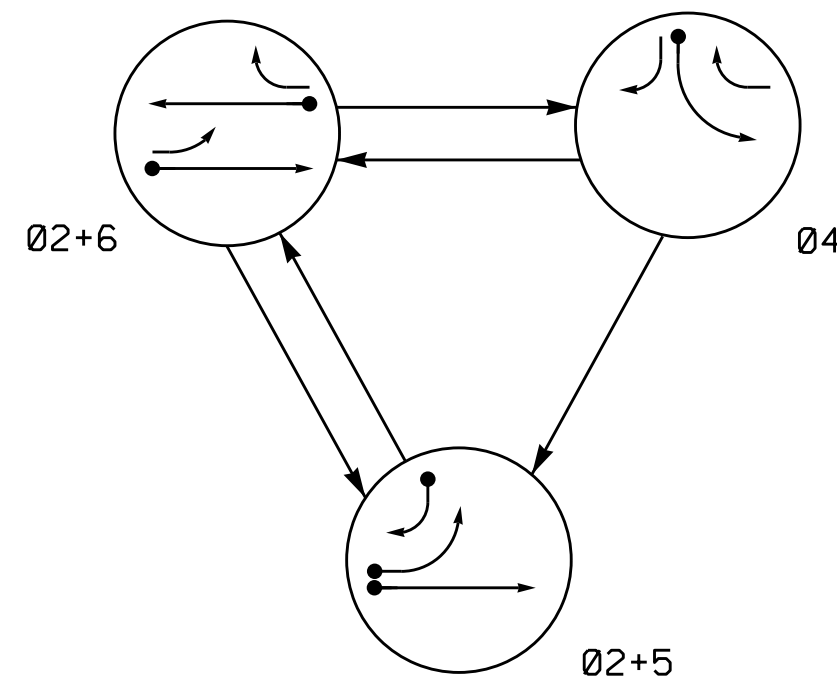


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	02+5	02+6	04	FLASH
21, 22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	-	-	-	-
61	R	G	R	Y
62	R	G	R	Y

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
2A	6X6	300	4	X	2	-	-	-	X	X	X	-
4A	6X40	0	2-4-2	X	4	-	-	-	X	X	-	-
5A	6X40	0	2-4-2	X	5	-	15	-	X	X	-	-
5B	6X40	0	2-4-2	X	5	-	15	-	X	X	-	-
6A	6X6	300	4	X	6	-	-	-	X	X	X	-

3 Phase Fully Actuated (Greensboro Signal System)

NOTES

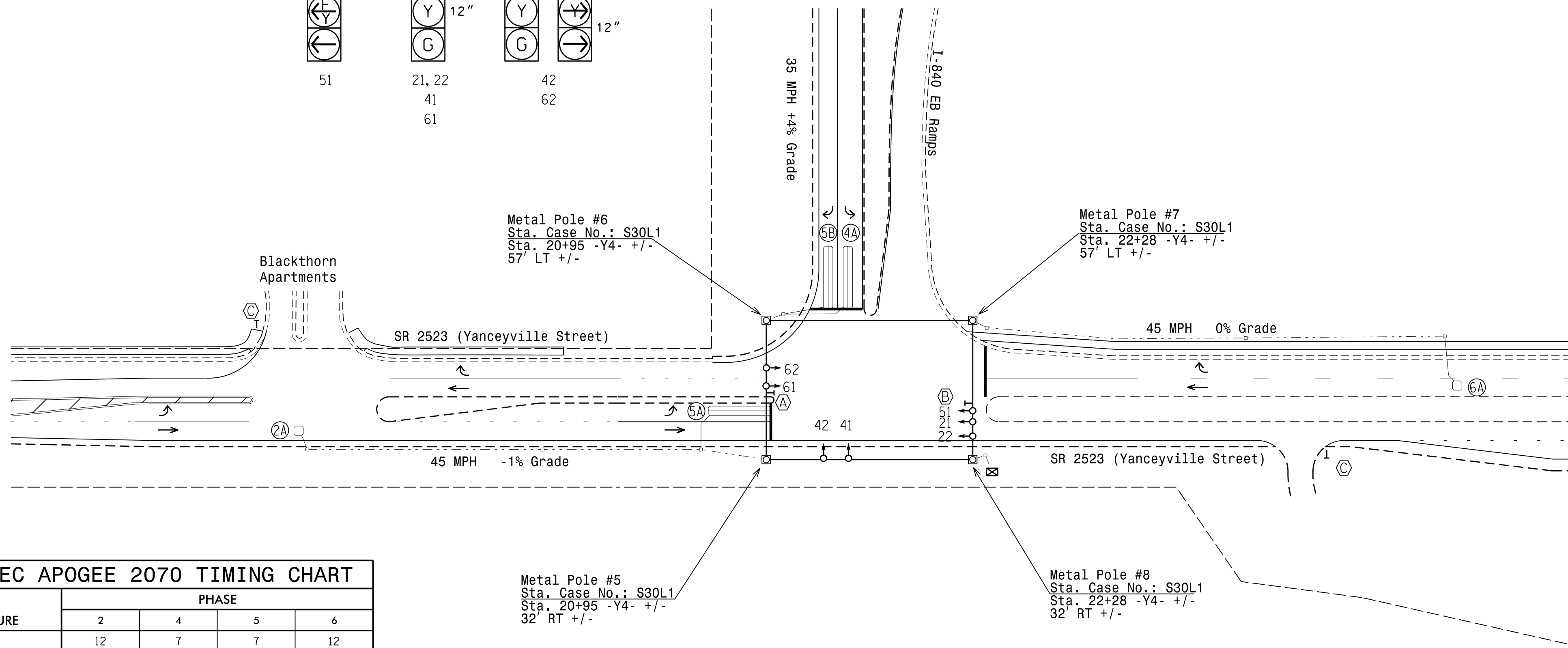
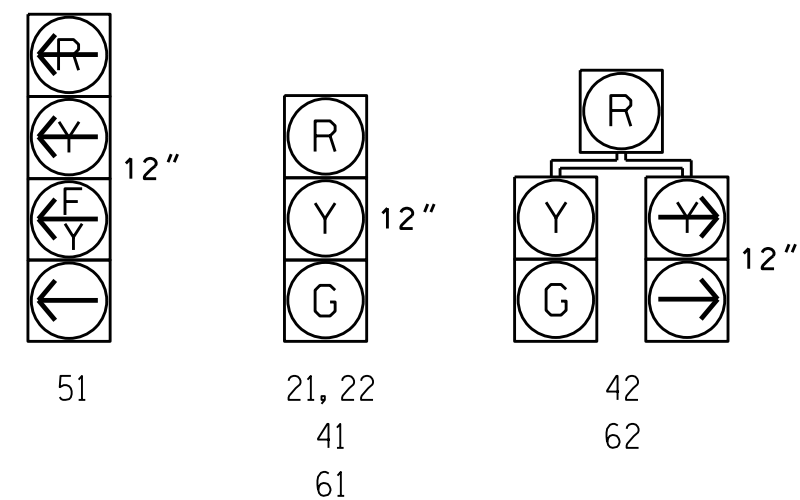
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 5 may be lagged.
4. Set all detector units to presence 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.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.



FEATURE	PHASE			
	2	4	5	6
Min Green *	12	7	7	12
Gap, Extension *	6.0	2.0	2.0	6.0
Maximum Green 1 *	90	25	20	90
Maximum Green 2 *	-	-	-	-
Yellow Clear	4.6	3.0	3.0	4.6
Red Clear	1.7	2.9	2.8	1.7
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	YES	NO	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.

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	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)	
	"STOP" Sign (R1-1)	

New Installation

Prepared in the Offices of:  
  
 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.  
 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.  
 Signal Design Section  
 750 N. Greenfield Pkwy, Garner, NC 27529

### SR 2523 (Yanceyville Street) at I-840 EB Ramps

Division 7    Guilford County    Greensboro

PLAN DATE: August 2017    REVIEWED BY:

PREPARED BY: I. O. Umozurike    REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

ROBERT J. ZIEMBA  
 ENGINEER  
 10/24/2017  
 DATE

REVISIONS	INIT.	DATE