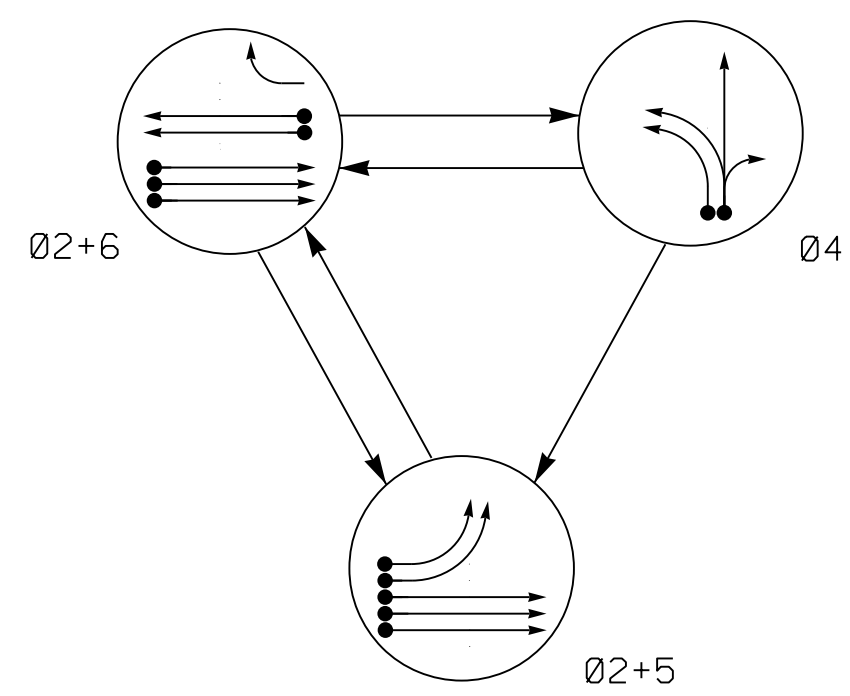


PHASING DIAGRAM

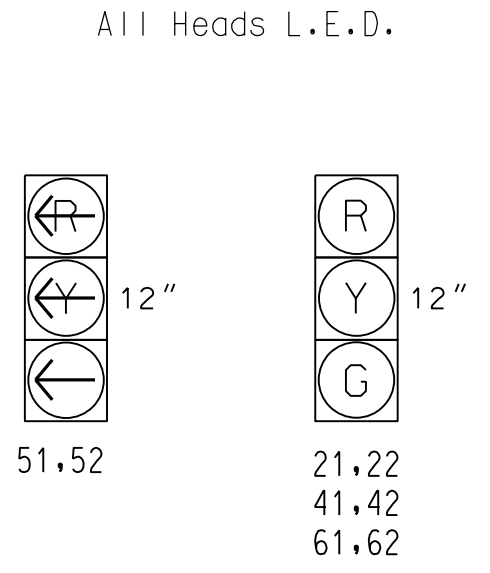


PHASING DIAGRAM DETECTION LEGEND

- → DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ⤴ ⤵ PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	02+5	02+6	04	FLASH
21,22	G	R	R	Y
41,42	R	R	G	R
51,52	←	←	←	←
61,62	R	G	R	Y

SIGNAL FACE I.D.



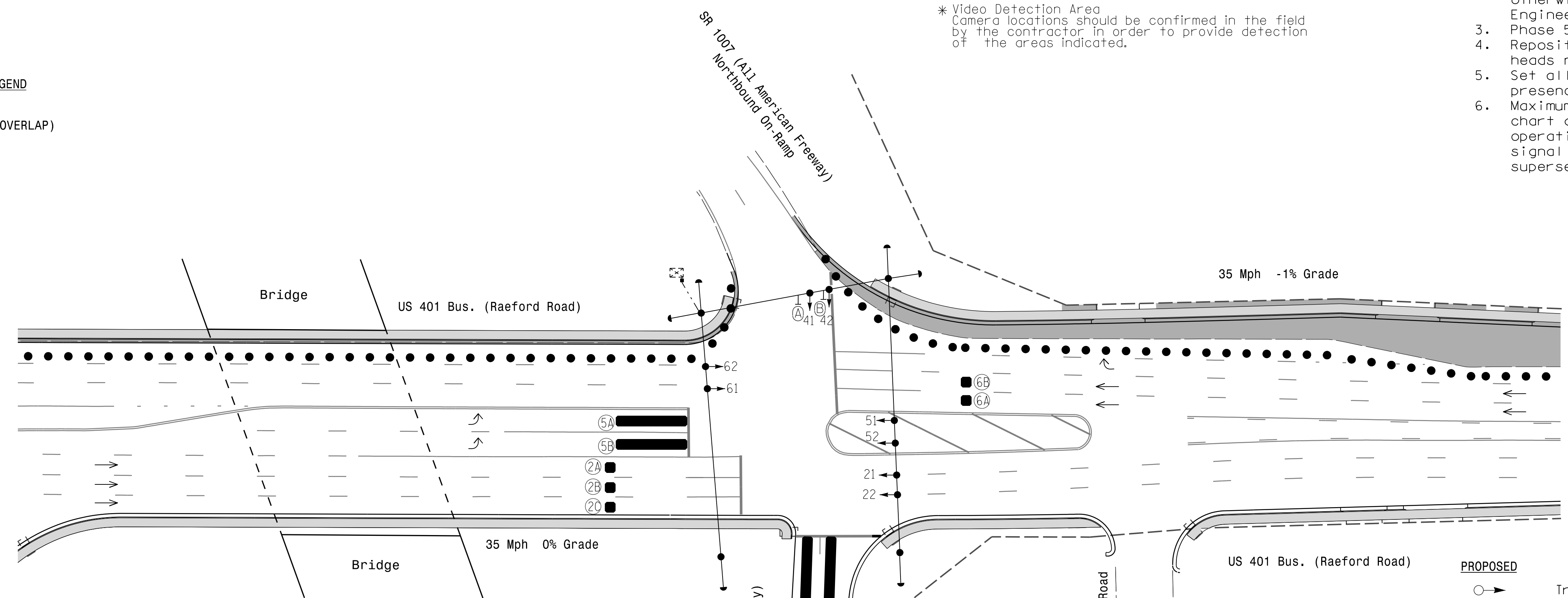
ASC/3 DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	SYSTEM LOOP	NEW CARD
2A	6X6	70	*	-	2	Yes	-	-	-	-	S	-
2B	6X6	70	*	-	2	Yes	-	-	-	-	S	-
2C	6X6	70	*	-	2	Yes	-	-	-	-	S	-
4A	6X40	0	*	-	4	Yes	-	-	-	-	S	-
4B	6X40	0	*	-	4	Yes	-	10	-	-	S	-
5A	6X40	0	*	-	5	Yes	-	3	-	-	S	-
5B	6X40	0	*	-	5	Yes	-	-	-	-	S	-
6A	6X6	70	*	-	6	Yes	-	-	-	-	S	-
6B	6X6	70	*	-	6	Yes	-	-	-	-	S	-

* 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.
- Reposition existing signal heads numbered 21,22,61,62.
- 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.



FEATURE	PHASE			
	2	4	5	6
Min Green *	10	7	7	10
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Veh. Extension *	3.0	2.0	2.0	3.0
Max 1 *	6.0	3.0	4.5	6.0
Yellow	3.8	3.3	3.0	3.9
Red Clear	1.2	3.1	3.2	1.0
Red Revert	-	-	-	-
Actuations B4 Add *	-	-	-	-
Seconds / Actuation *	-	-	-	-
Max Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Locking Detector	X	-	-	X
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.

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
⊥ Sign	⊥
⊥ Pedestrian Signal Head With Push Button & Sign	⊥
○ Signal Pole with Guy	● →
○ Signal Pole with Sidewalk Guy	● →
⊠ Inductive Loop Detector	⊠
⊠ Controller & Cabinet	⊠
⊠ Junction Box	⊠
--- 2-in Underground Conduit	---
N/A Right of Way	---
→ Directional Arrow	→
Construction Zone	N/A
Video Detection Area	N/A
● Drums	N/A
ⓐ Left Arrow "ONLY" Sign (R3-5L)	ⓐ
ⓑ Dual Turn and Through Arrows Sign	ⓑ

Signal Upgrade Temporary Design 2 - TMP Phase 2

Stantec
 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

Prepared for the Offices of:

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

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

REVISIONS: INIT. DATE

3/29/2018
 DATE: 3/29/2018
 SIG. INVENTORY NO. 06-0323T2

3/29/2018 10:51:11 AM
 User: rfmancey
 C:\Users\rfmancey\Documents\Signal Design\Phase 2\U-4405.sig.dgn, 06-0323-T2.dgn