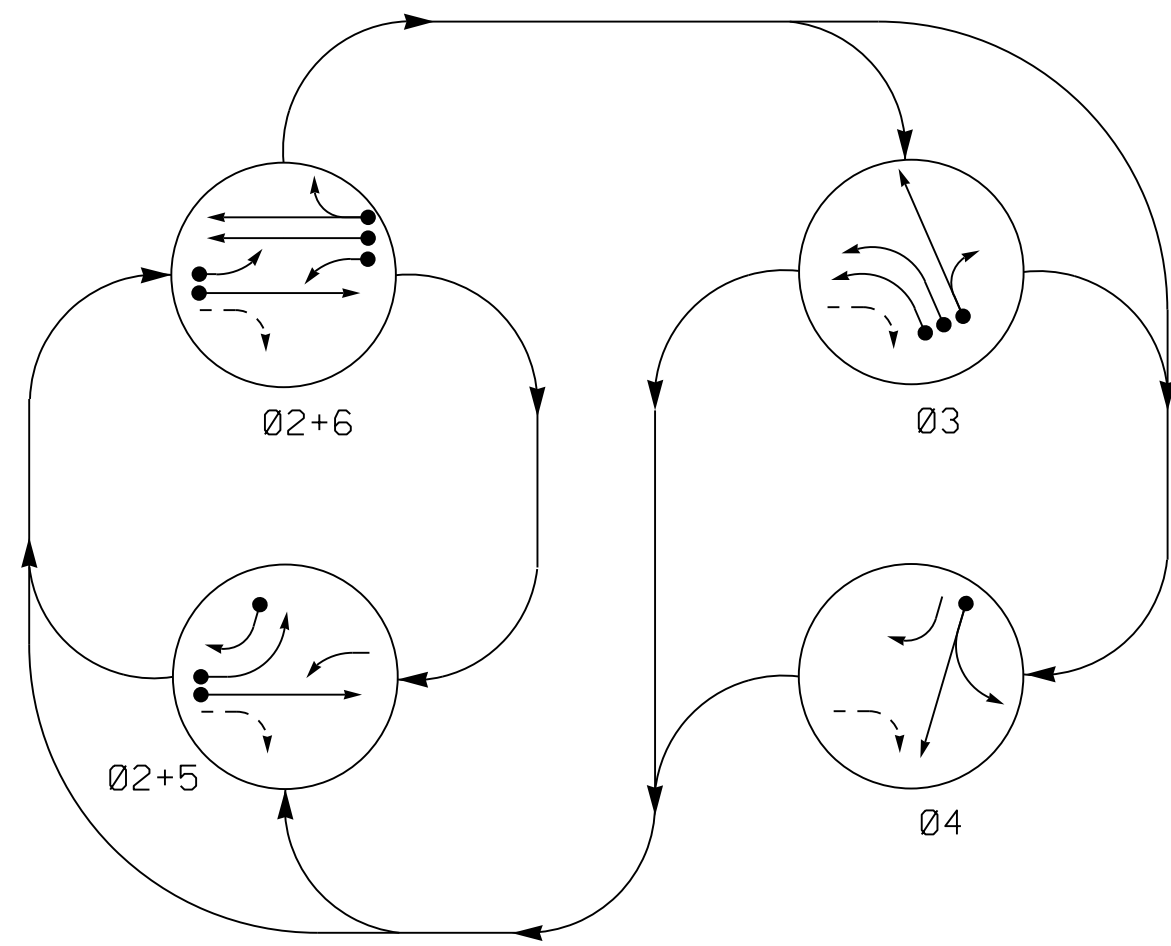
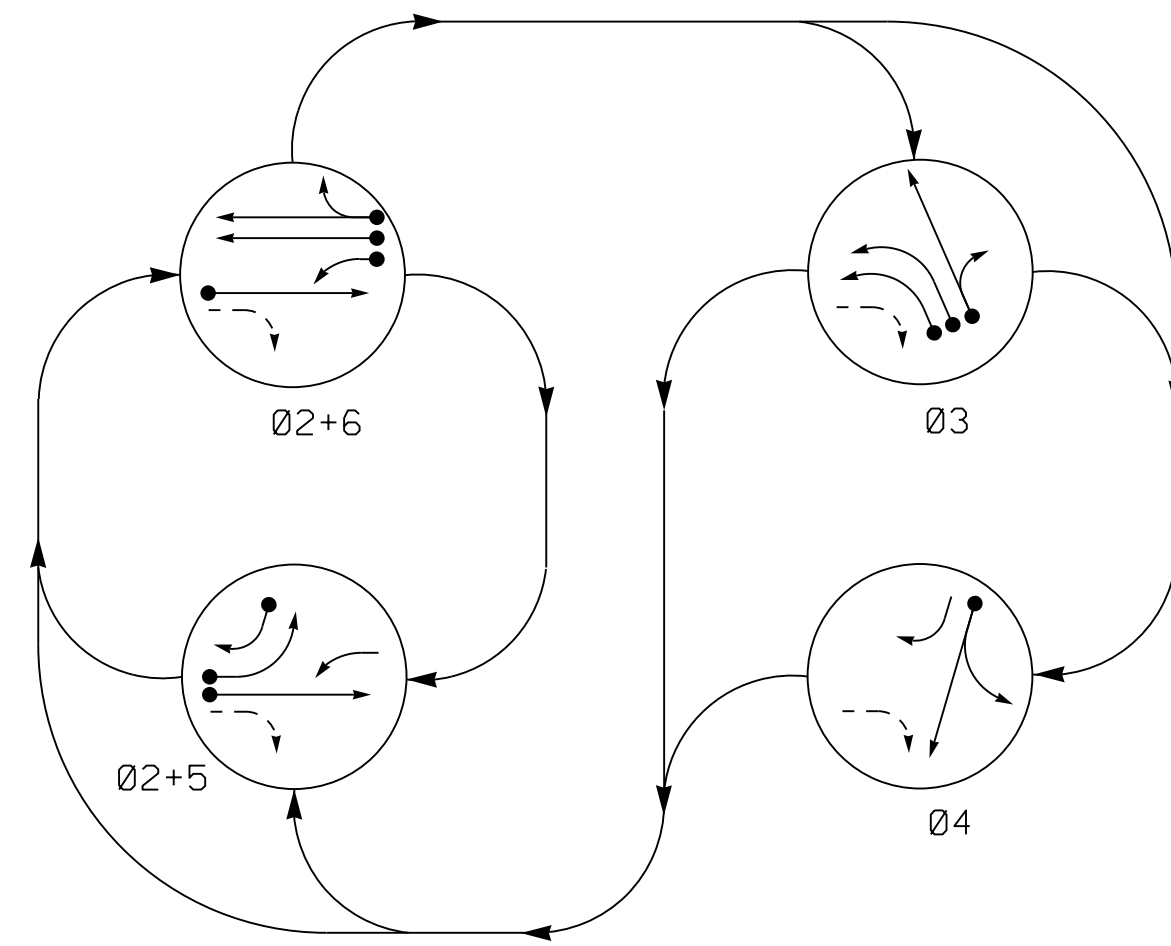


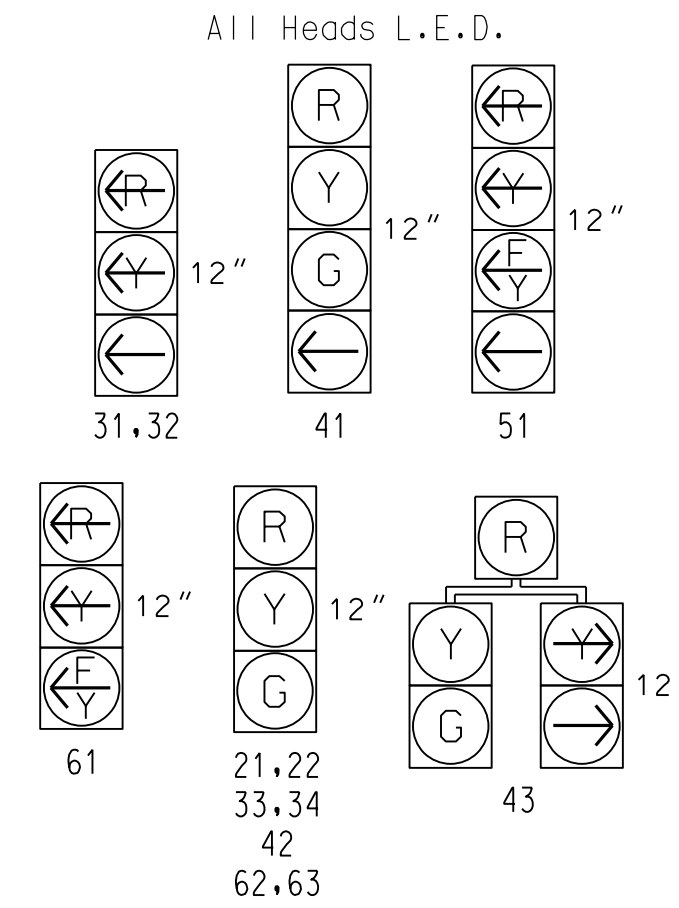
**DEFAULT PHASING DIAGRAM**



**ALTERNATE PHASING DIAGRAM**



**SIGNAL FACE I.D.**



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	SYSTEM LOOP NEW CARD
2A	6X6	70	*	-	2	Yes	-	-	-	S	- X
3A	6X40	0	*	-	3	Yes	-	3	-	S	- X
3B	6X40	0	*	-	3	Yes	-	-	-	S	- X
3C	6X40	0	*	-	3	Yes	-	10	-	S	- X
4A	6X40	0	*	-	4	Yes	-	3	-	S	- X
5A	6X40	0	*	-	5	Yes	-	15★	-	S	- X
5B	6X40	0	*	-	2#	Yes	-	-	-	S	- X
6A	6X40	0	*	-	6	Yes	-	-	-	S	- X
6B	6X6	70	*	-	6	Yes	-	-	-	S	- X
6C	6X6	70	*	-	6	Yes	-	-	-	S	- X

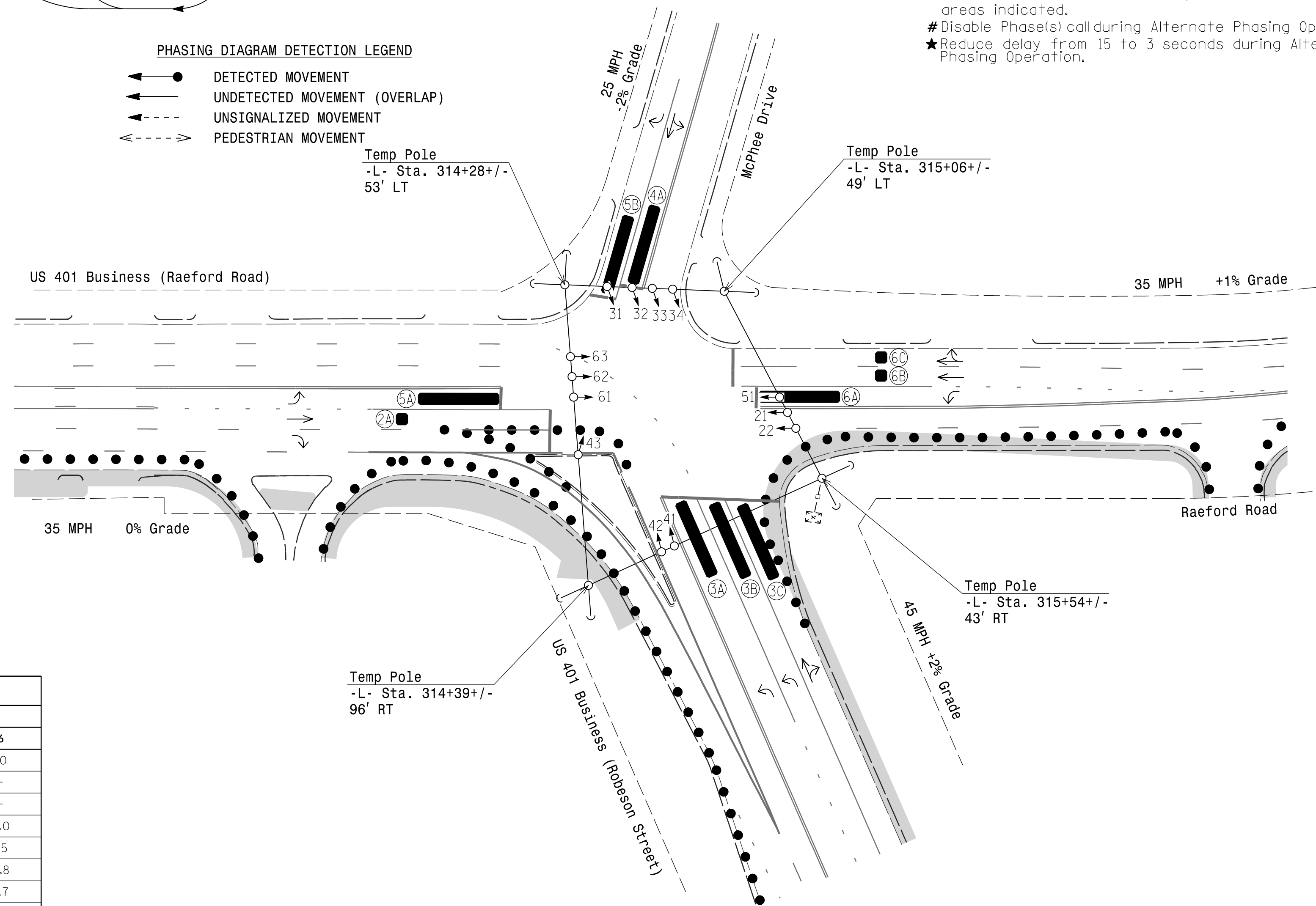
\* Video Detection Area. Camera locations should be confirmed in the field by the contractor in order to provide detection of the areas indicated.  
 # Disable Phase(s) calling during Alternate Phasing Operation.  
 ★ Reduce delay from 15 to 3 seconds during Alternate Phasing Operation.

SIGNAL FACE	PHASE				
	02+5	02+6	03	04	Footbrk
21,22	G	G	R	R	Y
31,32	-R	-R	-R	-R	-R
33,34	R	R	G	R	R
41	R	R	R	G	R
42	R	R	R	G	R
43	R	R	R	G	R
51	-L	-L	-L	-L	-L
61	-L	-L	-L	-L	-L
62,63	R	G	R	R	Y

SIGNAL FACE	PHASE				
	02+5	02+6	03	04	Footbrk
21,22	G	G	R	R	Y
31,32	-R	-R	-R	-R	-R
33,34	R	R	G	R	R
41	R	R	R	G	R
42	R	R	R	G	R
43	R	R	R	G	R
51	-L	-L	-L	-L	-L
61	-L	-L	-L	-L	-L
62,63	R	G	R	R	Y

**PHASING DIAGRAM DETECTION LEGEND**

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



**4 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.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Locate new cabinet foundation so as not to obstruct sight distance of vehicles turning right on red. Relocate existing cabinet and controller onto new foundation.
- The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Field adjust temporary poles as needed.

**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  |

FEATURE	PHASE				
	2	3	4	5	6
Min Green *	10	7	7	7	10
Walk *	-	-	-	-	-
Ped Clear	-	-	-	-	-
Veh. Extension *	3.0	2.0	2.0	2.0	3.0
Max I *	45	25	20	15	45
Yellow	3.8	4.3	3.3	3.0	3.8
Red Clear	1.7	2.0	2.3	2.4	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	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.

**Signal Upgrade Temporary Design 1 - TMP Phase I**

<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>		US 401 Bus./SR 1414 (Raeford Road) at US 401 Bus. (Robeson Street) /McPhee Drive		
		Division 6 Cumberland County Fayetteville PLAN DATE: March 2018 REVIEWED BY: E D Harris PREPARED BY: G B Spell REVIEWED BY: B L Watson	REVISIONS: INIT. DATE	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

3/29/2018 10:58 AM  
 User: rfmuncy  
 Path: \\fs1\projects\signal\Design\Temporary\_Signal\_Design\Phase 1\U-4405.sig.dwg, 06-000211.dgn