

6 Phase Fully Actuated Fayetteville City System

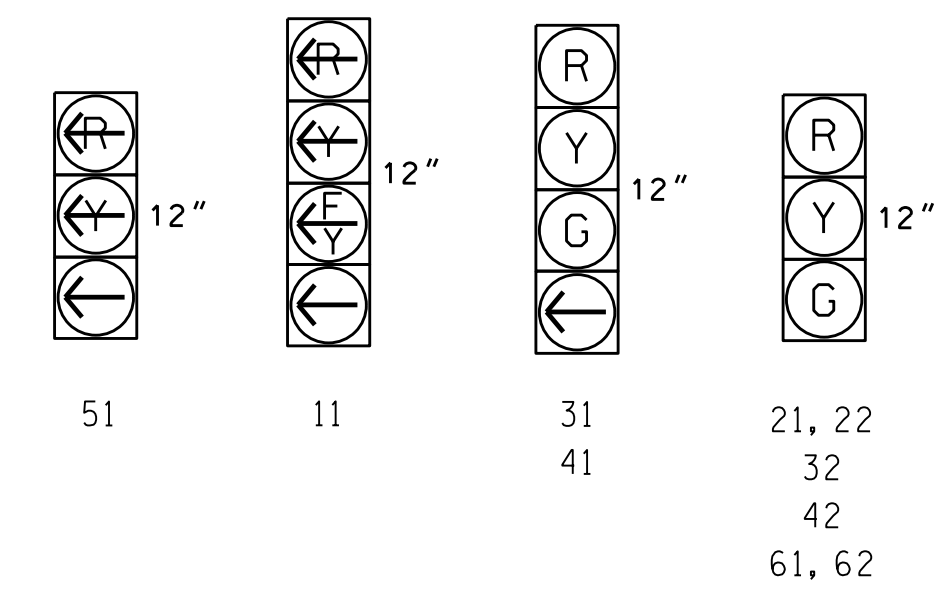
NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Set all detector units to presence mode.
6. In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Pavement markings are existing.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

ASC/3 DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					TYPE	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTEND TIME	DELAY TIME				
1A	6X60	0	2-4-2	-	1	Yes	-	15	S	-	X	
					6	Yes	-	-	S	-	X	
2A,2B	6X6	70	4	-	2	Yes	-	-	S	-	X	
3A	6X60	0	2-4-2	-	3	Yes	-	10	S	-	X	
4A	6X60	0	2-4-2	-	4	Yes	-	3	S	-	X	
4B	6X60	0	2-4-2	-	4	Yes	-	15	S	-	X	
5A	6X30	0	2-4-2	-	5	Yes	-	-	S	-	X	
6A,6B	6X6	70	4	-	6	Yes	-	-	S	-	X	
S2A	6X6	+250	5	-	-	No	-	-	N	X	X	
S2B	6X6	+250	5	-	-	No	-	-	N	X	X	

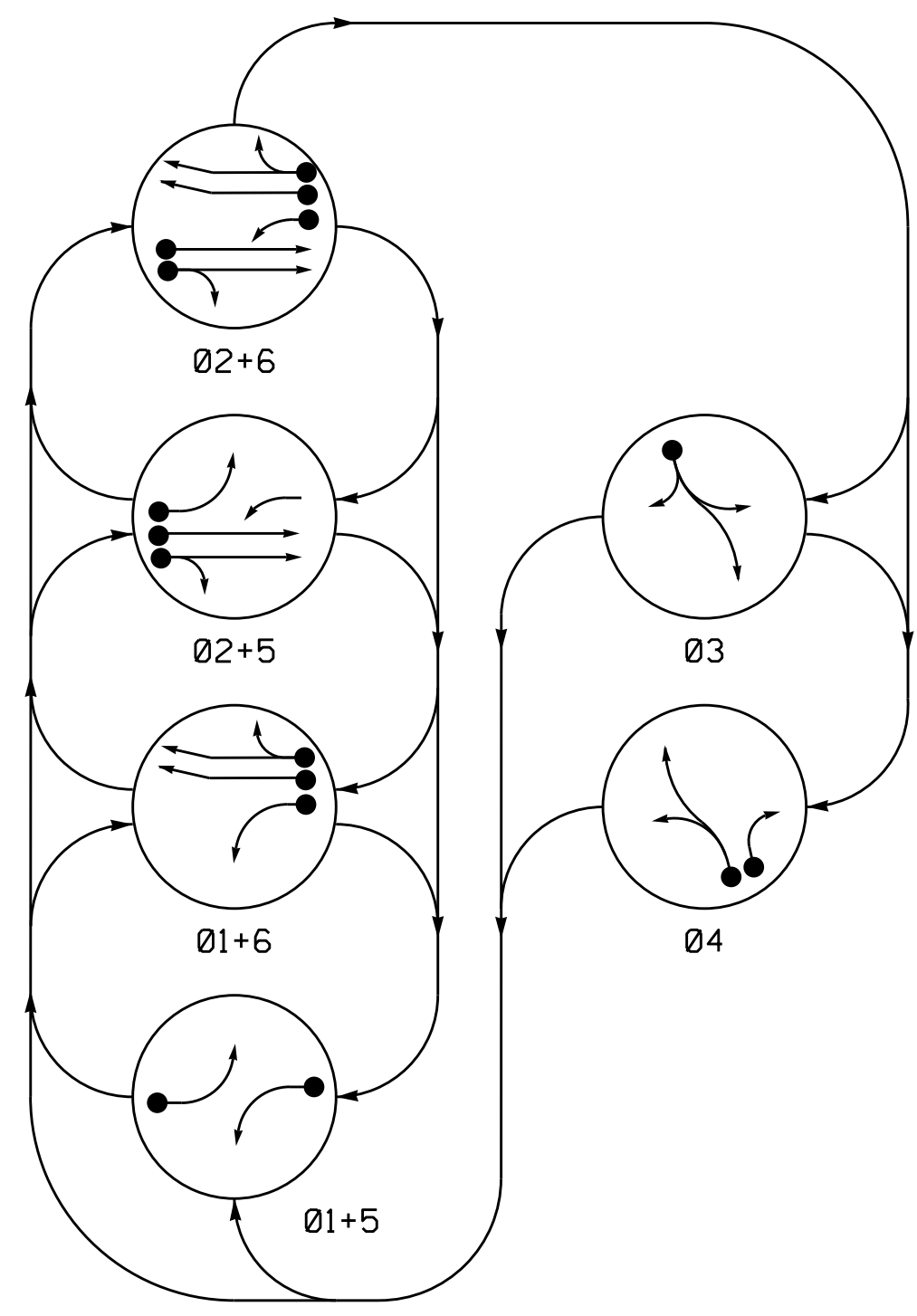
SIGNAL FACE I.D.

All Heads L.E.D.



SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	-	-	F	F	R	R
21,22	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	-	R	-	R	R	R
61,62	R	G	R	G	R	R

PHASING DIAGRAM

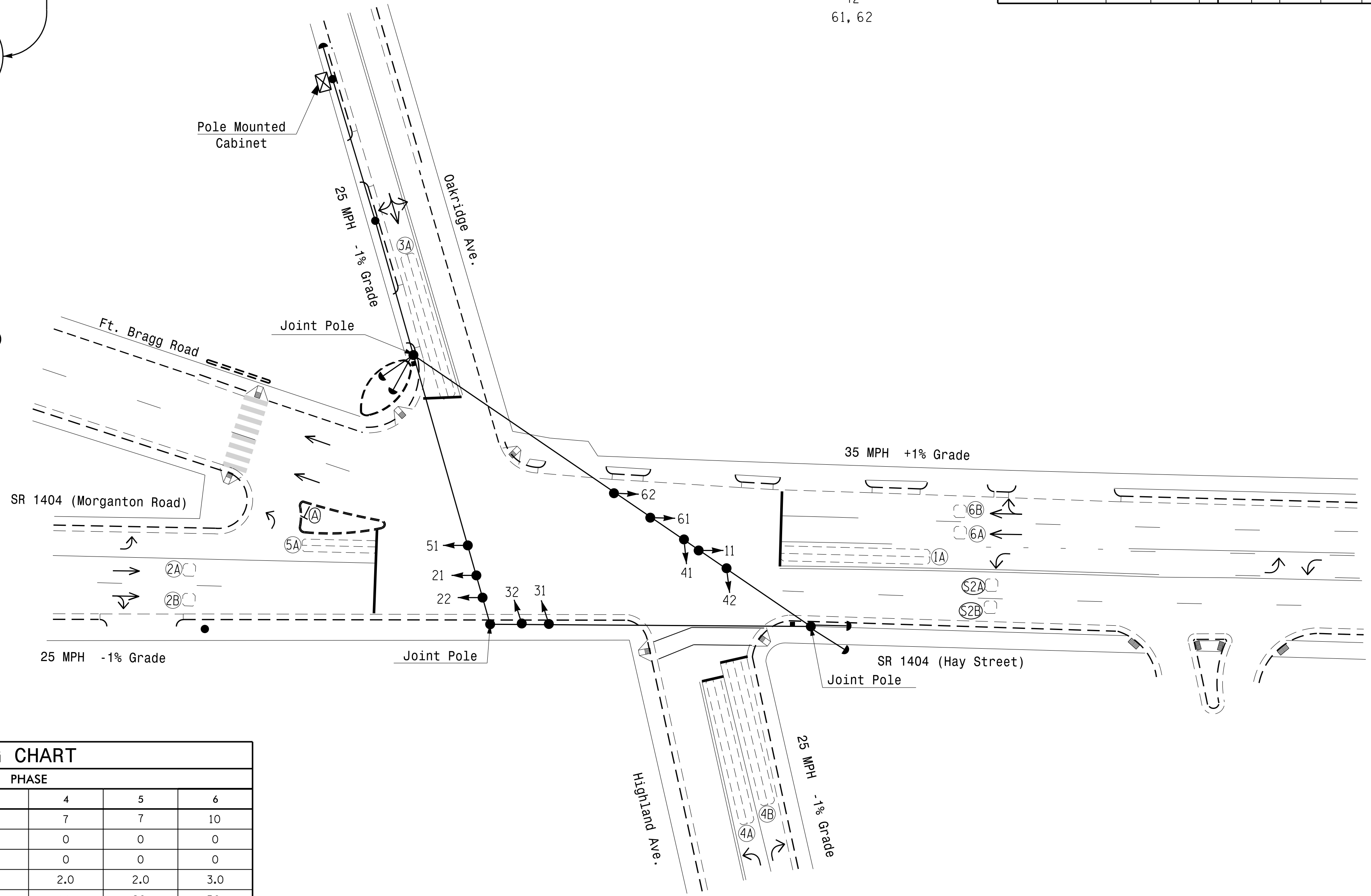


PHASING DIAGRAM DETECTION LEGEND

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

FEATURE	ASC/3 TIMING CHART					
	1	2	3	4	5	6
Min Green *	7	10	7	7	7	10
Walk *	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Veh. Extension *	2.0	3.0	2.0	2.0	2.0	3.0
Max I *	20	50	20	20	20	50
Yellow	3.0	3.8	3.2	3.2	3.0	3.8
Red Clear	1.9	3.7	3.8	3.6	2.1	3.7
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	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 |
|--|---------------------------------|
| ○ 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 | ● Signal Pole with Sidewalk Guy |
| ⊥ Inductive Loop Detector | ⊥ Inductive Loop Detector |
| ⊥ Controller & Cabinet | ⊥ Junction Box |
| ⊥ 2-in Underground Conduit | ⊥ 2-in Underground Conduit |
| N/A Right of Way | --- Right of Way |
| → Directional Arrow | → Directional Arrow |
| (A) "STOP" Sign (R1-1) | (A) "STOP" Sign (R1-1) |

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1404 (Hay Street/ Morganton Road)/Ft. Bragg Road at Highland Ave. and Oakridge Ave.

Division 6 Cumberland County Fayetteville

PLAN DATE: June 2016 REVIEWED BY: JPG, PE

PREPARED BY: EM Minshew REVIEWED BY:

SEAL

Jason P. Gallaway 8/31/2016

SIG. INVENTORY NO. 06-0008

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

31-AUG-2016 09:36
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