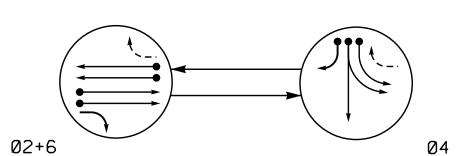
PHASING DIAGRAM

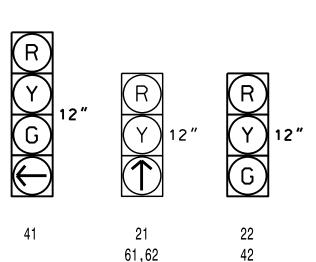


PHASING DIAGRAM DETECTION LEGEND

■ DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT

← − − > PEDESTRIAN MOVEMENT

TABLE OF OPERATION PHASE SIGNAL FACE 21 22 41



SIGNAL FACE I.D.

All Heads L.E.D.

OASIS 2070 LOOP & DETECTOR INSTALLATION												
INDUCTIVE LOOPS DETECTOR PROGRAMMING												
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2 A	*	300	*	*	2	Υ	Υ	-	1.6	-	-	*
2 B	*	90	*	*	2	Υ	Υ	-	-	ı	-	*
4 A	*	0	*	*	4	Υ	Υ	-	-	-	-	*
4 B	*	0	*	*	4	Υ	Υ	-	-	-	-	*
4 C	*	0	*	*	4	Υ	Υ	-	-	15	-	*
6 A	*	300	*	*	6	Υ	Υ	-	1.6	-	_	*
6 B	*	90	*	*	6	Υ	Υ	-	-	-	-	*
S1	*	+200	*	*	-	Υ	Υ	-	-	-	Υ	*
\$2	*	+200	*	*	-	Υ	Υ	-	-	-	Υ	*

* Multi-Zone Microwave Detection

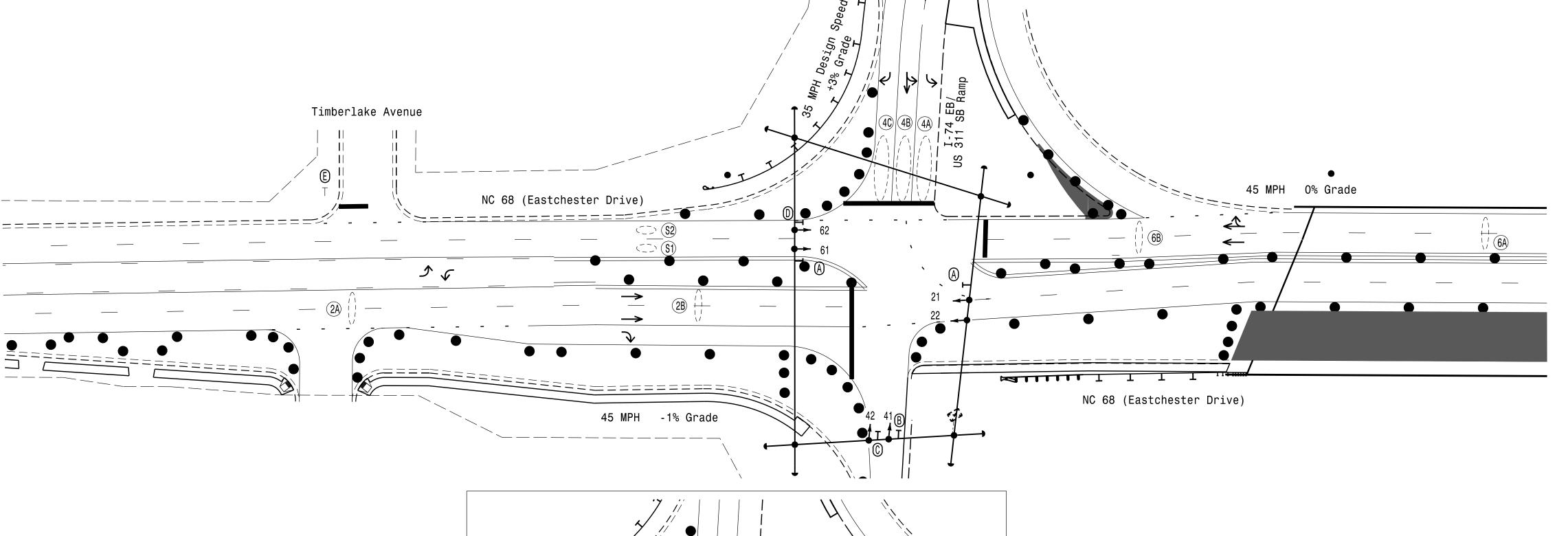
2 Phase Fully Actuated (High Point Signal System)

NOTES

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Reposition existing signal heads numbered 21, 22, 61, and 62. 4. Set all detector units to presence mode.
- 5. A multiple zone microwave detection system is used to provide traffic detection during the temporary phase on approaches where the existing loops and lead-ins have been rendered inoperable by construction. Perform installation according to manufacturer's directions and NCDOT engineer- approved mounting locations to accomplish the direction schemes shown on the Signal Design Plans.
- 6. Pavement markings are existing unless otherwise shown. 7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND

<u>PROPOSED</u>



OASIS 2070 TIMING CHART						
	PHASE					
FEATURE	2	4	6			
Min Green 1 *	12	7	12			
Extension 1 *	2.0	2.0	2.0			
Max Green 1 *	90	30	90			
Yellow Clearance	4.6	3.7	4.5			
Red Clearance	1.0	1.8	1.1			
Walk 1 *	-	-	-			
Don't Walk 1	-	-	-			
Seconds Per Actuation *	-	-	-			
Max Variable Initial *	-	-	-			
Time Before Reduction *	-	-	-			
Time To Reduce *	-	-	-			
Minimum Gap	-	-	-			
Recall Mode	MIN RECALL	-	MIN RECALL			
Vehicle Call Memory	YELLOW	-	YELLOW			
Dual Entry	-	-	-			
Simultaneous Gap	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.

=========

PROPOSED STOP BAR LOCATION DIAGRAM

Project #: 170908 DAVENPORT HOME OFFICE: 119 BROOKSTOWN AVENUE, SUITE PH1 WINSTON-SALEM, NC 27101 336.744.1636 www.davenportworld.com NCBELS FIRM LICENSE NO. C-2522

	● → N/A
⊣ Sign	\dashv
	•
○────────────────────────────────────	•
Signal Pole with Sidewalk Guy	
Inductive Loop Detector	
Controller & Cabinet	K×7 L \
☐ Junction Box	
2-in Underground Conduit -	
N/A Right of Way -	
\longrightarrow Directional Arrow	\longrightarrow
N/A Guardrail	
N/A Curb Ramp	
Construction Zone	
• • Construction Zone Drums	•
Microwave Detection Zone	くニニン
A No Left Turn Sign (R3-2)	\triangle
B Left Arrow "ONLY" Sign (R3-5L)	lacksquare
Combined Though and Left Arrow Sign (R3-6L)	0
	0
(E) "STOP" Sign (R1-1)	E

Signal Upgrade - Temporary Design 6; TMP-35 NC 68 (Eastchester Drive) I-74 EB/ US 311 SB Ramps

Guilford County REVIEWED BY: L. Boyer May 2018 750 N.Greenfleid Pkwy.Garner.NC 27529 PREPARED BY: A. Ravipati REVIEWED BY: R. Hinshaw

FINAL UNLESS ALL SIGNATURES COMPLETED

DOCUMENT NOT CONSIDERED

<u>EXISTING</u>