pkwy, Garner, NC 27526
 SCALE: 0 40
 1" = 40'

US 401 Bus. SB (Raeford Road) at SR 1007 (All American Freeway) Southbound Ramp
 Division 6 Cumberland County Fayetteville
 PLAN DATE: March 2018 REVIEWED BY: E D Harris
 PREPARED BY: J. Hambricht REVIEWED BY: B L Watson

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

North Carolina State Engineer Seal
 SEAL 29449
 ENGINEER
 Betsy L. Watson
 DATE: 3/29/2018
 SIG. INVENTORY NO. 06-1376-11

3/29/2018 10:45:11 AM
 User: rfmuncy
 C:\Users\rfmuncy\Documents\Signal Design\Phase 3\U-4405.sig.dgn, 06-1376-11.dgn