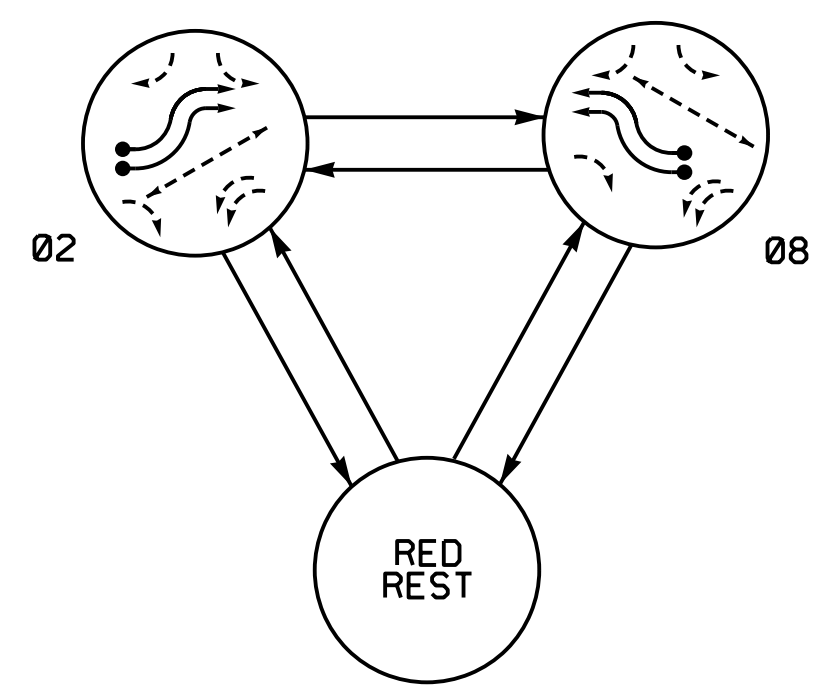


PHASING DIAGRAM

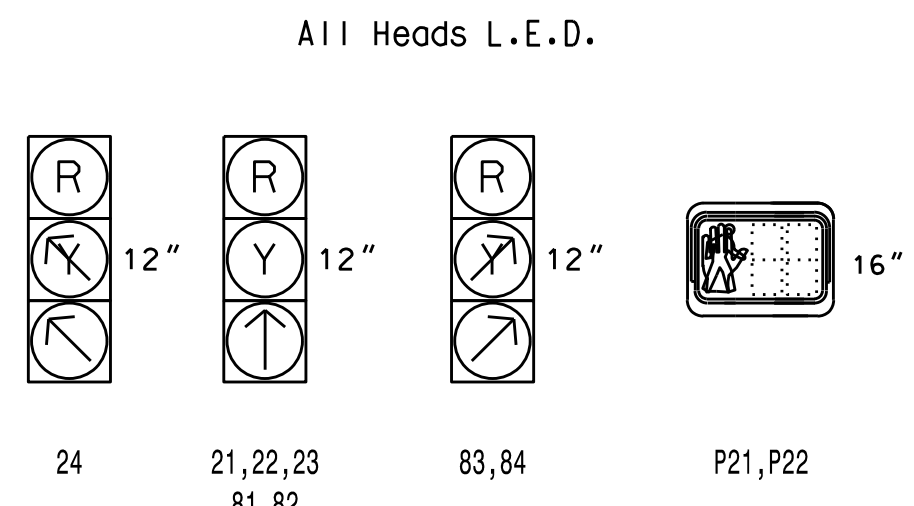


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	02	08	RED REST	L.F. HOUS
21,22,23	↑	R	R	R
24	↘	R	R	R
81,82	R	↑	R	R
83,84	R	↗	R	R
P21,P22	W	DW	DW	DRK

SIGNAL FACE I.D.

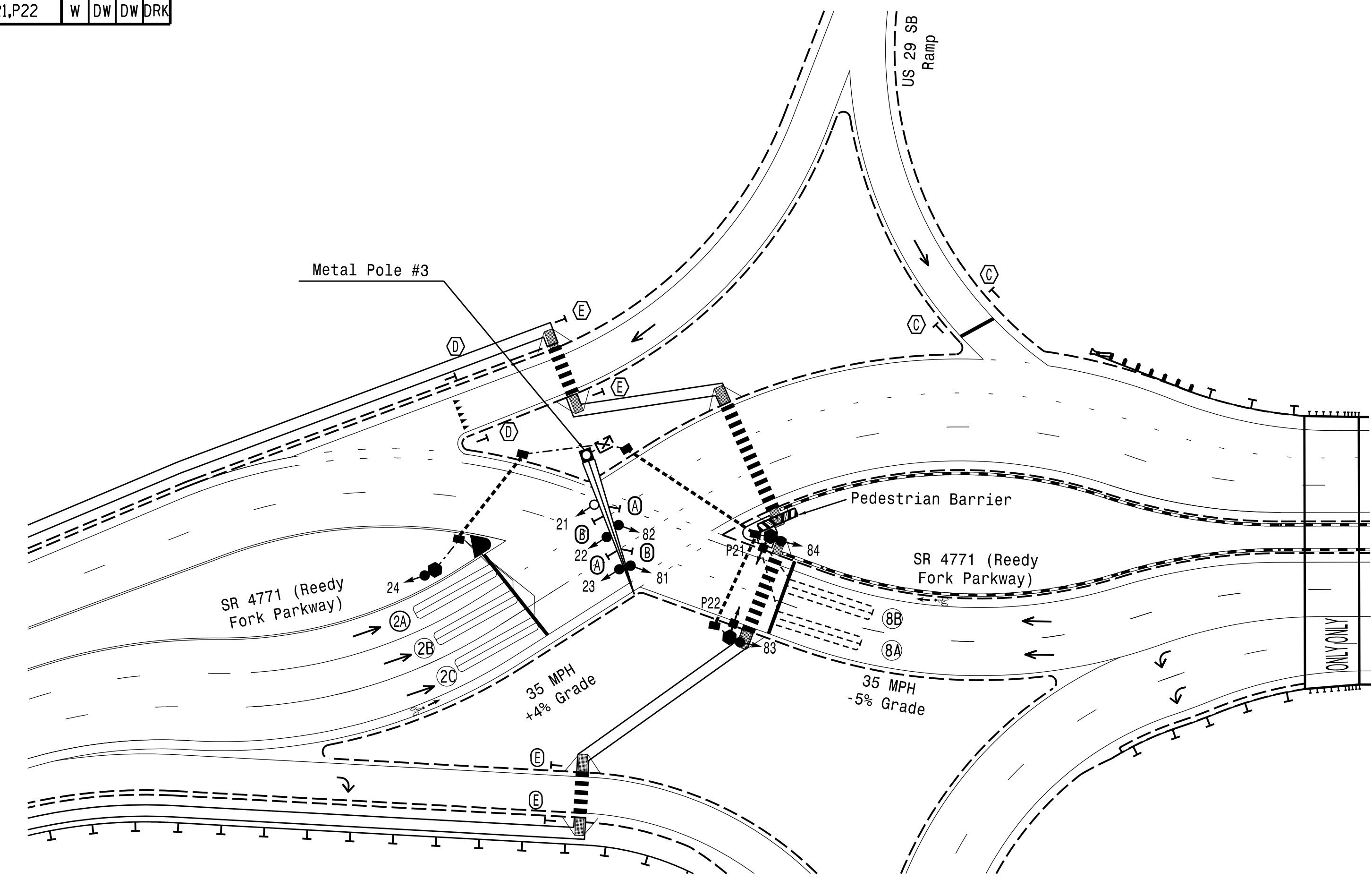


ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR					PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP NEW CARD
2A	6X40	0	2-4-2	X	2	Yes	-	-	S	- X
2B	6X40	0	2-4-2	X	2	Yes	-	-	S	- X
2C	6X40	0	2-4-2	X	2	Yes	-	-	S	- X
8A	6X40	0	2-4-2	-	8	Yes	-	-	S	- -
8B	6X40	0	2-4-2	-	8	Yes	-	-	S	- -

2 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.
- Program controller to startup in Phase 2 Red Clear.
- Set all detector units to presence mode.
- Program all phases for "Red Rest".
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data:
Controller Asset #: 0904



FEATURE	PHASE	
	2	8
Min Green *	10	10
Walk *	7	-
Ped Clear	7	-
Veh. Extension *	2.0	2.0
Max 1 *	60	60
Yellow	3.6	4.2
Red Clear	2.4	2.3
Red Revert	5.0	5.0
Actuations B4 Add *	-	-
Seconds /Actuation *	-	-
Max Initial *	-	-
Time Before Reduction *	-	-
Time To Reduce *	-	-
Minimum Gap	-	-
Locking Detector	-	-
Recall Position	NONE	NONE
Dual Entry	-	-
Simultaneous Gap	X	X

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

PROPOSED	LEGEND	EXISTING
○	Traffic Signal Head	●
○→	Modified Signal Head	N/A
↑	Sign	↑
⊥	Pedestrian Signal Head With Push Button & Sign	⊥
⊥	Signal Pole with Guy	⊥
⊥	Signal Pole with Sidewalk Guy	⊥
⊠	Inductive Loop Detector	⊠
⊠	Controller & Cabinet	⊠
⊠	Junction Box	⊠
⊠	Oversize Junction Box	⊠
—	2-in Underground Conduit	—
—	Directional Drill	—
N/A	Right of Way	—
→	Directional Arrow	→
N/A	Guardrail	—
○	Type II Signal Pedestal	●
N/A	Curb Ramp	▲
Ⓐ	No Right Turn Sign (R3-1)	Ⓐ
Ⓑ	No Left Turn Sign (R3-2)	Ⓑ
Ⓒ	Stop Sign (R1-1)	Ⓒ
Ⓓ	Yield Sign (R1-2)	Ⓓ
Ⓔ	Pedestrian Crossing Sign (W11-2) w/Diagonal Arrow Plaque (W16-7p)	Ⓔ

Signal Upgrade - Temporary Design 2
(TMP Phase III- Step 5; Phase IV- Steps 1-3)

Project #: 180914

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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
US 29 Southbound Ramps

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

PROFESSIONAL ENGINEER
L. BOYER
030912

04/20/2020

SIGNATURE DATE

SIG. INVENTORY NO. 07-090412