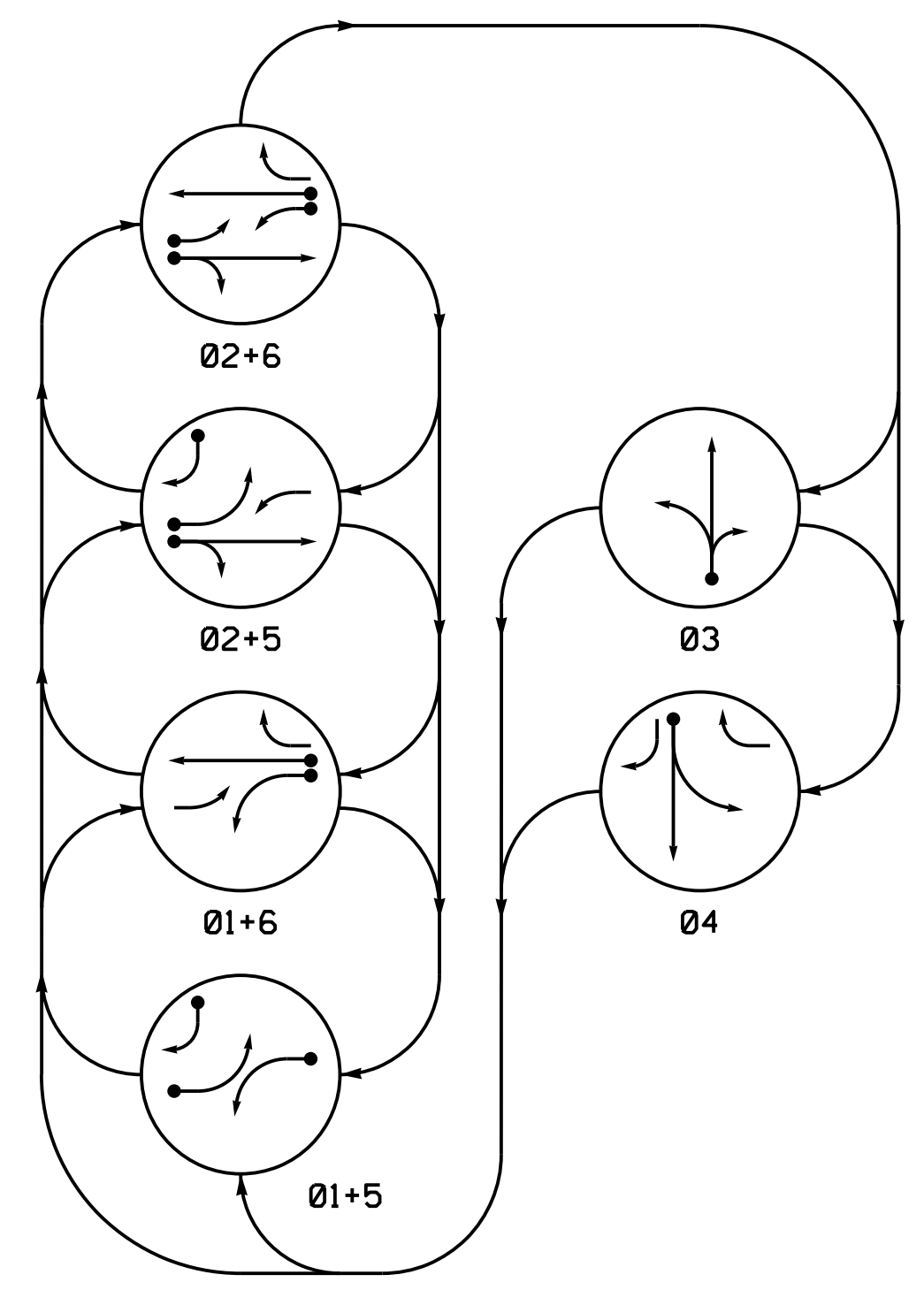


**DEFAULT PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**

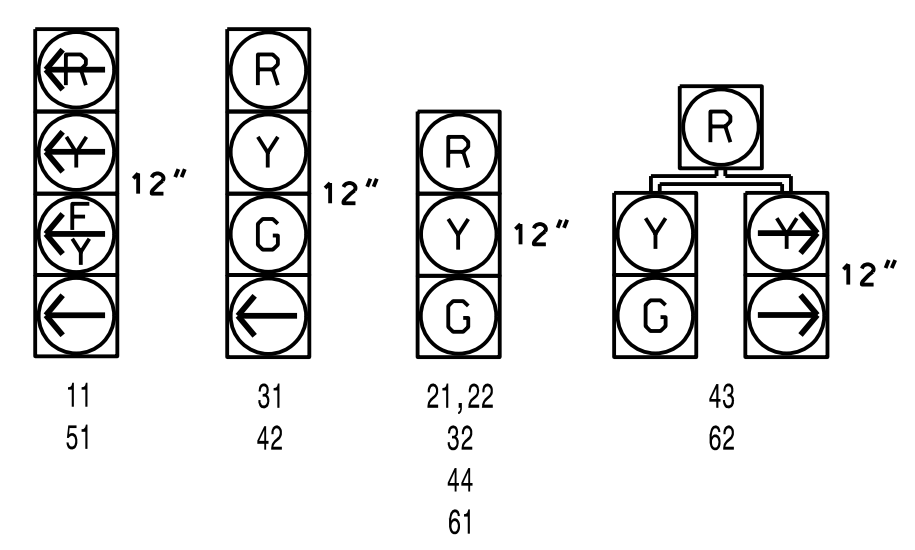
- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←- - -→ UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

**TABLE OF OPERATION**

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11						
21,22	R	R	G	G	R	Y
31	R	R	R	R	G	R
32	R	R	R	R	G	R
42	R	R	R	R	G	R
43	R	R	R	R	G	R
44	R	R	R	R	G	R
51						
61	R	G	R	G	R	Y
62	R	G	R	G	R	Y

**SIGNAL FACE I.D.**

All Heads L.E.D.



**ASC/3 DETECTOR INSTALLATION CHART**

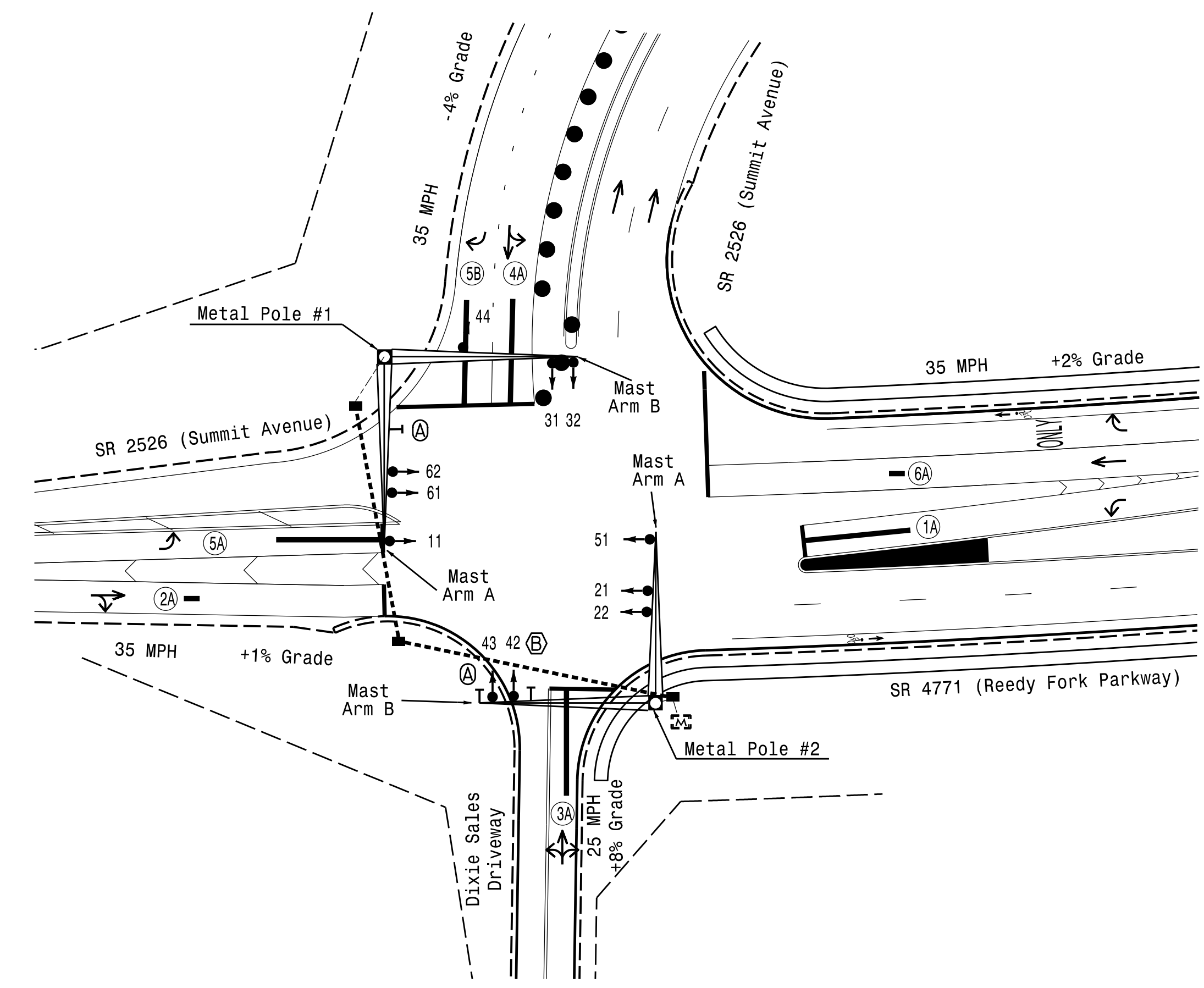
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING					
					PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP
1A**	6X40	0	**	**	1	Yes	-	15	S	-
2A**	6X6	70	**	**	2	Yes	-	-	S	-
3A**	6X40	0	**	**	3	Yes	-	5	S	-
4A**	6X40	0	**	**	4	Yes	-	3	S	-
5A**	6X40	0	**	**	5	Yes	-	15	S	-
5B**	6X40	0	**	**	2	Yes	-	-	S	-
6A**	6X6	70	**	**	6	Yes	-	-	S	-

\*\* Video Detection

6 Phase Fully Actuated  
SR 4771 (Reedy Fork Parkway) CLS  
Signal System: 10727

**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.
- Phase 1 and/ or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- A video imaging loop emulator detection system is used to provide traffic detection during this temporary phase. Perform installation according to manufacturer's directions and NCDOT engineer - approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data:  
Master Asset #: 10727  
Controller Asset #: 0903



**ASC/3 TIMING CHART**

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green *	7	10	7	7	7	10
Walk *	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Veh. Extension *	2.0	3.0	2.0	2.0	2.0	3.0
Max 1 *	20	60	15	30	20	60
Yellow	3.0	3.8	3.0	4.1	3.0	3.8
Red Clear	3.3	2.6	3.3	2.1	3.1	2.6
Actuations B4 Add *	-	-	-	-	-	-
Seconds / Actuation *	-	-	-	-	-	-
Max Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Locking Detector	-	X	-	-	-	X
Recall Position	-	VEH. RECALL	-	-	-	VEH. RECALL
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	X	X	X	X	X	X

\* 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                           | ●→ Traffic Signal Head                           |
| ○→ Modified Signal Head                          | N/A  |
| ↓ Sign   | ↓ Sign   |
| ↓ Pedestrian Signal Head With Push Button & Sign | ↓ Pedestrian Signal Head With Push Button & Sign |
| ⌢ Metal Pole with Mastarm                        | ⌢ Metal Pole with Mastarm                        |
| ⌢ Video Detection Area                           | ⌢ Video Detection Area                           |
| ⌢ Master Controller & Cabinet                    | ⌢ Master Controller & Cabinet                    |
| ⌢ Junction Box                                   | ⌢ Junction Box                                   |
| ⌢ Oversize Junction Box                          | ⌢ Oversize Junction Box                          |
| ⌢ 2-in Underground Conduit                       | ⌢ 2-in Underground Conduit                       |
| --- Directional Drill                            | --- Directional Drill                            |
| N/A Right of Way                                 | N/A Right of Way                                 |
| → Directional Arrow                              | → Directional Arrow                              |
| (A) Right Arrow "ONLY" Sign (R3-SR)              | (A) Right Arrow "ONLY" Sign (R3-SR)              |
| (B) U-Turn Yield to Right Turn Sign (R10-16)     | (B) U-Turn Yield to Right Turn Sign (R10-16)     |

Signal Upgrade  
Temporary Design 3 (TMP Phase IV - Step 4)

Project #: 180914

**DAVENPORT**

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Prepared for:  
**TRANSPORTATION MOBILITY AND SAFETY DIVISION**  
UNIVERSITY OF NORTH CAROLINA  
SCHOOL OF CIVIL AND ENVIRONMENTAL ENGINEERING  
Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

SR 4771 (Reedy Fork Parkway)  
at  
SR 2526 (Summit Avenue) /  
Dixie Sales Driveway

Division 7 Guilford County Greensboro

PLAN DATE: April 2020 REVIEWED BY: L Boyer

PREPARED BY: T.S. Warren REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

SEAL  
030912  
L. BOYER  
ENGINEER  
LORIAN M. BOYER  
04/20/2020  
SIGNATURE DATE  
SIG. INVENTORY NO. 07-090313