

PHASING DIAGRAM

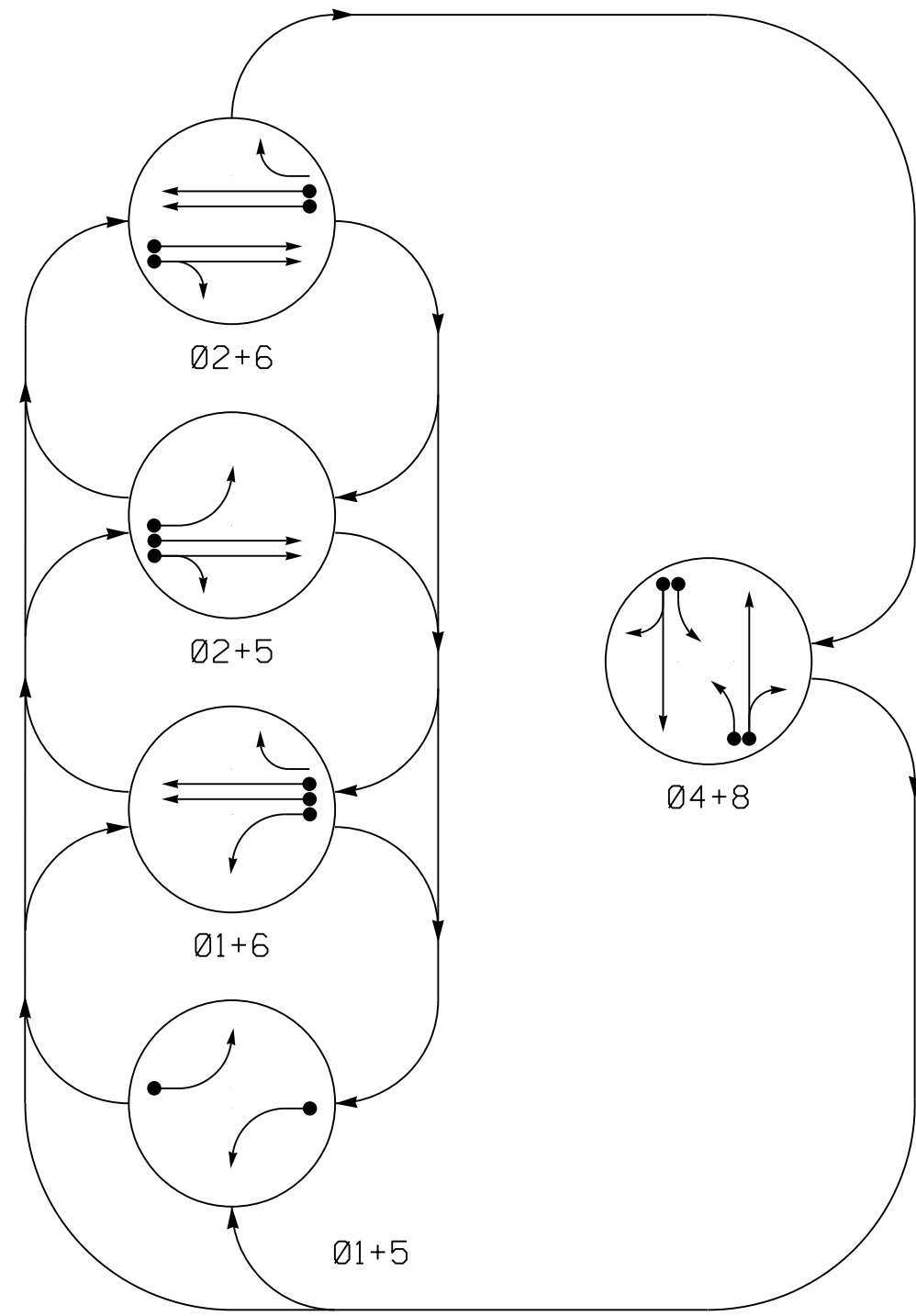
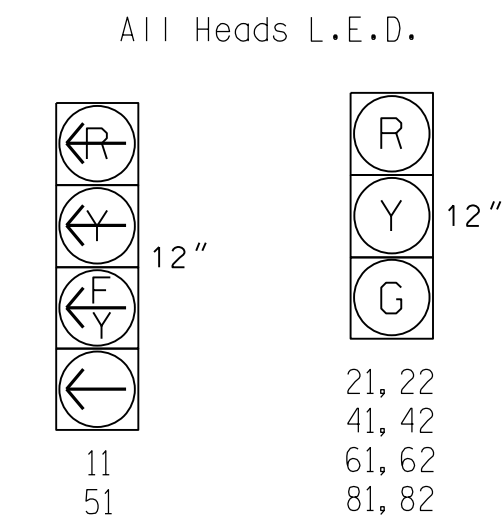


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	FLASH
11	←	←	←	←	←	←
21, 22	R	R	G	G	R	←
41, 42	R	R	R	R	G	R
51	←	←	←	←	←	←
61, 62	R	G	R	G	R	←
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	SYSTEM LOOP
1A	6X40	0	*	-	1	Yes	-	-	-	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	-
4A	6X40	0	*	-	4	Yes	-	3	-	S	-
4B	6X40	0	*	-	4	Yes	-	10	-	S	-
5A	6X40	0	*	-	5	Yes	-	-	-	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	-
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.

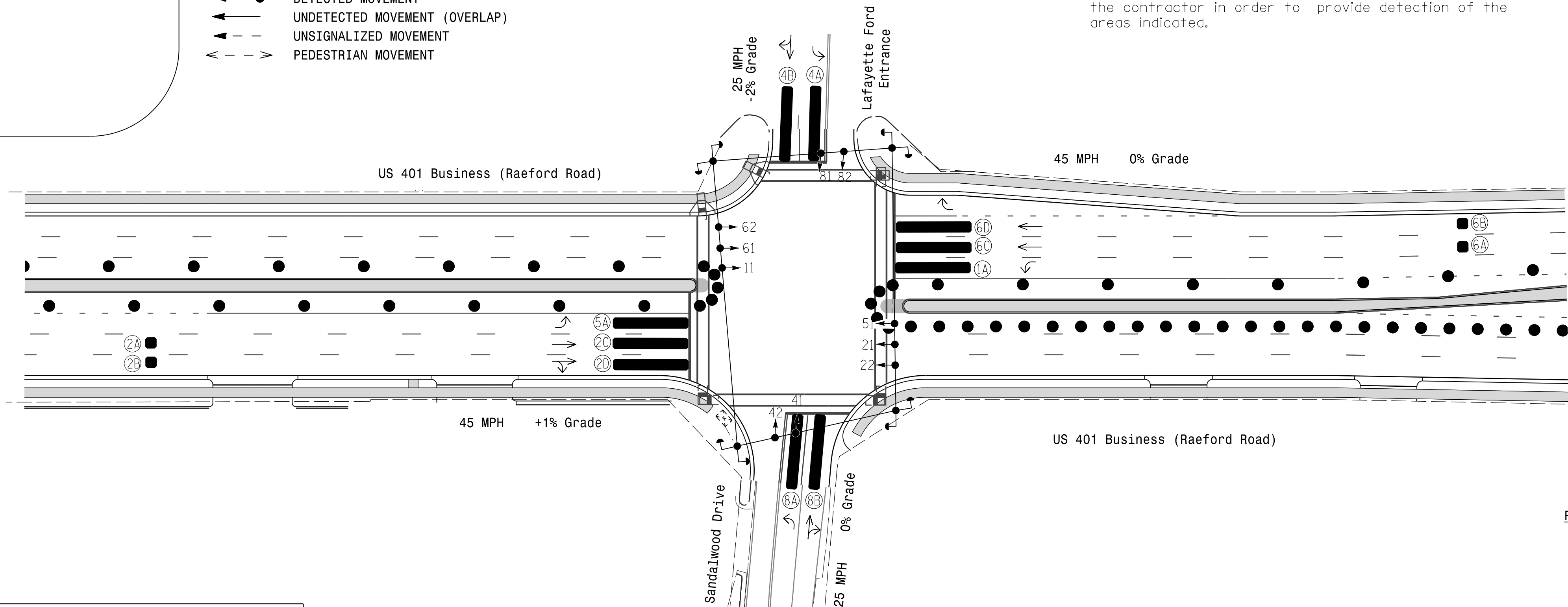
5 Phase Fully Actuated Fayetteville Signal System

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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

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



ASC/3 TIMING CHART

FEATURE	PHASE					
	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	4.4	3.3	3.0	4.5	3.2
Red Clear	2.9	1.3	1.3	3.3	1.0	3.2
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 |
|----------|----------|
| ○ →      | ● →      |
| ○ →      | N/A      |
| ⊥        | ⊥        |
| ○ ⊥      | ○ ⊥      |
| ○ ⊥      | ○ ⊥      |
| ⊠        | ⊠        |
| ⊠        | ⊠        |
| ⊠        | ⊠        |
| N/A      | N/A      |
| →        | →        |
| ▬        | N/A      |
| ▬        | N/A      |
| ● ● ●    | N/A      |

Signal Upgrade  
Temporary Design 3 - TMP Phase III

<p>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</p>		<p>US 401 Business (Raeford Road) at Sandalwood Drive/ Lafayette Ford Entrance</p>									
		<p>Division 6 Cumberland County Fayetteville</p>	<p>Division 6 Cumberland County Fayetteville</p>								
<p>Prepared for the Offices of: Transportation Mobility and Safety Division STATE OF NORTH CAROLINA Signal Design Section</p>	<p>750 N. Greenfield Pkwy, Garner, NC 27526</p>	<p>PLAN DATE: March 2018</p>	<p>REVIEWED BY: E D Harris</p>								
<p>SCALE: 0 40</p>	<p>PREPARED BY: R M Muncey</p>	<p>REVIEWED BY: B L Watson</p>	<p>REVISIONS</p> <table border="1"> <tr><th>NO.</th><th>DATE</th><th>INIT.</th><th>DATE</th></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </table>	NO.	DATE	INIT.	DATE				
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<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		<p>3/29/2018</p>									

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