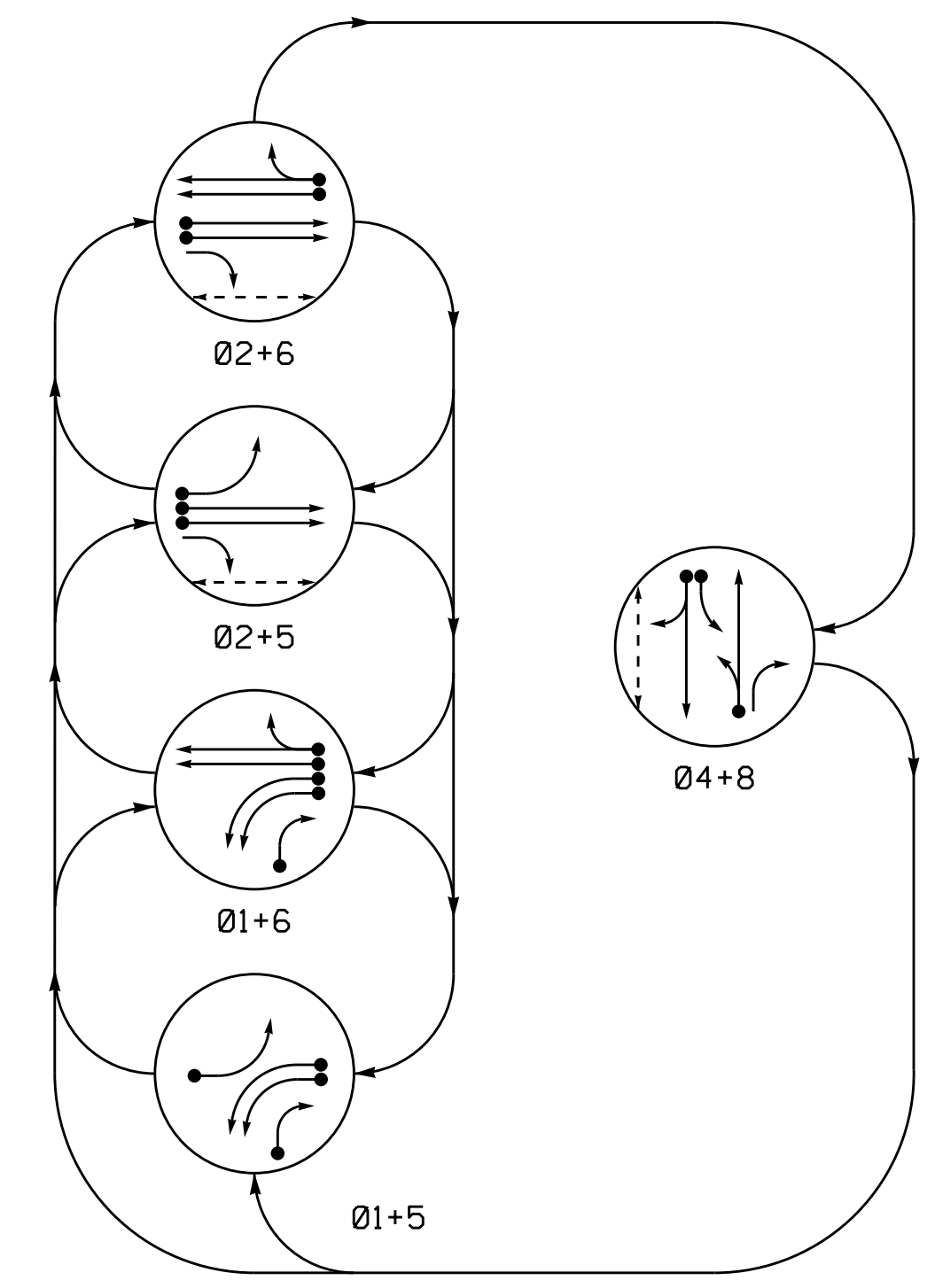


5 Phase Fully Actuated Fayetteville Signal System

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

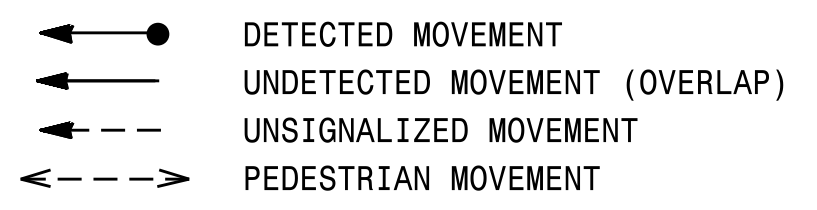
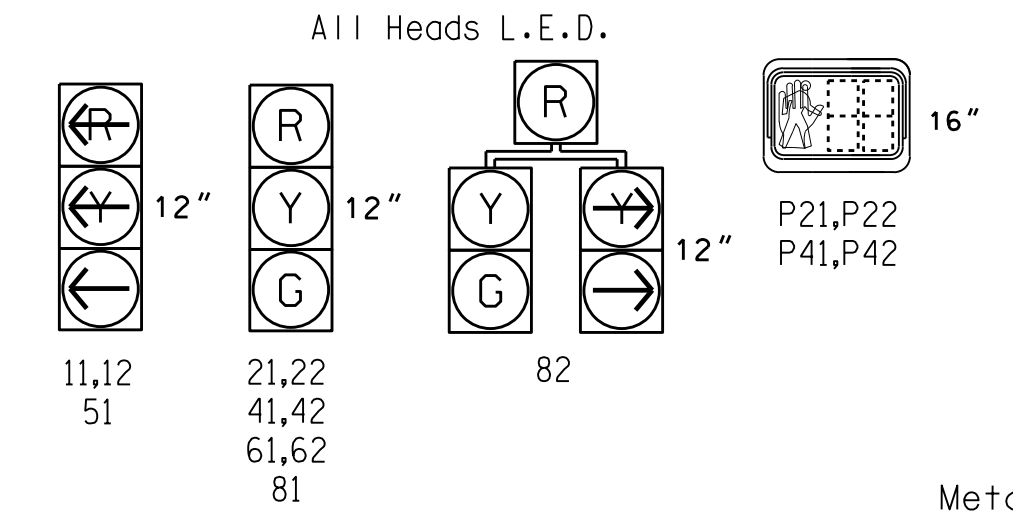


TABLE OF OPERATION

SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04+8	
11, 12	—	—	—	—	—	—
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	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

SIGNAL FACE I.D.



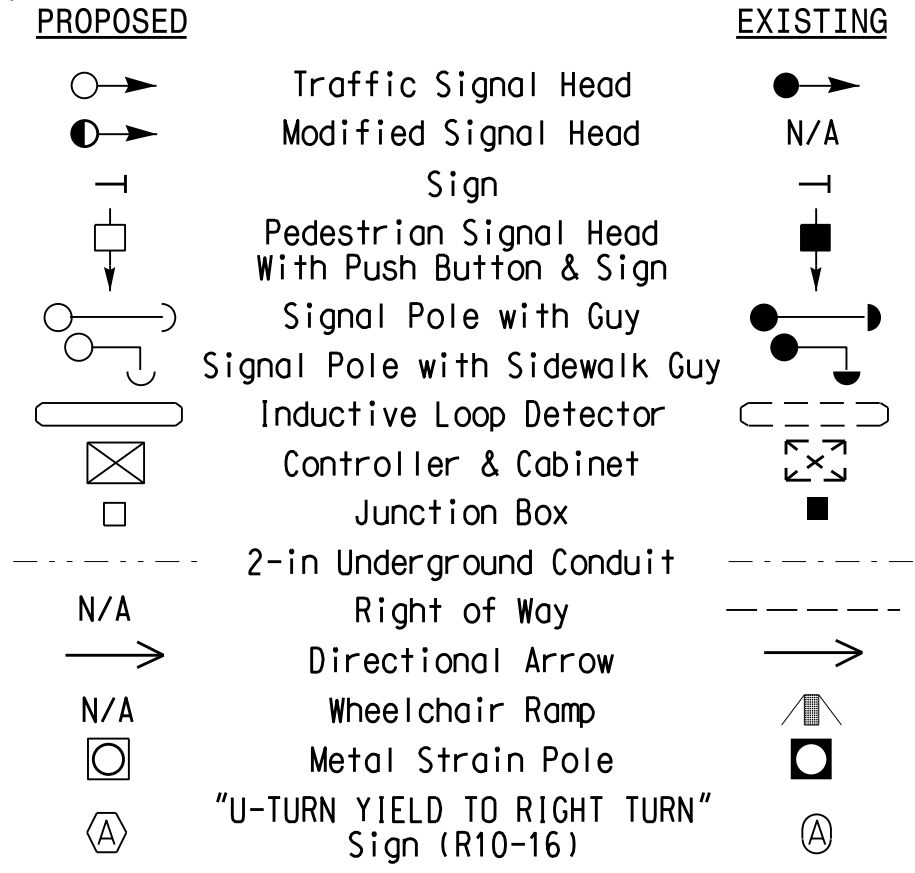
ASC/3 DETECTOR INSTALLATION CHART

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	-	-	S	-	X
1B	6X40	0	2-4-2	-	1	Yes	-	-	S	-	X
1C	6X40	0	2-4-2	-	1	Yes	-	15	S	-	X
2A/S2A	6X6	300	5	-	2	Yes	-	-	N	X	X
2B/S2B	6X6	300	5	-	2	Yes	-	-	N	X	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	-	-	S	-	X
6A/S6A	6X6	300	5	-	6	Yes	-	-	N	X	X
6B/S6B	6X6	300	5	-	6	Yes	-	-	N	X	X
8A	6X40	0	2-4-2	-	8	Yes	-	3	S	-	X

NOTES

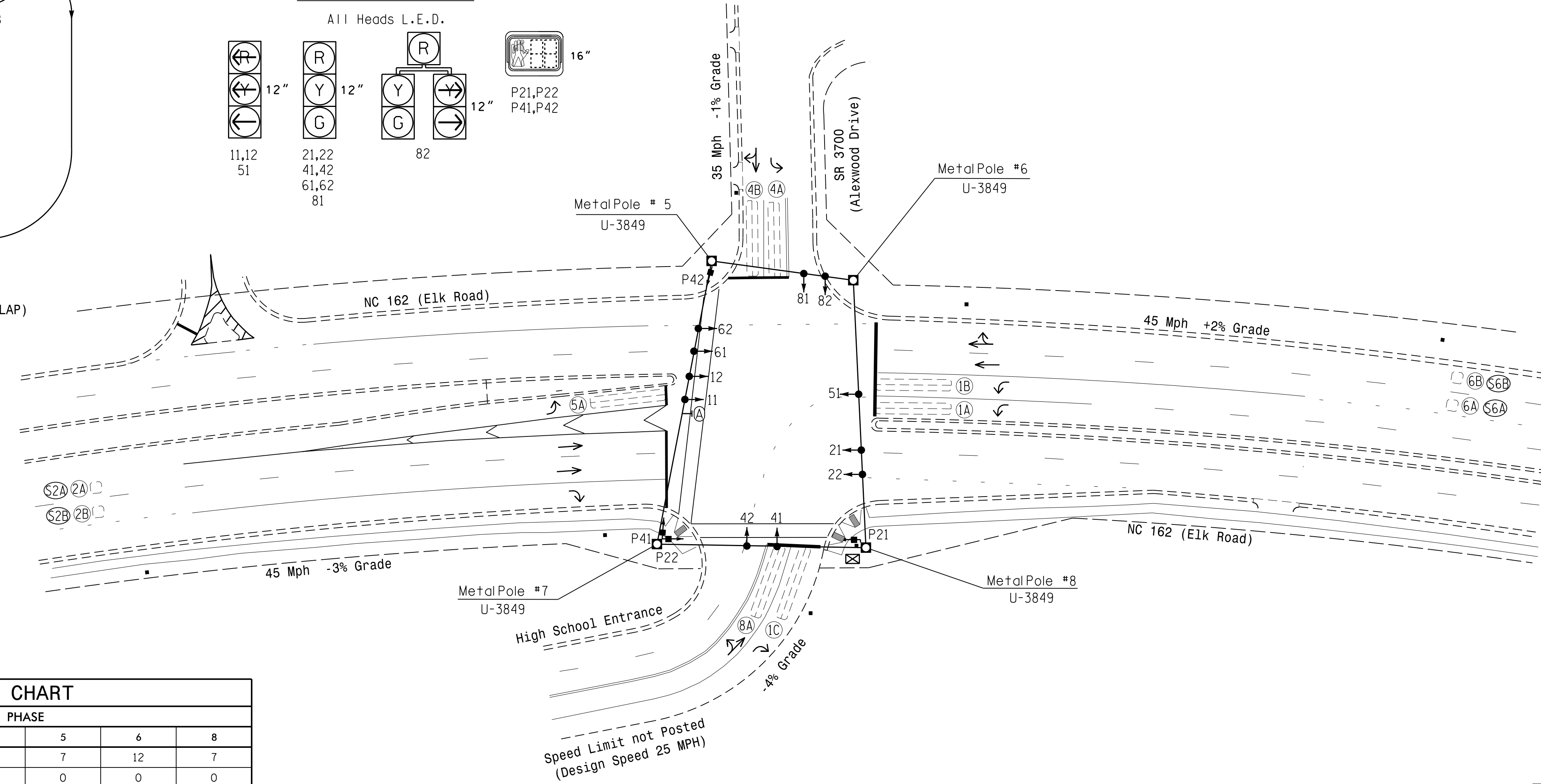
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Set all detector units 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.

LEGEND



FEATURE	PHASE					
	1	2	4	5	6	8
Min Green *	7	12	7	7	12	7
Walk *	0	7	7	0	0	0
Ped Clear	0	19	33	0	0	0
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max I *	20	90	25	20	90	25
Yellow	3.0	4.8	3.9	3.0	4.8	3.4
Red Clear	3.3	1.4	3.2	2.9	1.4	3.2
Actuations B4 Add *	-	0	-	-	0	-
Seconds / Actuation *	-	1.5	-	-	1.5	-
Max Initial *	-	34	-	-	34	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	45	-	-	45	-
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.



Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

Transparency, Mobility and Safety Solutions
 DIVISION OF TRANSPORTATION
 SIGNAL DESIGN SECTION

NC 162 (Elk Road) at SR 3700 (Alexwood Drive) / High School Entrance

Division 6 Cumberland County Hope Mills

PLAN DATE: June 2016 PREPARED BY: Jeff Spence REVIEWED BY: JPG

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40 1"=40'

REVISIONS

INIT. DATE

Documented by: Jason P. Gallaway 6/21/2016

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029904 P. GALLAWAY

SIG. INVENTORY NO. 06-1287

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

24:00:00 2016 06:17
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