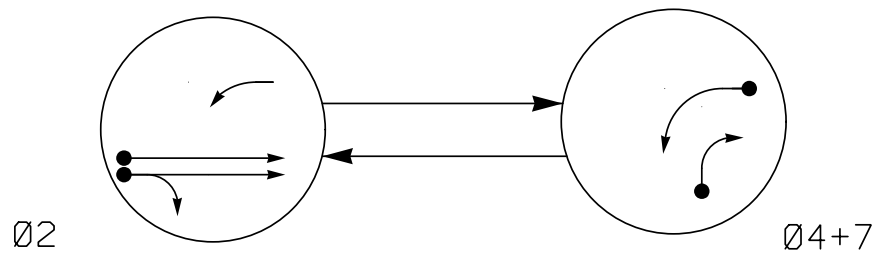
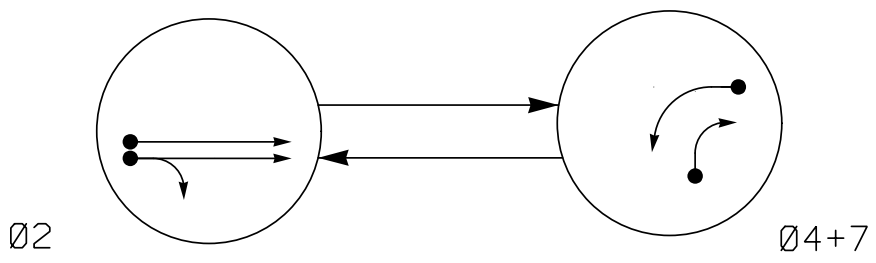


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



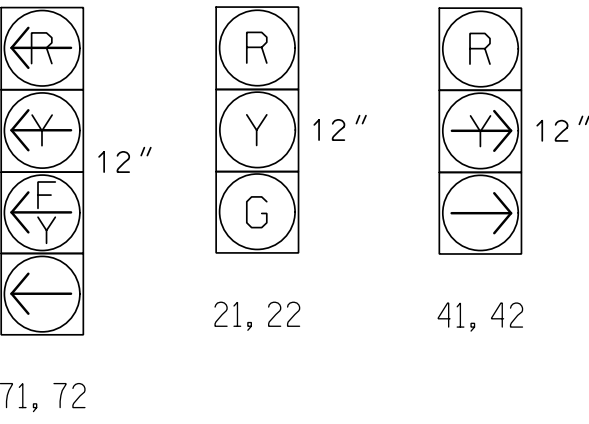
- PHASING DIAGRAM DETECTION LEGEND
- ←● DETECTED MOVEMENT
 - ← UNDETECTED MOVEMENT (OVERLAP)
 - ←— UNSIGNALIZED MOVEMENT
 - ←—→ PEDESTRIAN MOVEMENT

DEFAULT PHASING TABLE OF OPERATION				
SIGNAL FACE	PHASE			
	Ø 2	Ø 4 + 7	FLASH	
2l, 22	G	R	R	
4l, 42	R	→	R	
7l, 72	←	←	←R	

ALTERNATE PHASING TABLE OF OPERATION				
SIGNAL FACE	PHASE			
	Ø 2	Ø 4 + 7	FLASH	
2l, 22	G	R	R	
4l, 42	R	→	R	
7l, 72	←R	←	←R	

SIGNAL FACE I.D.

All Heads L.E.D.



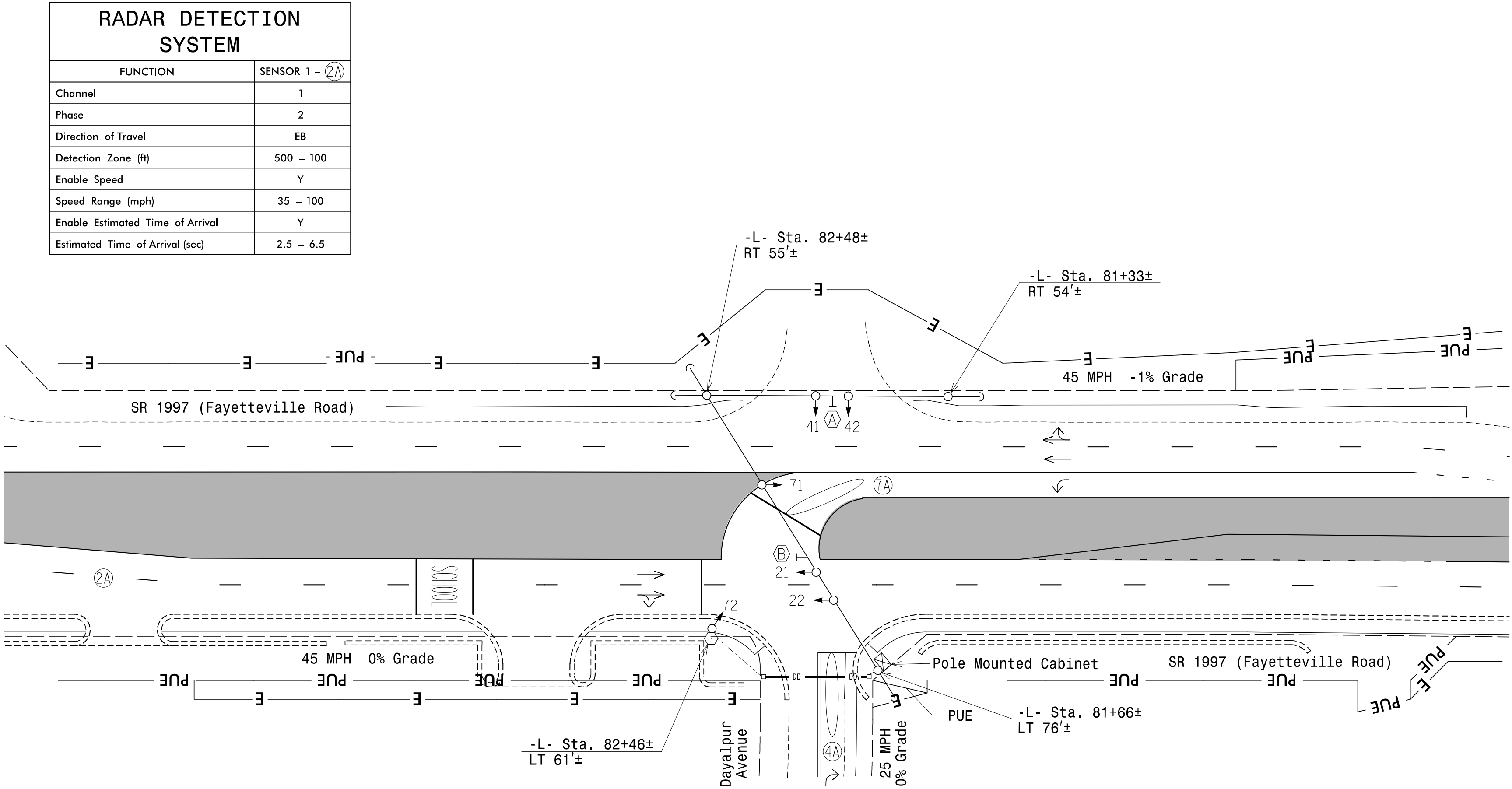
MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR						PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	URNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	NEW CARD
4A	6X40	0	*	*	4	30	-	X	-	X	*
7A	6X40	0	*	*	7	15**	-	X	-	X	*

- * Multi-zone Microwave Detection Zone
- ** Disable Delay During Alternate Phasing Operation

2 Phase
Fully Actuated w/
Alternate Phasing Operation
(Isolated)

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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- The Divison Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



MAXTIME TIMING CHART			
FEATURE	PHASE		
	2	4	7
Walk *	-	-	-
Ped Clear *	-	-	-
Min Green	12	7	7
Passage *	2.0	2.0	2.0
Max 1 *	90	20	20
Yellow Change	4.5	3.0	3.0
Red Clear	1.2	1.9	3.9
Added Initial *	-	-	-
Maximum Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Advance Walk	-	-	-
Non Lock Detector	-	-	X
Vehicle Recall	MIN RECALL	-	-
Dual Entry	-	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	●→
●→ Modified Signal Head	N/A
→ Sign	→
○→ Signal Pole with Guy	●→
○→ Signal Pole with Sidewalk Guy	●→
□ Inductive Loop Detector	□
□ Controller & Cabinet	□
□ Junction Box	□
--- 2-in Underground Conduit	---
--- Directional Drill	N/A
N/A Right of Way	---
→ Directional Arrow	→
○ Type II Signal Pedestal	●
○ Microwave Detection Zone	○
■ Construction Zone	■
— Easement	—
— PUE Permanent Utility Easement	— PUE
(A) "RIGHT TURN ON RED MUST YIELD TO U-TURN" Sign (R10-30)	(A)
(B) No Left Turn Sign (R3-2)	(B)

New Installation
Temporary Design - TMP Phase III, Step 1

stv
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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
SCALE
0 40
1" = 40'

SR 1997 (Fayetteville Road)
Temporary U-Turn North
at Dayalpur Avenue
Division 6 Robeson County Lumberton
PLAN DATE: Feb 2025 REVIEWED BY: H.M. Surti
PREPARED BY: R.L. Aristondo REVIEWED BY: T.M. Woody
REVISIONS INIT. DATE
DocuSigned by: Trent Moody 2/10/2025
DATE
SIC. INVENTORY NO. 06-1389T

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