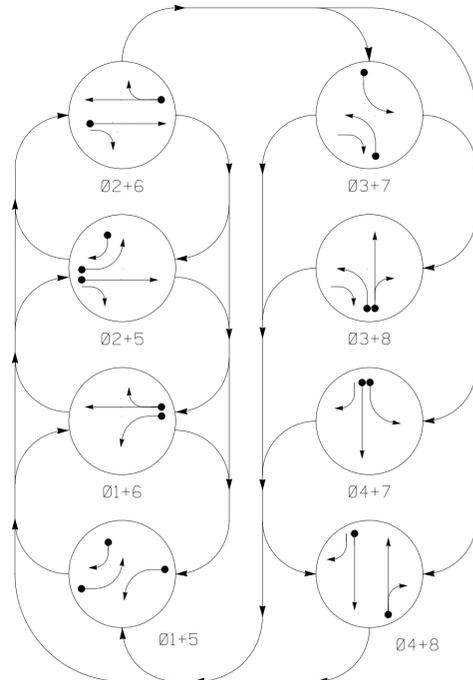
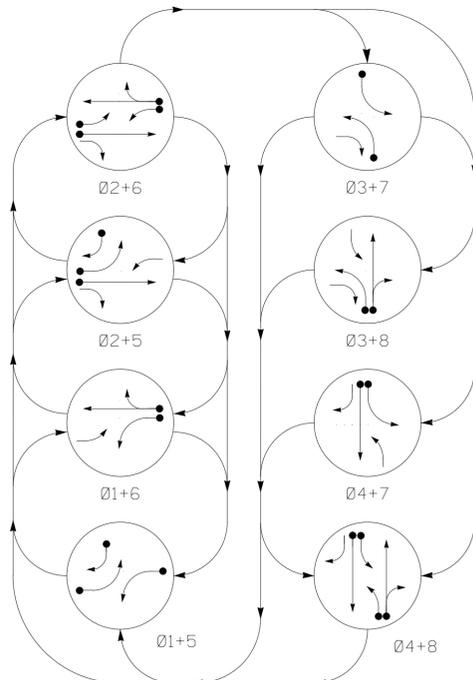


DEFAULT PHASING DIAGRAM

ALTERNATE PHASING DIAGRAM



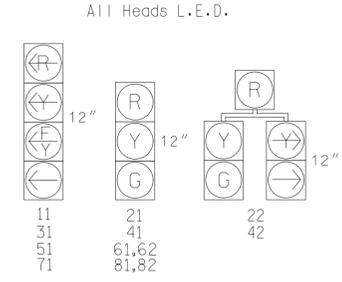
DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8
11	←	←	←	←	←	←	←	←
21	R	R	G	G	R	R	R	R
22	R	R	G	G	R	R	R	R
31	←	←	←	←	←	←	←	←
41	R	R	R	R	R	R	G	G
42	R	R	R	R	R	R	G	G
51	←	←	←	←	←	←	←	←
61,62	R	G	R	G	R	R	R	R
71	←	←	←	←	←	←	←	←
81,82	R	R	R	R	R	G	R	G

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø3+7	Ø3+8	Ø4+7	Ø4+8
11	←	←	←	←	←	←	←	←
21	R	R	G	G	R	R	R	R
22	R	R	G	G	R	R	R	R
31	←	←	←	←	←	←	←	←
41	R	R	R	R	R	R	G	G
42	R	R	R	R	R	R	G	G
51	←	←	←	←	←	←	←	←
61,62	R	G	R	G	R	R	R	R
71	←	←	←	←	←	←	←	←
81,82	R	R	R	R	R	G	R	G

SIGNAL FACE I.D.

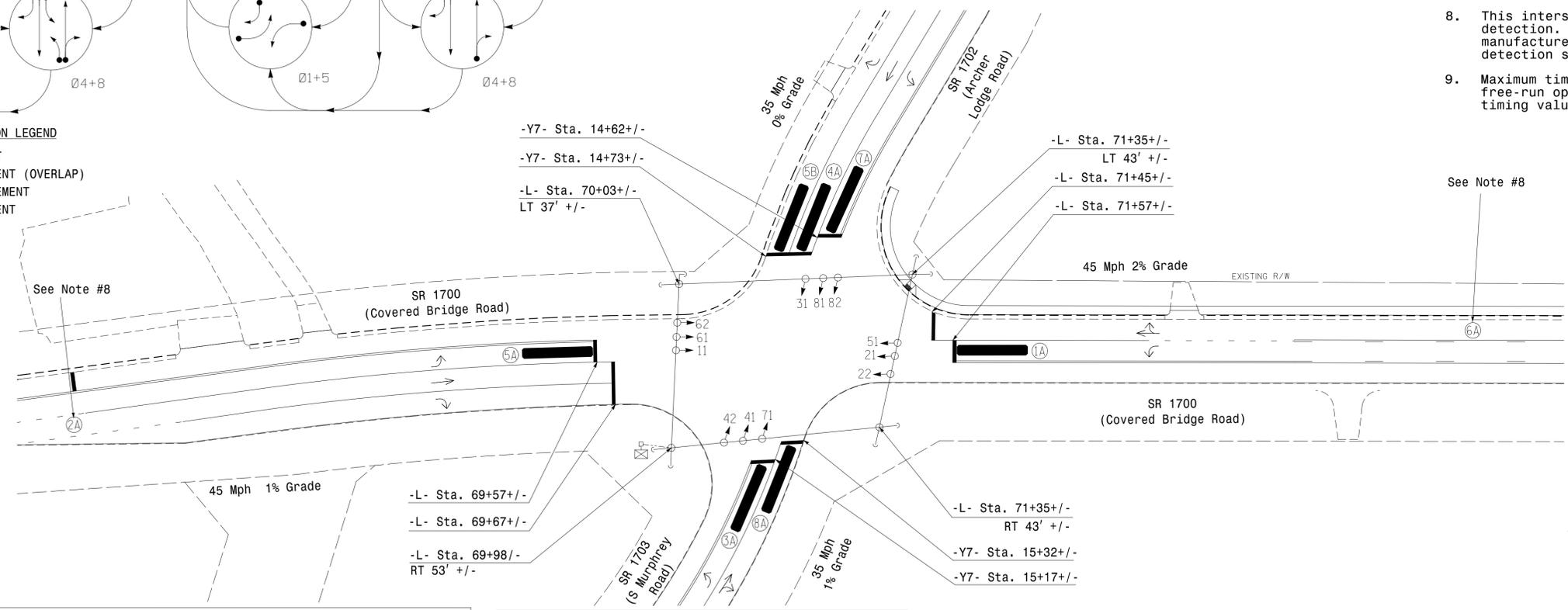
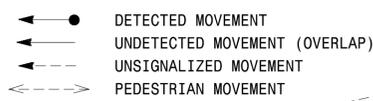


8 PHASE FULLY ACTUATED SR 1700 (COVERED BRIDGE ROAD) CLOSED LOOP SYSTEM

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.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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.

PHASING DIAGRAM DETECTION LEGEND



MAXTIME TIMING CHART

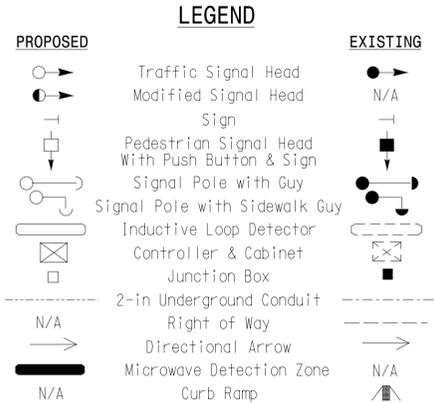
FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Walk *	-	-	-	-	-	-	-	-
Ped Clear *	-	-	-	-	-	-	-	-
Min Green *	7	12	7	7	7	12	7	7
Passage *	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Max 1 *	15	60	25	20	15	60	15	30
Yellow Change	3.0	4.4	3.0	3.8	3.0	4.4	3.0	3.8
Red Clear	3.4	2.1	2.6	1.8	3.5	2.1	2.6	1.8
Added Initial *	-	-	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Advance Walk	-	-	-	-	-	-	-	-
Non Lock Detector	X	-	X	X	-	-	X	X
Vehicle Recall	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Dual Entry	-	-	-	X	-	-	-	X

MAXTIME DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND DURING GREEN	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	*	0	*	*	1	15.0*	-	X	-	X	-	*
					6#	3.0	-	X	-	X	-	*
3A	*	0	*	*	3	15.0*	-	X	-	X	-	*
					8#	3.0	-	X	-	X	-	*
4A	*	0	*	*	4	-	-	X	-	X	-	*
5A	*	0	*	*	5	15.0*	-	X	-	X	-	*
					2#	3.0	-	X	-	X	-	*
5B	*	0	*	*	5	-	-	X	-	X	-	*
7A	*	0	*	*	7	15.0*	-	X	-	X	-	*
					4#	3.0	-	X	-	X	-	*
8A	*	0	*	*	8	10.0	-	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
 * Reduce Delay to 3 seconds during Alternate Phasing Operation.
 * Disable Phase Calls for Loop during Alternate Phasing Operation.

New Installation - Final Design

SR 1700 (Covered Bridge Road) at SR 1702 (Archer Lodge Road) / SR 1703 (S Murphrey Road)

Division 4 Johnston County Archer Lodge

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

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

REVISIONS: _____ INIT. DATE

SCALE: 1"=40'

2/4/2025

SIG. INVENTORY NO. 04-1473

2/3/2025 04:xx:xx_s:\g...den_20240108.dgn lgc111 feb