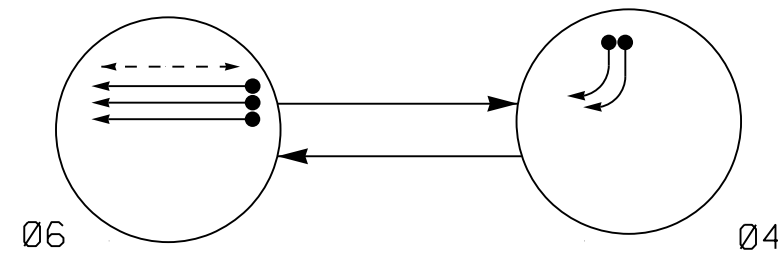


PHASING DIAGRAM



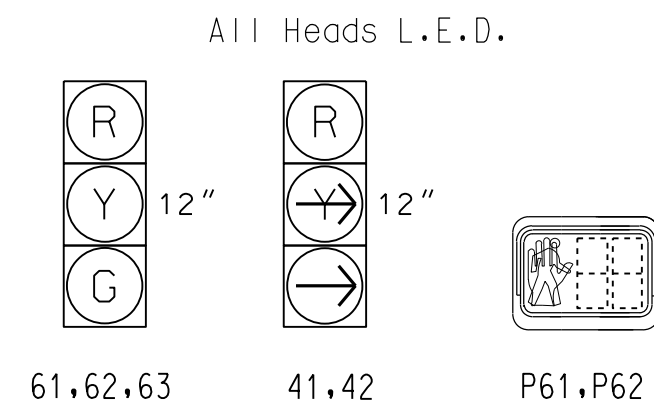
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	06	04	F
41,42	R	→	R
61,62,63	G	R	Y
P61,P62	W	DW	DRK

SIGNAL FACE I.D.



All Heads L.E.D. Type II Pedestal

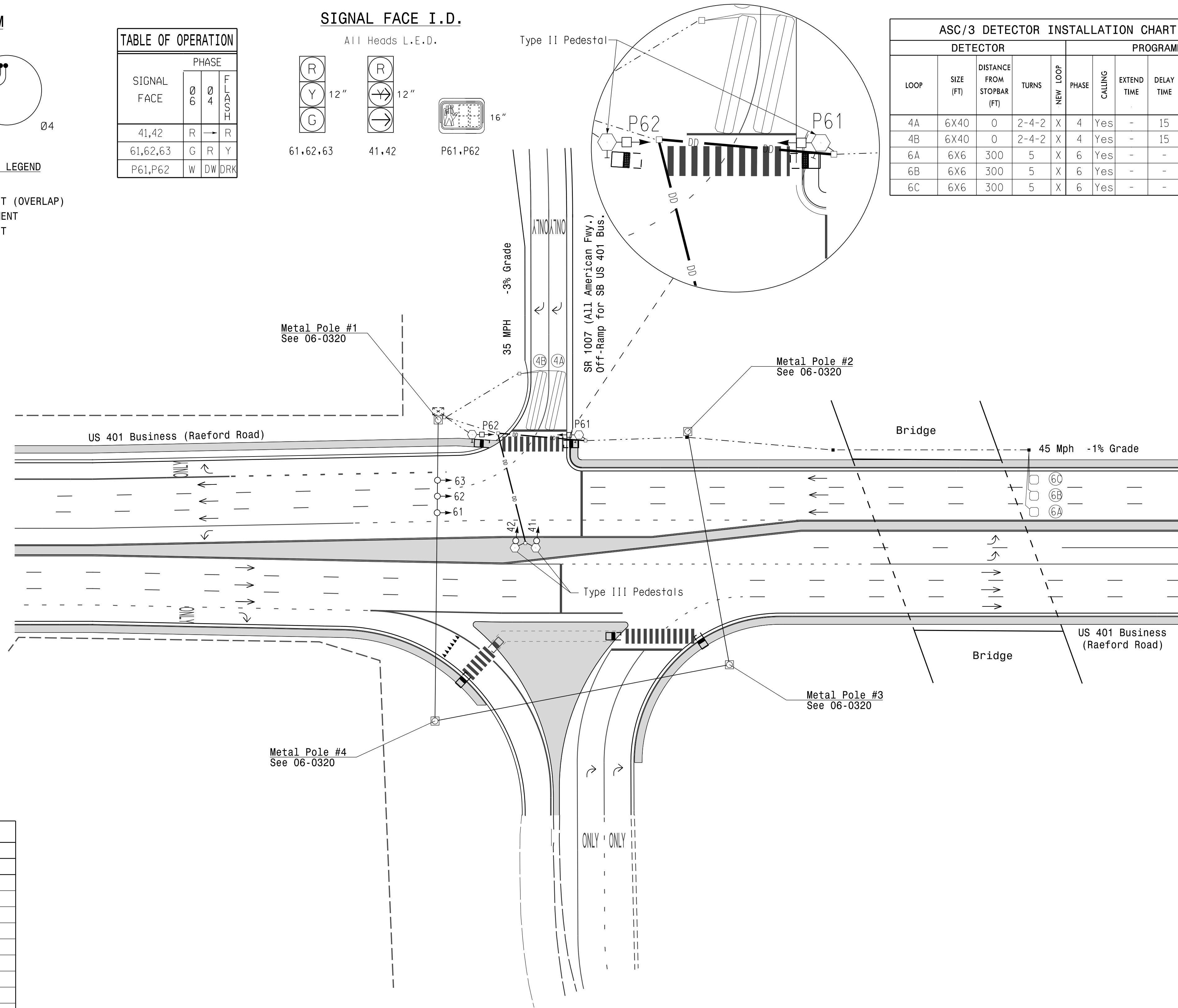
ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	LOOP	NEW CARD
4A	6X40	0	2-4-2	X	4	Yes	-	15	-	S	-	X
4B	6X40	0	2-4-2	X	4	Yes	-	15	-	S	-	X
6A	6X6	300	5	X	6	Yes	-	-	-	X	N	-
6B	6X6	300	5	X	6	Yes	-	-	-	X	N	-
6C	6X6	300	5	X	6	Yes	-	-	-	X	N	-

2 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.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "DON'T WALK" time only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Pedestrian pedestals are conceptual and shown for reference only. See 2018 NCDOT Roadway Standard Drawings 1705.04 Sheets 1-3 for push button location details.



ASC/3 TIMING CHART

FEATURE	PHASE	
	4	6
Min Green *	7	12
Walk *	-	7
Ped Clear	-	10
Veh. Extension *	2.0	6.0
Max 1 *	25	60
Yellow	4.1	4.6
Red Clear	1.3	1.0
Red Revert	-	-
Actuations B4 Add *	-	0
Seconds / Actuation *	-	1.5
Max Initial *	-	34
Time Before Reduction *	-	15
Time To Reduce *	-	30
Minimum Gap	-	3.0
Locking Detector	-	X
Recall Position	-	VEH. RECALL
Dual Entry	-	-
Simultaneous Gap	-	-

* 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
○ → Traffic Signal Head	● → N/A
○ → Modified Signal Head	○ → N/A
□ → Sign	□ → N/A
○ → Pedestrian Signal Head With Push Button & Sign	○ → N/A
○ → Signal Pole with Guy	○ → N/A
○ → Signal Pole with Sidewalk Guy	○ → N/A
□ → Inductive Loop Detector	□ → N/A
□ → Controller & Cabinet	□ → N/A
□ → Junction Box	□ → N/A
--- 2-in Underground Conduit	--- N/A
N/A → Right of Way	--- N/A
→ Directional Arrow	→ N/A
○ → Directional Drill	○ → N/A
□ → Metal Strain Pole	□ → N/A

Signal Upgrade - Final Design

<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 Bus. SB (Raeford Road) at SR 1007 (All American Freeway) Southbound Ramp</p>	
		<p>Division 6 Cumberland County Fayetteville</p> <p>PLAN DATE: March 2018 REVIEWED BY: E D Harris</p> <p>PREPARED BY: J. Hambricht REVIEWED BY: B L Watson</p>	<p>3/29/2018</p> <p>DATE</p> <p>SIG. INVENTORY NO. 06-1376</p>

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