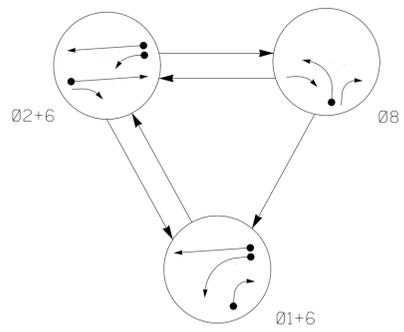
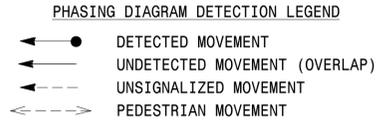
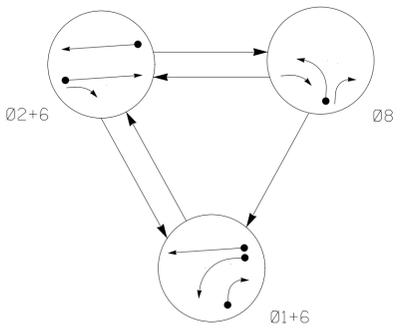


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



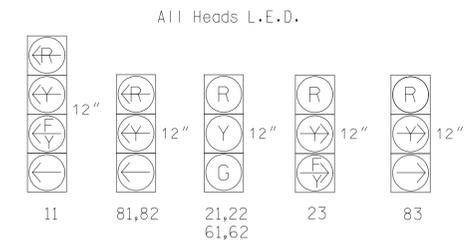
DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1+6	Ø 2+6	Ø 8	Ø 1+6
11	←	←	←	←
21,22	R	G	R	R
23	R	←	←	R
61,62	G	G	R	R
81,82	←	←	←	←
83	→	→	→	→

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1+6	Ø 2+6	Ø 8	Ø 1+6
11	←	←	←	←
21,22	R	G	R	R
23	R	←	←	R
61,62	G	G	R	R
81,82	←	←	←	←
83	→	→	→	→

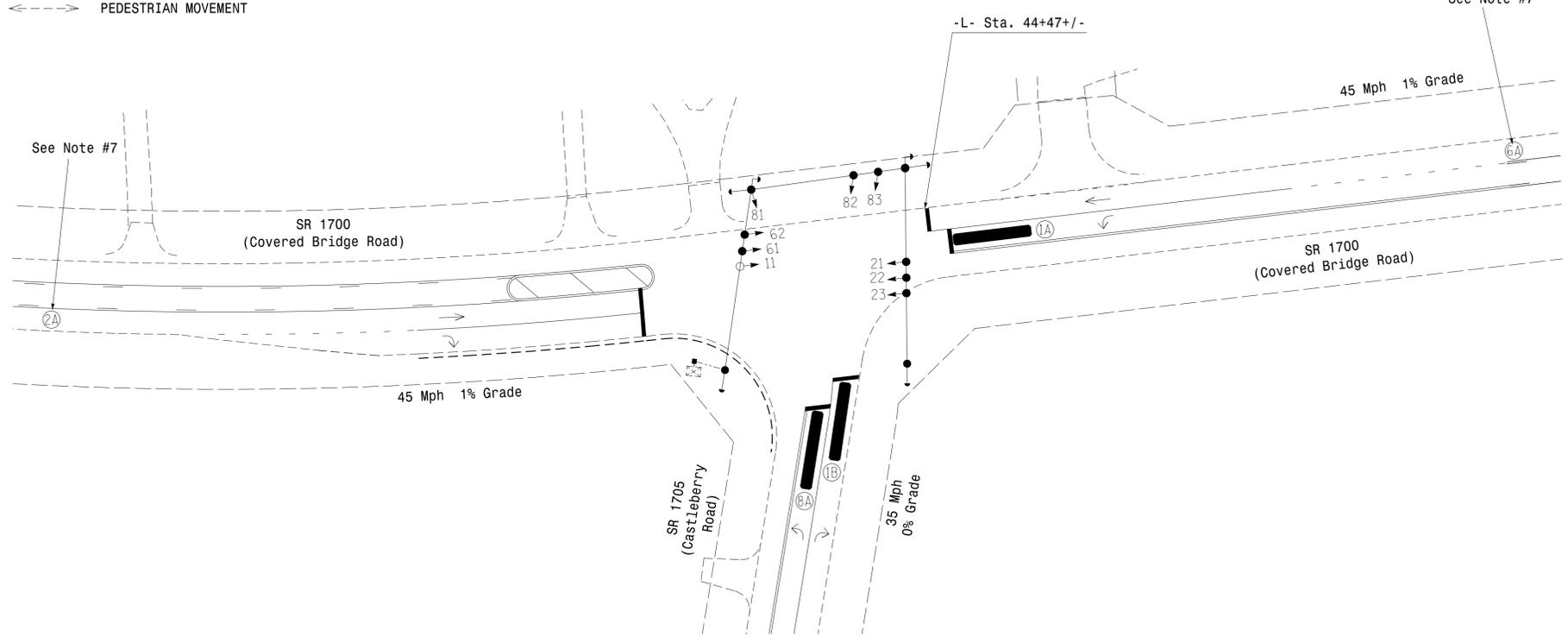
SIGNAL FACE I.D.



3 PHASE FULLY ACTUATED SR 1700 (COVERED BRIDGE ROAD) CLOSED LOOP SYSTEM

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 operation unless otherwise directed by the Engineer.
- Reposition existing signal heads numbered 61 and 62.
- Phase 1 may be lagged.
- Set all detector units to presence mode.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- This intersection features multizone microwave detection. Install detectors according to the manufacturers instructions to achieve the desired detection scheme.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



MAXTIME TIMING CHART

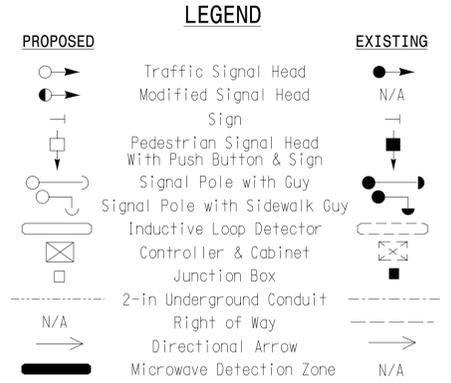
FEATURE	PHASE			
	1	2	6	8
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green *	7	12	12	7
Passage *	2.0	2.0	2.0	2.0
Max 1 *	20	75	90	30
Yellow Change	3.0	4.4	4.4	3.0
Red Clear	3.5	1.9	2.1	3.1
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Advance Walk	-	-	-	-
Non Lock Detector	X	-	-	X
Vehicle Recall	-	MIN RECALL	MIN RECALL	-
Dual Entry	-	-	-	-

MAXTIME DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING						
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	*	0	*	*	1	15.0*	-	X	X	-	*
1B	*	0	*	*	6#	-	-	X	X	-	*
8A	*	0	*	*	8	3.0	-	X	X	-	*

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

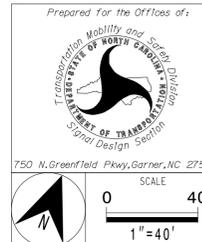


* These values may be field adjusted. Do not adjust Min Green and Passage times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

* Multizone Microwave Detection Zone
 * Disable Delay During Alternate Phasing Operation.
 # Disable Phase Calls for Loop during Alternate Phasing Operation.

New Installation - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



SR 1700 (Covered Bridge Road) at SR 1705 (Castleberry Road)

Division 4 Johnston County Archer Lodge

PLAN DATE: April 2025 REVIEWED BY: M.L. Stygles

PREPARED BY: L. Gottlieb REVIEWED BY: J. Ma

REVISIONS	INIT.	DATE

