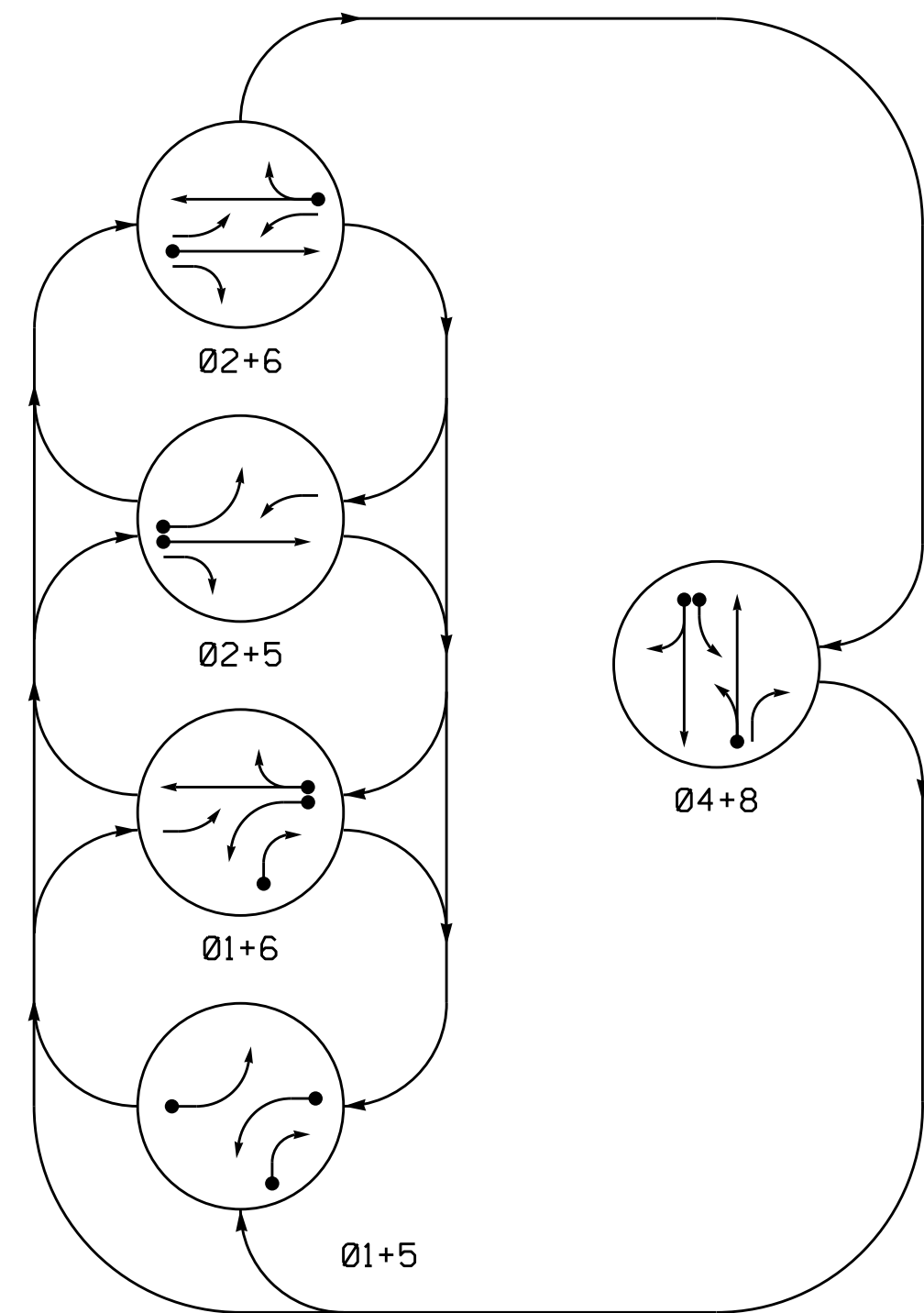


PHASING DIAGRAM



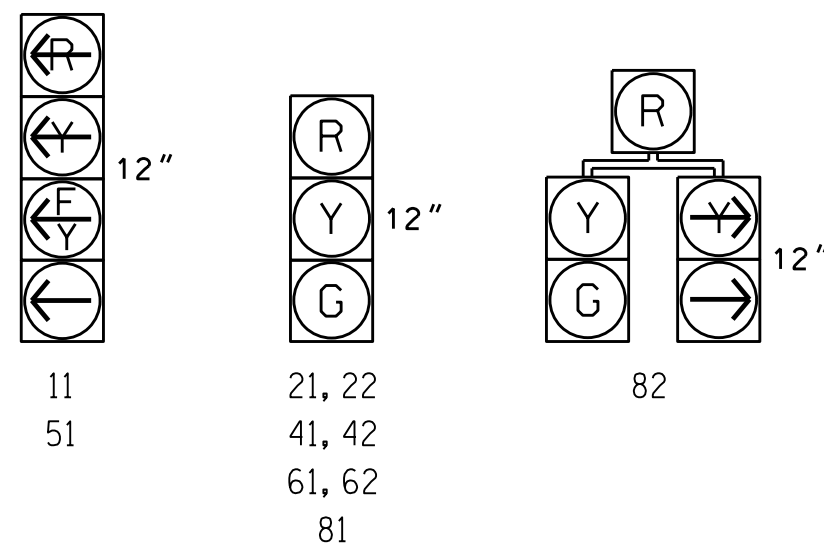
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE					
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	Ø1+8
11	←	←	←	←	←	←
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	R	R
51	←	←	←	←	←	←
61, 62	R	R	R	R	G	R
81	R	R	R	R	G	R
82	R	R	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.

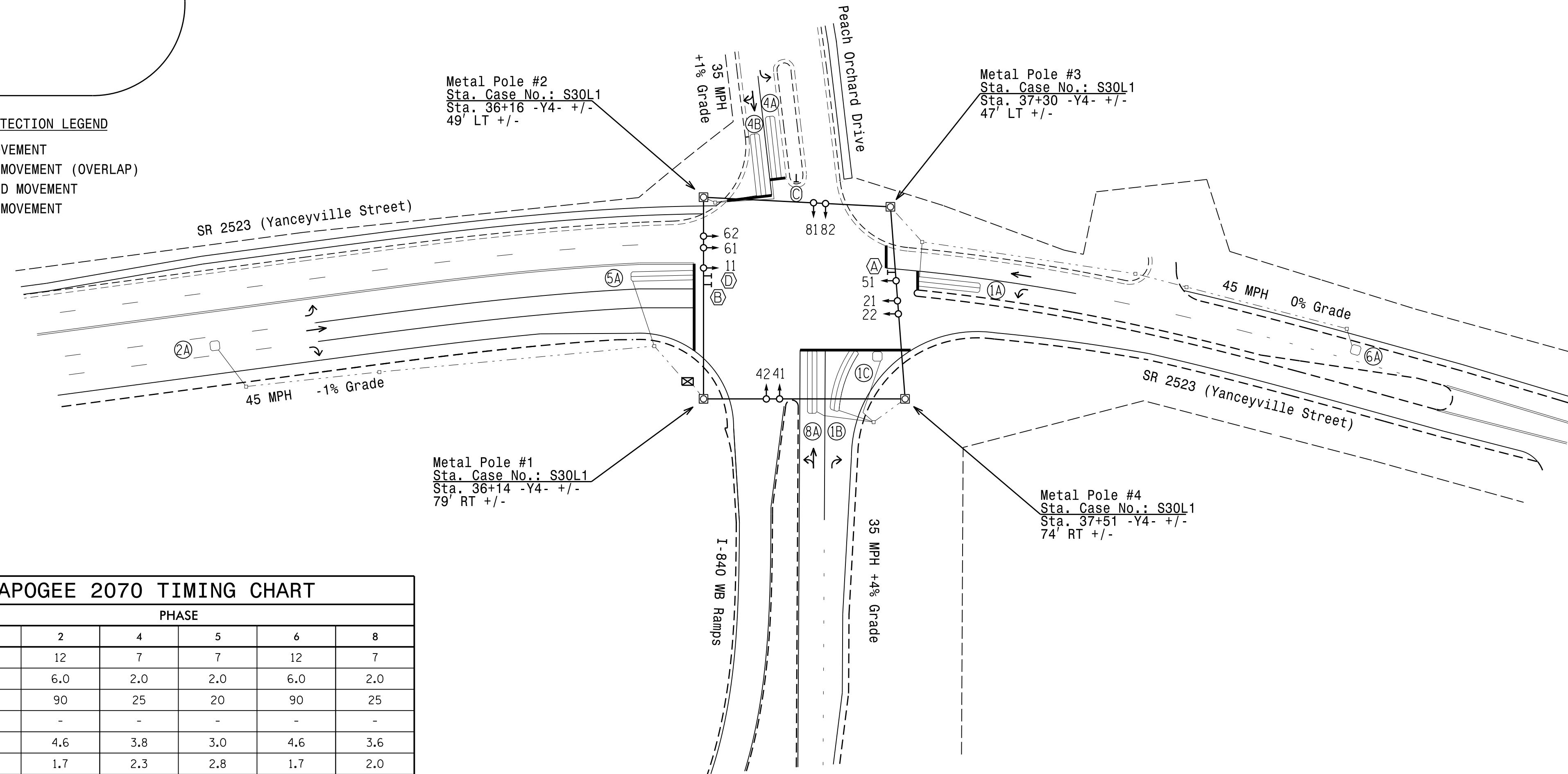


LOOP & DETECTOR UNIT INSTALLATION CHART											
INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	SWITCH (PHASE)	DELAY TIME	STRETCH TIME	CALLING EXTENSION ADDED INIT.	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	X	1	-	15	-	X	X	-
1B	6X40	0	2-4-2	X	1	-	15	-	X	X	-
1C	6X40	0	4	X	1	-	15	-	X	X	-
2A	6X6	300	4	X	2	-	-	-	X	X	-
4A	6X40	0	2-4-2	X	4	-	-	-	X	X	-
4B	6X40	0	2-4-2	X	4	-	-	-	X	X	-
5A	6X40	0	2-4-2	X	5	-	15	-	X	X	-
6A	6X6	300	4	X	6	-	-	-	X	X	-
8A	6X40	0	2-4-2	X	8	-	-	-	X	X	-

5 Phase Fully Actuated (Greensboro Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



NAZTEC APOGEE 2070 TIMING CHART							
FEATURE	PHASE						
	1	2	4	5	6	8	
Min Green *	7	12	7	7	12	7	
Gap, Extension *	2.0	6.0	2.0	2.0	6.0	2.0	
Maximum Green 1 *	20	90	25	20	90	25	
Maximum Green 2 *	-	-	-	-	-	-	
Yellow Clear	3.0	4.6	3.8	3.0	4.6	3.6	
Red Clear	3.2	1.7	2.3	2.8	1.7	2.0	
Walk *	-	-	-	-	-	-	
Pedestrian Clear	-	-	-	-	-	-	
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	-	
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-	
Lock Calls	NO	YES	NO	NO	YES	NO	
Dual Entry	-	-	ON	-	-	ON	
Simultaneous Gap	ON	ON	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.

LEGEND	
PROPOSED	EXISTING
○→	Traffic Signal Head
●→	Modified Signal Head
⊥	Sign
⊥	Pedestrian Signal Head
⊥	Signal Pole with Guy
⊥	Signal Pole with Sidewalk Guy
⊠	Inductive Loop Detector
⊠	Controller & Cabinet
⊠	Junction Box
⊠	2-in Underground Conduit
→	Right of Way
○	Directional Arrow
⊠	Metal Strain Pole
⊠	No U-Turn Sign (R3-4)
⊠	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)
⊠	No Trucks Sign (R5-2)
⊠	Left Arrow "ONLY" Sign (R3-5L)

New Installation

Prepared in the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SR 2523 (Yanceyville Street)
at
I-840 WB Ramps
and Peach Orchard Drive

Division 7 Guilford County Greensboro

PLAN DATE: September 2017 REVIEWED BY:

PREPARED BY: I. O. Umozurike REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

10/24/2017

REVISIONS	INIT.	DATE