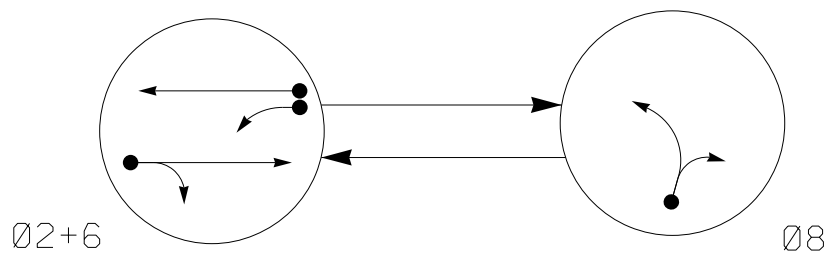


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

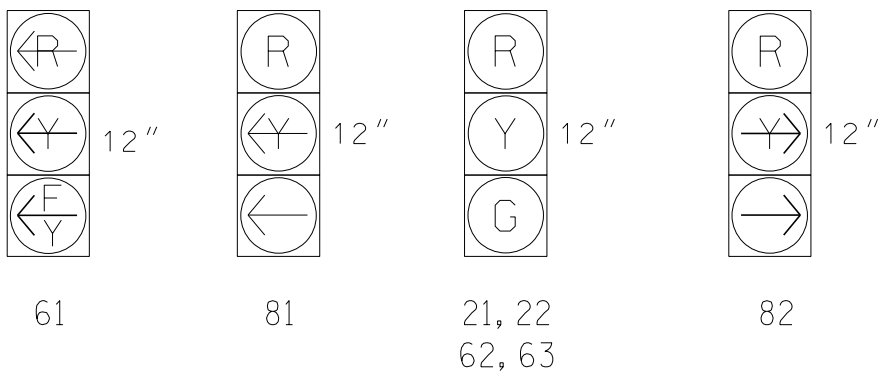
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 2 + 6	Ø 8	FLIGHT
21, 22	G	R	R
61	F	R	R
62, 63	G	R	R
81	R	←	R
82	R	→	R

SIGNAL FACE I.D.

All Heads L.E.D.



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	NEW CARD
6B	6X40	0	*	*	6	-	-	X	-	X	*
8A	6X40	0	*	*	8	5.0	-	X	-	X	*
8B	6X6	0	*	*	8	15.0	-	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	-

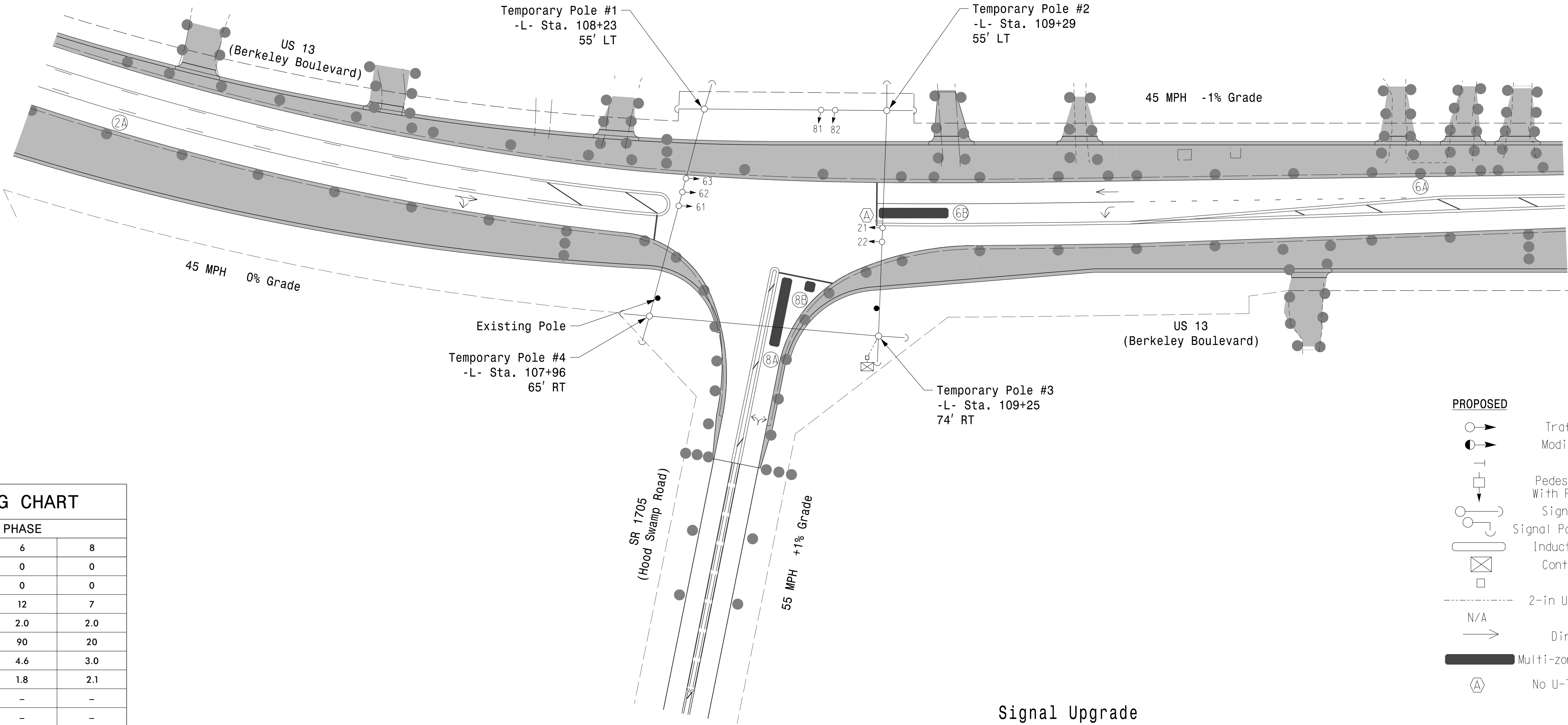
2 Phase
Fully Actuated
(Goldsboro Signal System)

NOTES

- 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Field adjust temporary poles as needed.
- 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	6	8
Walk *	0	0	0
Ped Clear	0	0	0
Min Green *	12	12	7
Passage *	2.0	2.0	2.0
Max 1 *	90	90	20
Yellow Change	4.6	4.6	3.0
Red Clear	1.8	1.8	2.1
Added Initial *	-	-	-
Maximum Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Advance Walk	-	-	-
Non Lock Detector	-	-	X
Vehicle Recall	MIN RECALL	MIN RECALL	-
Dual Entry	-	-	-

* 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 | Traffic Signal Head |
| Modified Signal Head | N/A |
| Sign | Sign |
| Pedestrian Signal Head With Push Button & Sign | Pedestrian Signal Head With Push Button & Sign |
| Signal Pole with Guy | Signal Pole with Guy |
| Signal Pole with Sidewalk Guy | Signal Pole with Sidewalk Guy |
| Inductive Loop Detector | Inductive Loop Detector |
| Controller & Cabinet | Controller & Cabinet |
| Junction Box | Junction Box |
| 2-in Underground Conduit | 2-in Underground Conduit |
| Right of Way | Right of Way |
| Directional Arrow | Directional Arrow |
| Multi-zone Microwave Detection | N/A |
| No U-Turn /No Left Turn Sign (R3-18) | No U-Turn /No Left Turn Sign (R3-18) |

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:

750 N. Greenfield Pkwy, Garner, NC 27529

US 13 (Berkeley Boulevard)
at
SR 1705 (Hood Swamp Road)

Division 4 Wayne County Goldsboro

PLAN DATE: March 2025 REVIEWED BY: J. Galloway

PREPARED BY: J. Hambricht REVIEWED BY: R M Muncey

REVISIONS	INIT.	DATE

Signed by: Jason Galloway 8/18/2025
DATE

SIG. INVENTORY NO. 04-0991T1