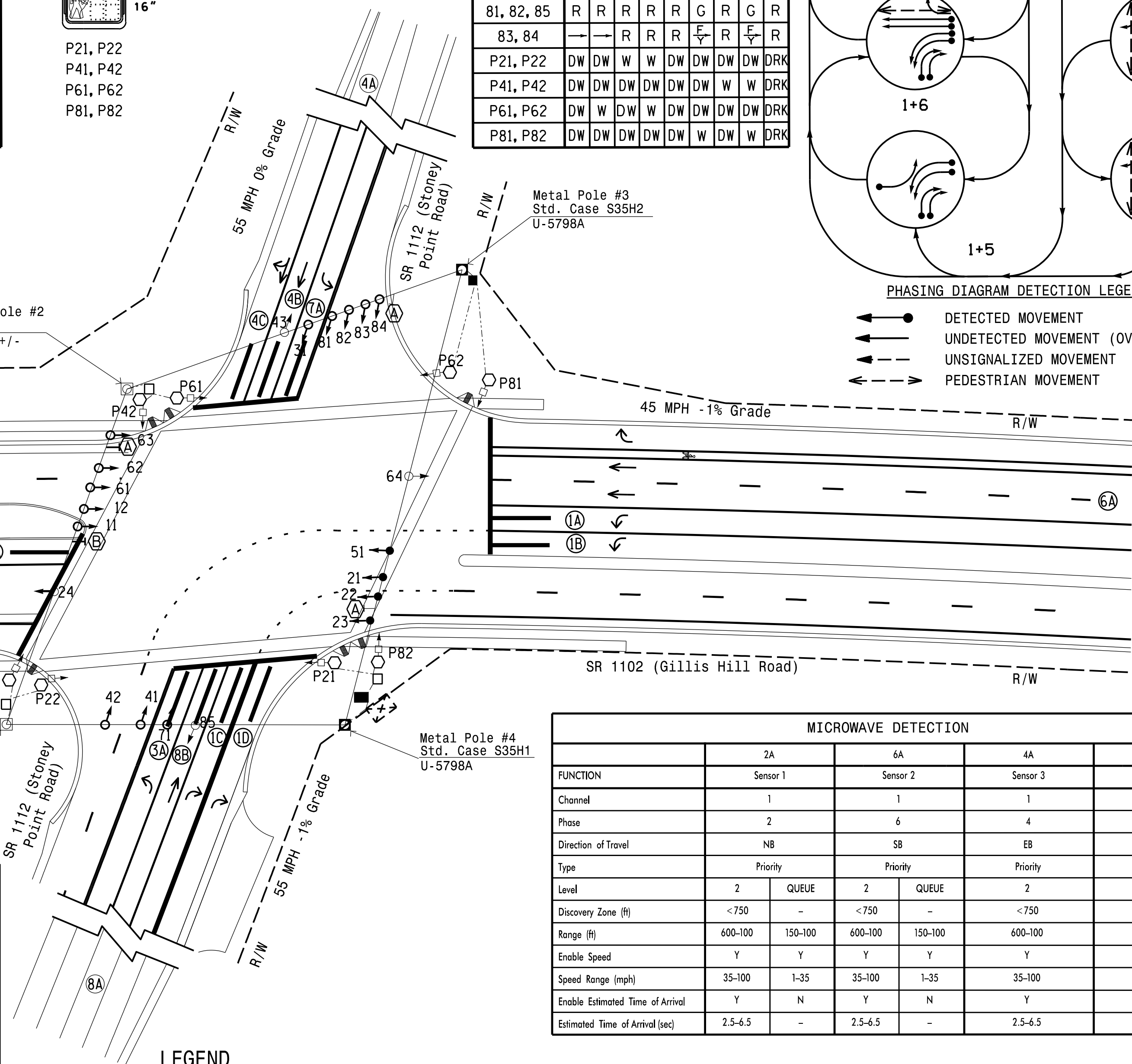


- ## 8 Phase
- ### Fully Actuated
- ### Fayetteville Signal System
- ### NOTES
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
 3. Phase 1 and/or phase 5 may be lagged.
 4. Phase 3 and/or phase 7 may be lagged.
 5. Reposition existing signal heads numbered 21, 22, 23, and 51.
 6. Set all detector units to presence mode.
 7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
 8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
 9. To provide a leading pedestrian interval on phase 2, program FYA head 23 to delay 7 seconds after the start of phase 2 walk interval. See Electrical Details for programming.
 10. To provide a leading pedestrian interval on phase 6, program FYA head 63 to delay 7 seconds after the start of phase 6 walk interval. See Electrical Details for programming.
 11. To provide a leading pedestrian interval on phase 8, program FYA heads 71, 83, and 84 to delay 7 seconds after the start of phase 8 walk interval. See Electrical Details for programming.
 12. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
 13. The Division Traffic Engineer will determine the hours of use for each phasing plan.
 14. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

MAXTIME DETECTOR INSTALLATION CHART												
DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	6X40	0	*	*	1	-	-	X	-	X	-	*
1B	6X40	0	*	*	1	-	-	X	-	X	-	*
1C	6X40	0	*	*	1	15	-	X	-	X	-	*
1D	6X40	0	*	*	1	15 ⁺	-	X	-	X	-	*
3A	6X40	0	*	*	3	15 ⁺	-	X	-	X	-	*
					8 ^Q	3	-	X	-	X	-	*
4B	6X40	0	*	*	4	-	-	X	-	X	-	*
4C	6X40	0	*	*	5	15	-	X	-	X	-	*
5A	6X40	0	*	*	5	-	-	X	-	X	-	*
					7	15 ⁺	-	X	-	X	-	*
7A	6X40	0	*	*	4 ^Q	3	-	X	-	X	-	*
8B	6X40	0	*	*	8	-	-	X	-	X	-	*

* These values may be field adjusted. Do not adjust Min Green and Passage times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



MICROWAVE DETECTION						
	2A		6A		4A	8A
FUNCTION	Sensor 1		Sensor 2		Sensor 3	Sensor 4
Channel	1		1		1	1
Phase	2		6		4	8
Direction of Travel	NB		SB		EB	WB
Type	Priority		Priority		Priority	Priority
Level	2	QUEUE	2	QUEUE		2
Discovery Zone (ft)	< 750	—	<750	—	<750	<750
Range (ft)	600–100	150–100	600–100	150–100	600–100	600–100
Enable Speed	Y	Y	Y	Y	Y	Y
Speed Range (mph)	35–100	1–35	35–100	1–35	35–100	35–100
Enable Estimated Time of Arrival	Y	N	Y	N	Y	Y
Estimated Time of Arrival (sec)	2.5–6.5	—	2.5–6.5	—	2.5–6.5	2.5–6.5

- * Denotes Microwave Detection
- + Reduce delay to 3 seconds during Alternate Phasing Operation
- @ Disable call during Alternate Phasing Operation

Signal Upgrade - Final

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

Division 6 Cumberland County Fayetteville

PLAN DATE: June 2025	REVIEWED BY: S.G. Haynie
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PREPARED BY: G. M. Moreau	REVIEWED BY: _____
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REVISIONS	INIT.	DATE
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**DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED**



DocuSigned by:
Steve C. Harris 6/12/2025

Steven G. Haglund 6/12/2023

SIGNATURE	DATE
	02-1-82