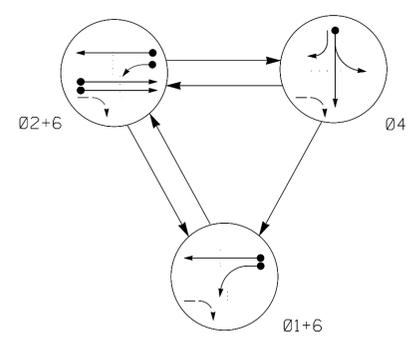
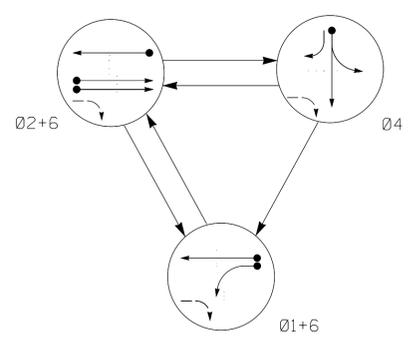


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | |
|-------------|-------|------|----|-------|
| | 01+6 | 02+6 | 04 | FLASH |
| 11 | ← | → | ← | → |
| 21 | R | ↑ | R | R |
| 22 | R | G | R | R |
| 41,42 | R | R | G | R |
| 61 | G | G | R | R |
| 62 | ↑ | ↑ | R | R |

ALTERNATE PHASING TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | |
|-------------|-------|------|----|-------|
| | 01+6 | 02+6 | 04 | FLASH |
| 11 | ← | → | ← | → |
| 21 | R | ↑ | R | R |
| 22 | R | G | R | R |
| 41,42 | R | R | G | R |
| 61 | G | G | R | R |
| 62 | ↑ | ↑ | R | R |

MAXTIME DETECTOR INSTALLATION CHART

| LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PROGRAMMING | | | | | | | |
|------|-----------|----------------------------|-------|----------|-------------|------------|-------------|--------|--------------------|--------------------|----------|---|
| | | | | | CALL PHASE | DELAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL CALL | DELAY DURING GREEN | NEW CARD | |
| 1A | * | 0 | * | X | 1 | 15# | - | X | - | X | - | * |
| 4A | * | 0 | * | X | 6## | - | - | X | - | X | - | * |

Disable delay during Alternate Phasing Operation.
Disable phase calls for loop(s) during Alternate Phasing Operation.
*Multizone microwave detection zone

3 Phase Fully Actuated Goldsboro Signal System

NOTES

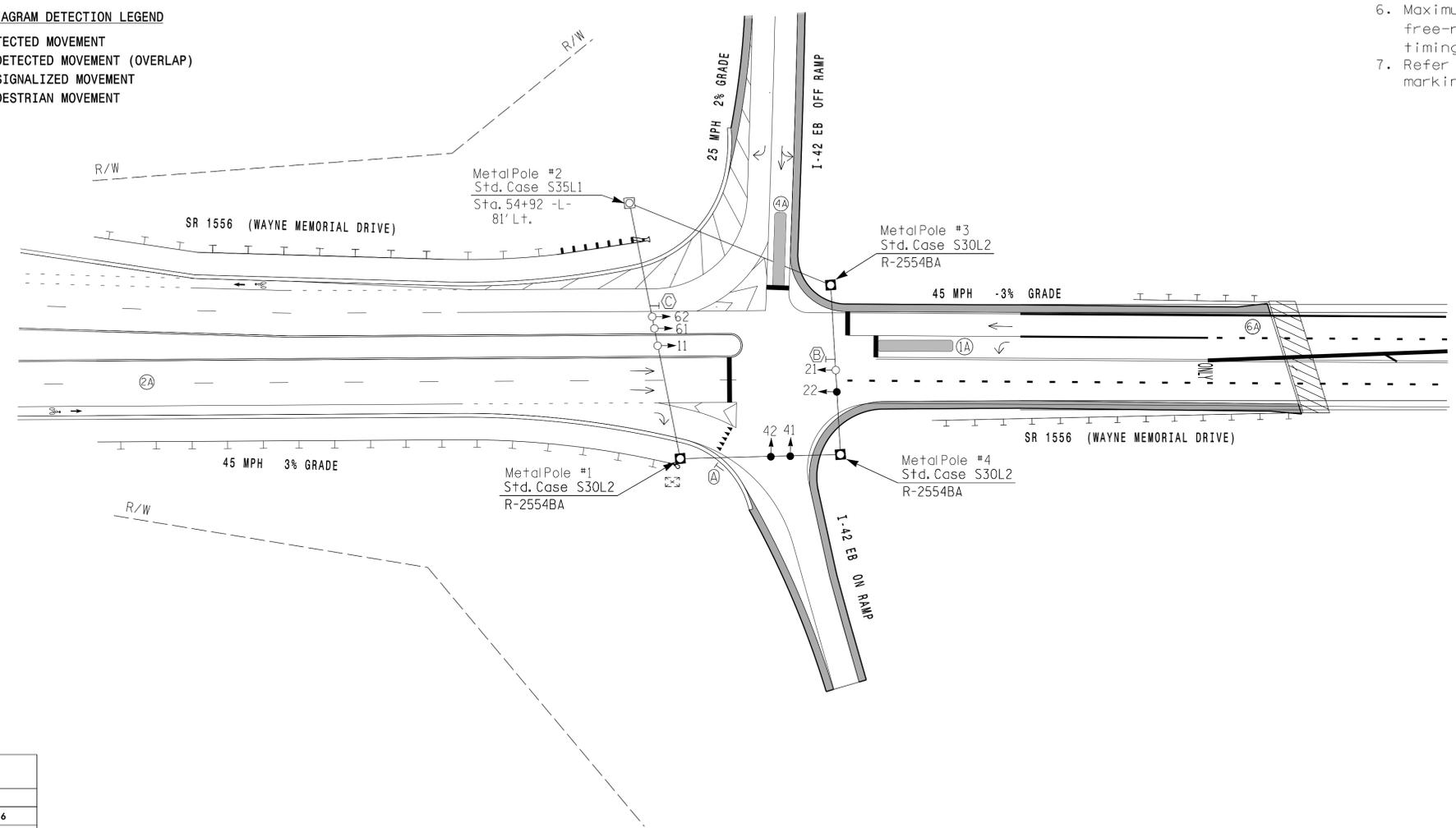
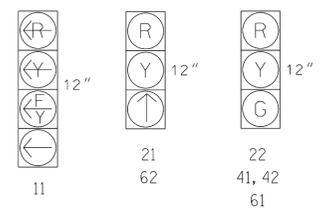
- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Refer to the Pavement Marking Plans for pavement marking details.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME TIMING CHART

| FEATURE | PHASE | | | |
|-------------------------|-------|------------|-----|------------|
| | 1 | 2 | 4 | 6 |
| Walk * | - | - | - | - |
| Ped Clear | - | - | - | - |
| Min Green * | 7 | 12 | 7 | 12 |
| Passage * | 2.0 | 2.0 | 2.0 | 2.0 |
| Max 1 * | 30 | 90 | 30 | 90 |
| Yellow Change | 3.0 | 4.8 | 3.1 | 4.8 |
| Red Clear | 2.9 | 1.1 | 1.7 | 1.1 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 |
| Added Initial * | - | - | - | - |
| Maximum Initial * | - | - | - | - |
| Time Before Reduction * | - | - | - | - |
| Time To Reduce * | - | - | - | - |
| Minimum Gap | - | - | - | - |
| Advance Walk | - | - | - | - |
| Non Lock Detector | X | - | X | - |
| Vehicle Recall | - | MIN RECALL | - | MIN RECALL |
| Dual Entry | - | - | - | - |
| Simultaneous Gap | 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.

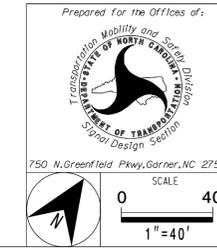
ADVANCED MICROWAVE EXTENDED RANGE DETECTION

| FUNCTION | Sensor 1 (A) | Sensor 2 (A) |
|----------------------------------|--------------|--------------|
| Channel | 1 | 1 |
| Phase | 2 | 6 |
| Direction of Travel | NB | SB |
| Type | PRIORITY | PRIORITY |
| Level | 2 | 2 |
| Discovery Zone (ft) | QUEUE | QUEUE |
| Range (ft) | <750 | <750 |
| Range (ft) | 600-100 | 150-100 |
| Enable Speed | Y | Y |
| Speed Range (mph) | 35-100 | 1-35 |
| Enable Estimated Time of Arrival | Y | N |
| Estimated Time of Arrival (sec) | 2.5-6.5 | 2.5-6.5 |

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 |
| ⊠ Metal Strain Pole | ⊠ Metal Strain Pole |
| ⊠ Detection Zone | ⊠ Detection Zone |
| ⊠ Controller & Cabinet | ⊠ Controller & Cabinet |
| ⊠ Junction Box | ⊠ Junction Box |
| ⊠ 2-in Underground Conduit | ⊠ 2-in Underground Conduit |
| N/A Right of Way | --- Right of Way |
| → Directional Arrow | → Directional Arrow |
| (A) "YIELD" Sign (R1-2) | (A) "YIELD" Sign (R1-2) |
| (B) No U-Turn/No Left Turn Sign (R3-18) | (B) No U-Turn/No Left Turn Sign (R3-18) |
| (C) No Right Turn Sign (R3-1) | (C) No Right Turn Sign (R3-1) |

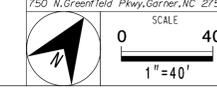
Signal Upgrade - Final Design



| | |
|---|-----------------------------|
| SR 1556 (Wayne Memorial Drive) at I-42 EB Ramps | |
| Division 4 | Wayne County |
| GoldSboro | |
| PLAN DATE: October 2025 | REVIEWED BY: G.G. Murr, Jr. |
| PREPARED BY: Nadia Degbotse | REVIEWED BY: |
| REVISIONS | INIT. DATE |
| | |



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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Signed by: Gene G. Murr, Jr.
10/15/2025
SIG. INVENTORY NO. 04-1356