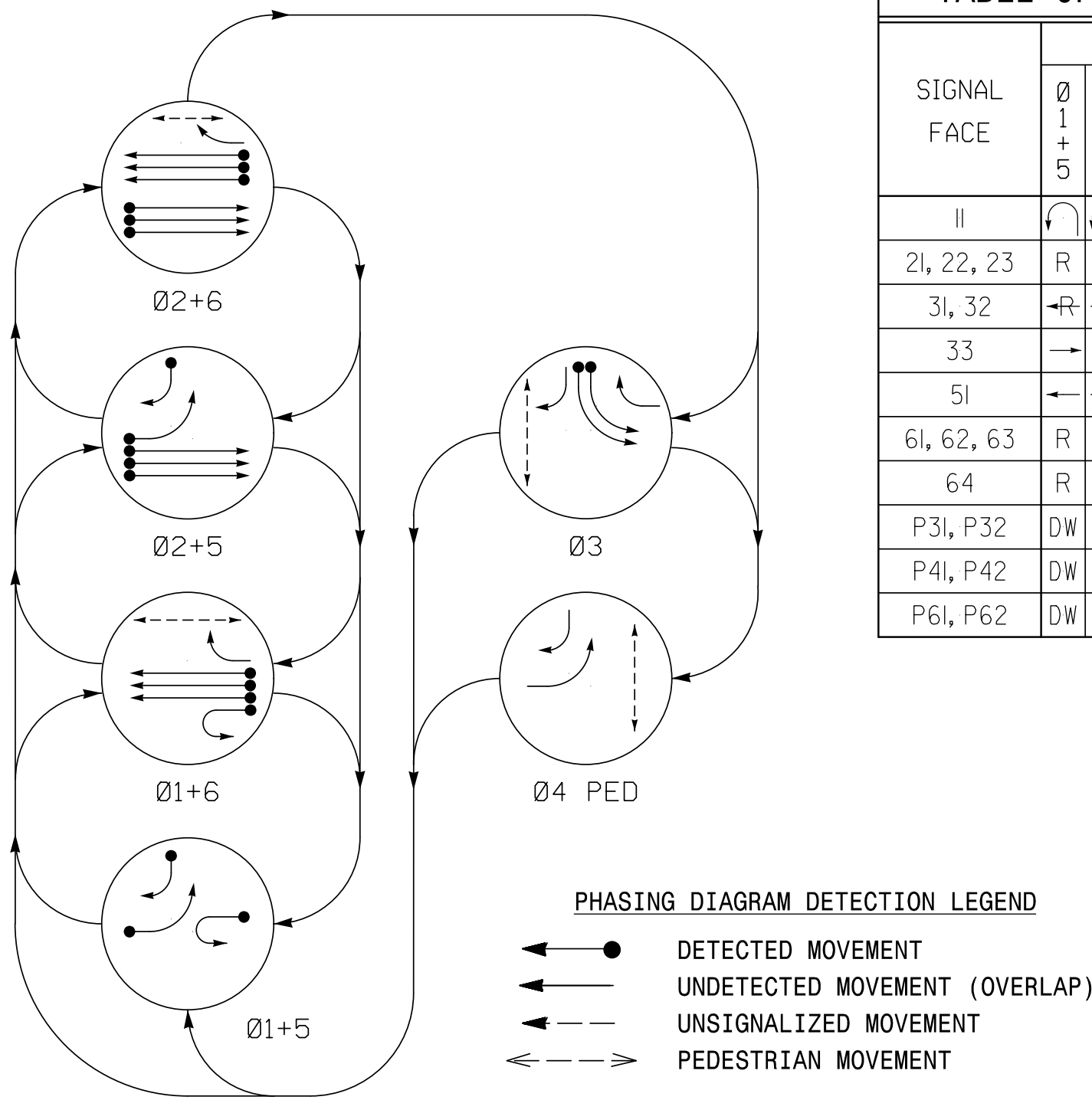


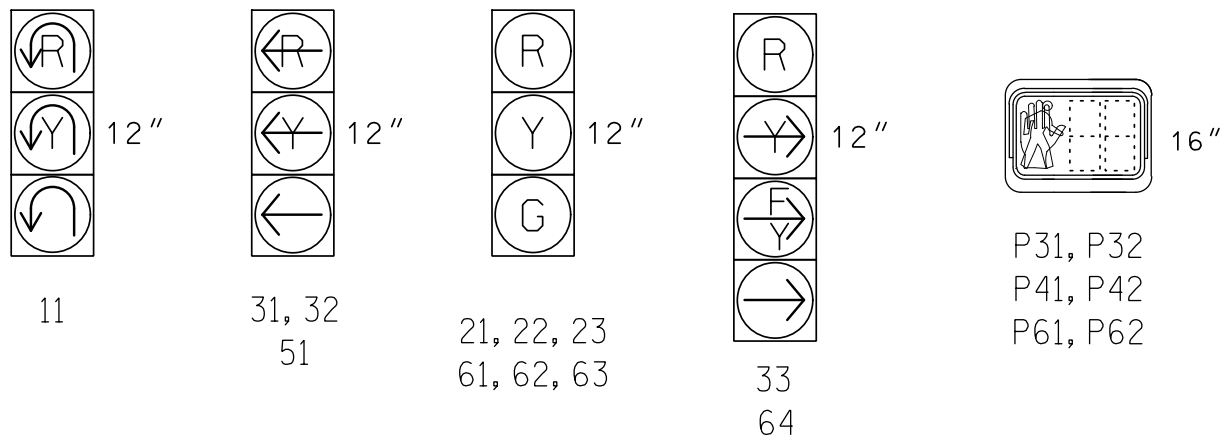
PHASING DIAGRAM



SIGNAL FACE	PHASE						
	Ø 1 + 5	Ø 1 + 6	Ø 2 + 5	Ø 2 + 6	Ø 3	Ø 4 PED	FLASH
II	R	R	G	G	R	R	R
21, 22, 23	R	R	G	G	R	R	R
31, 32	R	R	R	R	R	R	R
33	R	R	R	R	R	R	R
51	R	R	R	R	R	R	R
61, 62, 63	R	G	R	G	R	R	R
64	R	R	R	R	R	R	R
P31, P32	DW	DW	DW	DW	W	DW	DRK
P41, P42	DW	DW	DW	DW	DW	W	DRK
P61, P62	DW	W	DW	W	DW	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR						PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	URNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	6X40	0	*	*	1	-	-	X	-	X	-
3A	6X40	0	*	*	3	3	-	X	-	X	-
3B	6X40	0	*	*	3	-	-	X	-	X	-
5A	6X40	0	*	*	5	-	-	X	-	X	-
5B	6X40	0	*	*	5	15	-	X	-	X	-

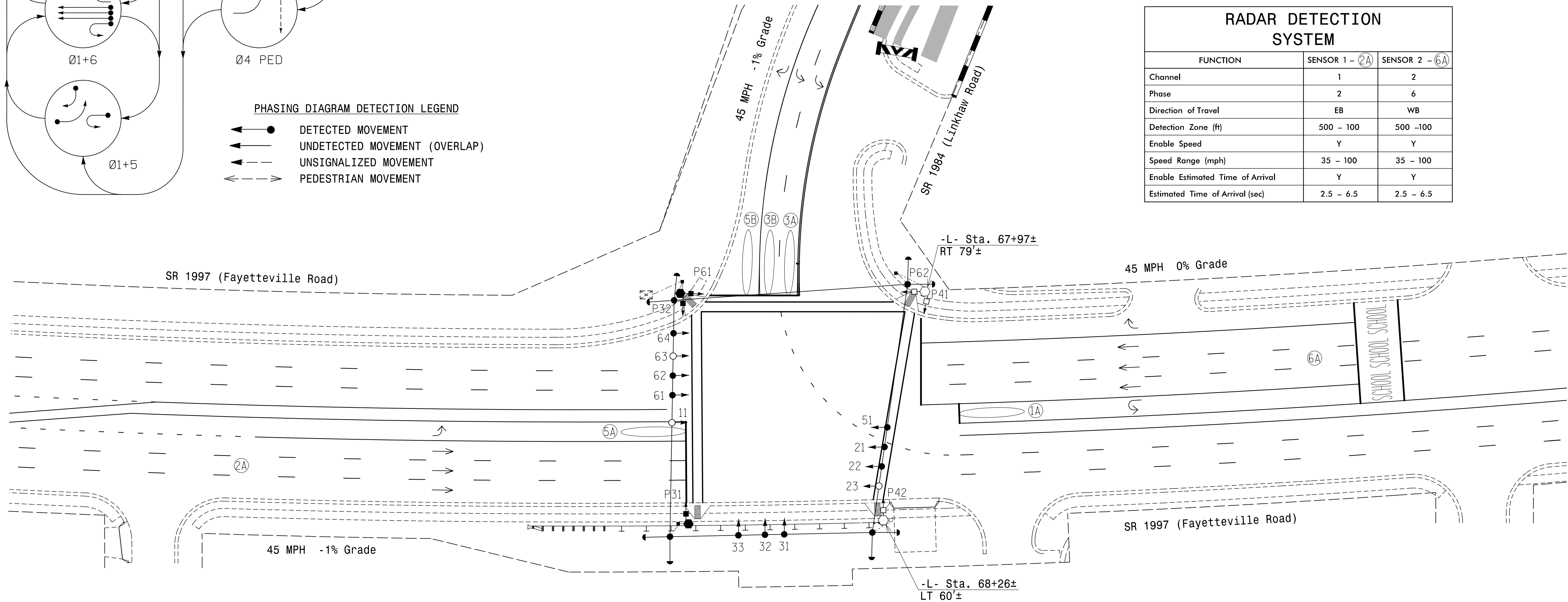
* Multi-zone Microwave Detection Zone

RADAR DETECTION SYSTEM		
FUNCTION	SENSOR 1 - 2A	SENSOR 2 - 6A
Channel	1	2
Phase	2	6
Direction of Travel	EB	WB
Detection Zone (ft)	500 - 100	500 -100
Enable Speed	Y	Y
Speed Range (mph)	35 - 100	35 - 100
Enable Estimated Time of Arrival	Y	Y
Estimated Time of Arrival (sec)	2.5 - 6.5	2.5 - 6.5

6 Phase
Fully Actuated
Signal System #D06-17 Lumberton
US 301 and SR 1997 (Fayetteville Road)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Reposition existing signal heads numbered 21, 22, 31, 32, 33, 51, 61, 62, and 64.
- Signal head 63 was renumbered to 64.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- This intersection uses multi-zone microwave detection. Install detectors according to the 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.
- Remove bags and reconnect pedestrian signal head numbered P61.



MAXTIME TIMING CHART						
FEATURE	PHASE					
	1	2	3	4 (PED)	5	6
Walk *	-	-	14	13	-	14
Ped Clear *	-	-	31	31	-	31
Min Green	7	12	7	7	7	12
Passage *	2.0	2.0	2.0	-	2.0	2.0
Max I *	20	90	30	39	20	90
Yellow Change	3.0	4.6	3.0	3.0	3.0	4.5
Red Clear	3.9	1.9	3.7	1.0	3.3	2.1
Added Initial *	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Advance Walk	-	-	7	6	-	7
Non Lock Detector	X	-	X	X	X	-
Vehicle Recall	-	MIN RECALL	-	-	-	MIN RECALL
Dual Entry	-	-	-	-	-	-

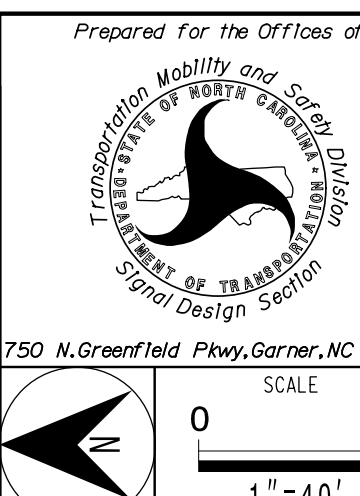
* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

PROPOSED	EXISTING

Signal Upgrade
Temporary Design 5 - TMP Phase IV, Step 2

stv
STV Engineers, Inc.
900 West Trade St., Suite 715
Charlotte, NC 28202
(704) 372-1885
NC License Number F-0991



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

Division 6 Robeson County Lumberton

PLAN DATE: June 2025 REVIEWED BY: H.M. Surti

PREPARED BY: R.L. Aristondo REVIEWED BY: T.M. Woody

REVISIONS INIT. DATE

DATE

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

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Trout Moody
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