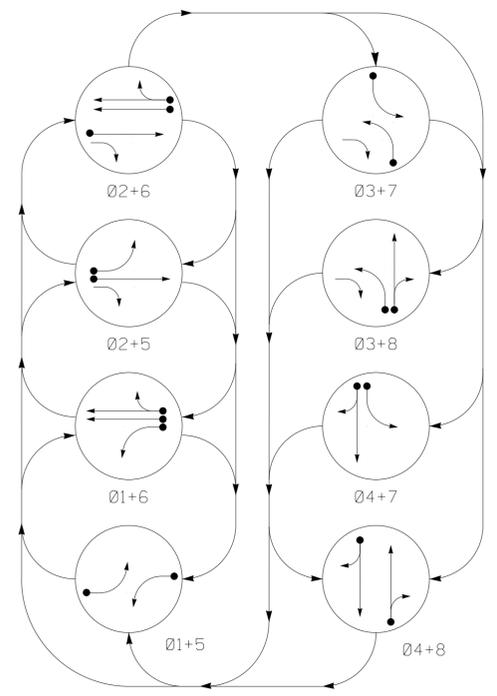


PHASING DIAGRAM



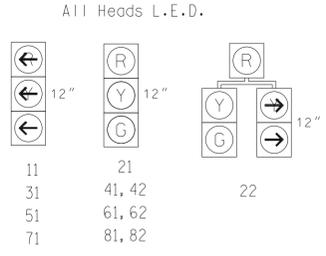
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	02+5	03+7	03+8	04+7	04+8	FLASH	
11	←	←	←	←	←	←	←	←
21	R	R	G	G	R	R	R	R
22	R	R	G	G	R	R	R	R
31	←	←	←	←	←	←	←	←
41, 42	←	←	←	←	←	←	G	G
51	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	R
71	←	←	←	←	←	←	←	←
81, 82	R	R	R	R	G	R	G	R

SIGNAL FACE I.D.



MAXTIME DETECTOR INSTALLATION CHART

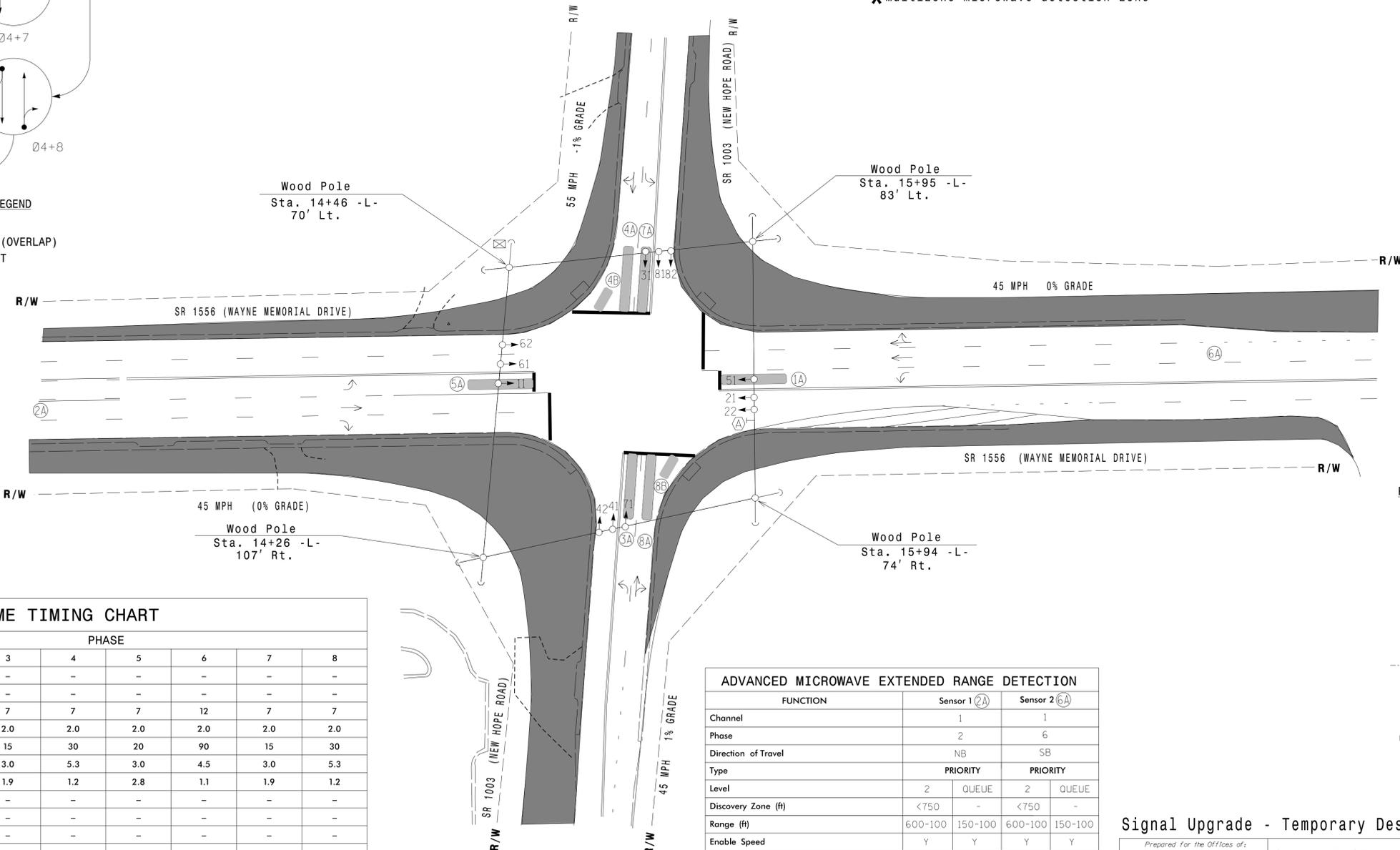
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	PROGRAMMING								
				NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A	*	0	*	X	1	3	-	X	-	X	-	*
3A	*	0	*	X	3	3	-	X	-	X	-	*
4A	*	0	*	X	4	10	-	X	-	X	-	*
4B	*	0	*	X	4	15	-	X	-	X	-	*
5A	*	0	*	X	5	3	-	X	-	X	-	*
7A	*	0	*	X	7	3	-	X	-	X	-	*
8A	*	0	*	X	8	10	-	X	-	X	-	*
8B	*	0	*	X	8	15	-	X	-	X	-	*

*Multizone microwave detection zone

8 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.
- 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.
- Pavement markings are existing.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- 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	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 *	20	90	15	30	20	90	15	30
Yellow Change	3.0	4.5	3.0	5.3	3.0	4.5	3.0	5.3
Red Clear	2.4	1.1	1.9	1.2	2.8	1.1	1.9	1.2
Added Initial *	-	-	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Advance Walk	-	-	-	-	-	-	-	-
Non Lock Detector	X	-	X	X	X	-	X	X
Vehicle Recall	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Dual Entry	-	-	-	X	-	-	-	X
Simultaneous Gap	X	X	X	X	X	X	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.

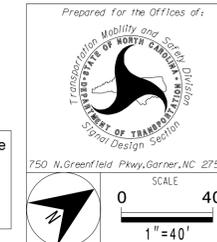
ADVANCED MICROWAVE EXTENDED RANGE DETECTION

FUNCTION	Sensor 1 (2A)		Sensor 2 (6A)	
	2	QUEUE	2	QUEUE
Channel	1		1	
Phase	2		6	
Direction of Travel	NB		SB	
Type	PRIORITY		PRIORITY	
Level	2	QUEUE	2	QUEUE
Discovery Zone (ft)	<750	-	<750	-
Range (ft)	600-100	150-100	600-100	150-100
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	-

LEGEND

- | PROPOSED | EXISTING |
|--|---------------------------------|
| ○ Traffic Signal Head | ● N/A |
| ◐ Modified Signal Head | — N/A |
| — Sign | — N/A |
| ◐ Pedestrian Signal Head With Push Button & Sign | — N/A |
| ○ Signal Pole with Guy | ● Signal Pole with Sidewalk Guy |
| ◐ Signal Pole with Sidewalk Guy | — N/A |
| ◐ Controller & Cabinet | ◐ Junction Box |
| ◐ Junction Box | — N/A |
| — 2-in Underground Conduit | — N/A |
| N/A Right of Way | — N/A |
| → Directional Arrow | → N/A |
| ■ Construction Zone | ■ N/A |
| ■ Detection Zone | ■ N/A |
| Ⓐ Right Arrow "ONLY" Sign (R3-SR) | Ⓐ |

Signal Upgrade - Temporary Design 1



SR 1556 (Wayne Memorial Drive) at SR 1003 (New Hope Road)
 Division 4 Wayne County Goldsboro
 PLAN DATE: October 2025 REVIEWED BY: G.G. Murr, Jr.
 PREPARED BY: Nadia Degbotse REVIEWED BY:
 REVISIONS: _____ INIT. DATE _____
 Signed by: Gene E. Murr, Jr.
 AAEP507CAB34CF 10/5/2025
 SIG. INVENTORY NO. 04-0663T1

