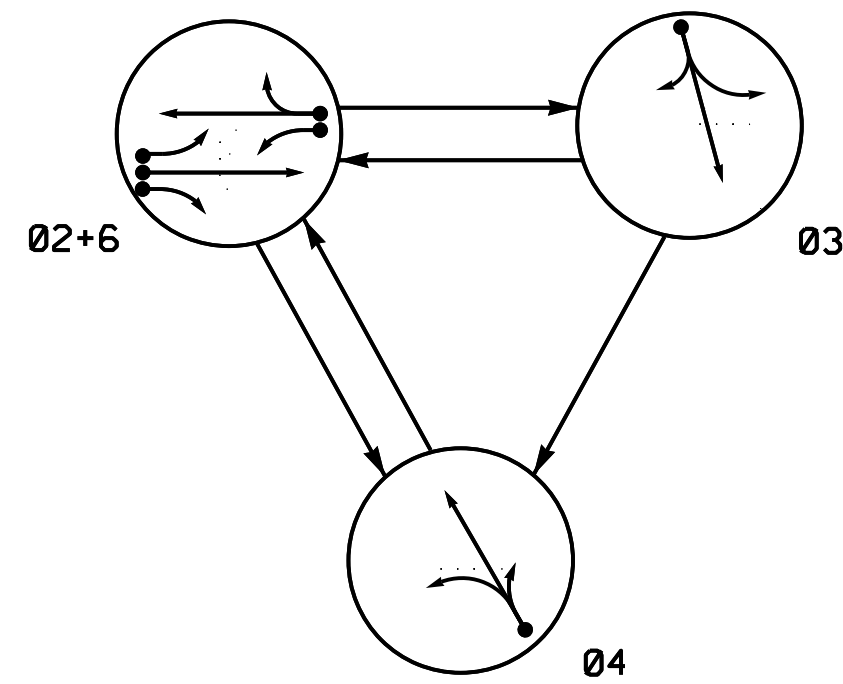


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	02+6	03	04	FLASH
21,22,23	G	R	R	Y
31	R	G	R	R
32,33	R	G	R	R
41	R	R	G	R
42	R	R	G	R
61,62,63	G	R	R	Y

LOOP & DETECTOR UNIT INSTALLATION CHART													
NAZTEC APOGEE SOFTWARE 2070 CONTROLLER													
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	70	*	*	2	-	-	-	Y	Y	-	-	-
2B	6X6	0	*	*	2	-	5.0	-	Y	Y	-	-	-
3A	6X40	0	*	*	3	-	3.0	-	Y	Y	-	-	-
3B	6X15	+5	*	*	3	-	15.0	-	Y	Y	-	-	-
4A	6X40	0	*	*	4	-	3.0	-	Y	Y	-	-	-
4B	6X15	+5	*	*	4	-	15.0	-	Y	Y	-	-	-
6A	6X6	70	*	*	6	-	-	-	Y	Y	-	-	-
6B	6X40	0	*	*	6	-	5.0	-	Y	Y	-	-	-

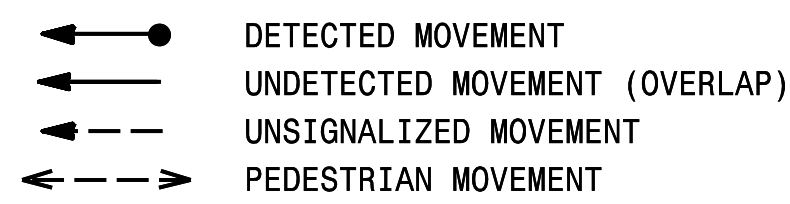
* Video Detection

3 Phase Fully Actuated (Greensboro Signal System)

NOTES

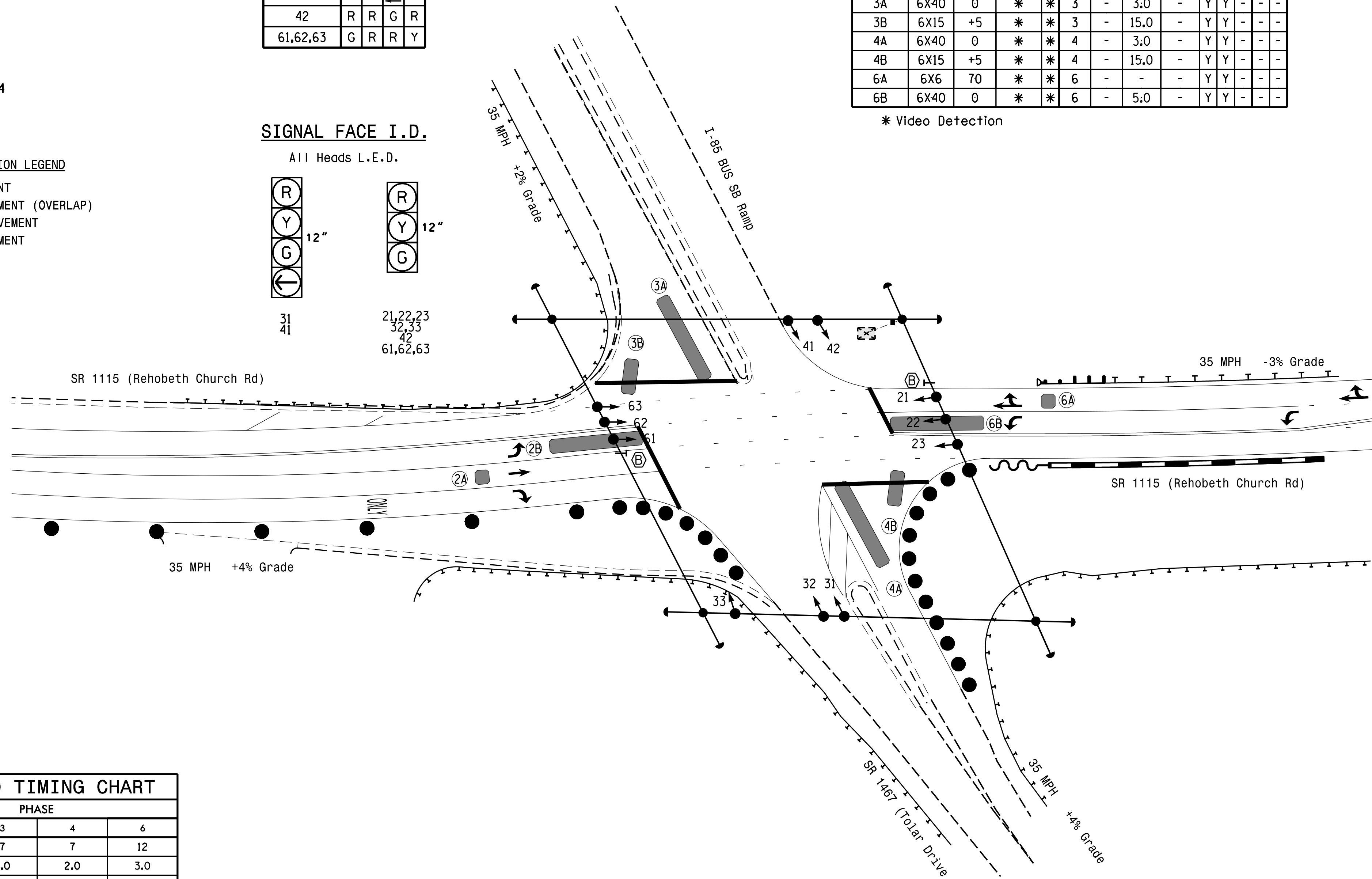
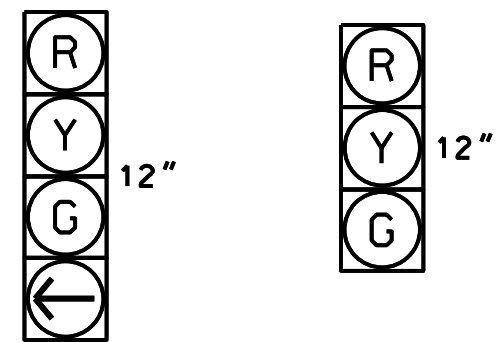
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Abandon all existing loops.
4. Set all detector units to presence mode.
5. Reposition heads 21,22,23,41,42, 61,62, and 63.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
8. Program all signal heads for the same approach to flash concurrently during flashing operation.

PHASING DIAGRAM DETECTION LEGEND



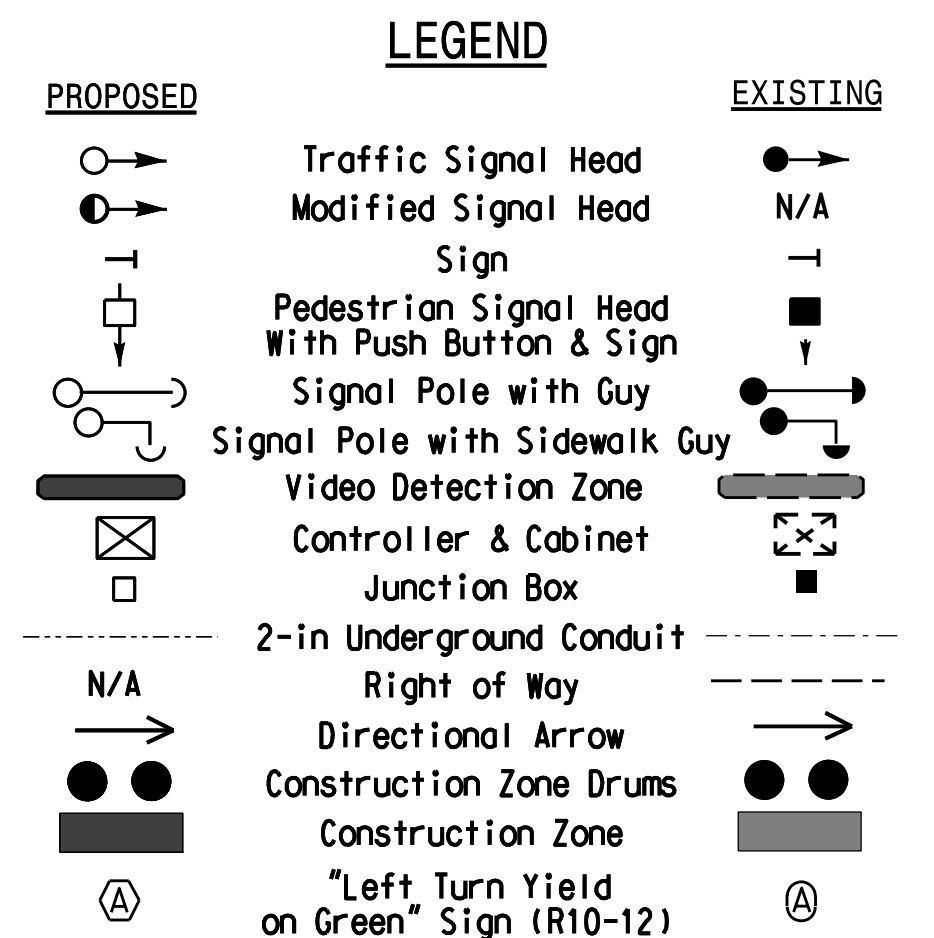
SIGNAL FACE I.D.

All Heads L.E.D.



NAZTEC APOGEE 2070 TIMING CHART				
FEATURE	PHASE			
	2	3	4	6
Min Green *	12	7	7	12
Gap, Extension *	3.0	2.0	2.0	3.0
Maximum Green 1 *	40	25	25	40
Maximum Green 2 *	0	0	0	0
Yellow Clear	3.6	3.6	3.7	4.1
Red Clear	1.6	2.2	2.1	1.7
Walk *	-	-	-	-
Pedestrian Clear	-	-	-	-
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
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.



Signal Upgrade - Temporary 2

MOTT MACDONALD
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 Suite 115
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 www.mottmac.com
 License No. F-0669

Prepared for the Offices of:

 TRANSPORTATION MOBILITY AND SAFETY DIVISION
 STATE OF NORTH CAROLINA
 SIGNAL DESIGN SECTION
 750 N. Greenfield Pkwy, Garner, NC 27529

SR 1115 (Rehobeth Church Road) at I-85 Bus. SB Ramp/ SR 1467 (Tolar Drive)
 Division 7 Guilford Co. Greensboro
 PLAN DATE: January 2023 REVIEWED BY: BAL
 PREPARED BY: INA REVIEWED BY: RWT

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEERS
 SEAL 032711
 RUSSELL W. THOMPSON
 Russell W. Thompson
 SIGNATURE DATE
 SIG. INVENTORY NO. 07-202612