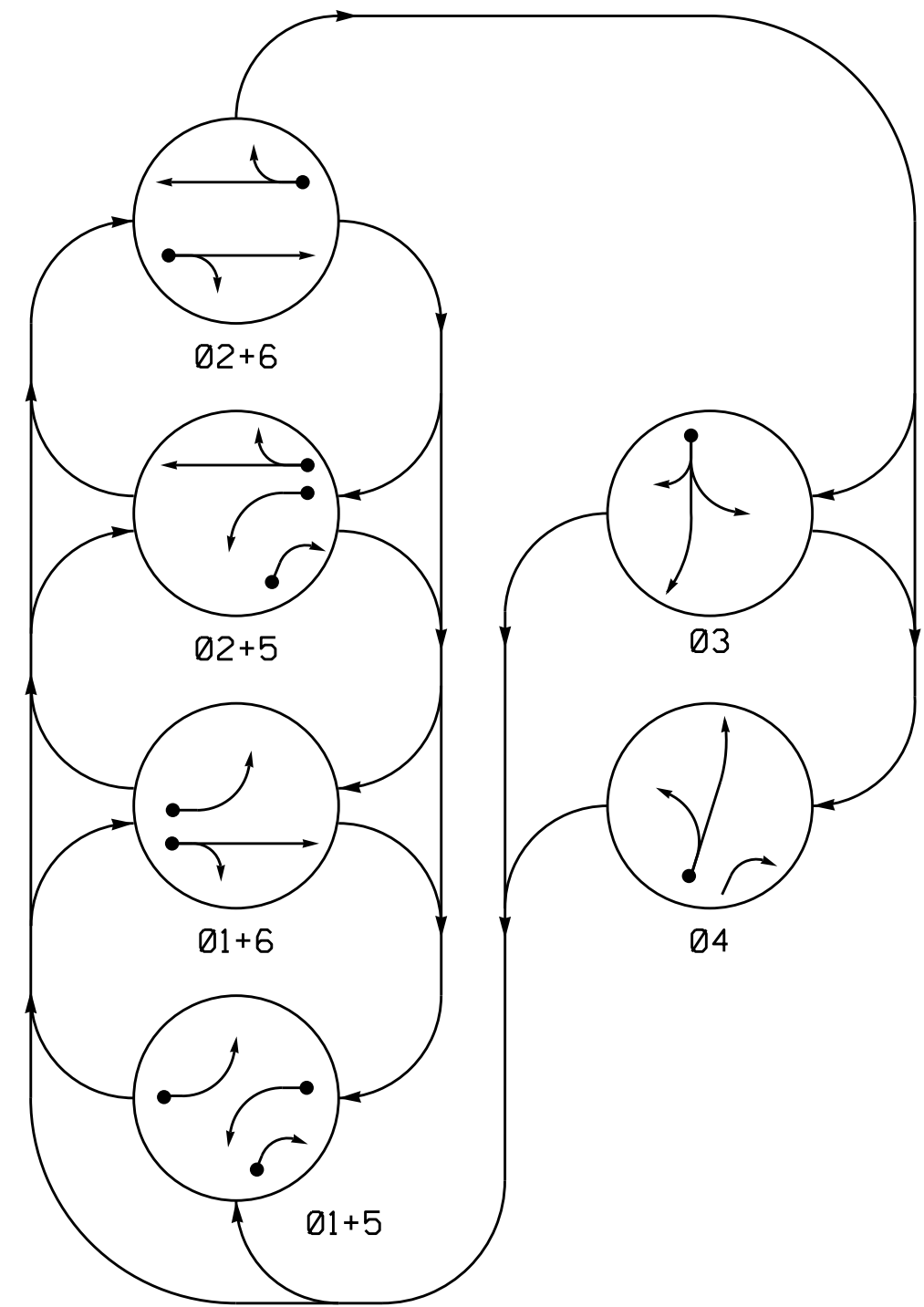


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

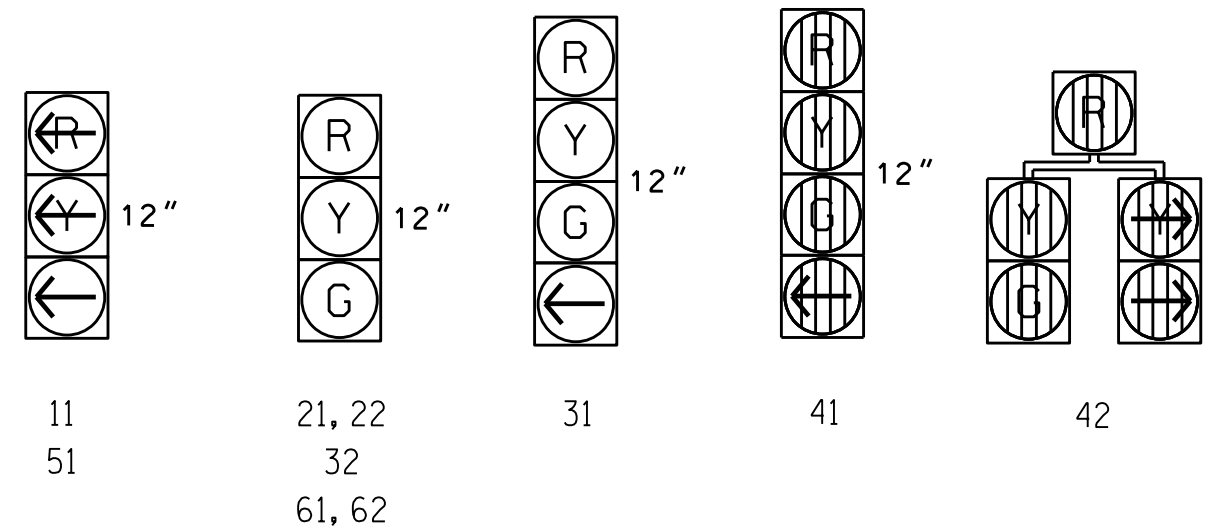
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE					
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3	Ø4
11	←	←	←	←	←	←
21,22	R	R	G	G	R	Y
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	R	G
42	R	R	R	R	R	G
51	←	←	←	←	←	←
61,62	R	G	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.

Denotes Louvered Section



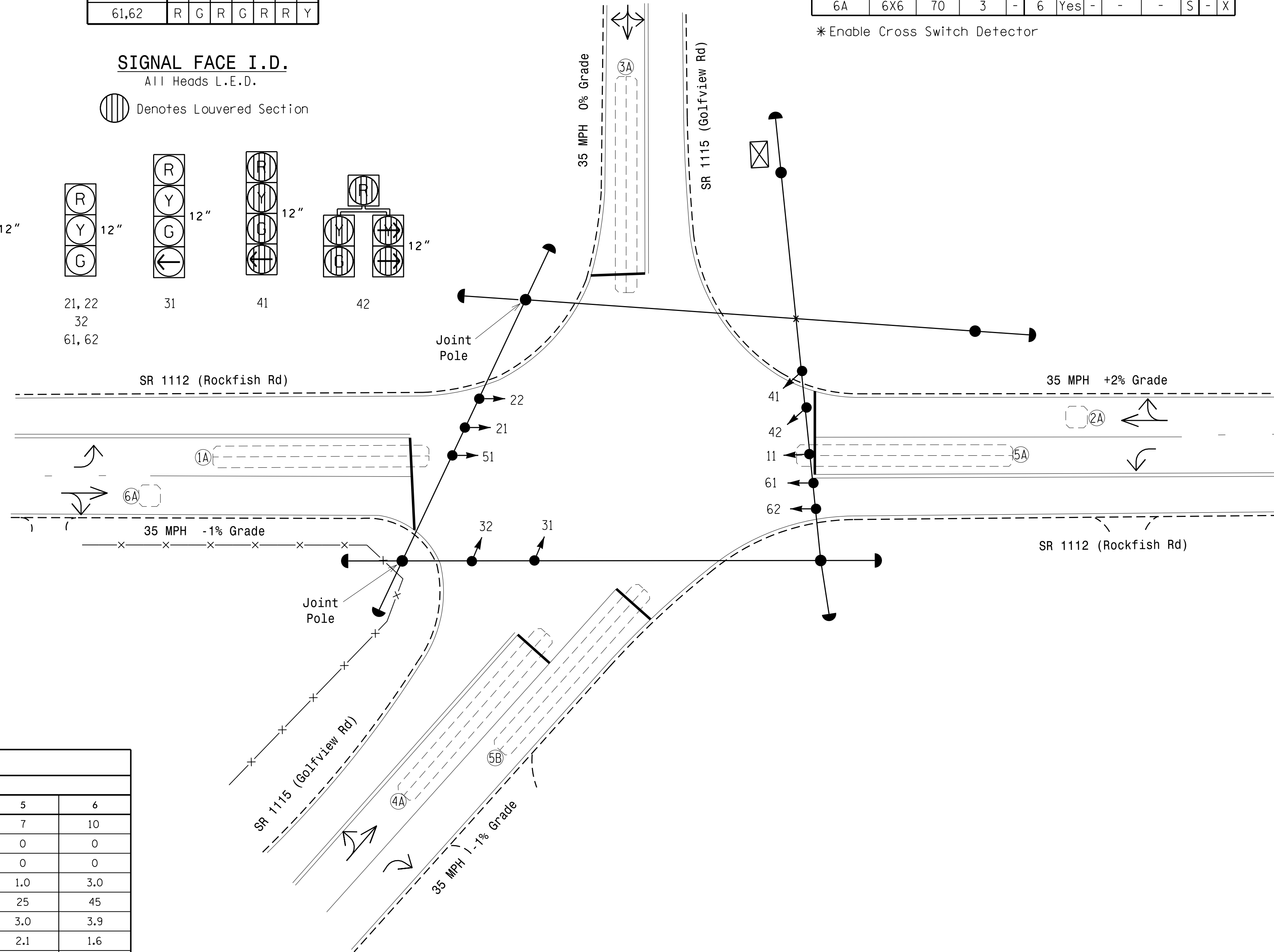
ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR						PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING CROSS SWITCH	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X60	+5	2-4-2	-	1	Yes	-	-	S	-	X
2A	6X6	70	3	-	2	Yes	-	-	S	-	X
3A	6X60	+5	2-4-2	-	3	Yes	-	-	S	-	X
4A	6X60	+5	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X60	+5	2-4-2	-	5	Yes	-	-	S	-	X
5B *	6X60	+5	2-4-2	-	5	Yes	4	15	N	-	X
6A	6X6	70	3	-	6	Yes	-	-	S	-	X

* Enable Cross Switch Detector

6 Phase Fully Actuated Fayetteville Signal 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.



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 *	1.0	3.0	2.0	2.0	1.0	3.0
Max I *	25	45	45	45	25	45
Yellow	3.0	3.9	3.8	3.9	3.0	3.9
Red Clear	2.4	1.6	1.5	1.6	2.1	1.6
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
	Modified Signal Head
	Pedestrian Signal Head
	Signal Pole with Guy
	Signal Pole with Sidewalk Guy
	Inductive Loop Detector
	Controller & Cabinet
	Junction Box
	2-in Underground Conduit
	Right of Way
	Directional Arrow
	Fence

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1"=20'

SR 1112 (Rockfish Road) at SR 1115 (Golfview Road)

Division 06 Cumberland County Hope Mills

PLAN DATE: June 2016 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

REVISIONS: _____ INIT: _____ DATE: _____

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

8/2/2016

SIG. INVENTORY NO. 06-0580

09-10-2016 09:36
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