

PHASING DIAGRAM

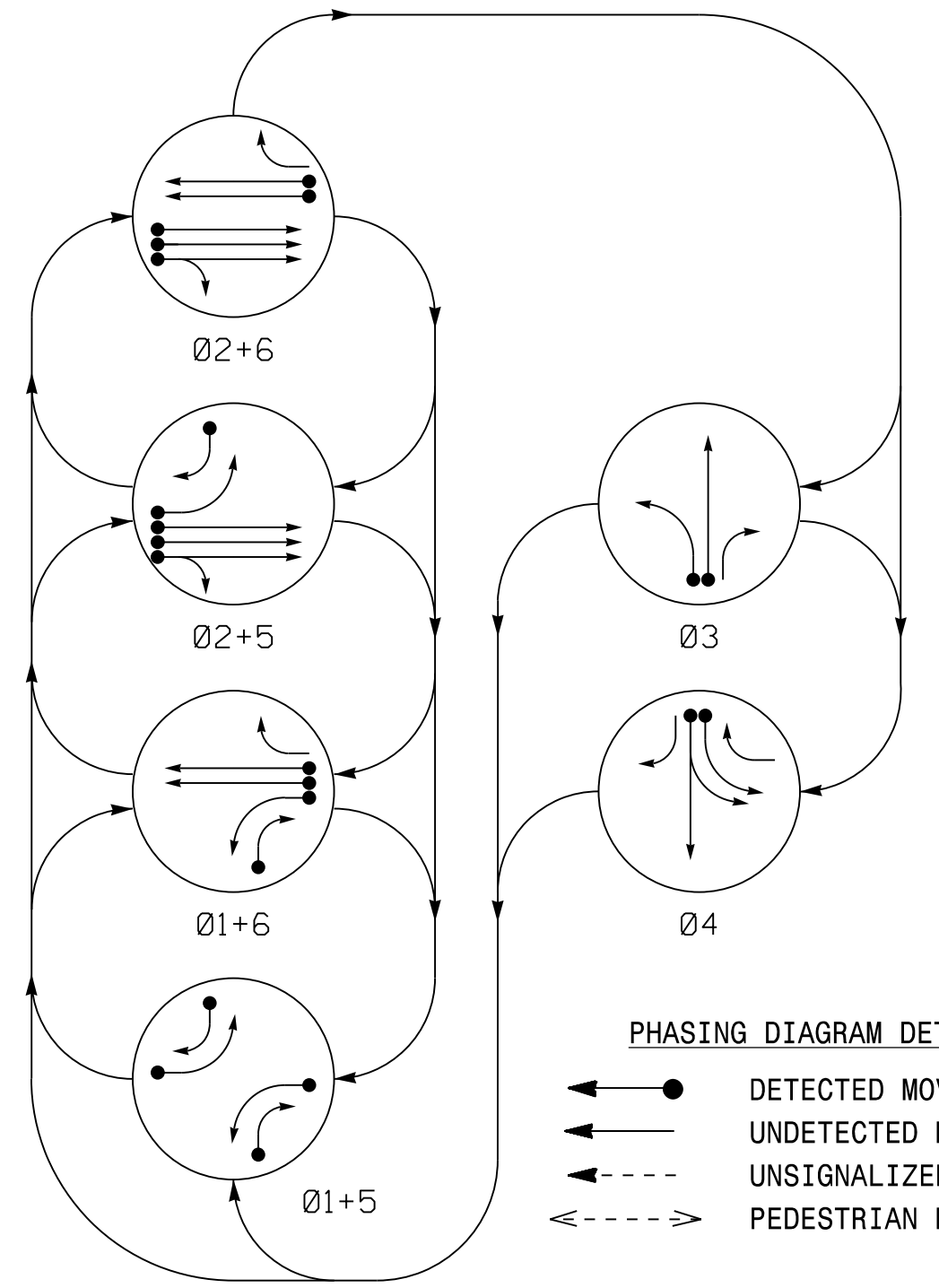
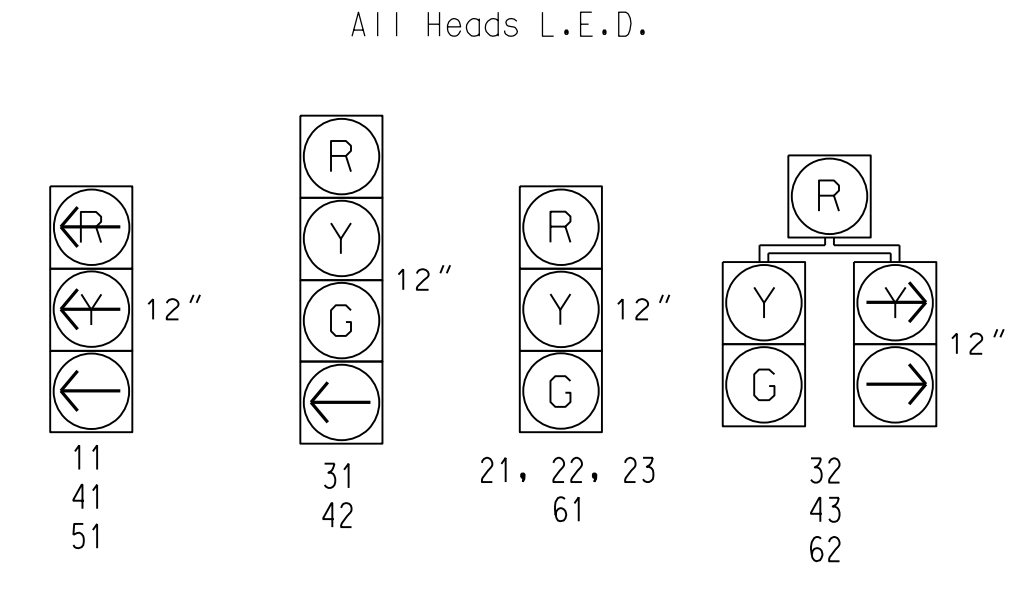


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3	Ø4
11	←	←	←	←	←	←
21,22,23	R	R	G	G	R	Y
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	←	←	←	←	←	←
42	R	R	R	R	G	R
43	R	R	R	R	G	R
51	←	←	←	←	←	←
61	R	G	R	G	R	Y
62	R	G	R	G	R	Y

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

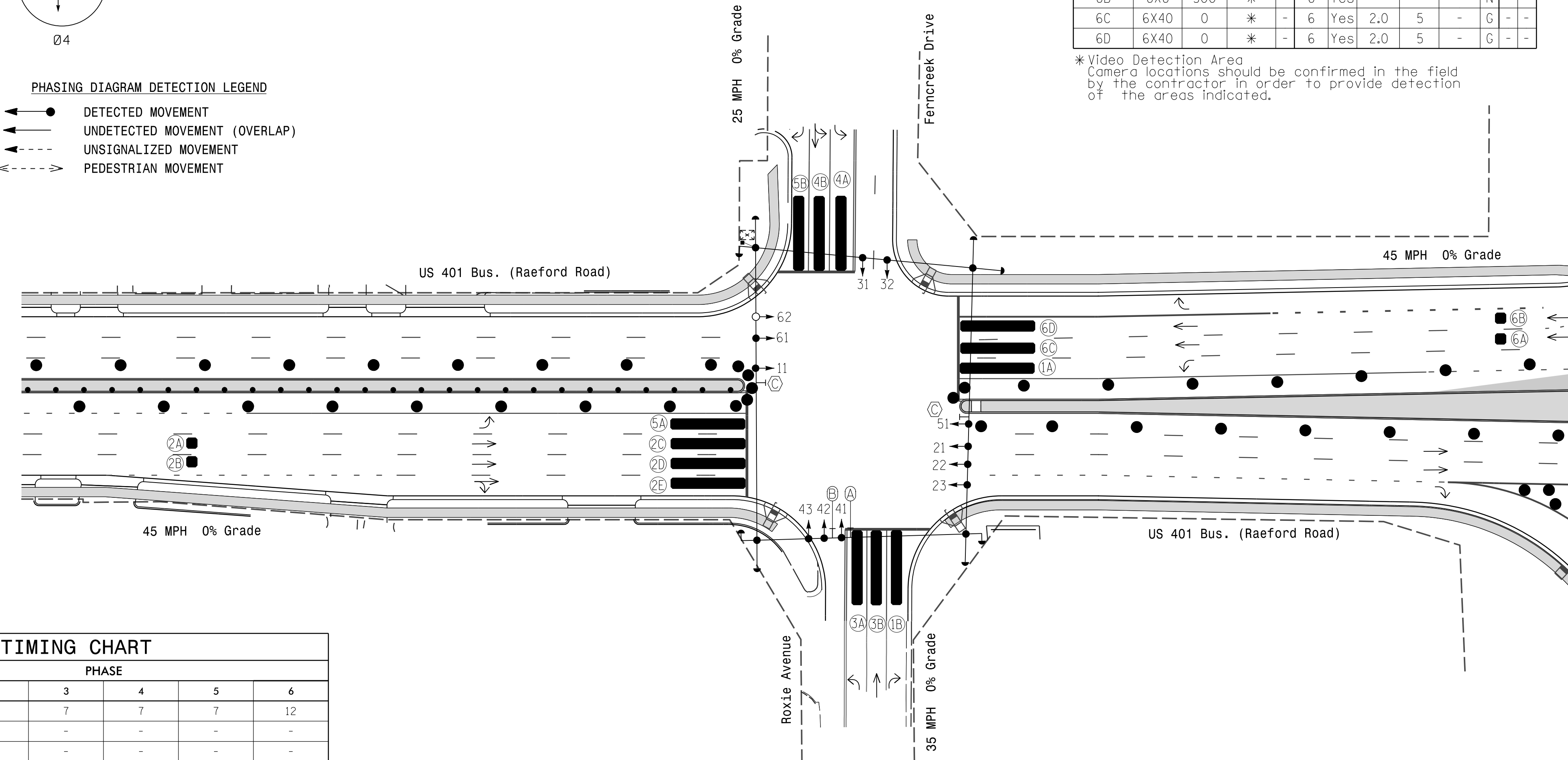
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	*	-	1	Yes	-	-	-	S	-	-
1B	6X40	0	*	-	1	Yes	-	15	-	S	-	-
2A	6X6	300	*	-	2	Yes	-	-	-	N	-	-
2B	6X6	300	*	-	2	Yes	-	-	-	N	-	-
2C	6X40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

6 Phase Fully Actuated Fayetteville Signal System

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and Phase 5 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Reposition existing signal heads numbered 11,21,22,23,51,61.
6. Set all detector units to presence mode.
7. 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	3	4	5	6
Min Green *	7	12	7	7	7	12
Walk *	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0
Max I *	15	60	25	25	15	60
Yellow	3.0	4.5	3.8	3.2	3.0	4.5
Red Clear	3.2	1.4	2.5	3.3	3.2	1.4
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	-	-	-	-	-	-
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
	N/A
	N/A
	N/A
	N/A
	N/A

Signal Upgrade Temporary Design 3 - TMP Phase III

Stantec
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Prepared for the Offices of:
Transportation Mobility and Safety Division
750 N. Greenfield Pkwy, Garner, NC 27526
SCALE: 0 40
1" = 40'

US 401 Bus. (Raeford Road) at Ferncreek Drive / Roxie Avenue
Division 6 Cumberland County Fayetteville
PLAN DATE: March 2018 REVIEWED BY: E D Harris
PREPARED BY: J HAMBRIGHT REVIEWED BY: B L Watson

REVISIONS	INIT.	DATE

Professional Engineer Seal
SEAL 29449
JESSY L. WATSON
3/29/2018
SIG. INVENTORY NO. 06-0327-13

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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