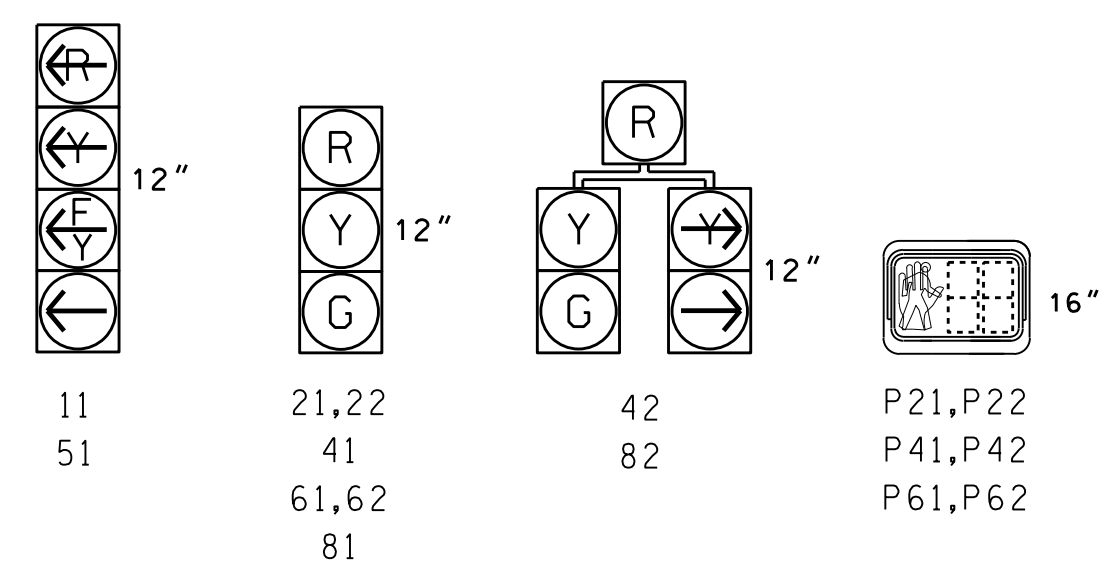


SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F L S H
11	→	→	←	←	→	→
21,22	R	R	G	G	R	Y
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	→	→	←	←	→	→
61,62	R	G	R	G	R	Y
81	R	R	R	R	G	R
82	R	R	R	R	G	R
P21,P22	DW	DW	W	W	DW	DRK
P41,P42	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DRK

SIGNAL FACE I.D.
All Heads L.E.D.

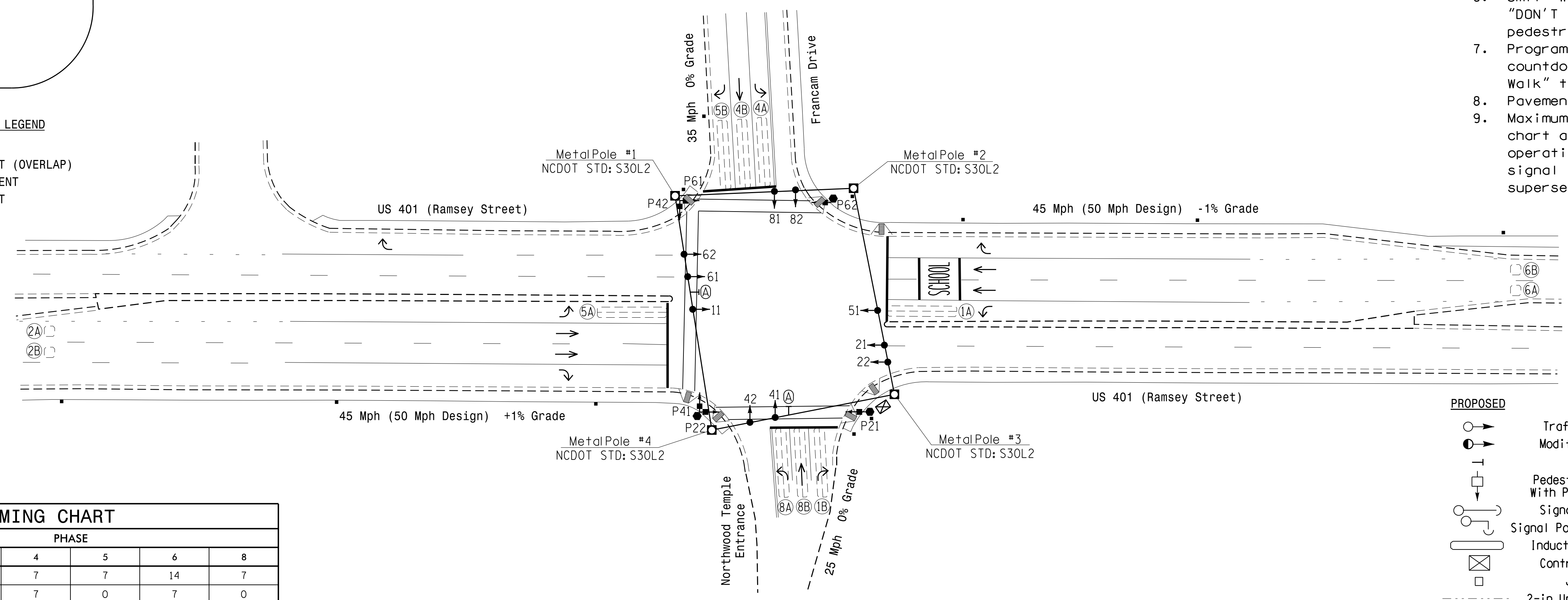


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Yes	-	15	S	-	X
6					6	Yes	-	3	G	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	15	S	-	X
2A	6X6	355	5	-	2	Yes	-	-	N	-	X
2B	6X6	355	5	-	2	Yes	-	-	N	-	X
4A	6X40	0	2-4-2	-	4	Yes	-	3	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	15	S	-	X
2					2	Yes	-	3	G	-	X
5B	6X40	0	2-4-2	-	5	Yes	-	15	S	-	X
6A	6X6	355	5	-	6	Yes	-	-	N	-	X
6B	6X6	355	5	-	6	Yes	-	-	N	-	X
8A	6X40	0	2-4-2	-	8	Yes	-	3	S	-	X
8B	6X40	0	2-4-2	-	8	Yes	-	-	S	-	X

5 Phase Fully Actuated Fayetteville Signal System

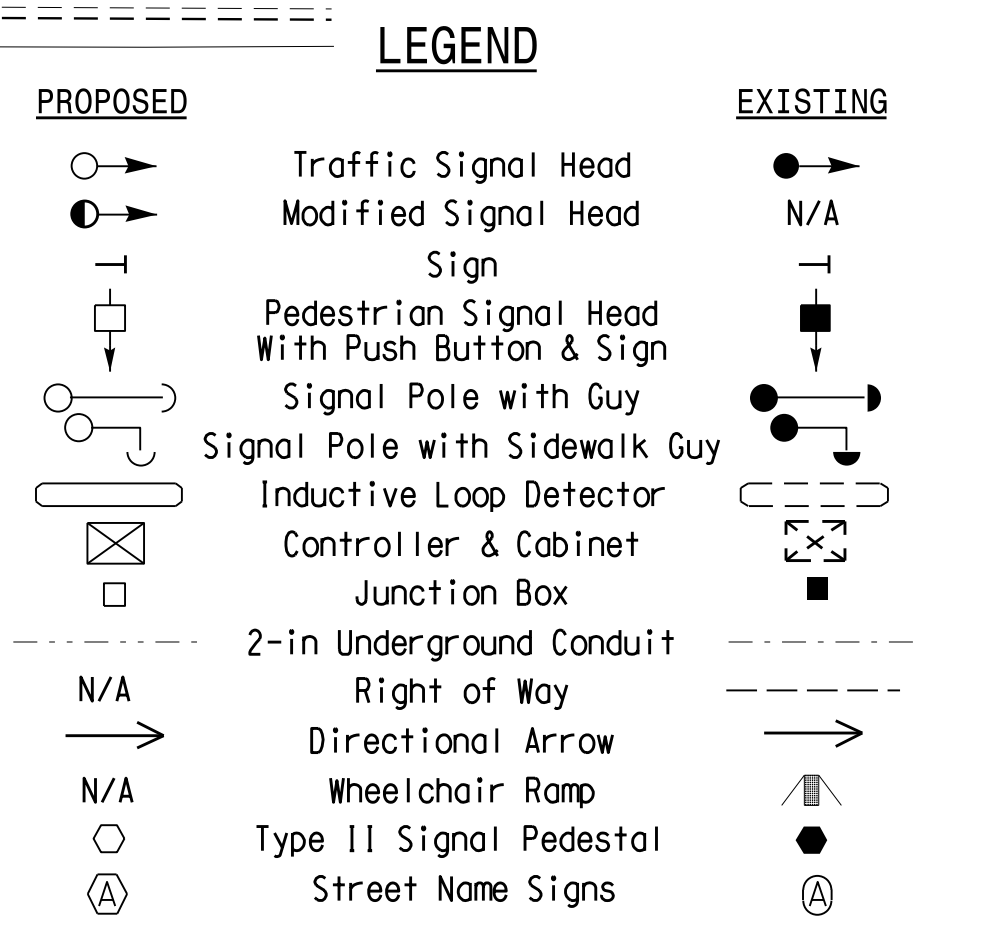
NOTES

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. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
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	PHASE					
	1	2	4	5	6	8
Min Green *	7	14	7	7	14	7
Walk *	0	7	7	0	7	0
Ped Clear	0	19	28	0	18	0
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max I *	20	90	30	20	90	30
Yellow	3.0	4.9	3.8	3.0	4.9	3.8
Red Clear	3.3	1.5	3.2	3.3	1.5	3.2
Actuations B4 Add *	-	0	-	-	0	-
Seconds / Actuation *	-	1.5	-	-	1.5	-
Max Initial *	-	40	-	-	40	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	45	-	-	45	-
Minimum Gap	-	3.1	-	-	3.1	-
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.



Signal Upgrade

Prepared In the Offices of:

US 401 (Ramsey Street) at Francam Drive / Northwood Temple Entrance

Division 6 Cumberland County Fayetteville

PLAN DATE: December 2015 REVIEWED BY: JPG

PREPARED BY: Jeff Spence REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 40 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: JASON P. GALLAWAY, PROFESSIONAL ENGINEER, No. 029904

DocuSigned by: Jason P. Gallaway 6/14/2016

SIG. INVENTORY NO. 06-1314

14:00:2016 08:09
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