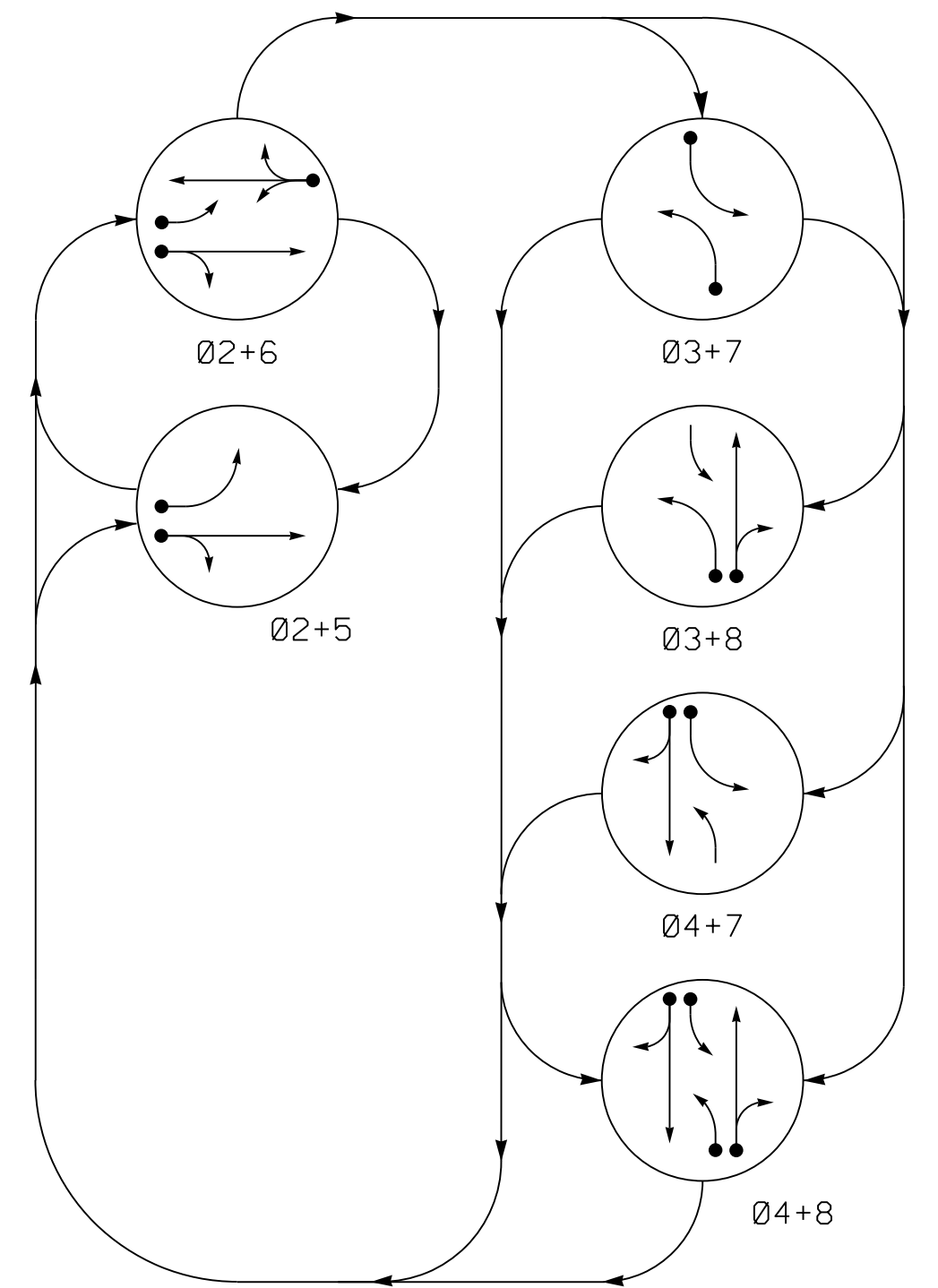


PHASING DIAGRAM

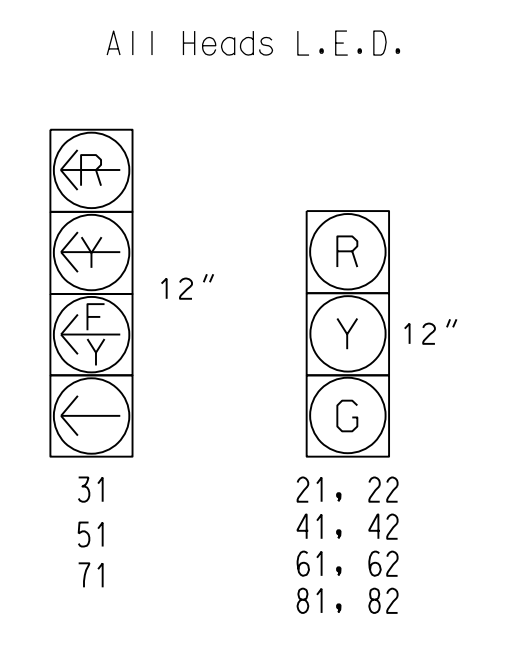


PHASING DIAGRAM DETECTION LEGEND

- ◀●▶ DETECTED MOVEMENT
- ◀◊▶ UNDETECTED MOVEMENT (OVERLAP)
- ◀---▶ UNSIGNALIZED MOVEMENT
- ◀- - -▶ PEDESTRIAN MOVEMENT

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

SIGNAL FACE I.D.



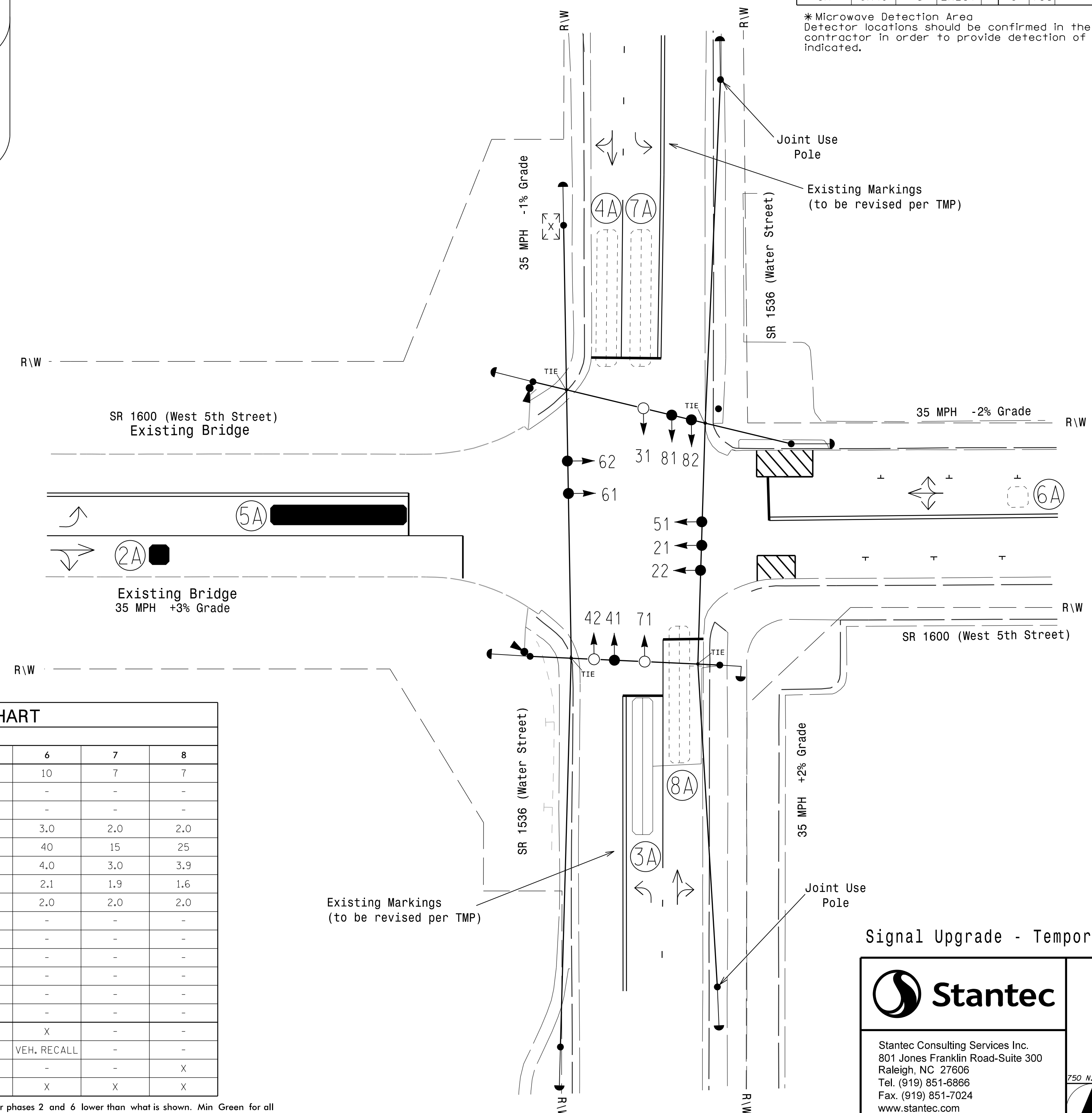
ASC/3 DETECTOR INSTALLATION CHART											
DETECTOR					PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP	NEW CARD
2A	*	70	*	-	2	Yes	-	-	N	-	-
3A	6x40	0	2-4-2	X	3	Yes	-	★15	N	-	X
4A	6x40	+5	EXIST	-	4	Yes	-	10	N	-	-
5A	*	0	*	-	5	Yes	-	15	N	-	-
6A	6x6	70	EXIST	-	6	Yes	-	-	N	-	-
7A	6x40	+5	EXIST	*	7	Yes	-	★15	N	-	X
8A	6x40	+5	EXIST	-	8	Yes	-	10	N	-	-

* Microwave Detection Area
Detector locations should be confirmed in the field by the contractor in order to provide detection of the areas indicated.

6 Phase Fully Actuated System D06-24_Lumberton

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 3 and/or phase 7 may be lagged.
- Enable Backup Protect for phase 2 to allow the controller to clear from phase 2+6 to phase 2+5 by progressing through an all red display.
- Set all detector units to presence mode.
- This intersection has existing microwave detection. Adjust detectors and detector zones according to manufacturer's instructions to achieve the desired detection.
- 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							
	2	3	4	5	6	7	8	
Min Green *	10	7	7	7	10	7	7	
Walk *	-	-	-	-	-	-	-	
Ped Clear	-	-	-	-	-	-	-	
Veh. Extension *	3.0	2.0	2.0	2.0	3.0	2.0	2.0	
Max I *	40	25	15	25	40	15	25	
Yellow	4.0	3.0	3.9	3.0	4.0	3.0	3.9	
Red Clear	2.1	2.3	1.6	2.8	2.1	1.9	1.6	
Red Revert	5.0	2.0	2.0	2.0	2.0	2.0	2.0	
Actuations B4 Add *	-	-	-	-	-	-	-	
Seconds / Actuation *	-	-	-	-	-	-	-	
Max Initial *	-	-	-	-	-	-	-	
Time Before Reduction *	-	-	-	-	-	-	-	
Time To Reduce *	-	-	-	-	-	-	-	
Minimum Gap	-	-	-	-	-	-	-	
Locking Detector	X	-	-	-	X	-	-	
Recall Position	VEH, RECALL	-	-	-	VEH, RECALL	-	-	
Dual Entry	-	-	X	-	-	-	X	
Simultaneous Gap	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.

PROPOSED	EXISTING

Signal Upgrade - Temporary Design

Stantec Consulting Services Inc.
801 Jones Franklin Road-Suite 300
Raleigh, NC 27606
Tel. (919) 851-6866
Fax. (919) 851-7024
www.stantec.com
License No. F-0672

Prepared for the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
SIGNAL DESIGN SECTION
750 N. Greenfield Pkwy, Garner, NC 27529

SR 1600 (West 5th Street) at SR 1536 (Water Street)

Division 6 Robeson County Lumberton
PLAN DATE: FEBRUARY 2023 REVIEWED BY: R M Muncey
PREPARED BY: J. Hambricht REVIEWED BY: D Waller

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Regina M. Muncey 2/2/2023
DATE

SIG. INVENTORY NO. 06-0343T

5985A.DWG DATE 02/02/23
 User: r.muncey
 C:\Users\rmuncey\OneDrive\Documents\5985A.dwg
 User: r.muncey