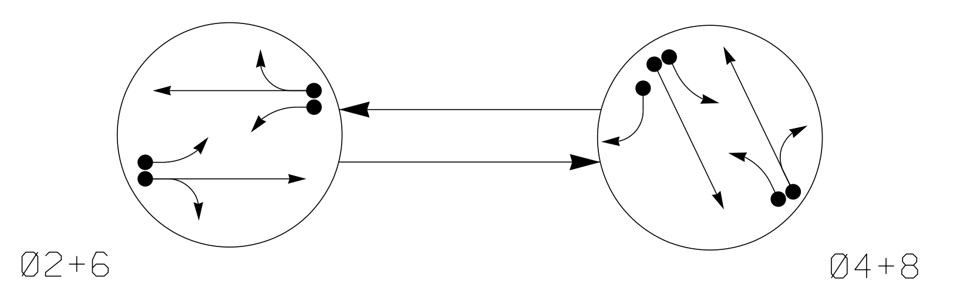
PROJECT REFERENCE NO.	SHEET NO.
U-3609B	SIG-5.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

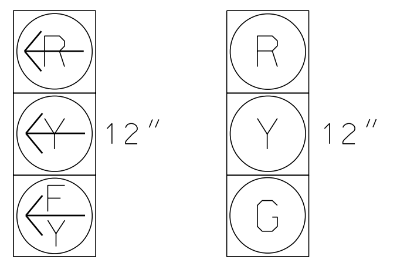
◄——●	DETECTED MOVEMENT
◄——	UNDETECTED MOVEMENT (OVERLAP)
◄– – –	UNSIGNALIZED MOVEMENT
<– – –>	PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	PHASE Ø4+8	FLASH
21	◄F/Y	◄R	◄R
22, 23	G	R	R
41	◄R	◄F/Y	◄R
42, 43, 44	R	G	R
61	◄F/Y	◄R	◄R
62, 63	G	R	R
81	◄R	◄F/Y	◄R
82, 83	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21	22, 23
41	42, 43, 44
61	62, 63
81	82, 83

MAXTIME DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
2B	6X40	0	*	*	2	-	-	X	-	X	-	*
4A	6X40	0	*	*	4	3.0	-	X	-	X	-	*
4B	6X40	0	*	*	4	3.0	-	X	-	X	-	*
4C	6X40	+10	*	*	4	15.0	-	X	-	X	-	*
6B	6X40	0	*	*	6	-	-	X	-	X	-	*
8A	6X40	0	*	*	8	3.0	-	X	-	X	-	*
8B	6X40	0	*	*	8	10.0	-	X	-	X	-	*

* Multi-zone Microwave Detection

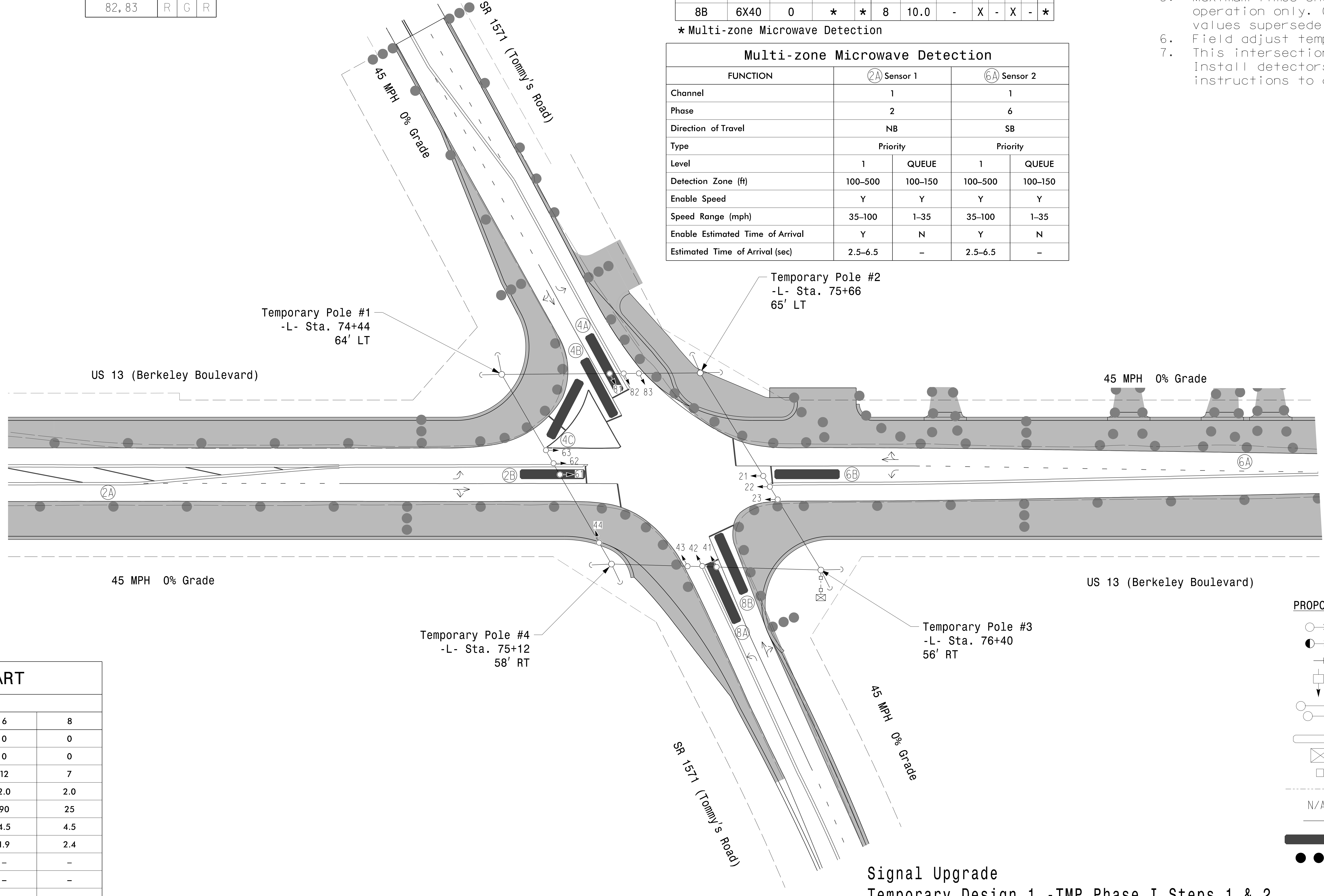
Multi-zone Microwave Detection

FUNCTION	(2A) Sensor 1		(6A) Sensor 2	
Channel	1		1	
Phase	2		6	
Direction of Travel	NB		SB	
Type	Priority		Priority	
Level	1	QUEUE	1	QUEUE
Detection Zone (ft)	100–500	100–150	100–500	100–150
Enable Speed	Y	Y	Y	Y
Speed Range (mph)	35–100	1–35	35–100	1–35
Enable Estimated Time of Arrival	Y	N	Y	N
Estimated Time of Arrival (sec)	2.5–6.5	–	2.5–6.5	–

2 Phase
Fully Actuated
(Goldsboro Signal System)

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. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
6. Field adjust temporary poles as needed.
7. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.



MAXTIME TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Walk *	0	0	0	0
Ped Clear	0	0	0	0
Min Green *	12	7	12	7
Passage *	2.0	2.0	2.0	2.0
Max 1 *	90	25	90	25
Yellow Change	4.5	4.5	4.5	4.5
Red Clear	1.9	2.4	1.9	2.4
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	–	X	–	X

* 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.

LEGEND

PROPOSED		EXISTING
○➤	Traffic Signal Head	●➤
◐➤	Modified Signal Head	N/A
⊣	Sign	⊣
□	Pedestrian Signal Head With Push Button & Sign	■
○——)	Signal Pole with Guy	●——◗
○—┐	Signal Pole with Sidewalk Guy	●—┐
▭	Inductive Loop Detector	▭
☒	Controller & Cabinet	☒
□	Junction Box	■
- - - - - -	2-in Underground Conduit	–·–·–·–
N/A	Right of Way	— — — —
——>	Directional Arrow	——>
▬	Multi-zone Microwave Detection	N/A
● ● ●	Drums	N/A

Signal Upgrade
Temporary Design 1 -TMP Phase I Steps 1 & 2
-TMP Phase II

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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Prepared for the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SCALE
0 40
1″ = 40′

US 13 (Berkeley Boulevard)
at
SR 1571 (Tommy's Road)

Division 4	Wayne County	Goldsboro

PLAN DATE:	March 2025	REVIEWED BY:	J. Galloway
PREPARED BY:	J. Hambright	REVIEWED BY:	R M Muncey

REVISIONS	INIT.	DATE

SEAL 029904
JASON P. GALLOWAY

Signed by:
Jason Galloway
10D1E2B40B4B46E...
SIGNATURE
8/18/2025
DATE

SIG. INVENTORY NO. 04-0911T1

$$$$$SYSDATE$$$$$
11:25:28 AM
U:*Traffic*Signals*Design*Signal Design*Temporary Design*040911T1_sig_dsn.dgn
User:jgalloway