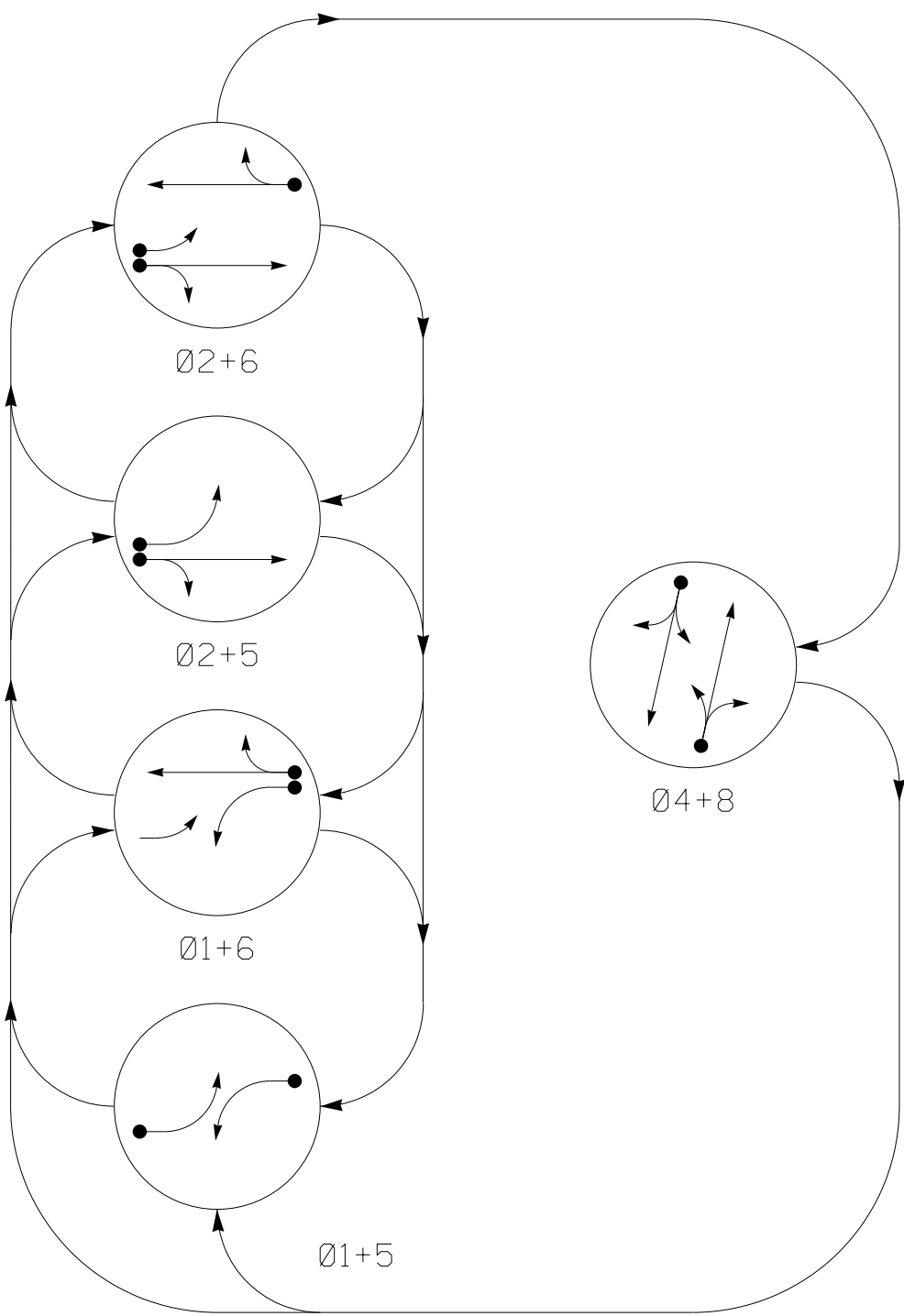


DEFAULT PHASING DIAGRAM



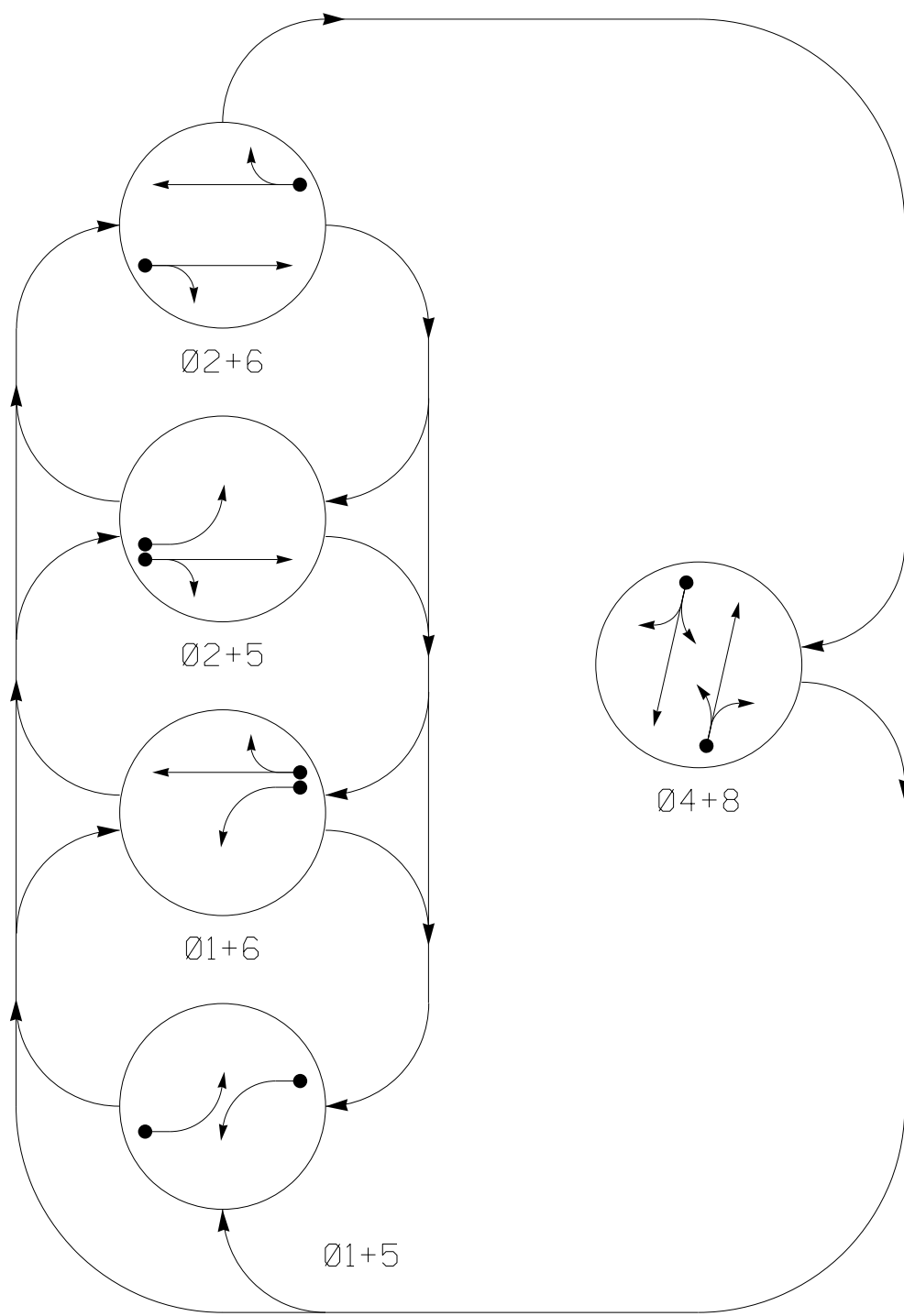
PHASING DIAGRAM DETECTION LEGEND

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

DEFAULT TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø 1 + 5	Ø 1 + 6	Ø 2 + 5	Ø 2 + 6	Ø 4 + 8	F L H S D B
11	←	←	←	←	←	←
21,22	R	R	G	G	R	R
41,42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62	R	G	R	G	R	R
81,82	R	R	R	R	G	R

ALTERNATE PHASING DIAGRAM



ALTERNATE TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø 1 + 5	Ø 1 + 6	Ø 2 + 5	Ø 2 + 6	Ø 4 + 8	F L H S D B
11	←	←	←	←	←	←
21,22	R	R	G	G	R	R
41,42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62	R	G	R	G	R	R
81,82	R	R	R	R	G	R

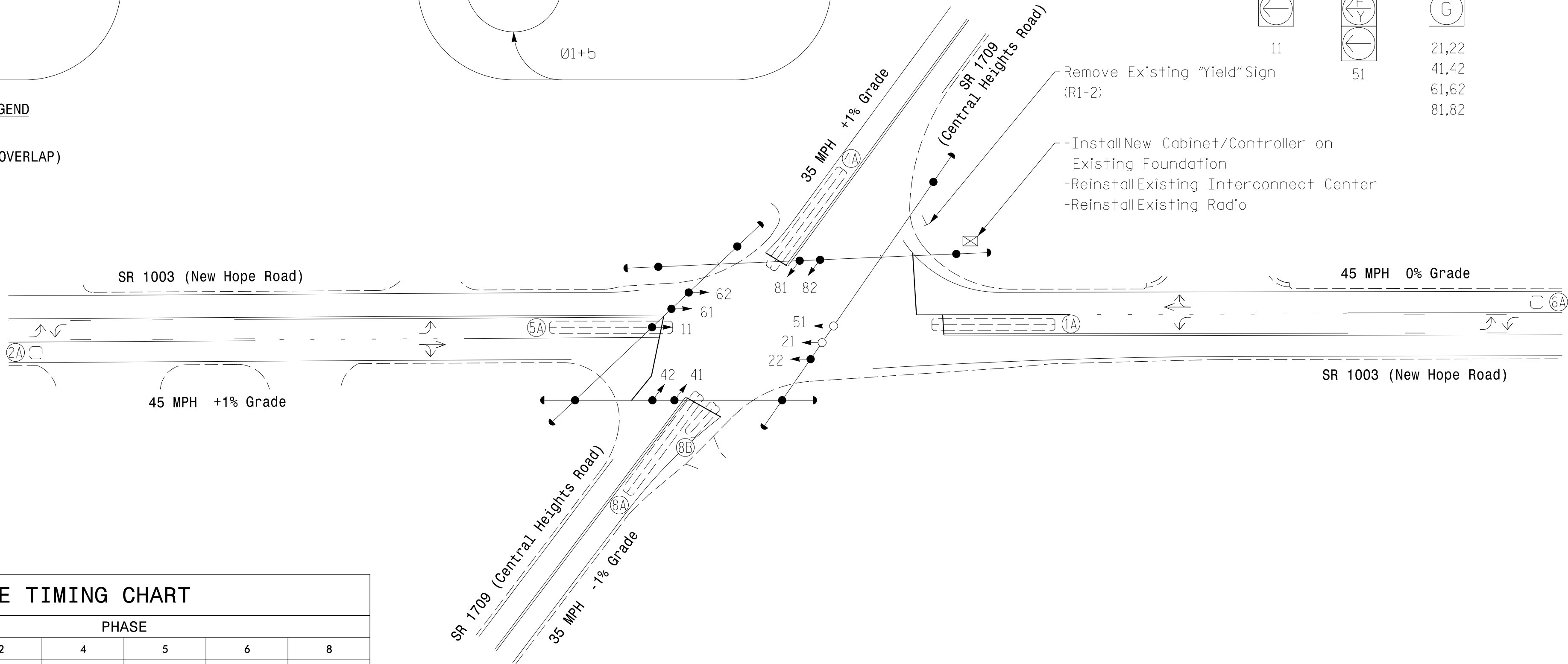
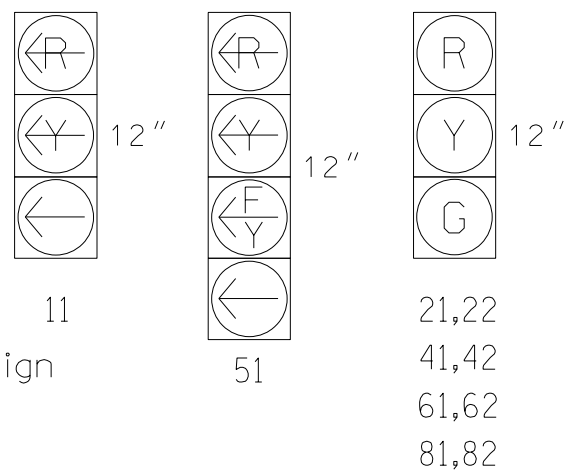
MAXTIME DETECTOR INSTALLATION CHART

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

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

SIGNAL FACE I.D.

All Heads L.E.D.



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 I *	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.

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.

LEGEND

PROPOSED	EXISTING

Signal Upgrade
TMP Phase I Step 1

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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SR 1003 (New Hope Road)
at
SR 1709 (Central Heights 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 P. Galloway 8/18/2025

DATE

SIG. INVENTORY NO. 04-0423