

PHASING DIAGRAM

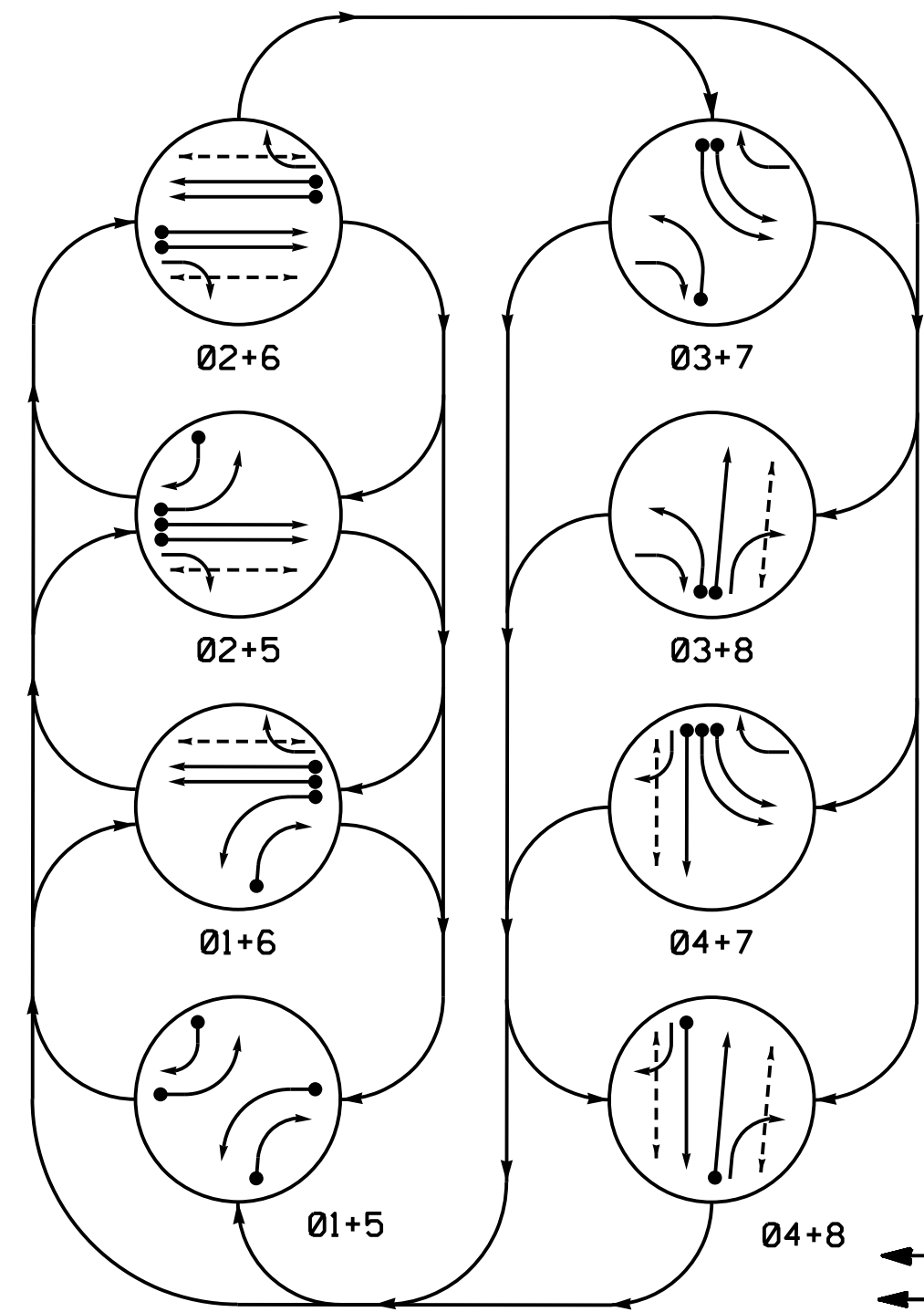
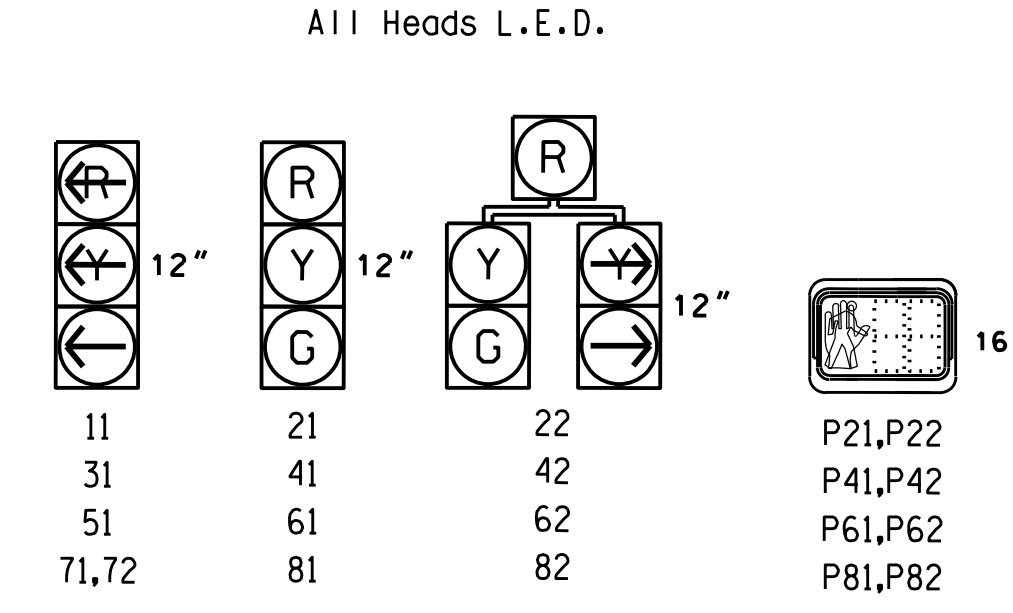


TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	02+6	03+7	04+8	05+9	06+10	07+11	08+12
11	---	RR	RR	RR	RR	RR	RR	RR
21	R	R	G	G	R	R	R	Y
22	R	R	G	G	R	R	R	Y
31	RR	RR	---	---	RR	RR	RR	---
41	R	R	R	R	R	R	G	G
42	R	R	R	R	R	R	G	G
51	---	RR	RR	RR	RR	RR	RR	RR
61	R	G	R	G	R	R	R	Y
62	R	G	R	G	R	R	R	Y
71,72	RR	RR	---	---	RR	RR	RR	---
81	R	R	R	R	R	R	G	G
82	R	R	R	R	R	R	G	G
P21,P22	DW	DW	W	W	DW	DW	DW	DRK
P41,P42	DW	DW	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DW	DW	DRK
P81,P82	DW	DW	DW	DW	W	W	W	DRK

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

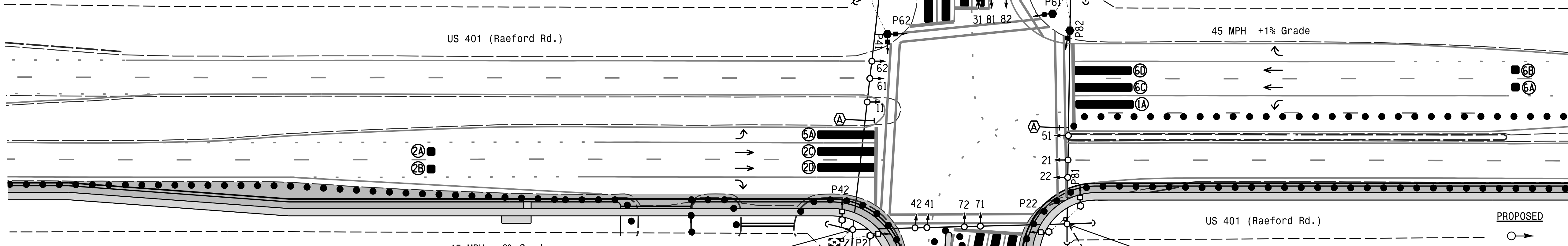
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					PHASE	CALLING	EXTEND TIME	DELAY TIME	USE ADDED INITIAL	TYPE	LOOP SYSTEM	NEW CARD
1A	6X40	0	*	-	1	Yes	-	-	-	S	-	X
1B	6X40	0	*	-	1	Yes	-	15	-	S	-	X
2A	6X6	300	*	-	2	Yes	-	-	-	N	-	X
2B	6X6	300	*	-	2	Yes	-	-	-	N	-	X
2C	6X40	0	*	-	2	Yes	2.0	5	-	G	-	X
2D	6X40	0	*	-	2	Yes	2.0	5	-	G	-	X
3A	6X40	0	*	-	3	Yes	-	-	-	S	-	X
4A	6X40	0	*	-	4	Yes	-	-	-	S	-	X
5A	6X40	0	*	-	5	Yes	-	-	-	S	-	X
5B	6X40	0	*	-	5	Yes	-	15	-	S	-	X
6A	6X6	300	*	-	6	Yes	-	-	-	N	-	X
6B	6X6	300	*	-	6	Yes	-	-	-	N	-	X
6C	6X40	0	*	-	6	Yes	2.0	5	-	G	-	X
6D	6X40	0	*	-	6	Yes	2.0	5	-	G	-	X
7A	6X40	0	*	-	7	Yes	-	-	-	S	-	X
7B	6X40	0	*	-	7	Yes	-	-	-	S	-	X
8A	6X40	0	*	-	8	Yes	-	-	-	S	-	X

8 Phase Fully Actuated Fayetteville Signal System NOTES

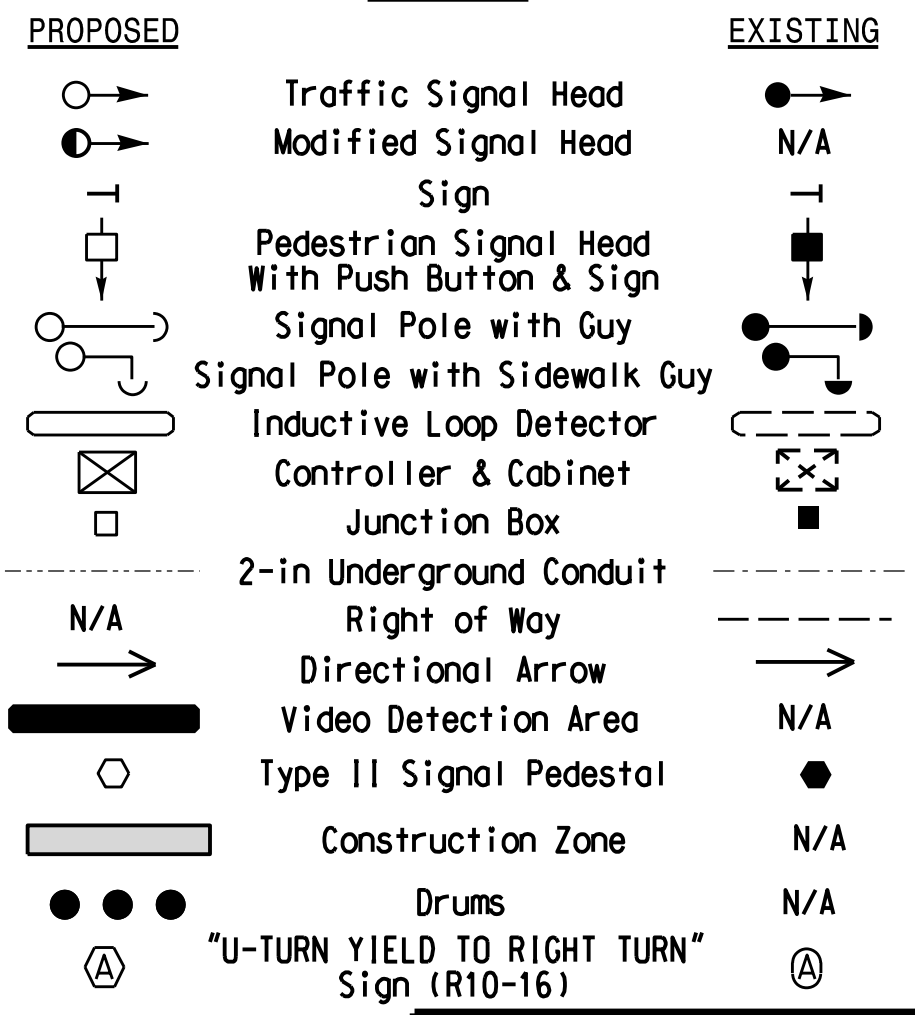
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- 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.
- 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 are shown for reference only. See 2018 NCDOT Roadway Standard Drawings 1705.04 sheets 1-3 for push button details.
- Field adjust temporary poles as needed.

PHASING DIAGRAM DETECTION LEGEND  
 ● DETECTED MOVEMENT  
 ○ UNDETECTED MOVEMENT (OVERLAP)  
 --- UNSIGNALIZED MOVEMENT  
 --- PEDESTRIAN MOVEMENT

\*Video Detection Area Camera locations should be confirmed in the field by the contractor in order to provide detection of the areas indicated.



LEGEND



ASC/3 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	12	7	7	7	12	7	7
Walk *	-	7	-	7	-	7	-	7
Red Clear	-	23	-	31	-	25	-	28
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max I *	30	90	25	25	30	90	25	25
Yellow	3.0	4.7	3.0	3.3	3.0	4.4	3.0	3.9
Red Clear	3.7	1.9	3.5	3.4	3.4	1.9	3.7	2.8
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	-	-	-	-	-	-	-	-
Simultaneous Gap	X	X	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.

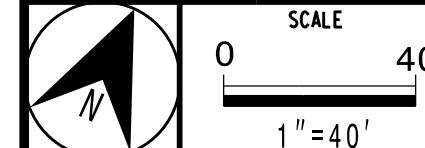
Signal Upgrade Temporary Signal Design 1 - TMP Phase I

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Prepared for the Offices of:  
  
 750 N. Greenfield Pkwy, Garner, NC 27525

US 401 (Raeford Road) at SR 1104 (Strickland Bridge Road)  
 Division 6 Cumberland County Fayetteville  
 PLAN DATE: June 2019 REVIEWED BY: E D Harris  
 PREPARED BY: A D Smith REVIEWED BY: B L Watson

Betsy L. Watson  
 6/5/2019  
 DATE  
 SIG. INVENTORY NO. 06-059611



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