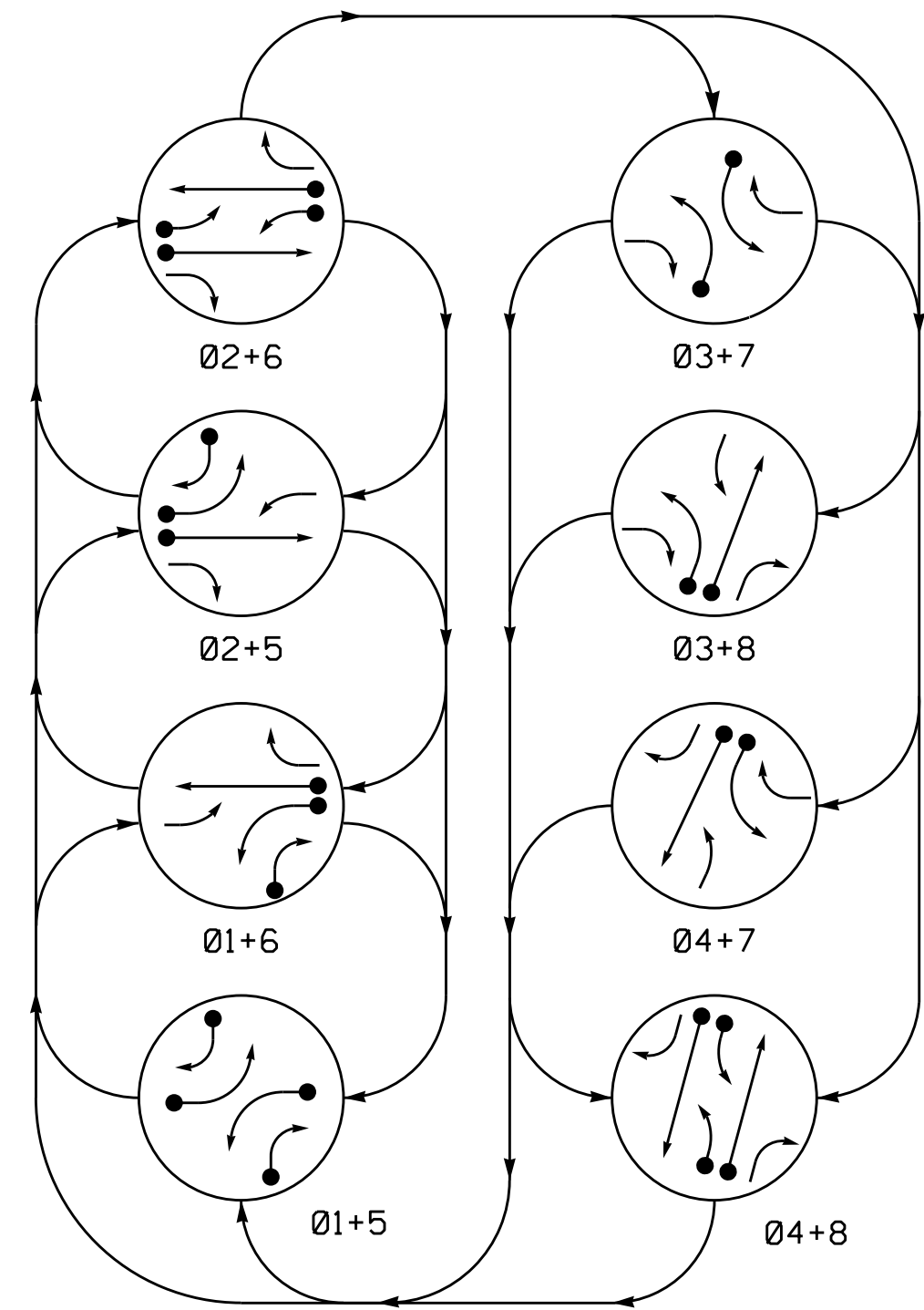


DEFAULT PHASING DIAGRAM



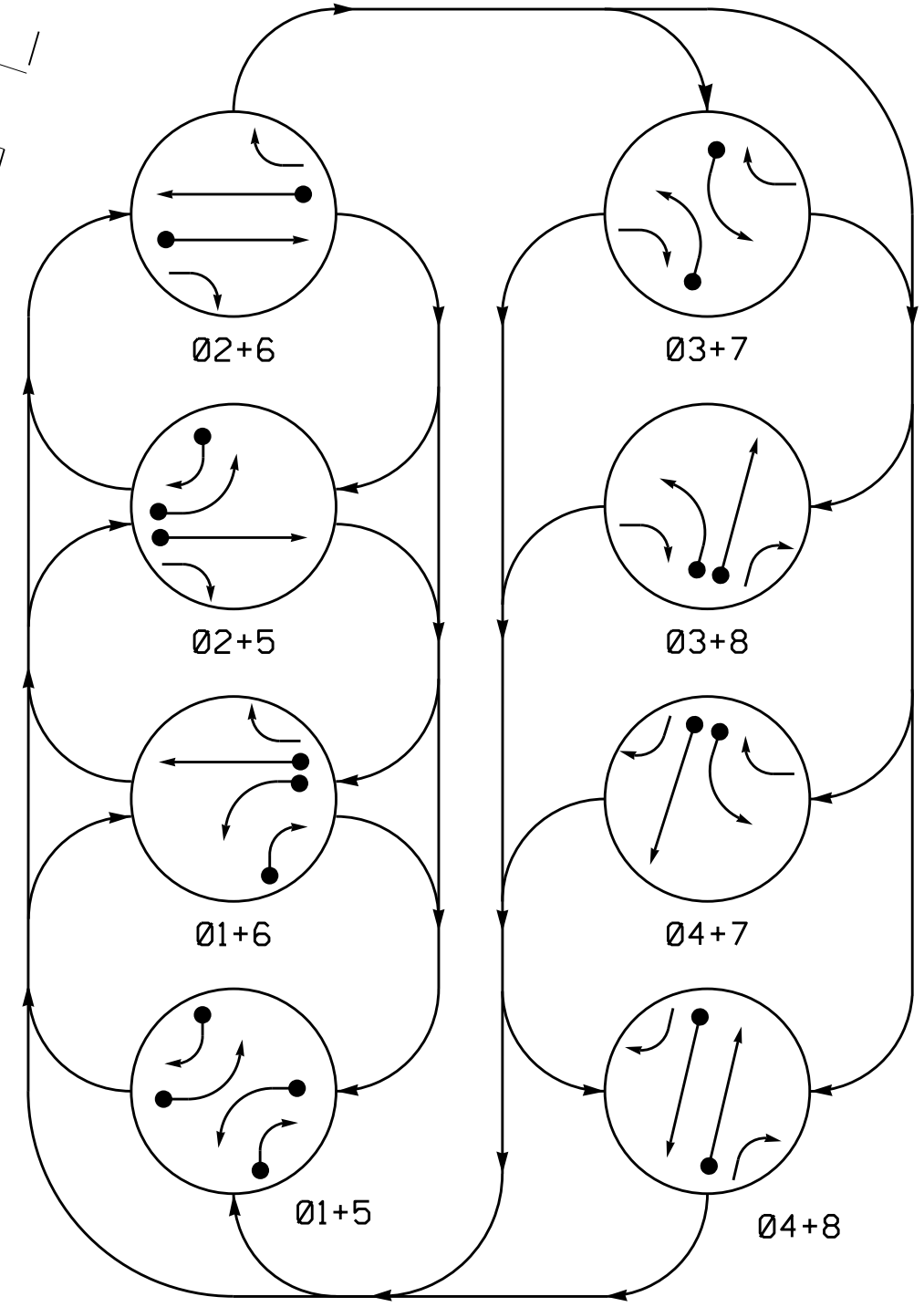
DEFAULT TABLE OF OPERATION

SIGNAL FACE	PHASE								FLASH
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	
11	---	---	F	F	R	R	R	R	Y
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R	R	R	R	Y
31	R	R	R	R	---	---	F	F	R
41	R	R	R	R	R	R	G	G	R
42	R	R	R	R	R	R	G	G	R
51	---	---	F	F	R	R	R	R	Y
61	R	G	R	G	R	R	R	R	Y
62	R	G	R	G	R	R	R	R	Y
71	R	R	R	R	---	---	F	F	R
81	R	R	R	R	R	G	G	R	Y
82	R	R	R	R	R	G	G	R	Y

ALTERNATE TABLE OF OPERATION

SIGNAL FACE	PHASE								FLASH
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	
11	---	---	R	R	R	R	R	R	Y
21	R	R	G	G	R	R	R	R	Y
22	R	R	G	G	R	R	R	R	Y
31	R	R	R	R	---	---	R	R	R
41	R	R	R	R	R	R	G	G	R
42	R	R	R	R	R	R	G	G	R
51	---	---	R	R	R	R	R	R	Y
61	R	G	R	G	R	R	R	R	Y
62	R	G	R	G	R	R	R	R	Y
71	R	R	R	R	---	---	R	R	R
81	R	R	R	R	R	G	G	R	Y
82	R	R	R	R	R	G	G	R	Y

ALTERNATE PHASING DIAGRAM



8 Phase Fully Actuated Fayetteville Signal System

NOTES

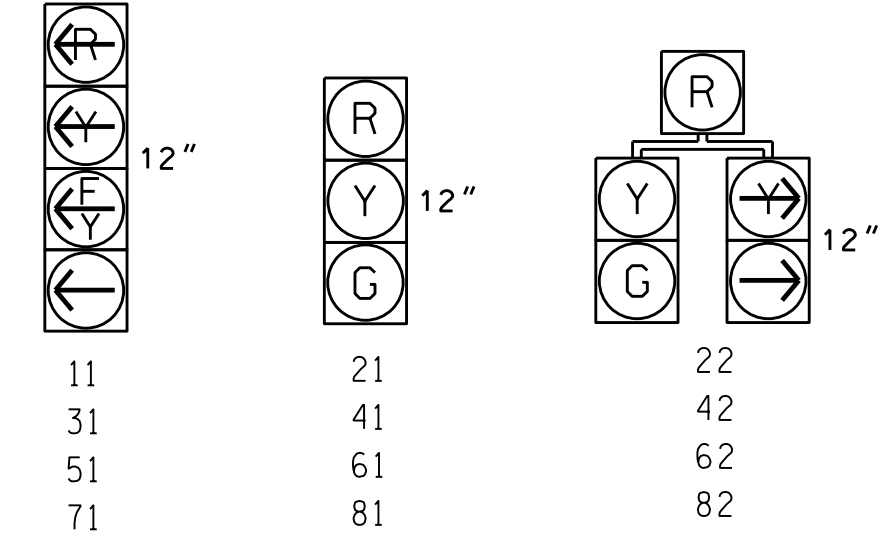
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Pavement markings are existing.
8. The Division Traffic Engineer will determine the hours of use for each phasing plan.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.

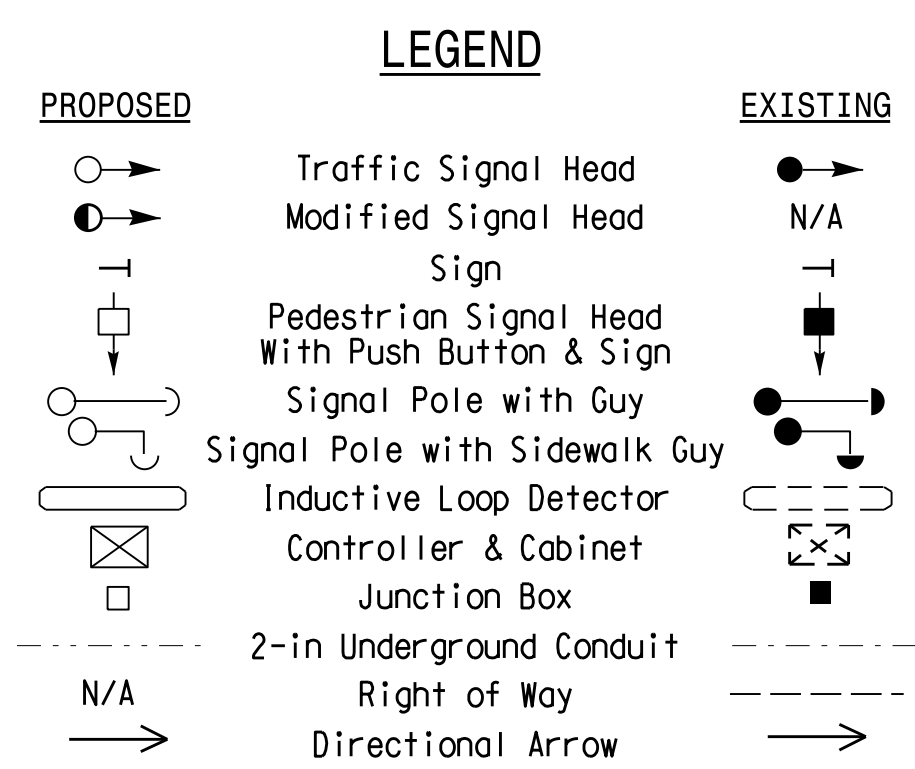


FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green *	7	12	7	7	7	12	7	7
Walk *	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Veh. Extension *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max I *	30	90	15	20	15	90	20	20
Yellow	3.0	4.6	3.0	5.3	3.0	4.6	3.0	5.3
Red Clear	3.3	1.8	1.9	1.0	3.4	1.8	2.6	1.0
Actuations B4 Add *	-	0	-	-	-	0	-	-
Seconds /Actuation *	-	2.5	-	-	-	2.5	-	-
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.

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
1B	6X40	0	2-4-2	-	6**	Yes	-	3	G	-	X
2A	6X6	300	5	-	2	Yes	-	-	N	-	X
3A	6X40	0	2-4-2	-	3	Yes	-	15*	S	-	X
4A	6X6	420	6	-	4	No	3.5	-	S	-	X
4B	6X40	0	2-4-2	-	4	Yes	-	-	S	-	X
5A	6X40	0	2-4-2	-	5	Yes	-	15*	S	-	X
5B	6X40	0	2-4-2	-	2**	Yes	-	3	G	-	X
6A	6X6	300	5	-	6	Yes	-	-	N	-	X
7A	6X40	0	2-4-2	-	7	Yes	-	15*	S	-	X
8A	6X6	420	6	-	4**	Yes	-	3	S	-	X
8B	6X40	0	2-4-2	-	8	Yes	-	-	S	-	X

* Reduce Delay to 3 seconds during Alternate Phasing Operation.
 ** Disable Phase 2 & 6 and 4 & 8 Call for Loops 1A, 3A, 5A, and 7A during Alternate Phasing Operation.



Signal Upgrade

Prepared In the Offices of:
 TRANSPORTATION MOBILITY AND SAFETY DIVISION
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 Signal Design Section
 750 N. Greenfield Pkwy, Garner, NC 27529

SR 1102 (Gillis Hill Road) at SR 1112 (Stoney Point Road)

Division 6 Cumberland County Fayetteville
 PLAN DATE: June 2016 REVIEWED BY: JPG, PE
 PREPARED BY: EM Minshew REVIEWED BY:

REVISIONS INIT. DATE

SCALE 0 40
 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 029904
 JASON P. GALLOWAY
 ENGINEER
 10/11/2016
 DATE
 SIG. INVENTORY NO. 06-1131

14-0075-2016-10-28
 S:\111250\111250\SIG\111250_Sig\Signal\Signal Design\Section\Eastern Region\011-06\U-5742 Fayetteville ASC\3\606-1131\061131_sfa.dsn_2016mmds.dgn
 7:reference