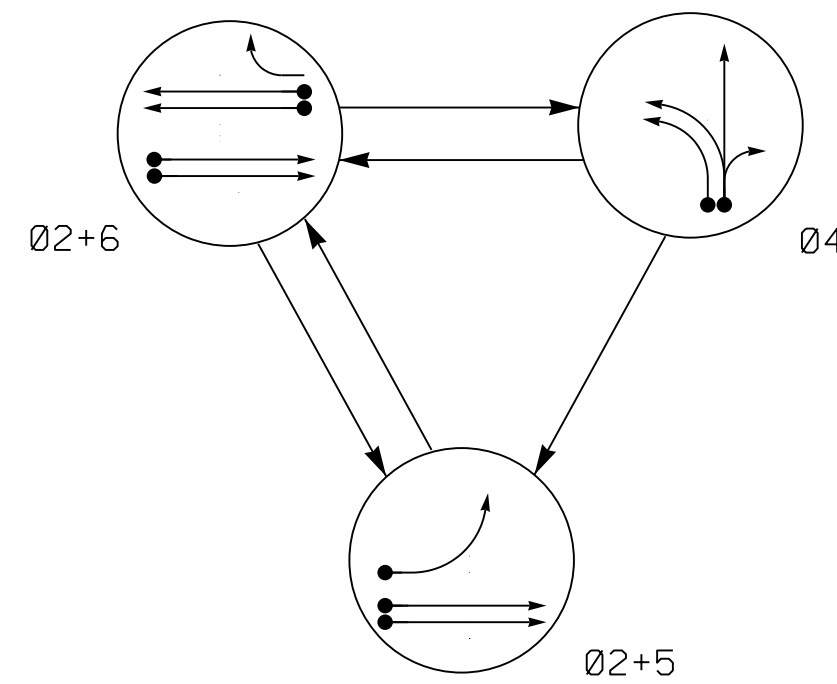


PHASING DIAGRAM

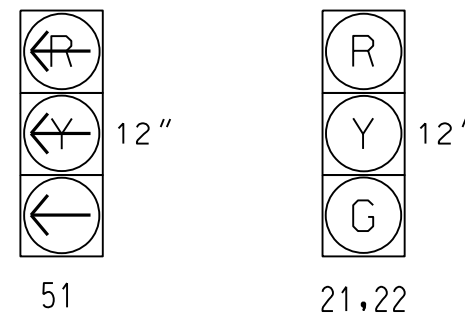


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.



SIGNAL FACE	PHASE			
	Ø 2+5	Ø 2+6	Ø 4	FLASH
21,22	G	R	Y	
41,42	R	G	R	
51	←	←	←	←
61,62	R	G	R	Y

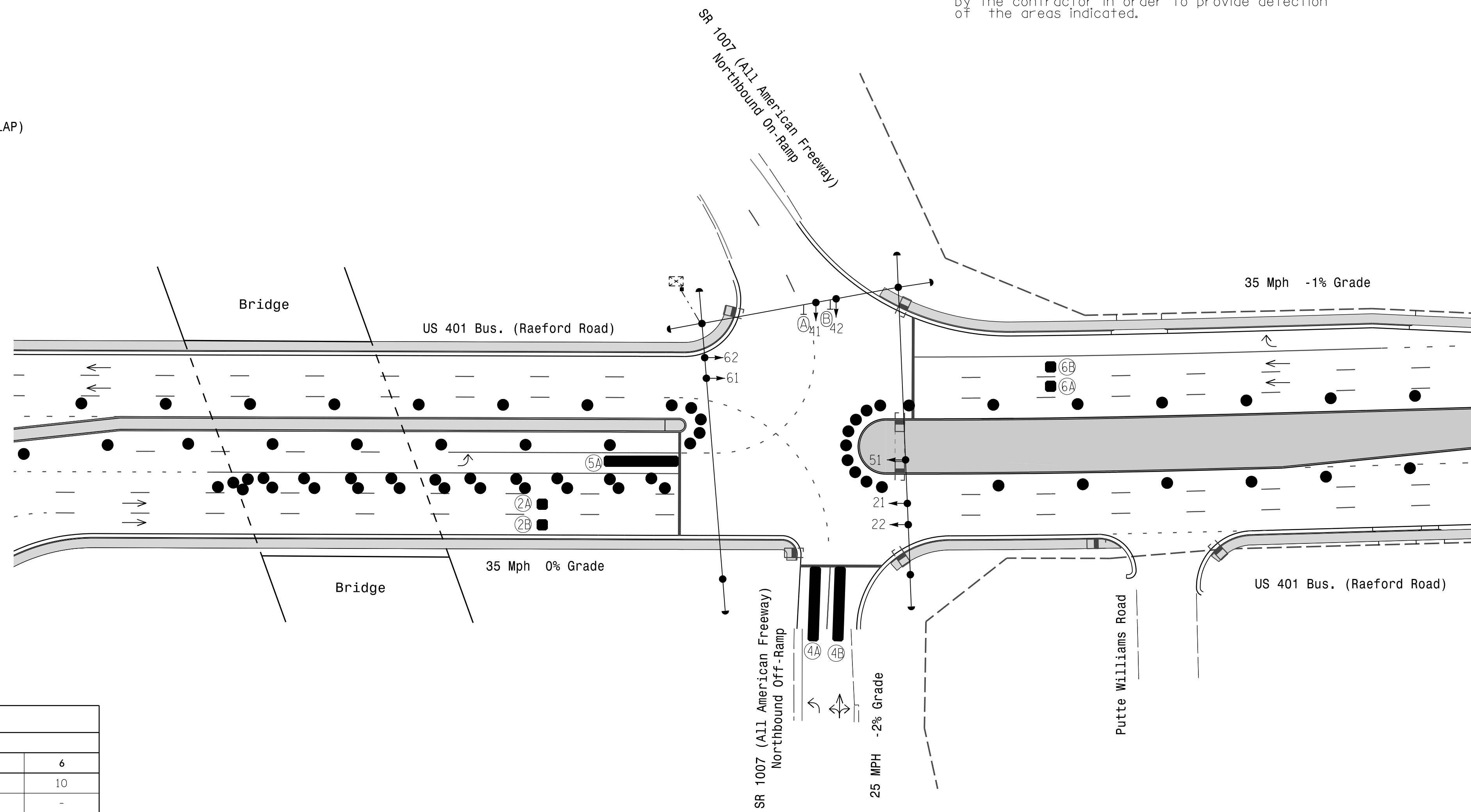
ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR				PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	LOOP CARD
2A	6X6	70	*	-	2	Yes	-	-	-	S	-
2B	6X6	70	*	-	2	Yes	-	-	-	S	-
4A	6X40	0	*	-	4	Yes	-	-	-	S	-
4B	6X40	0	*	-	4	Yes	10	-	-	S	-
5A	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	1.9	3.3	3.3	1.7
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 3 - TMP Phase 3

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Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
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

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Professional Engineer Seal: 29449
FAYETTEVILLE, NC
Betsy L. Watson
DATE: 3/29/2018
SIG. INVENTORY NO. 06-0323T3