

## PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT  $\leftarrow$  --> PEDESTRIAN MOVEMENT

## TABLE OF OPERATION PHASE SIGNAL FACE $**3^{13}$ 3.4

6I, 62

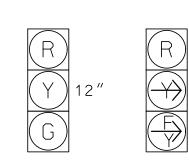
P6I, P62

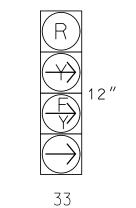
\* \* Bag Green Arrow on Head 33 during this Construction Phase

| W | DW | DRK

## SIGNAL FACE I.D.

All Heads L.E.D.





63



TURNS | S | CALL | DELAY | EXTEND |; SIZE FROM | 6X40 | 0 | \* | \* | 3 | 15 | - | X | - | X

**DETECTOR** 

6X40 0

\* Multi-zone Microwave Detection Zone

MAXTIME DETECTOR INSTALLATION CHART

\* | \* | 3 | 15 |

PROGRAMMING

- | X | - | X |

## 2 Phase Fully Actuated Signal System #D06-17 Lumberton US 301 and SR 1997 (Fayetteville Road) 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. Reposition existing signal heads
- numbered 31, 32, and 33. 4. Set all detector units to
- presence mode. 5. Omit "WALK" and flashing "DON'T
- WALK" with no pedestrian calls. 6. Program pedestrian heads to
- countdown the flashing "Don't Walk" time only. 7. This intersection uses video detection. Install detectors
- according to the manufacturer's instructions to achieve the desired detection. 8. Maximum times shown in timing
- chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- 9. Bag and disconnect existing signal heads numbered 21, 22, 31, 32, and 51.
- 10.Bag and disconnect green arrow on signal head numbered 33.

PROPOSED	<u>LEGEND</u>	EXISTING
$\bigcirc$	Traffic Signal Head	<b></b>
<b>O</b> ->	Modified Signal Head	N/A
	Pedestrian Signal Head With Push Button & Sign	<b>+</b>
$\stackrel{\cdot}{\dashv}$	Sign	$\dashv$
	Metal Strain Pole	
N/A N/A N/A	ignal Pole with Sidewalk Guy Inductive Loop Detector Controller & Cabinet Junction Box 2-in Underground Conduit Right of Way Directional Arrow Type II Signal Pedestal Curb Ramp Guardrail Construction Zone	
~~~ • • •	Portable Barrier Temporary Shoring Microwave Detection Zone Construction Zone Drums Right "TURNING VEHICLES" Id "TO" Pedestrians Sign R10- No Left Turn Sign R3-2	-15R A B

RADAR DETECTION SYSTEM SENSOR 1 –  $\widehat{6A}$ **FUNCTION** 2 6 Direction of Travel WB Detection Zone (ft) 500 -100 Enable Speed Υ 35 – 100 Speed Range (mph) Enable Estimated Time of Arrival Estimated Time of Arrival (sec) 2.5 - 6.5 45 MPH -1% Grade SR 1997 (Fayetteville Road) -----SR 1997 (Fayetteville Road) 45 MPH -1% Grade Disconnect & Bag-(See Note 10) Disconnect & Bag MAXTIME TIMING CHART (See Note 9)

PHASE **FEATURE** 29 Ped Clear \* Min Green 12 2.0 2.0 Passage ' 30 90 3.2 4.6 Yellow Change Red Clear 2.1 2.0 Added Initial \* Maximum Initial \* Time Before Reduction Time To Reduce Minimum Gap Advance Walk Non Lock Detector Vehicle Recall MIN RECALL

Min Green for all other phases should not be lower than 4 seconds.

**Dual Entry** 

\* Signal heads to remain bagged

Signal Upgrade Temporary Design 3 - TMP Phase III, Step 1



1"=40'

SR 1997 (Fayetteville Road) SR 1984 (Linkhaw Road)

Robeson County Lumberton Feb 2025 REVIEWED BY: H.M. Surti 750 N.Greenfleld Pkwy,Garner,NC 27529 PREPARED BY: R.L. Aristondo REVIEWED BY: T.M. Moody REVISIONS INIT. DATE

DOCUMENT NOT CONSIDERED

FINAL UNLESS ALL

SIGNATURES COMPLETED

03/19/202 SIG. INVENTORY NO. 06-0537

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