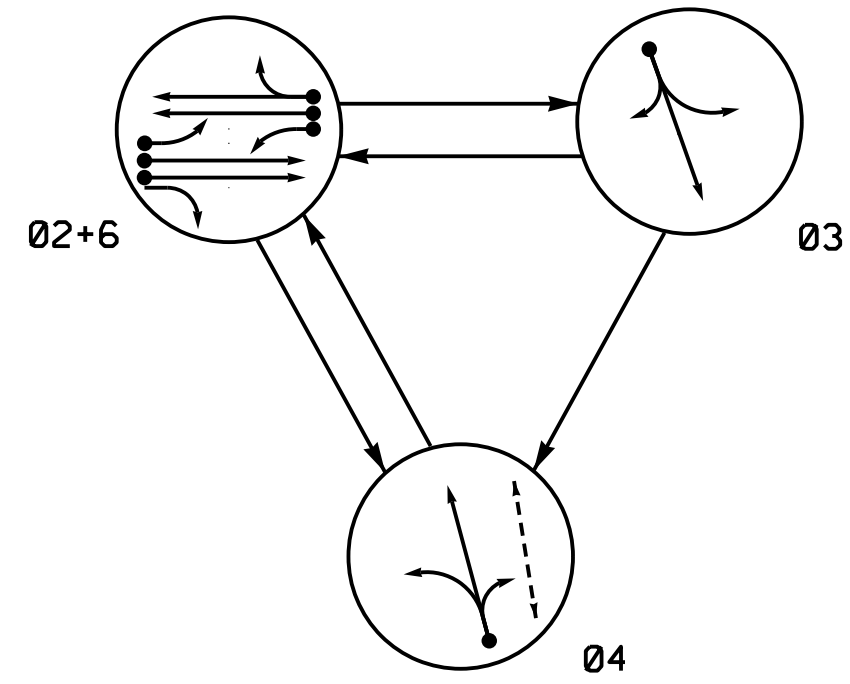


PHASING DIAGRAM



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
P41,P42	DW	DW	W	DRK

LOOP & DETECTOR UNIT INSTALLATION CHART
NAZTEC APOGEE SOFTWARE 2070 CONTROLLER

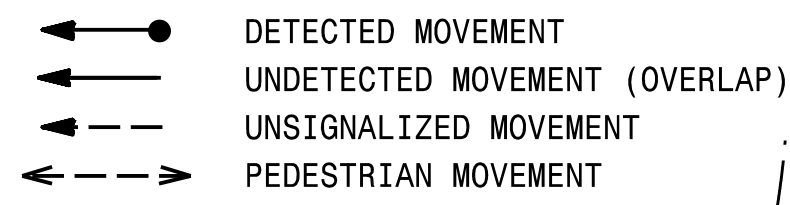
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	SWITCH (PHASE)	DELAY TIME	STRETCH TIME	CALLING EXTENSION	ADDED INIT.	SYSTEM LOOP	NEW CARD
2A	6X6	70	4	Y	2	-	-	-	Y	Y	-	Y
2B	6X6	70	4	Y	2	-	-	-	Y	Y	-	Y
2C	6X40	0	2-4-2	Y	2	-	5.0	-	Y	Y	-	Y
3A	6X40	0	2-4-2	Y	3	-	-	-	Y	Y	-	Y
3B	6X40	0	2-4-2	Y	3	-	-	-	Y	Y	-	Y
4A	6X40	0	2-4-2	Y	4	-	3.0	-	Y	Y	-	Y
4B	6X15	+5	4	Y	4	-	15.0	-	Y	Y	-	Y
6A	6X6	70	4	Y	6	-	-	-	Y	Y	-	Y
6B	6X6	70	4	Y	6	-	-	-	Y	Y	-	Y
6C	6X40	0	2-4-2	Y	6	-	5.0	-	Y	Y	-	Y

3 Phase Fully Actuated (Greensboro Signal System)

NOTES

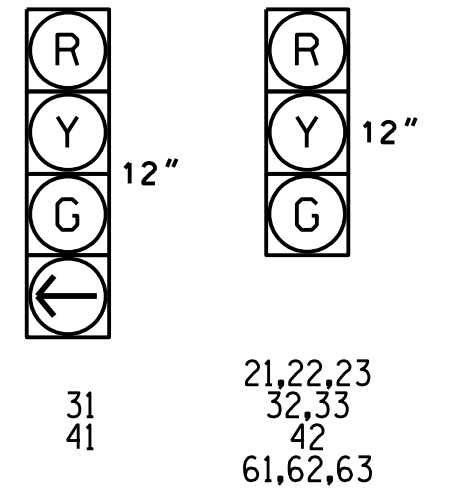
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Program all signal heads for the same approach to flash concurrently during flashing operation.
- For MP#4 remove and replace guardrail (See Roadway Pay Item)

PHASING DIAGRAM DETECTION LEGEND

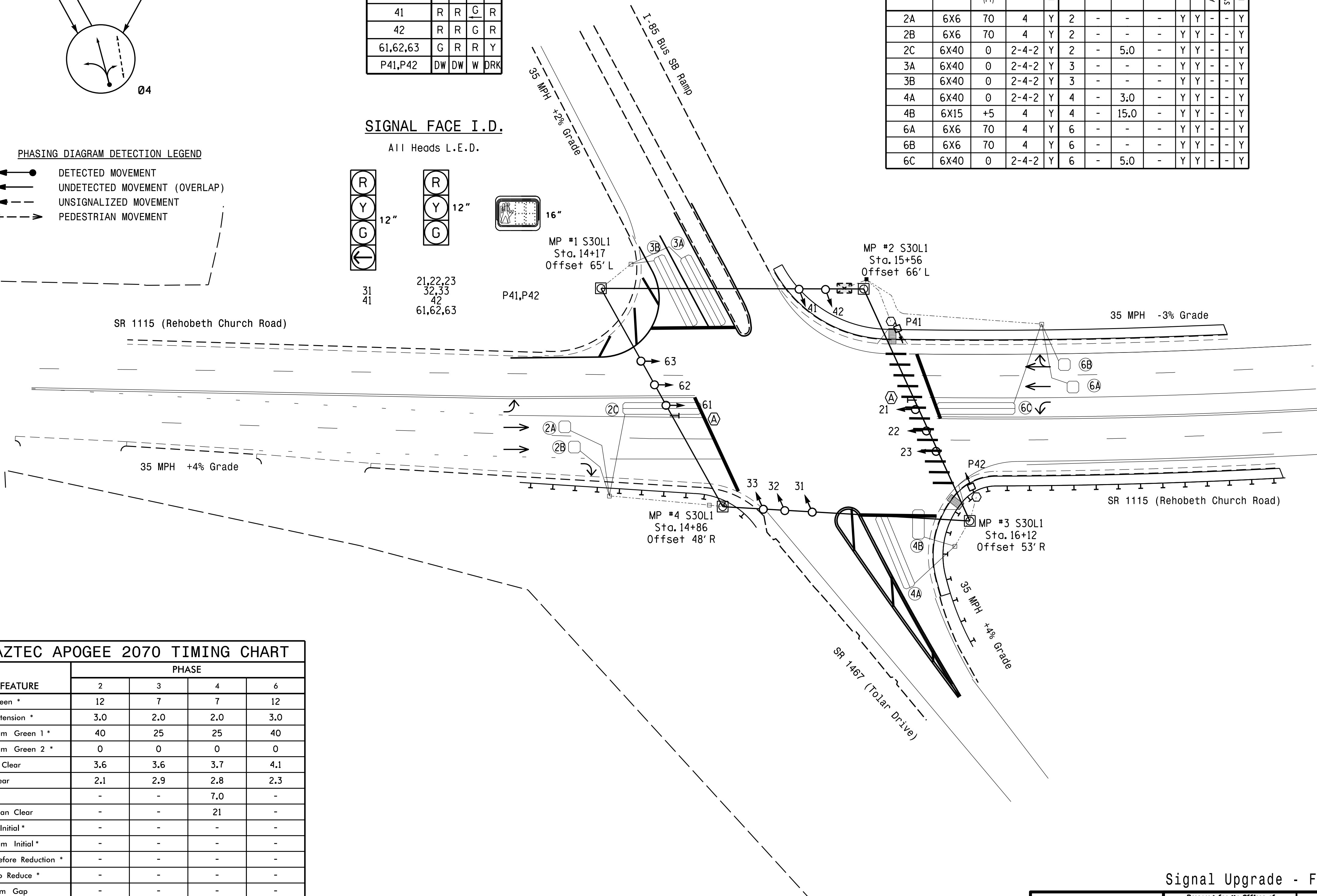


SIGNAL FACE I.D.

All Heads L.E.D.



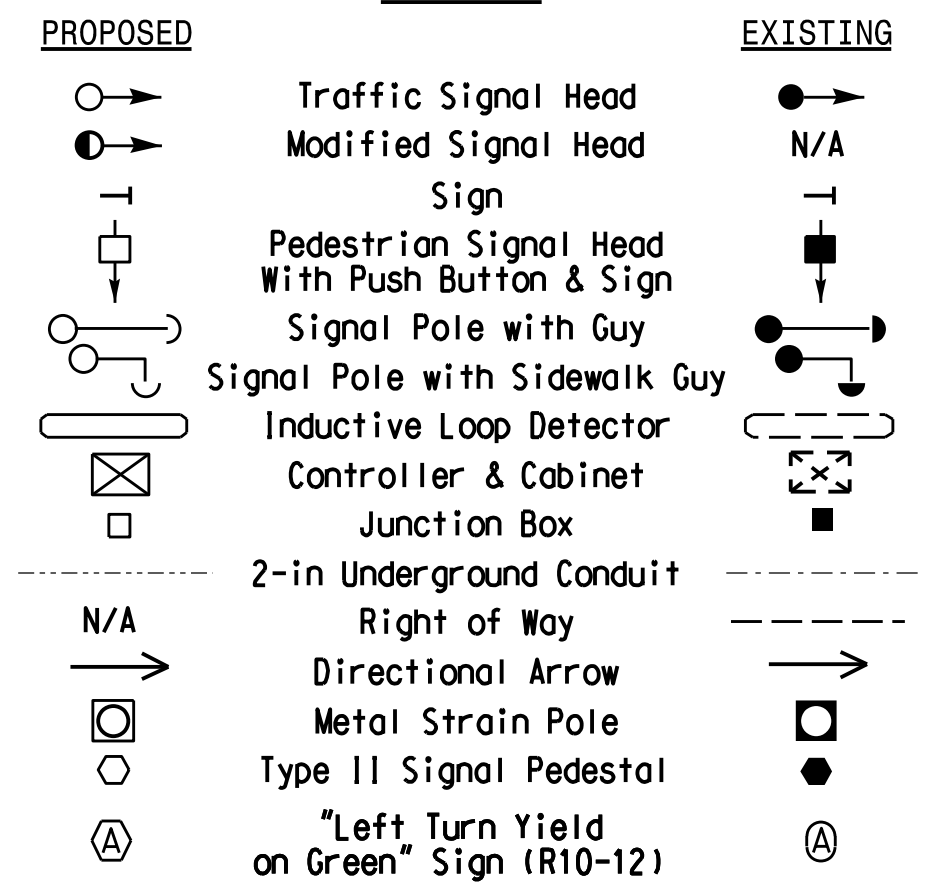
SR 1115 (Rehobeth Church Road)



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	2.1	2.9	2.8	2.3
Walk *	-	-	7.0	-
Pedestrian Clear	-	-	21	-
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.

LEGEND



Signal Upgrade - Final Design

MOTT MACDONALD
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Prepared For the Offices of:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
UNIVERSITY OF NORTH CAROLINA
SCHOOL OF CIVIL AND ENVIRONMENTAL ENGINEERING
Signal Design Section

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: INA

PREPARED BY: BAL 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. 07-2026