

5 Phase Fully Actuated Fayetteville Signal System

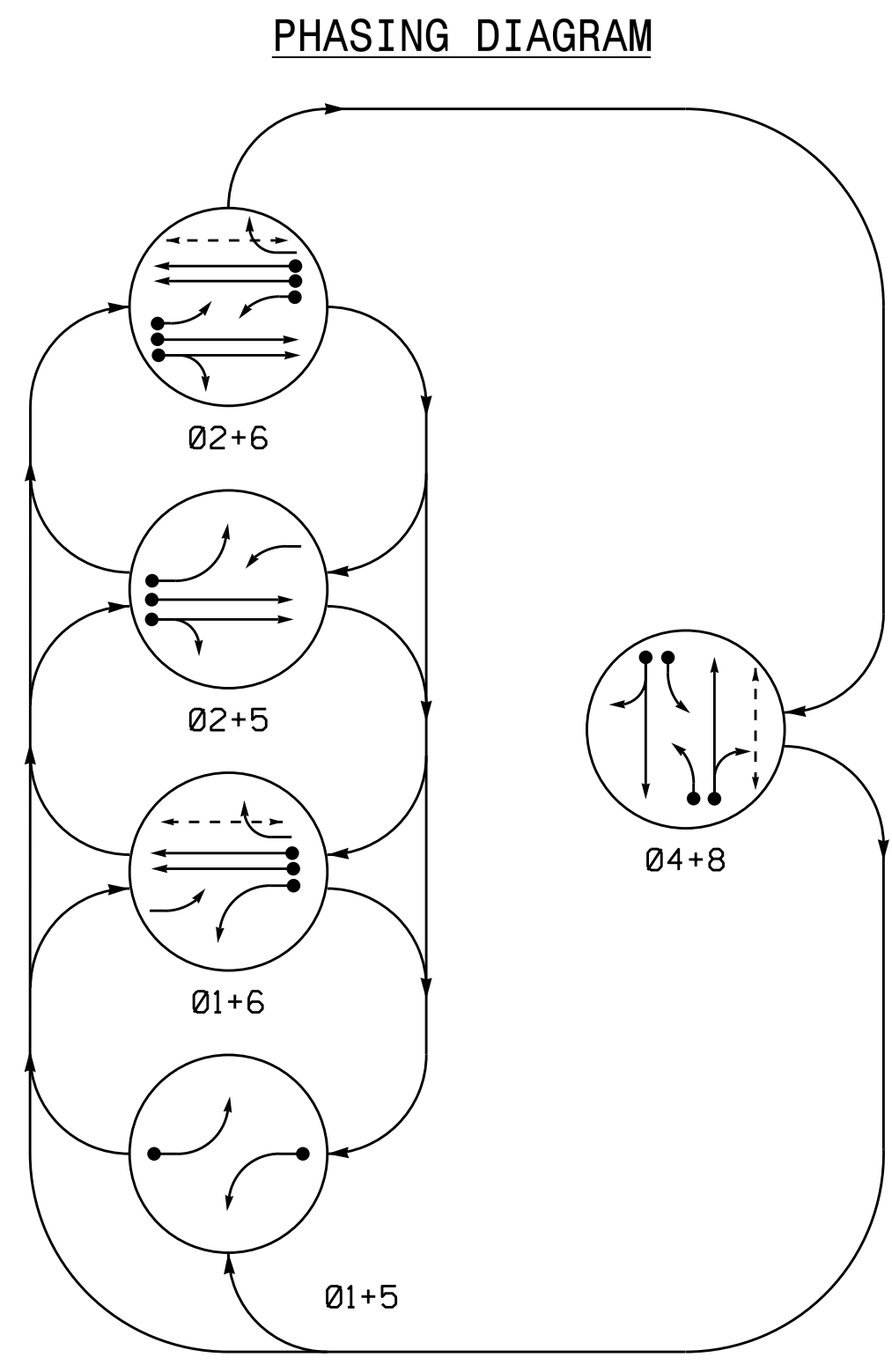


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	F L
11	---	---	---	---	---	---
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	---	---	---	---	---	---
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R
P61,P62	DW	W	DW	W	DW	DRK
P81,P82	DW	DW	DW	DW	W	DRK

ASC/3 DETECTOR INSTALLATION CHART

LOOP	DETECTOR				PROGRAMMING						
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	15	S	-	X
2A	6X6	300	5	-	2	Yes	-	-	N	-	X
2B	6X6	300	5	-	2	Yes	-	-	N	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	3	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	10	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	300	5	-	6	Yes	-	-	N	-	X
6B	6X6	300	5	-	6	Yes	-	-	N	-	X
8A	6X40	+5	2-4-2	-	8	Yes	-	3	S	-	X
8B	6X40	+5	2-4-2	-	8	Yes	-	10	S	-	X

NOTES

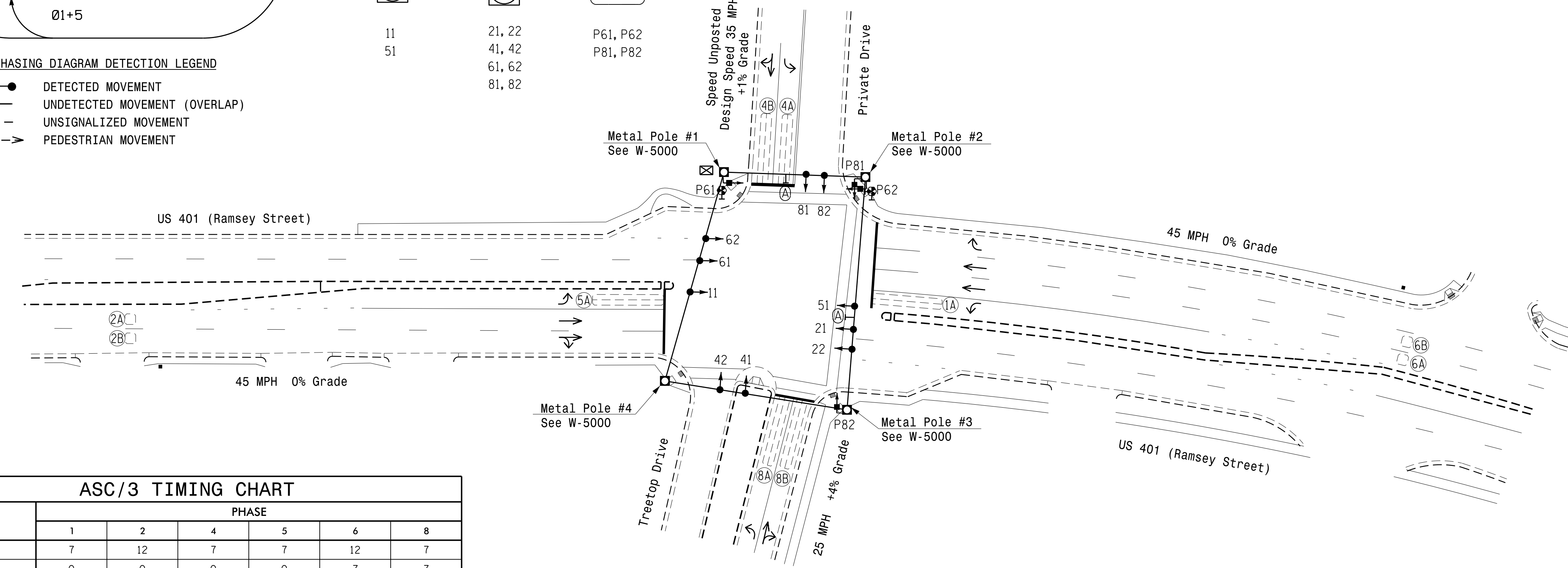
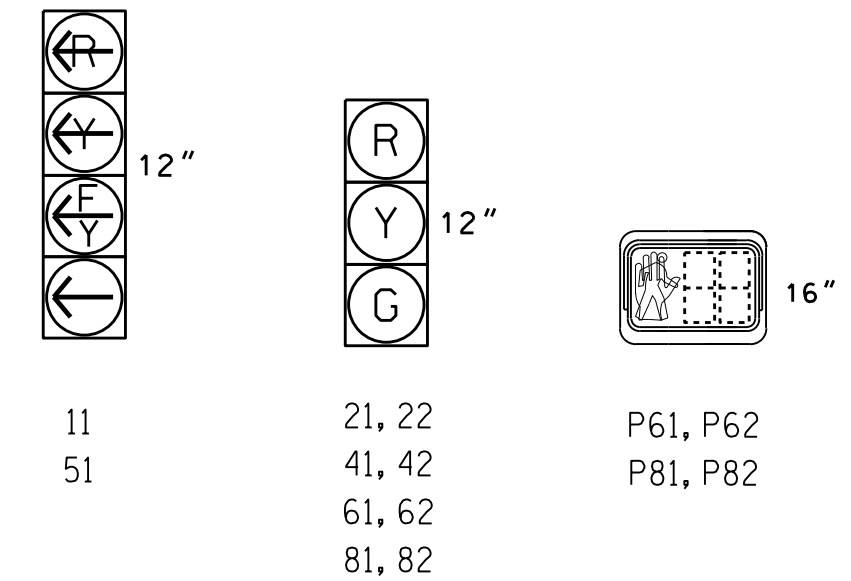
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.
- 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

SIGNAL FACE I.D.

All Heads L.E.D.



ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	0	0	0	0	7	7
Ped Clear	0	0	0	0	15	29
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max 1 *	20	90	20	20	90	20
Yellow	3.0	4.5	3.8	3.0	4.5	3.8
Red Clear	3.1	1.7	3.0	3.1	1.7	3.0
Actuations B4 Add *	-	0	-	-	0	-
Seconds / Actuation *	-	1.5	-	-	1.5	-
Max Initial *	-	34	-	-	34	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	30	-	-	30	-
Minimum Gap	-	3.0	-	-	3.0	-
Locking Detector	-	X	-	-	X	-
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 Traffic Signal Head | | EXISTING Traffic Signal Head |
| | PROPOSED Modified Signal Head | | EXISTING Modified Signal Head |
| | PROPOSED Pedestrian Signal Head | | EXISTING Pedestrian Signal Head |
| | PROPOSED Signal Pole with Guy | | EXISTING Signal Pole with Guy |
| | PROPOSED Metal Strain Pole | | EXISTING Metal Strain Pole |
| | PROPOSED Inductive Loop Detector | | EXISTING Inductive Loop Detector |
| | PROPOSED Controller & Cabinet | | EXISTING Controller & Cabinet |
| | PROPOSED Junction Box | | EXISTING Junction Box |
| | PROPOSED 2-in Underground Conduit | | EXISTING 2-in Underground Conduit |
| | PROPOSED Right of Way | | EXISTING Right of Way |
| | PROPOSED Directional Arrow | | EXISTING Directional Arrow |
| | PROPOSED Wheelchair Ramp | | EXISTING Wheelchair Ramp |
| | PROPOSED "Street Name" Sign | | EXISTING "Street Name" Sign |
| | PROPOSED Type I Pushbutton Post | | EXISTING Type I Pushbutton Post |
| | PROPOSED Type II Signal Pedestal | | EXISTING Type II Signal Pedestal |

Signal Upgrade

Prepared in the Offices of:

US 401 (Ramsey Street) at Treetop Drive/Private Drive

Division 6 Cumberland County Fayetteville

PLAN DATE: August 2016 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 1" = 40'

DocuSigned by: Jason P. Gallaway 6/3/2016

SIG. INVENTORY NO. 06-1200

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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