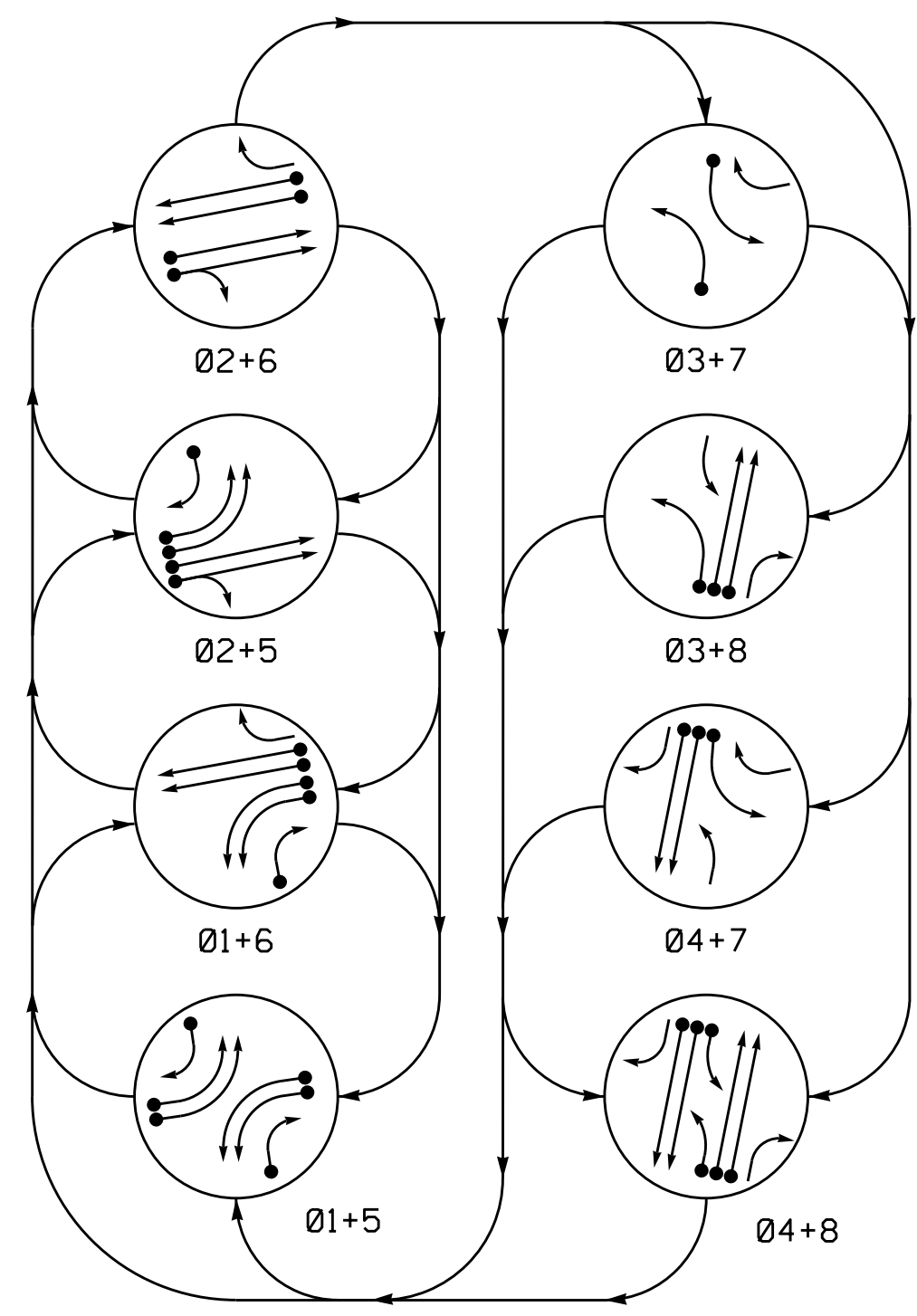


**PHASING DIAGRAM**



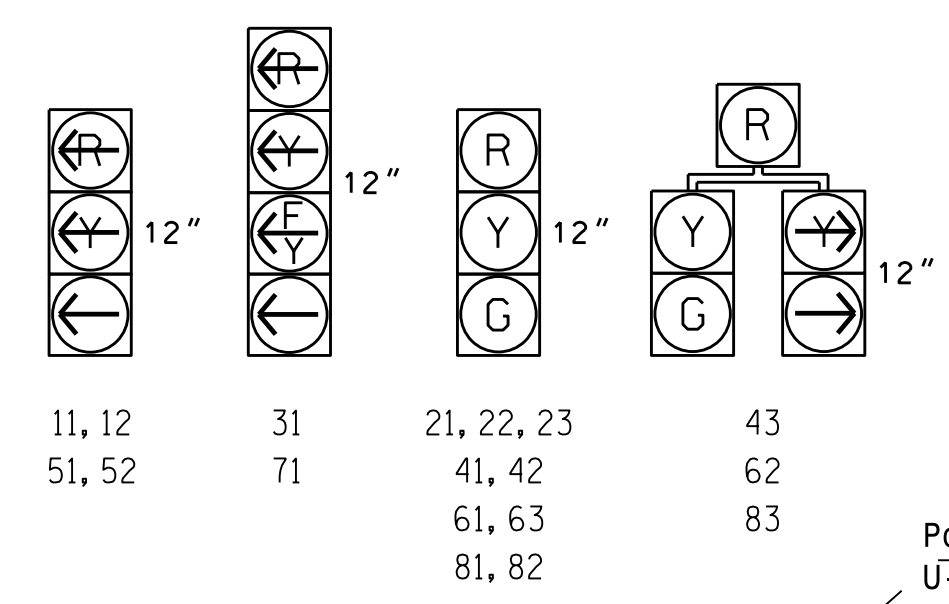
**PHASING DIAGRAM DETECTION LEGEND**

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

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11,12	---	---	---	---	---	---	---	---
21,22,23	R	R	G	G	R	R	R	Y
31	---	---	---	---	---	---	---	---
41,42	R	R	R	R	R	R	G	R
43	R	R	R	R	R	R	G	R
51,52	---	---	---	---	---	---	---	---
61,63	R	G	R	G	R	R	R	Y
62	R	G	R	G	R	R	R	Y
71	---	---	---	---	---	---	---	---
81,82	R	R	R	R	R	G	R	G
83	R	R	R	R	G	R	G	R

**SIGNAL FACE I.D.**

All Heads L.E.D.

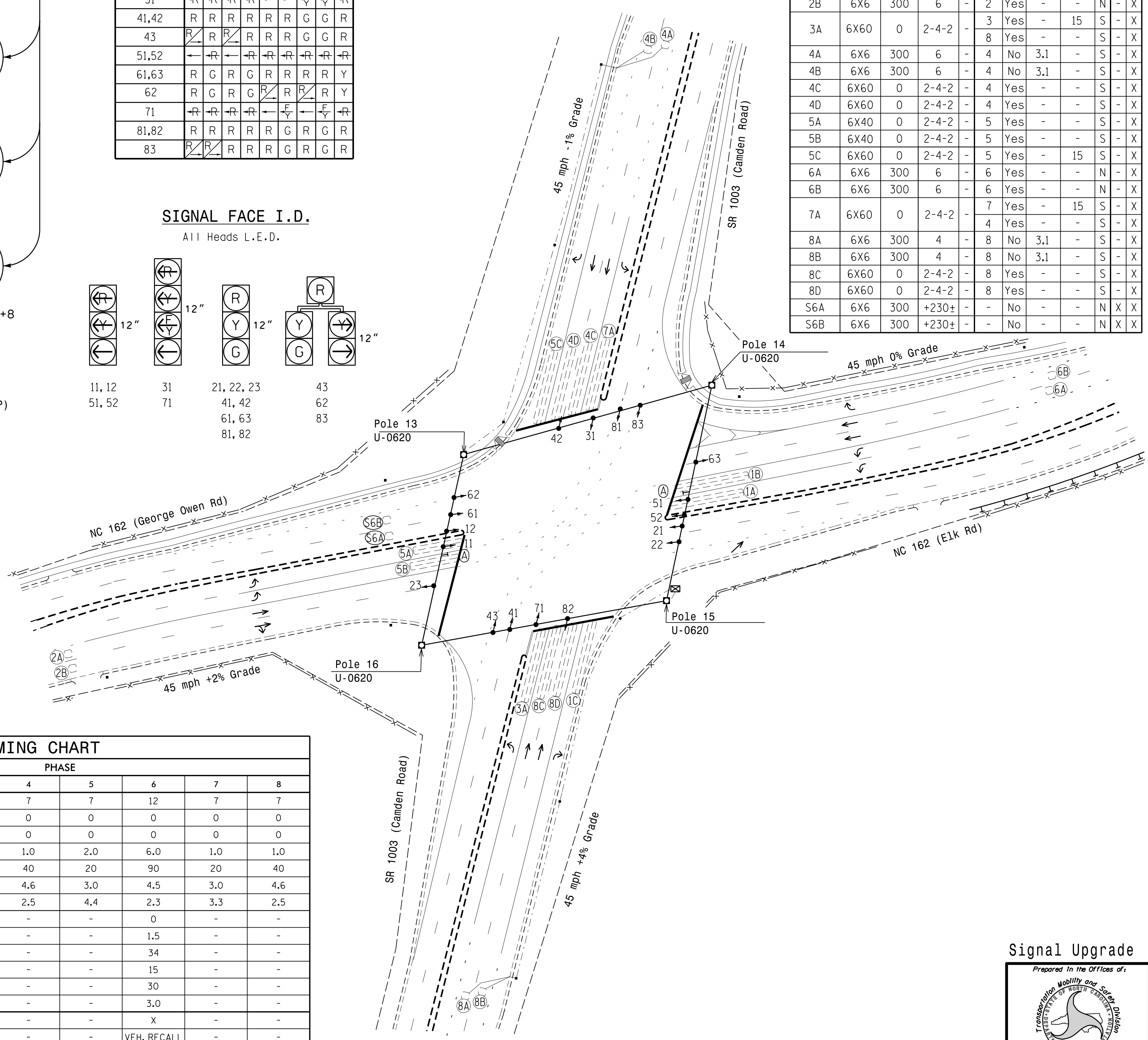


ASC/3 DETECTOR INSTALLATION CHART											
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTEND TIME	DELAY TIME			TYPE
1A	6X60	0	2-4-2	-	1	Yes	-	-	S	-	X
1B	6X60	0	2-4-2	-	1	Yes	-	-	S	-	X
1C	6X60	0	2-4-2	-	1	Yes	-	15	S	-	X
2A	6X6	300	6	-	2	Yes	-	-	N	-	X
2B	6X6	300	6	-	2	Yes	-	-	N	-	X
3A	6X60	0	2-4-2	-	3	Yes	-	15	S	-	X
4A	6X6	300	6	-	4	No	3.1	-	S	-	X
4B	6X6	300	6	-	4	No	3.1	-	S	-	X
4C	6X60	0	2-4-2	-	4	Yes	-	-	S	-	X
4D	6X60	0	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X
5B	6X40	0	2-4-2	-	5	Yes	-	-	S	-	X
5C	6X60	0	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	300	6	-	6	Yes	-	-	N	-	X
6B	6X6	300	6	-	6	Yes	-	-	N	-	X
7A	6X60	0	2-4-2	-	7	Yes	-	15	S	-	X
8A	6X6	300	4	-	8	No	3.1	-	S	-	X
8B	6X6	300	4	-	8	No	3.1	-	S	-	X
8C	6X60	0	2-4-2	-	8	Yes	-	-	S	-	X
8D	6X60	0	2-4-2	-	8	Yes	-	-	S	-	X
S6A	6X6	300	+230+	-	-	No	-	-	N	X	X
S6B	6X6	300	+230+	-	-	No	-	-	N	X	X

**8 Phase Fully Actuated Fayetteville Signal System**

**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.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- 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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



**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 *	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Veh. Extension *	1.0	6.0	1.0	1.0	2.0	6.0	1.0	1.0
Max I *	20	90	20	40	20	90	20	40
Yellow	3.0	4.5	3.0	4.6	3.0	4.5	3.0	4.6
Red Clear	4.3	2.3	3.2	2.5	4.4	2.3	3.3	2.5
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	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.

PROPOSED	EXISTING
	N/A
N/A	
N/A	
N/A	
N/A	

**Signal Upgrade**

**NC 162 (George Owen Rd/Elk Rd) at SR 1003 (Camden Road)**

Division 6 Cumberland County Fayetteville

PLAN DATE: June 2016 REVIEWED BY: JPG

PREPARED BY: KGP, Jr. REVIEWED BY:

SEAL

DATE: 9/28/2016

SIG. INVENTORY NO. 06-1255

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1"=50'

08-SEP-2016 10:58  
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 kgpae@finc.com