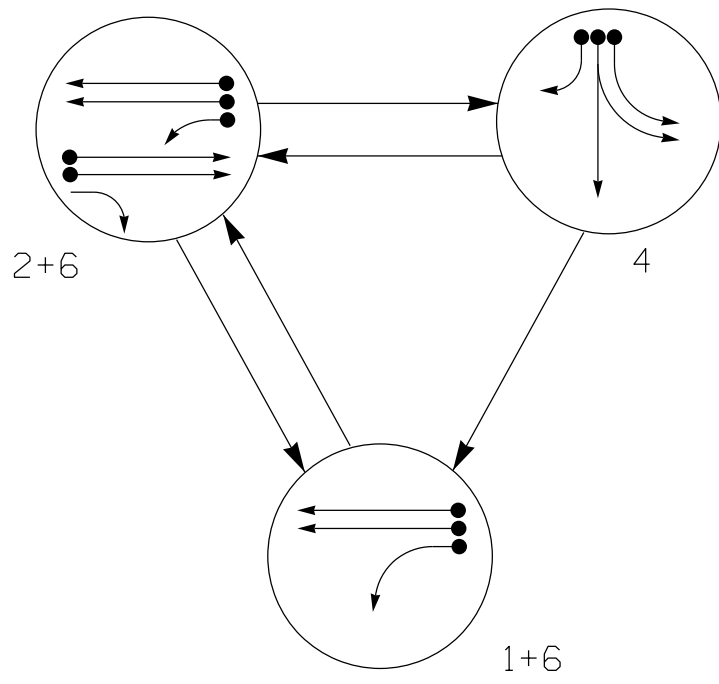


**PHASING DIAGRAM**



**TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	1+6	2+6	4	1+6
II	←	←	←	←
21	R	↑	R	R
22, 24	R	G	R	R
23	R	←	R	R
41	←	←	←	←
42	R	R	G	R
43, 45	R	R	G	R
44	R	R	→	R
61	G	G	R	R
62	↑	↑	R	R

**LOOP & DETECTOR UNIT INSTALLATION CHART**  
TRAFFICWARE APOGEE SOFTWARE 2070 CONTROLLER

ZONE	INDUCTIVE LOOPS/ZONES				DETECTOR PROGRAMMING								
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	SWITCH (PHASE)	DELAY TIME	STRETCH TIME	CALLING	EXTENSION	ADDED INIT.	SYSTEM LOOP	NEW CARD
1A*	6X40	0	*	*	1	-	15.0	-	X	X	-	-	*
2A*	6X6	300	*	*	2	-	-	-	X	X	X	-	*
2B*	6X6	300	*	*	2	-	-	-	X	X	X	-	*
4A*	6X40	0	*	*	4	-	-	-	X	X	-	-	*
4B*	6X40	0	*	*	4	-	-	-	X	X	-	-	*
4C*	6X40	0	*	*	4	-	15.0	-	X	X	-	-	*
6A*	6X6	300	*	*	6	-	-	-	X	X	X	-	*
6B*	6X6	300	*	*	6	-	-	-	X	X	X	-	*

\* Non-Intrusive Detection Zone

3 Phase  
Fully Actuated  
(Greensboro Signal System)

**NOTES**

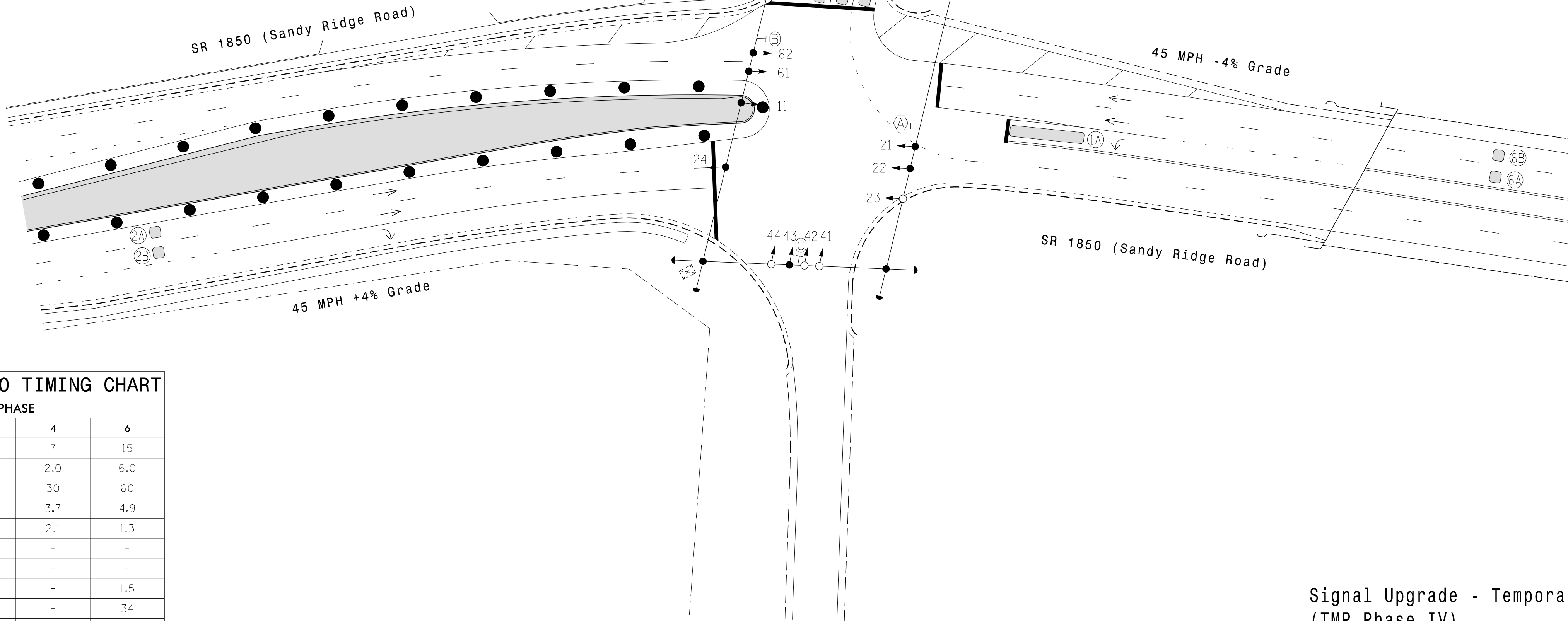
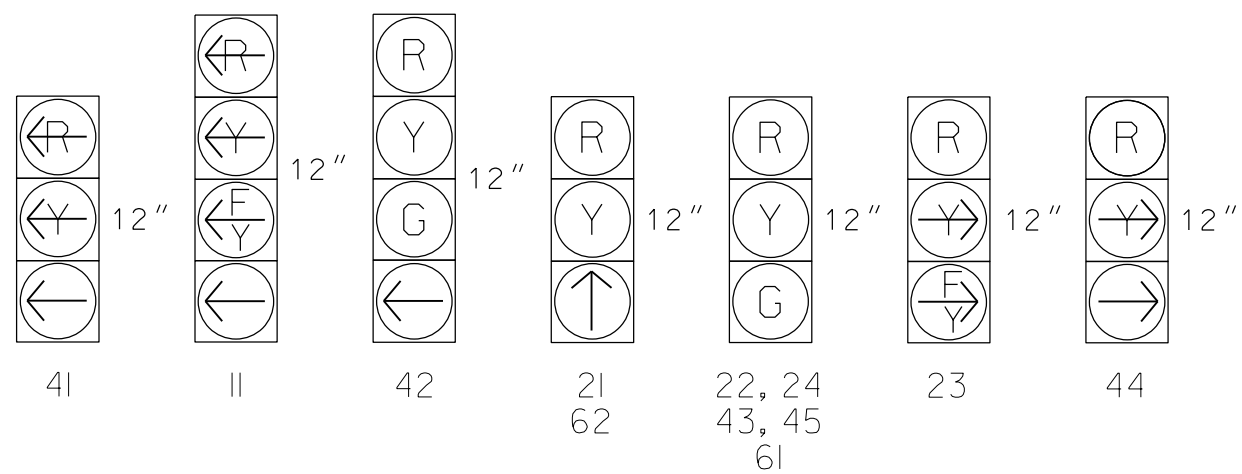
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Reposition existing signal heads numbered 11, 24, 43, 61 and 62.
5. Set all detector units to presence mode.
6. This intersection uses video detection. Maintain detectors according to the manufacturer's instructions to achieve the desired detection.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

**PHASING DIAGRAM DETECTION LEGEND**

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

**SIGNAL FACE I.D.**

All Heads L.E.D.



**LEGEND**

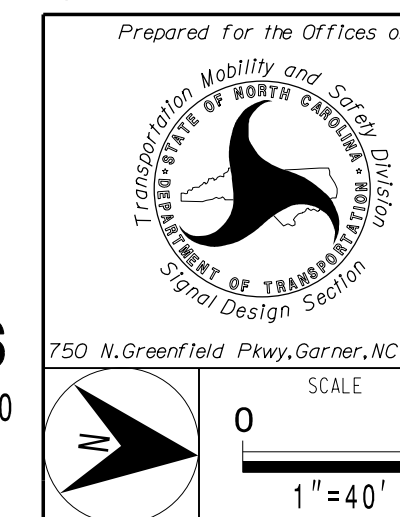
PROPOSED	EXISTING
○	●
○	○
↓	↓
↓	↓
○	○
○	○
○	○
○	○
○	○
○	○
○	○
○	○
○	○
○	○
○	○
○	○
○	○
○	○
○	○

**TRAFFICWARE APOGEE 2070 TIMING CHART**

FEATURE	PHASE			
	1	2	4	6
Min Green *	7	15	7	15
Gap, Extension *	2.0	6.0	2.0	6.0
Maximum Green 1 *	20	60	30	60
Yellow Clear	3.0	4.9	3.7	4.9
Red Clear	3.1	1.3	2.1	1.3
Walk *	-	-	-	-
Pedestrian Clear	-	-	-	-
Added Initial *	-	1.5	-	1.5
Maximum Initial *	-	34	-	34
Time Before Reduction *	-	15	-	15
Time To Reduce *	-	30	-	30
Minimum Gap	-	3.0	-	3.0
Recall Mode	-	MIN RECALL	-	MIN RECALL
Lock Calls	NO	YES	NO	YES
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

\* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Signal Upgrade - Temporary Design 4  
(TMP Phase IV)



**SR 1850 (Sandy Ridge Road) at I-40 EB Ramps**

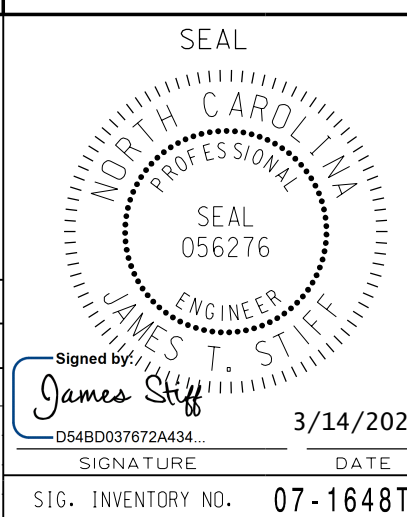
Division 7 Guilford County Greensboro

PLAN DATE: January 2025 REVIEWED BY: AM Encarnacion

PREPARED BY: JT Stiff REVIEWED BY: PL Alexander

SCALE 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



**AtkinsRéalis**

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