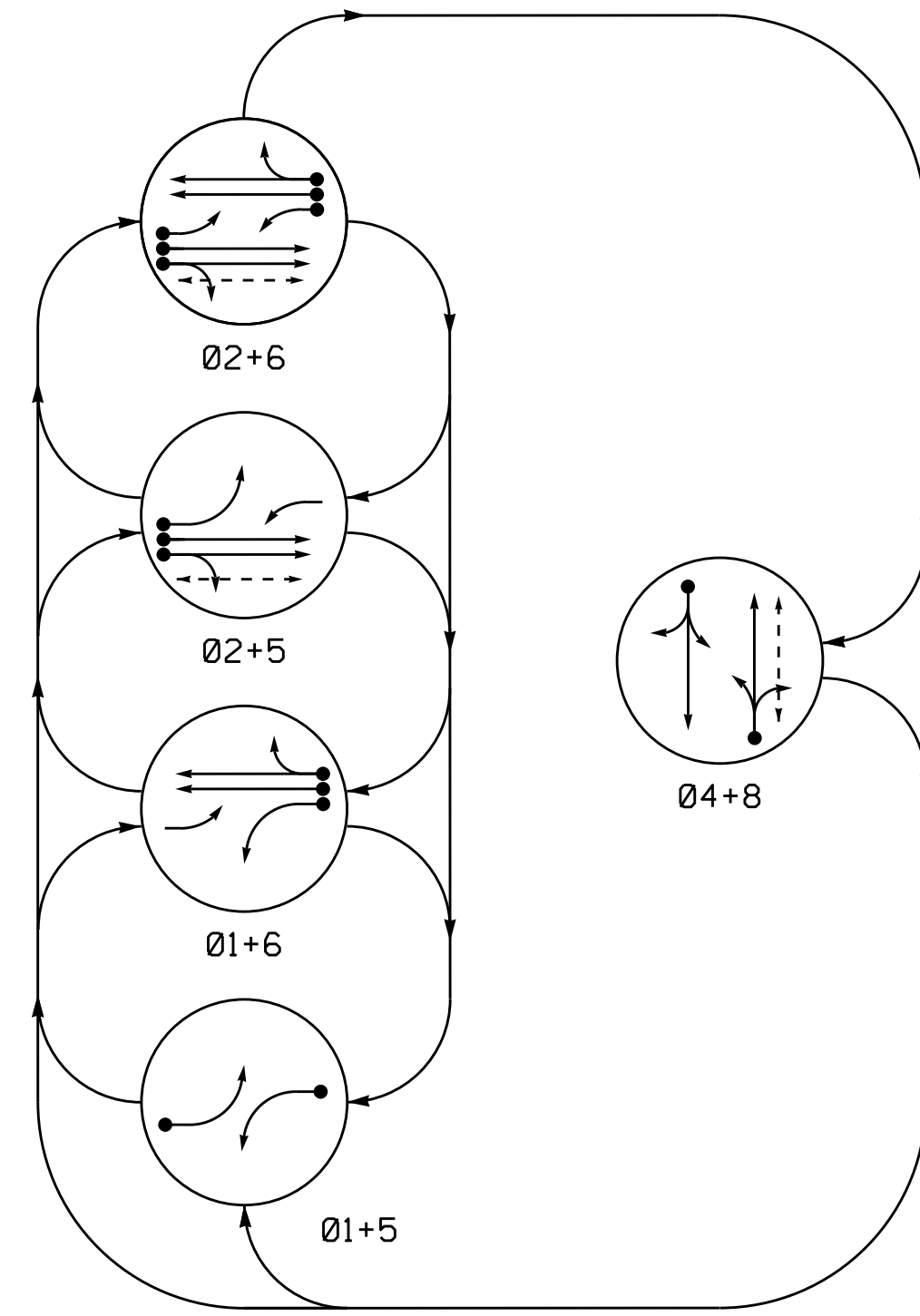
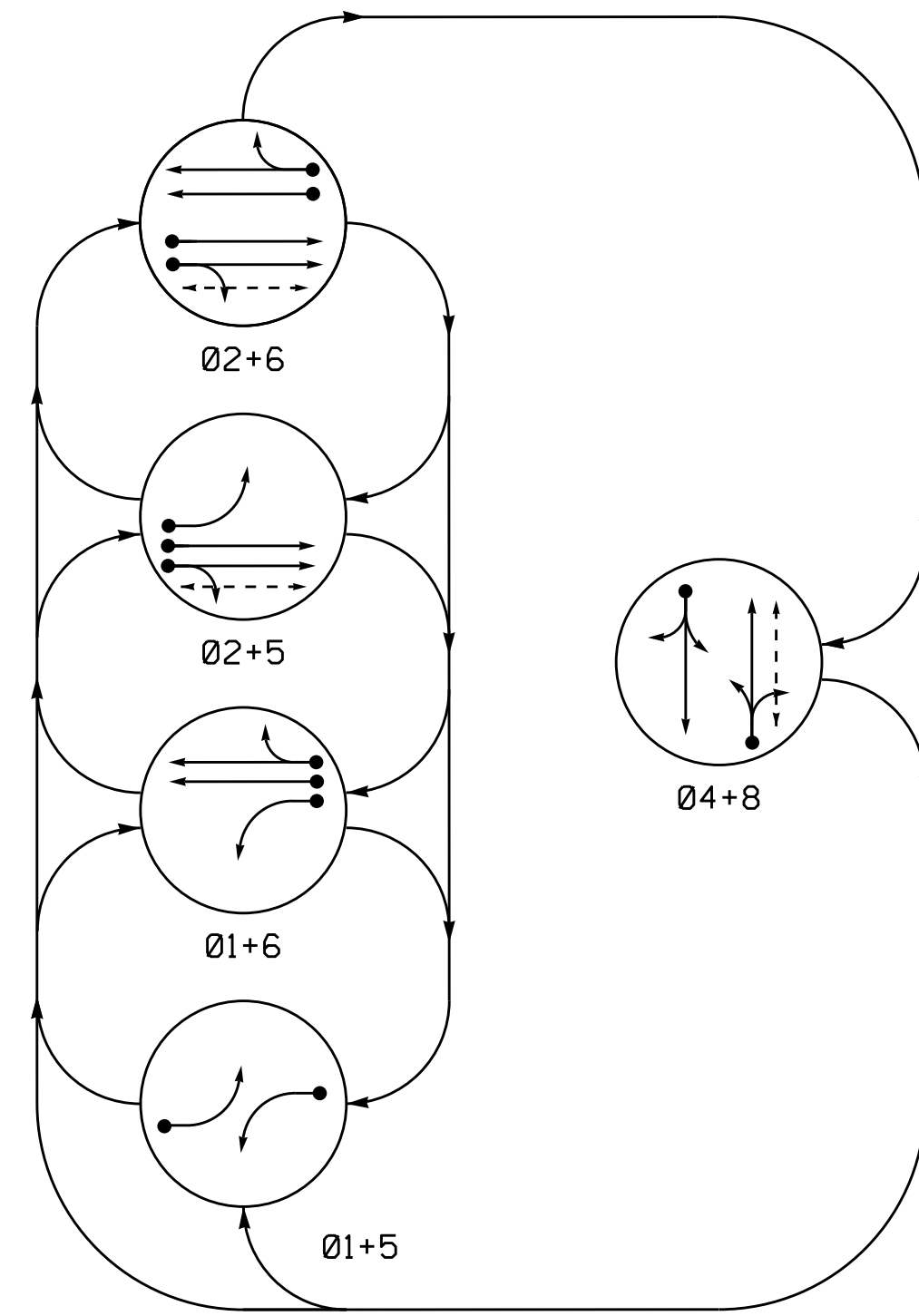


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

DEFAULT TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F L E O B D
11	—	—	—	—	—	—
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
81,82	R	R	R	R	G	R
P21,P22	DW	DW	W	W	DW	DRK
P81,P82	DW	DW	DW	DW	W	DRK

ALTERNATE PHASING TABLE OF OPERATION

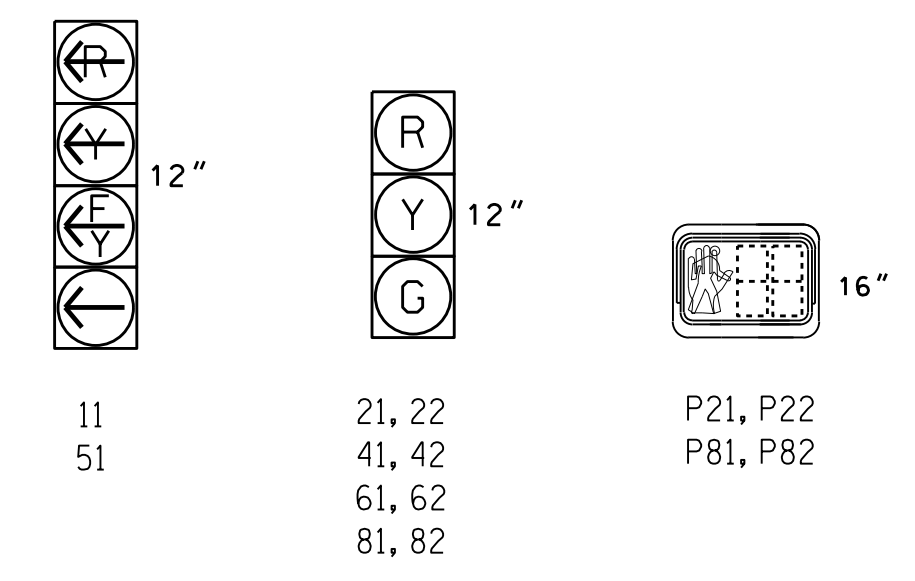
SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F L E O B D
11	—	—	—	—	—	—
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	—	—	—	—	—	—
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R
P21,P22	DW	DW	W	W	DW	DRK
P81,P82	DW	DW	DW	DW	W	DRK

ASC/3 DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	EXTEND TIME	DELAY TIME	TYPE		
1A	6X40	0	2-4-2	-	1	-	*30	S	-	Y
					6**	-	3	G	-	Y
2A	6X6	300	5	-	2	-	-	N	-	Y
2B	6X6	300	5	-	2	-	-	N	-	Y
4A	6X40	0	2-4-2	-	4	-	10	S	-	Y
5A	6X40	0	2-4-2	-	5	-	*15	S	-	Y
					2**	-	3	G	-	Y
6A	6X6	300	5	-	6	-	-	N	-	Y
6B	6X6	300	5	-	6	-	-	N	-	Y
8A	6X40	0	2-4-2	-	8	-	10	S	-	Y

* Reduce Delay to 3 Seconds During Alternate Phasing Operation.
 ** Disable Phase 2/6 Call For Loops 1A and 5A During Alternate Phasing Operation.

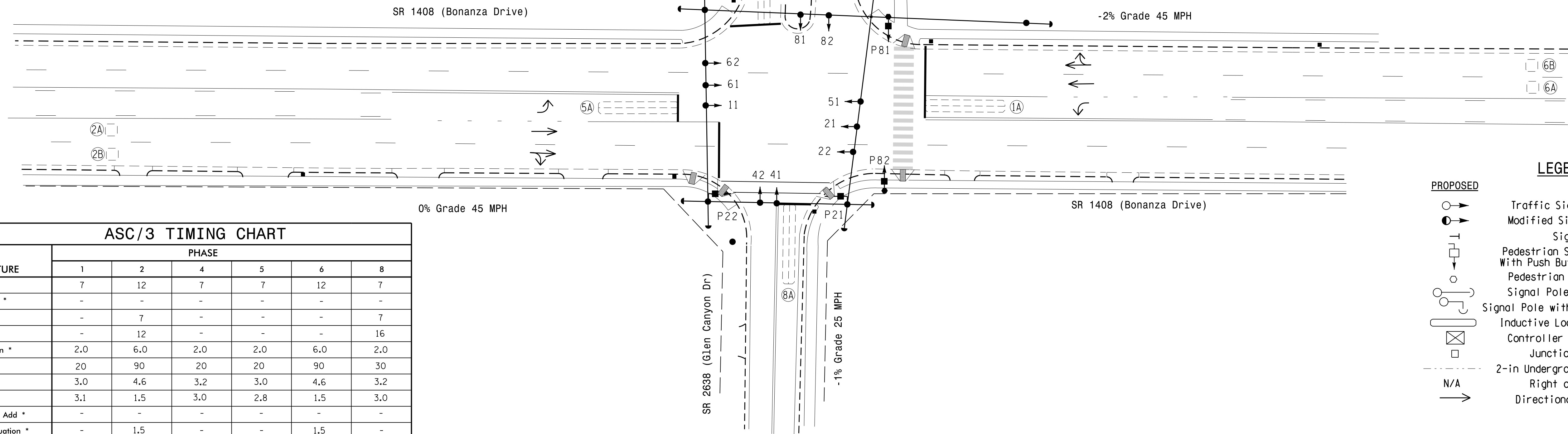
SIGNAL FACE I.D.
All Heads L.E.D.



5 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.
- 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.
- The Division Traffic Engineer will determine the hours of operation for each phasing plan.
- 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	4	5	6	8
Min Green *	7	12	7	7	12	7
Delay Green *	-	-	-	-	-	-
Walk *	-	7	-	-	-	7
Ped Clear	-	12	-	-	-	16
Veh. Extension *	2.0	6.0	2.0	2.0	6.0	2.0
Max I *	20	90	20	20	90	30
Yellow	3.0	4.6	3.2	3.0	4.6	3.2
Red Clear	3.1	1.5	3.0	2.8	1.5	3.0
Actuations B4 Add *	-	-	-	-	-	-
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.

LEGEND

PROPOSED	EXISTING
○→ Traffic Signal Head	●→ N/A
○→ Modified Signal Head	○→ N/A
○→ Pedestrian Signal Head With Push Button & Sign	○→ N/A
○→ Pedestrian Pedestal	○→ N/A
○→ Signal Pole with Guy	○→ N/A
○→ Signal Pole with Sidewalk Guy	○→ N/A
○→ Inductive Loop Detector	○→ N/A
□→ Controller & Cabinet	□→ N/A
□→ Junction Box	□→ N/A
□→ 2-in Underground Conduit	□→ N/A
→ Right of Way	→ N/A
→ Directional Arrow	→ N/A

Signal Upgrade

Prepared In the Offices of:

 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.
 SIGNAL DESIGN SECTION

SR 1408 (Bonanza Drive) at SR 2638 (Glen Canyon Dr) / Westover Community School
 Division 6 Cumberland County Fayetteville

PLAN DATE: October 2015 REVIEWED BY: JPG, PE
 PREPARED BY: EM Minshew REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 30
1"=30'

REVISIONS: INIT. DATE

SEAL
 JASON P. GALLOWAY
 PROFESSIONAL ENGINEER
 No. 029904
 7/7/2016
 DATE

SIG. INVENTORY NO. 06-0922

07-JUL-2016 14:35
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