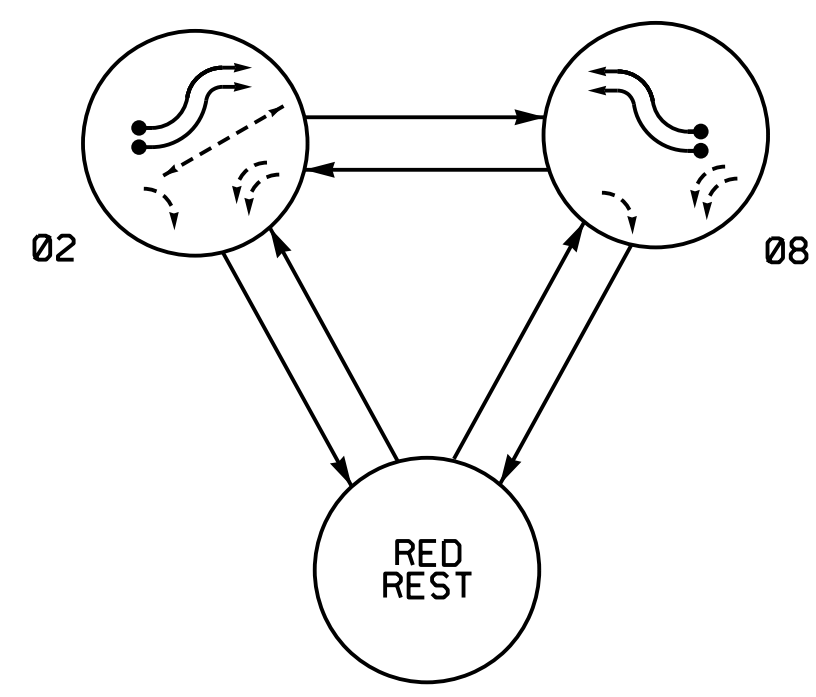
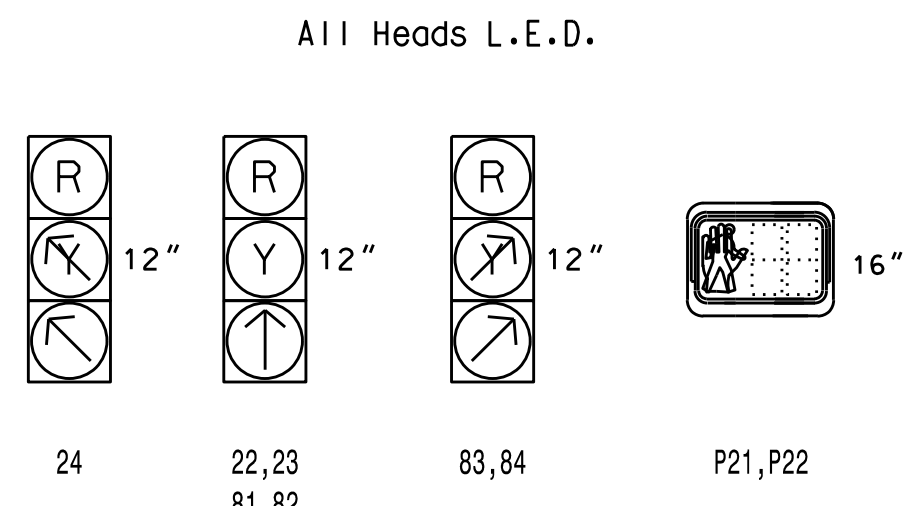


**PHASING DIAGRAM**



SIGNAL FACE	PHASE			
	02	08	RED REST	UNDETECTED
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.**

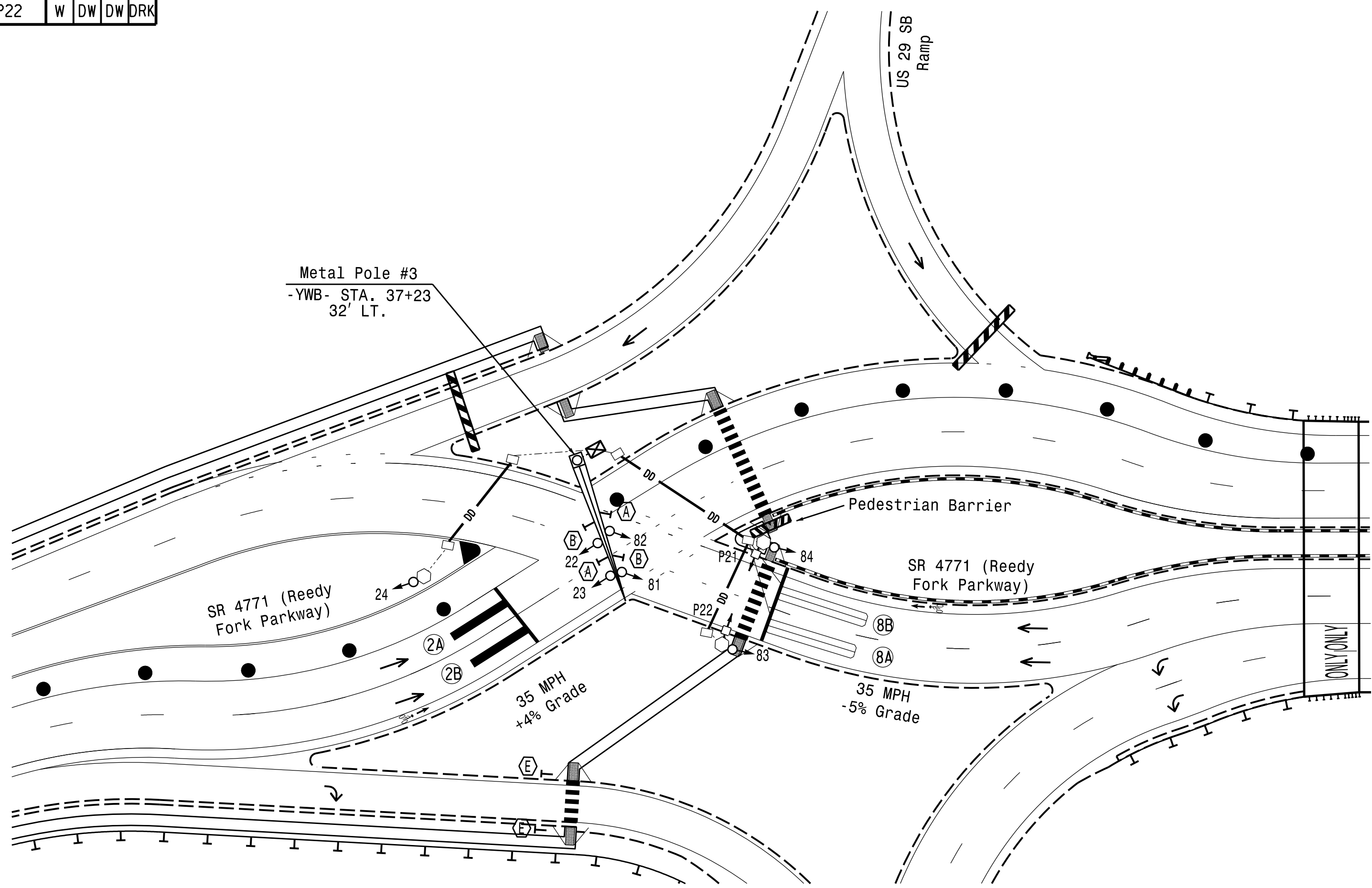


ASC/3 DETECTOR INSTALLATION CHART										
DETECTOR				PROGRAMMING						
LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	TYPE	SYSTEM LOOP
2A**	6X40	0	**	**	2	Yes	-	-	S	-
2B**	6X40	0	**	**	2	Yes	-	-	S	-
8A	6X40	0	2-4-2	X	8	Yes	-	-	S	-
8B	6X40	0	2-4-2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

\*\* Video Detection

**PHASING DIAGRAM DETECTION LEGEND**

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



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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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
- 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 Signal Design Plans.

FEATURE	PHASE	
	2	8
Min Green *	10	10
Walk *	7	-
Ped Clear	7	-
Veh. Extension *	2.0	2.0
Max I *	60	60
Yellow	3.6	4.2
Red Clear	2.4	1.8
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		EXISTING	
○→	Traffic Signal Head	●→	N/A
●→	Modified Signal Head	○→	N/A
⊥	Pedestrian Signal Head	⊥	N/A
⊥	Signal Pole with Guy	⊥	N/A
⊥	Signal Pole with Sidewalk Guy	⊥	N/A
⊥	Inductive Loop Detector	⊥	N/A
⊥	Controller & Cabinet	⊥	N/A
⊥	Junction Box	⊥	N/A
⊥	Oversize Junction Box	⊥	N/A
⊥	Directional Drill	⊥	N/A
⊥	2-in Underground Conduit	⊥	N/A
→	Right of Way	→	N/A
→	Directional Arrow	→	N/A
→	Guardrail	→	N/A
○	Type II Signal Pedestal	○	N/A
○	Curb Ramp	○	N/A
○	Video Detection Zone	○	N/A
⊕	No Right Turn Sign (R3-1)	⊕	N/A
⊕	No Left Turn Sign (R3-2)	⊕	N/A
⊕	Pedestrian Crossing Sign (W11-2) w/ Diagonal Arrow Plaque (W16-7p)	⊕	N/A

New Installation  
Temporary Design 1 (TMP Phase III-Step 4)

Project #: 180914

**DAVENPORT**

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	SR 4771 (Reedy Fork Parkway) at US 29 Southbound Ramps	SEAL
	Division 7 Guilford County Greensboro	SEAL 030912
PLAN DATE: April 2020	REVIEWED BY: L. Boyer	
PREPARED BY: T. S. Warren	REVIEWED BY:	
REVISIONS	INIT.	DATE
		04/20/2020
SIGNATURE		DATE
SIG. INVENTORY NO. 07-090411		