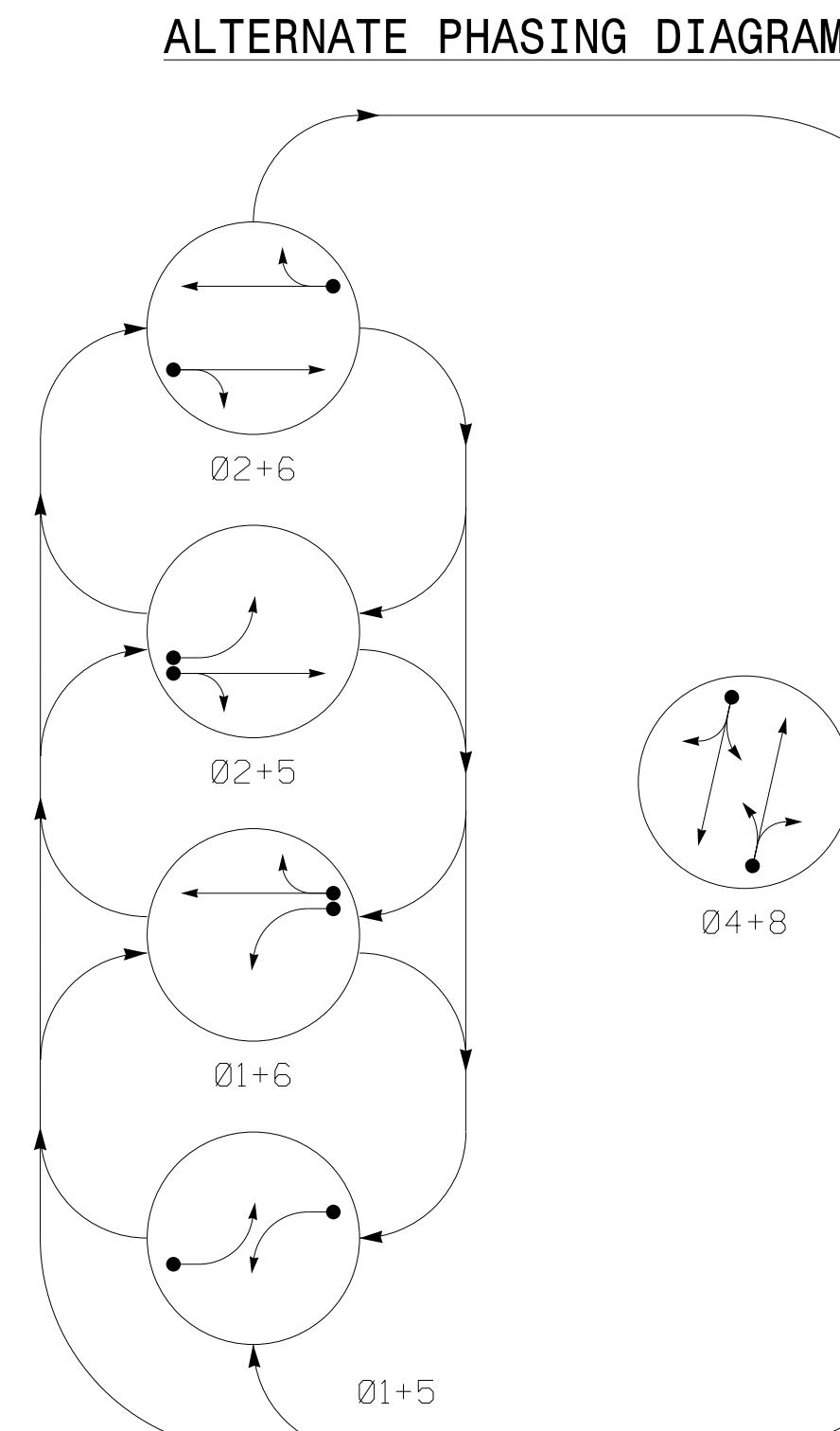


DEFAULT TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | | | |
|-------------|-------|----|----|----|----|-------|
| | 01 | 01 | 02 | 02 | 04 | FLASH |
| 11 | - | - | R | R | R | R |
| 21,22 | R | R | G | G | R | R |
| 41,42 | R | R | R | R | G | R |
| 51 | - | R | - | R | R | R |
| 61,62 | R | G | R | G | R | R |
| 81,82 | R | R | R | R | G | R |



ALTERNATE TABLE OF OPERATION

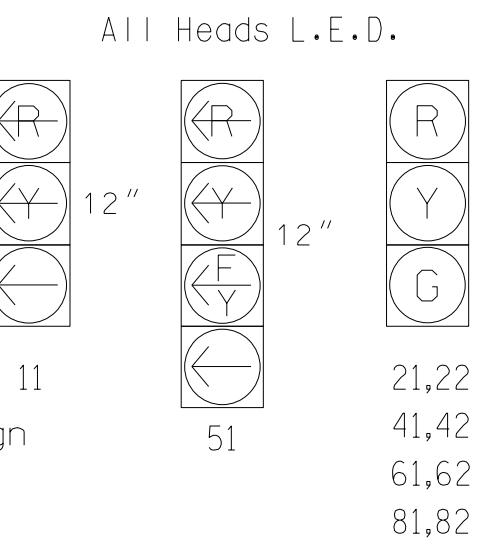
| SIGNAL FACE | PHASE | | | | | |
|-------------|-------|----|----|----|----|-------|
| | 01 | 01 | 02 | 02 | 04 | FLASH |
| 11 | - | - | R | R | R | R |
| 21,22 | R | R | G | G | R | R |
| 41,42 | R | R | R | R | G | R |
| 51 | - | R | - | R | R | R |
| 61,62 | R | G | R | G | R | R |
| 81,82 | R | R | R | R | G | R |

MAXTIME DETECTOR INSTALLATION CHART

| LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | DETECTOR | | PROGRAMMING | | | |
|------|-----------|----------------------------|-------|----------|------------|-------------|-------------|--------------------|--------------------|
| | | | | NEW LOOP | CALL PHASE | DELAY TIME | EXTEND TIME | ADDED INITIAL CALL | DELAY DURING GREEN |
| 1A | 6X60 | +5 | 2-4-2 | - | 1 | 3.0 | - | X | - |
| 2A | 6X6 | 300 | 4 | - | 2 | - | - | X | X |
| 4A | 6X60 | +5 | 2-4-2 | - | 4 | - | - | X | - |
| 5A | 6X60 | +5 | 2-4-2 | - | 5 | 10.0* | - | X | - |
| 2# | 3.0 | - | - | - | X | - | X | X | X |
| 6A | 6X6 | 300 | 4 | - | 6 | - | - | X | X |
| 8A | 6X60 | +5 | 2-4-2 | - | 8 | - | - | X | - |
| 8B | 6X20 | +5 | 2-4-2 | - | 8 | 15.0 | - | X | - |

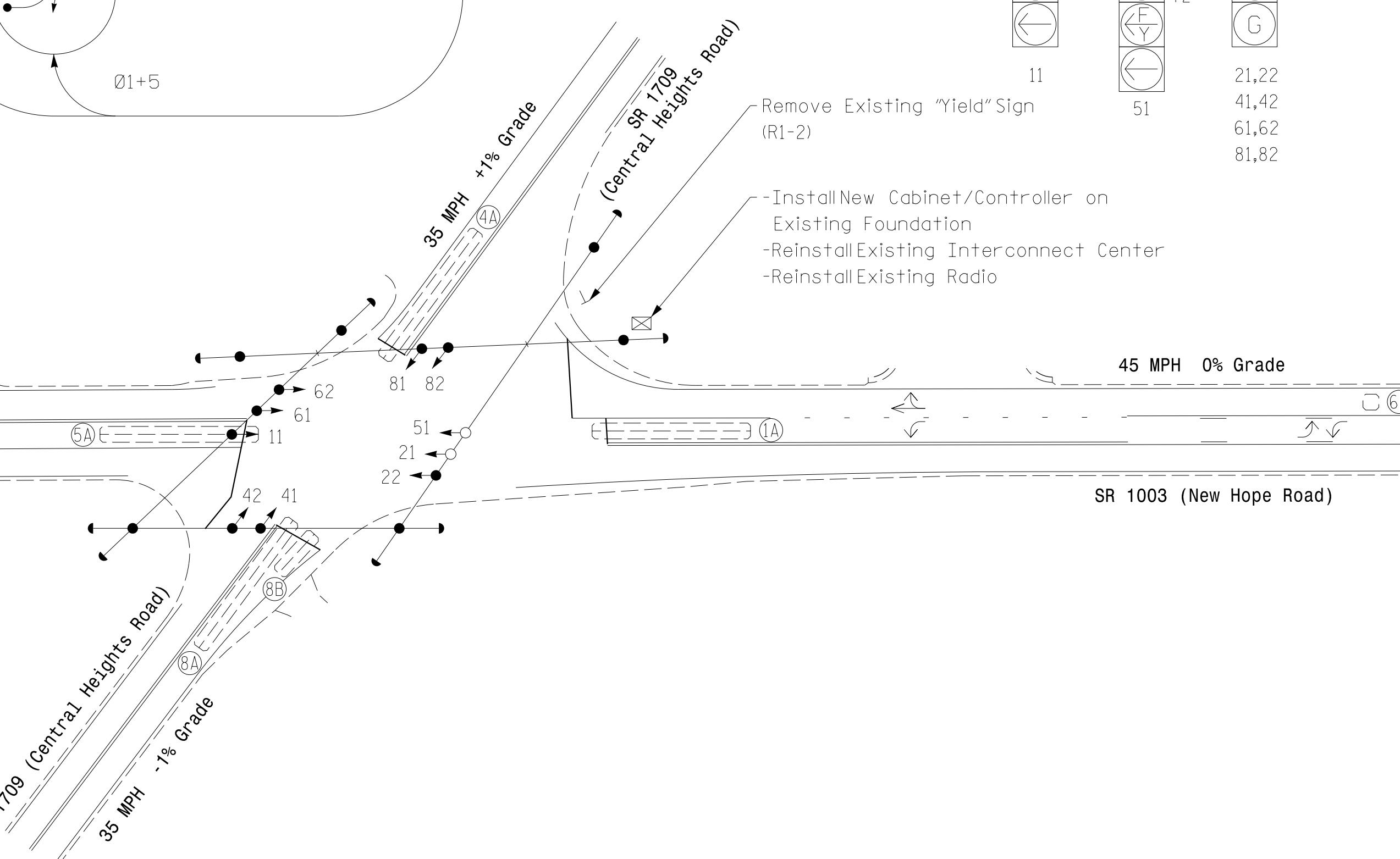
* Reduce Delay to 3 Seconds During Alternate Phasing Operation.
Disable Phase Call For Loop During Alternate Phasing Operation.

SIGNAL FACE I.D.



5 Phase Fully Actuated Goldsboro Signal System

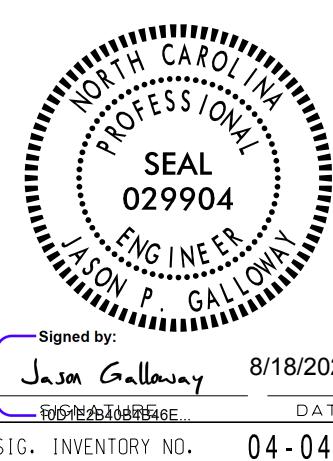
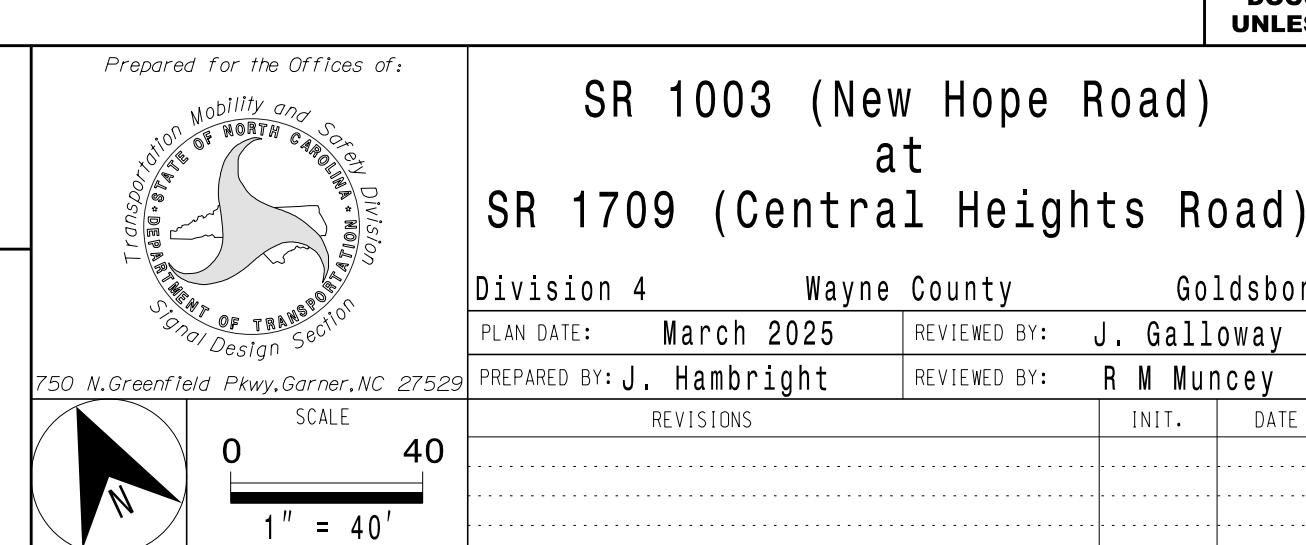
- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Reposition existing signal heads numbered 22.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Pavement markings are existing.
- 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 | 4 | 5 | 6 | 8 |
| Walk * | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green * | 7 | 12 | 7 | 7 | 12 | 7 |
| Passage * | 2.0 | 6.0 | 2.0 | 2.0 | 6.0 | 2.0 |
| Max 1 * | 25 | 90 | 30 | 20 | 90 | 30 |
| Yellow Change | 3.0 | 4.5 | 3.9 | 3.0 | 4.5 | 3.9 |
| Red Clear | 3.7 | 1.4 | 1.7 | 2.4 | 1.4 | 1.7 |
| Added Initial * | - | 2.5 | - | - | 2.5 | - |
| Maximum Initial * | - | 34 | - | - | 34 | - |
| Time Before Reduction * | - | 15 | - | - | 15 | - |
| Time To Reduce * | - | 30 | - | - | 30 | - |
| Minimum Gap | - | 3.0 | - | - | 3.0 | - |
| Advance Walk | - | - | - | - | - | - |
| Non Lock Detector | X | - | X | 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.



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED