

PHASING DIAGRAM

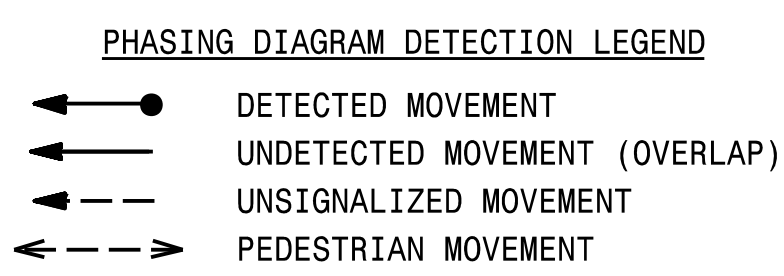
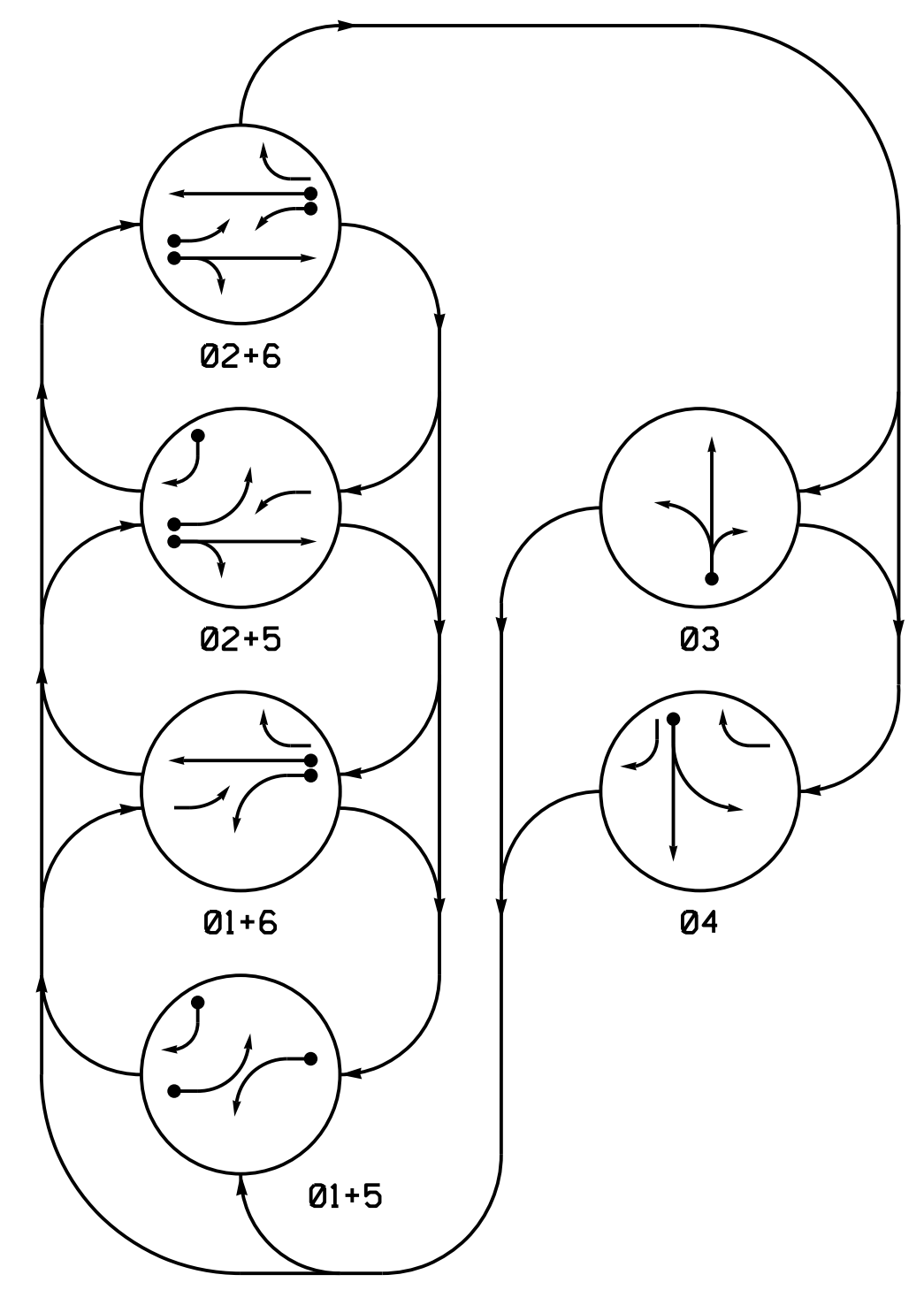
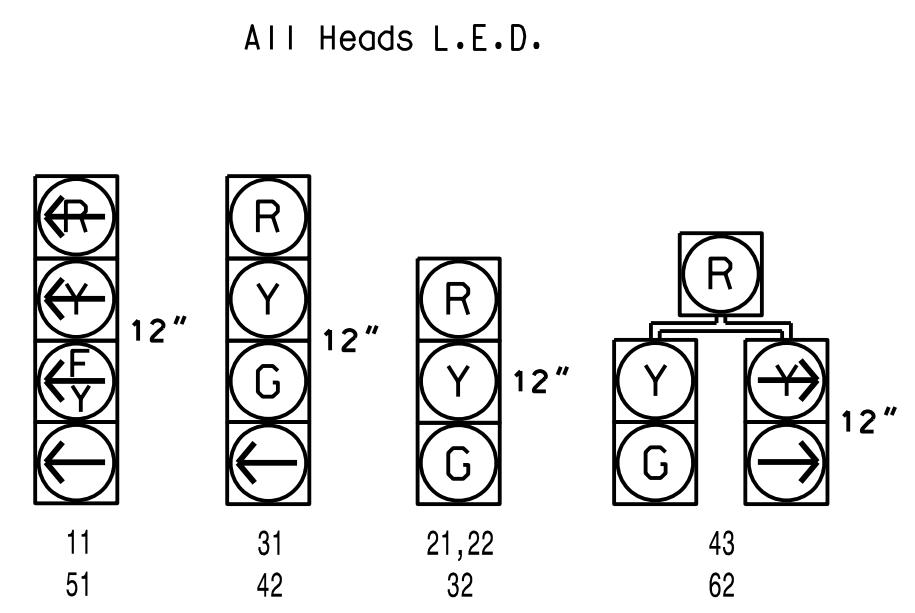


TABLE OF OPERATION

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

SIGNAL FACE I.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	NEW CARD
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

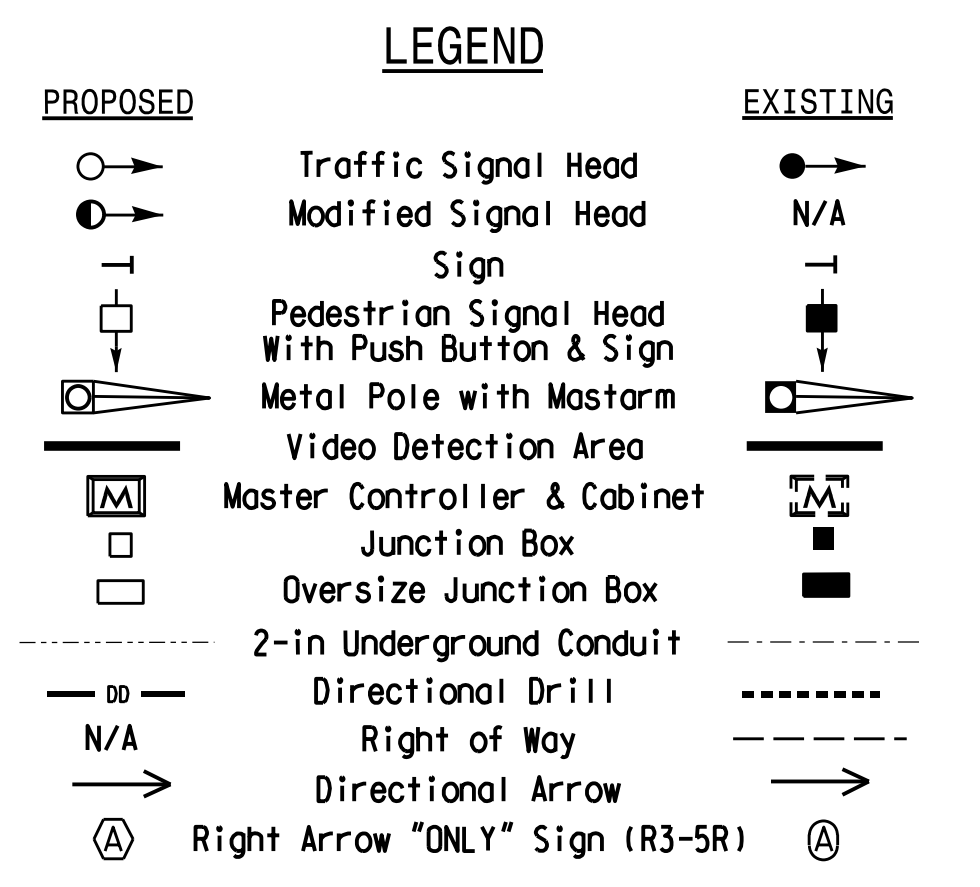
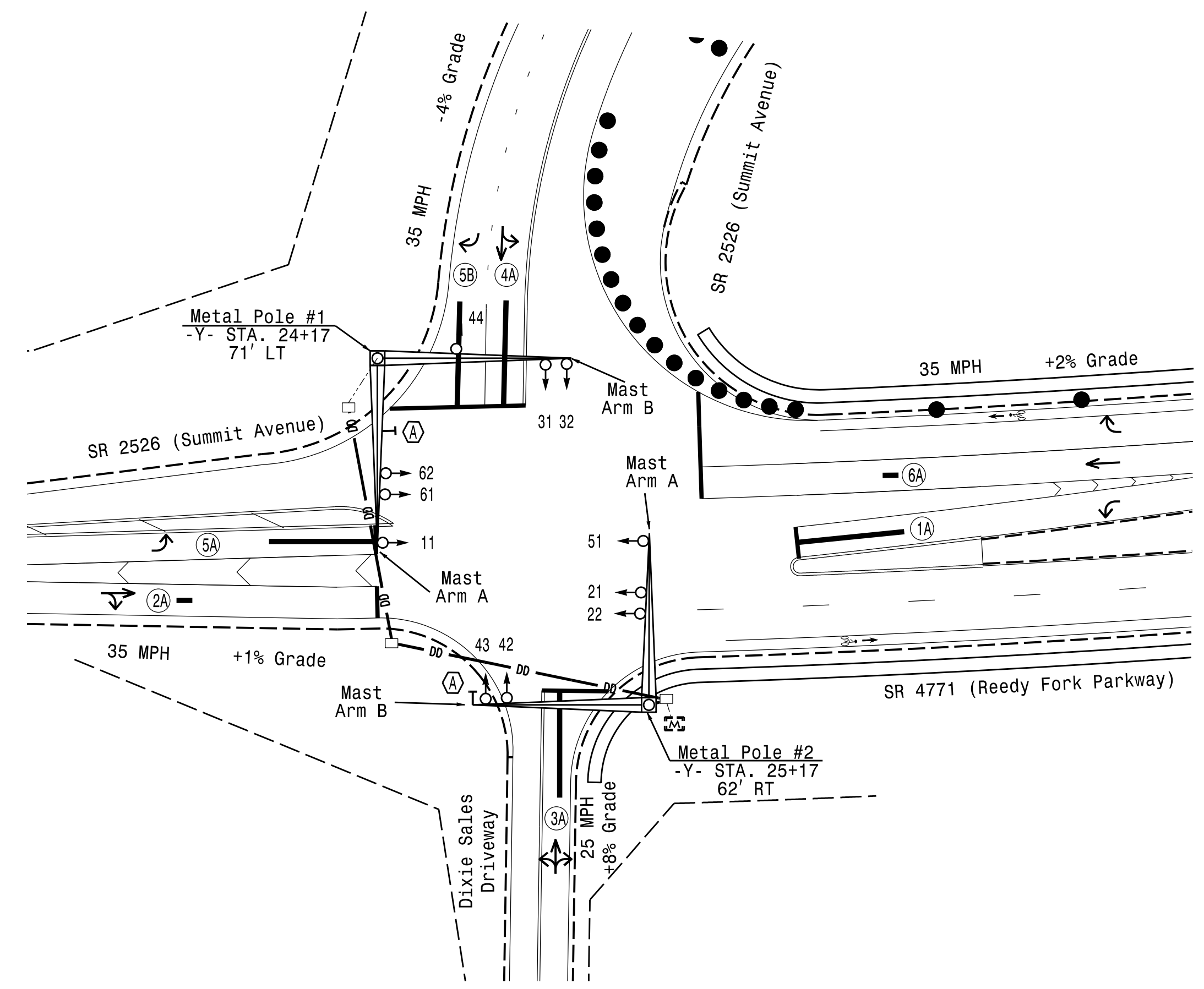
NOTES

- 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	1.7	2.6	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.



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

Project #: 180914

HOME OFFICE:  
119 BROOKSTOWN AVENUE, SUITE PH1  
WINSTON-SALEM, NC 27101  
336.744.1636 www.davenportworld.com  
NCBELS FIRM LICENSE NO. C-2522

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

NO.	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

SEAL 030912

ENGINEER

Joni M. Boyer

04/20/2020

SIGNATURE DATE

SIG. INVENTORY NO. 07-090312