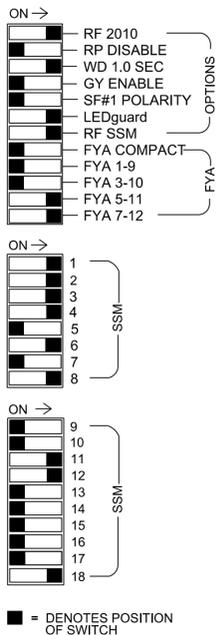
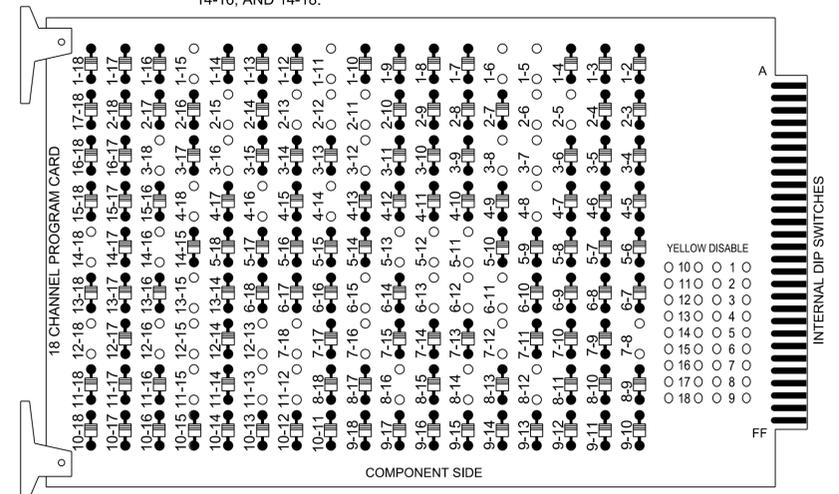


### 18 CHANNEL IP CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)  
 REMOVE DIODE JUMPERS 1-5, 1-6, 1-11, 1-15, 2-5, 2-6, 2-11, 2-12, 2-13, 2-15, 3-7, 3-8, 3-12, 3-16, 3-18, 4-8, 4-14, 4-16, 4-18, 5-11, 5-12, 5-13, 6-11, 6-12, 6-13, 6-15, 7-8, 7-12, 7-16, 7-18, 8-12, 8-14, 8-16, 11-12, 11-13, 11-15, 12-13, 12-15, 12-16, 12-18, 13-15, 14-16, AND 14-18.



- NOTES:**
- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
  - Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
  - Ensure that the Red Enable is active at all times during normal operation.
  - Integrate monitor with Ethernet network in cabinet.

### NOTES

- To prevent "flash-conflict" problems, insert red flash program blocks for all vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
- Program phases 4 and 8 for Dual Entry.
- Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
- If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
- The cabinet and controller are part of the Goldsboro Signal System.

### EQUIPMENT INFORMATION

Controller.....2070LX  
 Cabinet.....332 w/ Aux  
 Software.....Q-Free MAXTIME  
 Cabinet Mount.....Base  
 Output File Positions.....18 With Aux. Output File  
 Load Switches Used.....S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12, AUX S4, AUX S5, AUX S6  
 Phases Used.....1, 2, 2 PED, 3, 4, 4 PED, 5, 6, 6 PED, 7\*\*, 8, 8 PED  
 Overlap "1".....NOT USED  
 Overlap "2".....NOT USED  
 Overlap "3".....\*  
 Overlap "4".....\*  
 Overlap "5".....NOT USED  
 Overlap "6".....\*  
 Overlap "7".....\*

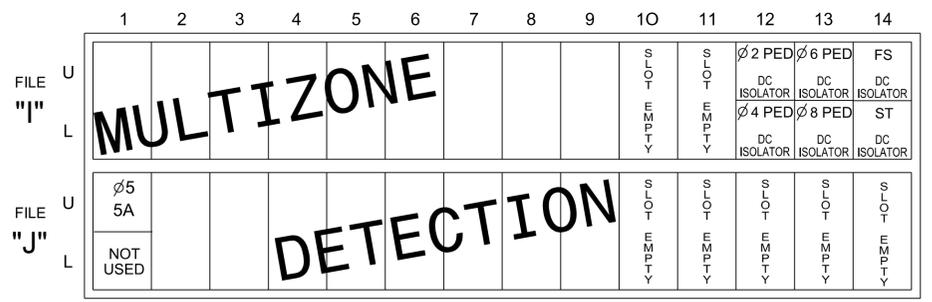
\*See overlap programming detail on sheet 2.  
 \*\* Phase used for timing purposes only.

### SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	AUX S1	AUX S2	AUX S3	AUX S4	AUX S5	AUX S6
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	9	10	17	11	12	18
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	OL7	8	8 PED	OL1	OL2	SPARE	OL3	OL4	OL6
SIGNAL HEAD NO.	11,12	21,22,24	P21, P22	31,32	41,42,43	P41, P42	51	61,62,63	P61, P62	23	81,82,83	P81, P82	NU	NU	NU	51	23	71
RED		128			101			134			107							
YELLOW		129			102		*	135		*	108							
GREEN		130			103			136			109							
RED ARROW	125			116												A114	A101	A104
YELLOW ARROW	126			117												A115	A102	A105
FLASHING YELLOW ARROW																A116	A103	
GREEN ARROW	127			118			133			124								A106
Hand icon			113			104			119		110							
Walking person icon			115			106			121		112							

NU = Not Used  
 \* Denotes install load resistor. See load resistor installation detail this sheet.  
 \*\* See pictorial of head wiring in detail this sheet.

### INPUT FILE POSITION LAYOUT (front view)



EX.: 1A, 2A, ETC. = LOOP NO.:S  
 FS = FLASH SENSE  
 ST = STOP TIME

### SPECIAL DETECTOR NOTE

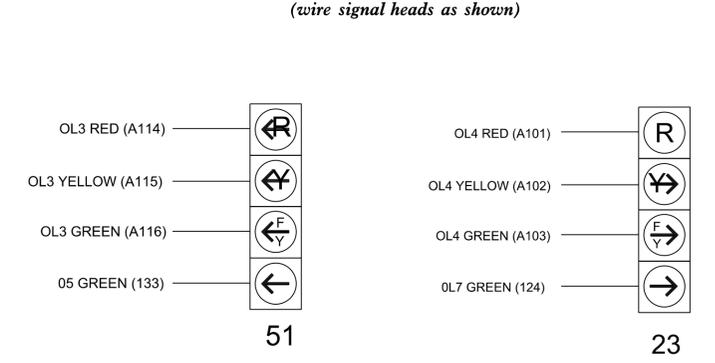
Install a multizone microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.  
 For detection zone 5A, detector card placement is typical for a NCDOT installation. Inputs associated with these slots are compatible with time of day instructions located on Sheet 2 of this electrical detail.

### INPUT FILE CONNECTION & PROGRAMMING CHART

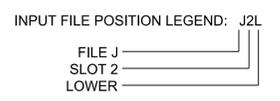
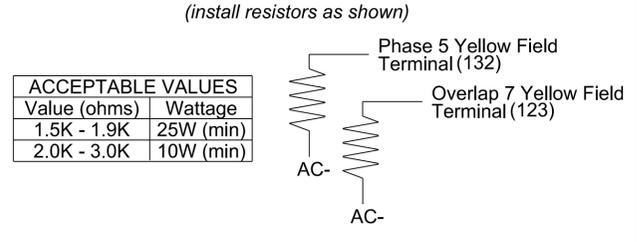
LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT POINT	DETECTOR NO.	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
5A	TB3-1,2	J1U	55	17	15 *	5	15		X		X	
				-	31 *	2			X		X	
PED PUSH BUTTONS												
P21,P22	TB8-4,6	I12U	67	33	2	PED 2						
P41,P42	TB8-5,6	I12L	69	35	4	PED 4						
P61,P62	TB8-7,9	I13U	68	34	6	PED 6						
P81,P82	TB8-8,9	I13L	70	36	8	PED 8						

\* For the detectors to work as shown on the signal design plan, see the Detector Programming Detail for Alternate Phasing on Sheet 2.

### FYA SIGNAL WIRING DETAIL



### LOAD RESISTOR INSTALLATION DETAIL



### COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.



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Electrical Detail - Sheet 1 of 3

Prepared in the Offices of:  
 Transportation Mobility and Safety Division  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 STATE OF NORTH CAROLINA  
 Division 4 Wayne County Goldsboro  
**SR 1556 (Wayne Memorial Drive) at SR 1003 (New Hope Road)**  
 PLAN DATE: October 2025 REVIEWED BY: JT Rowe  
 PREPARED BY: JT Rowe REVIEWED BY:  
 REVISIONS INT. DATE  
 Signed by: *John T. Rowe, Jr.* 10/6/2025  
 SEAL NORTH CAROLINA PROFESSIONAL ENGINEER JOHN T. ROWE, JR. SEAL 008453  
 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED  
 SIG. INVENTORY NO. 04-0663

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 04-0663  
 DESIGNED: October 2025  
 SEALED: 10-06-2025  
 REVISED: N/A