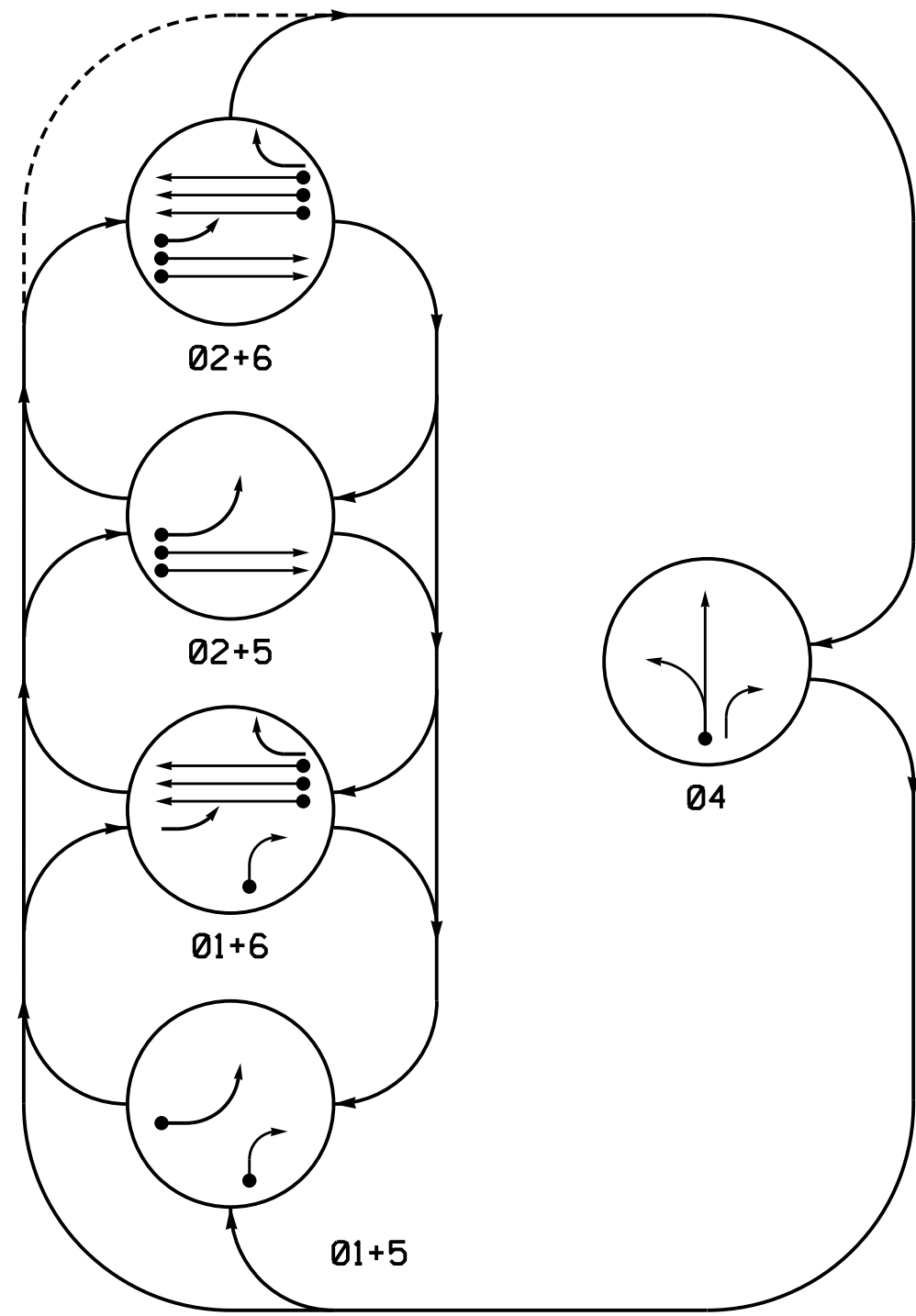
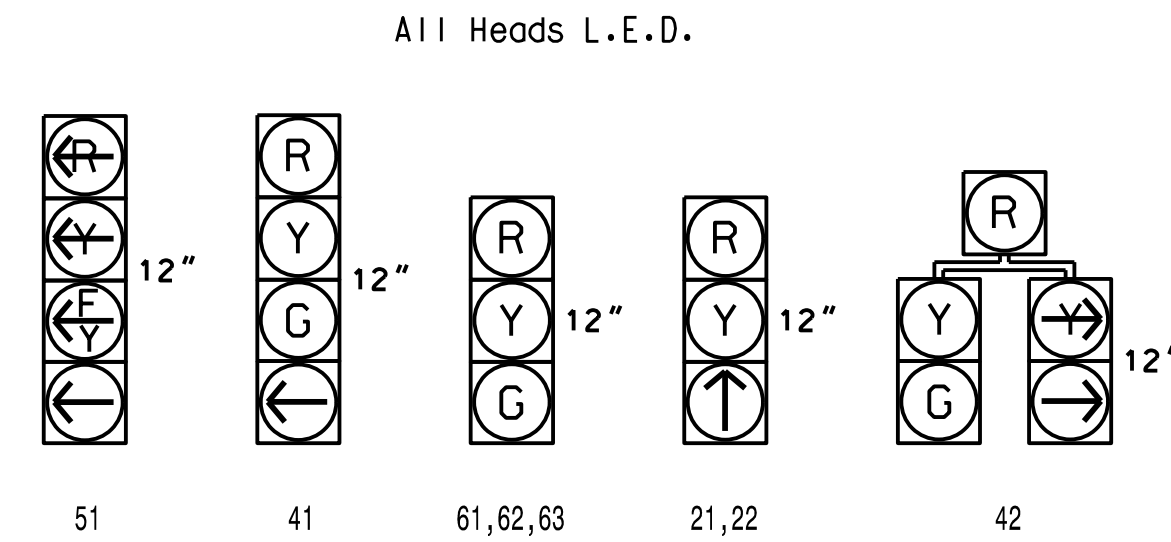


PHASING DIAGRAM



SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04	
21,22	R	R	↑	↑	R	Y
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	—	—	—	—	—	—
61,62,63	R	G	R	G	R	Y

SIGNAL FACE I.D.



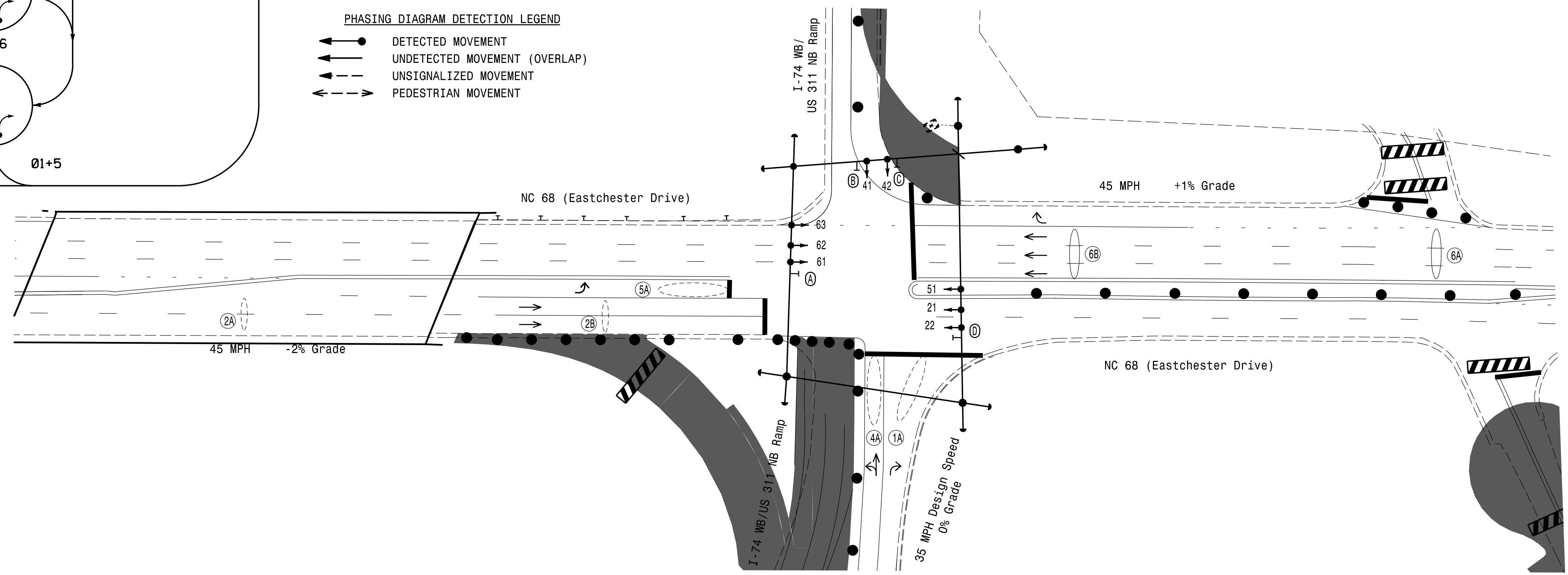
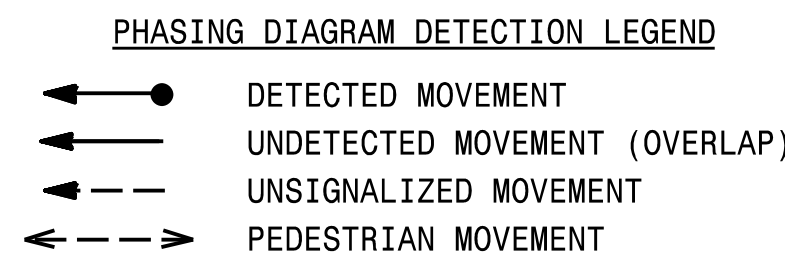
OASIS 2070 LOOP & DETECTOR INSTALLATION											
INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	LOOP SYSTEM	NEW CARD
1A	*	0	*	*	1	Y	Y	-	15	-	*
2A	*	300	*	*	2	Y	Y	1.6	-	-	*
2B	*	90	*	*	2	Y	Y	-	-	-	*
4A	*	0	*	*	4	Y	Y	-	-	-	*
5A	*	0	*	*	5	Y	Y	-	15	-	*
6A	*	300	*	*	6	Y	Y	1.6	-	-	*
6B	*	90	*	*	6	Y	Y	-	-	-	*

\* Multi-Zone Microwave Detection

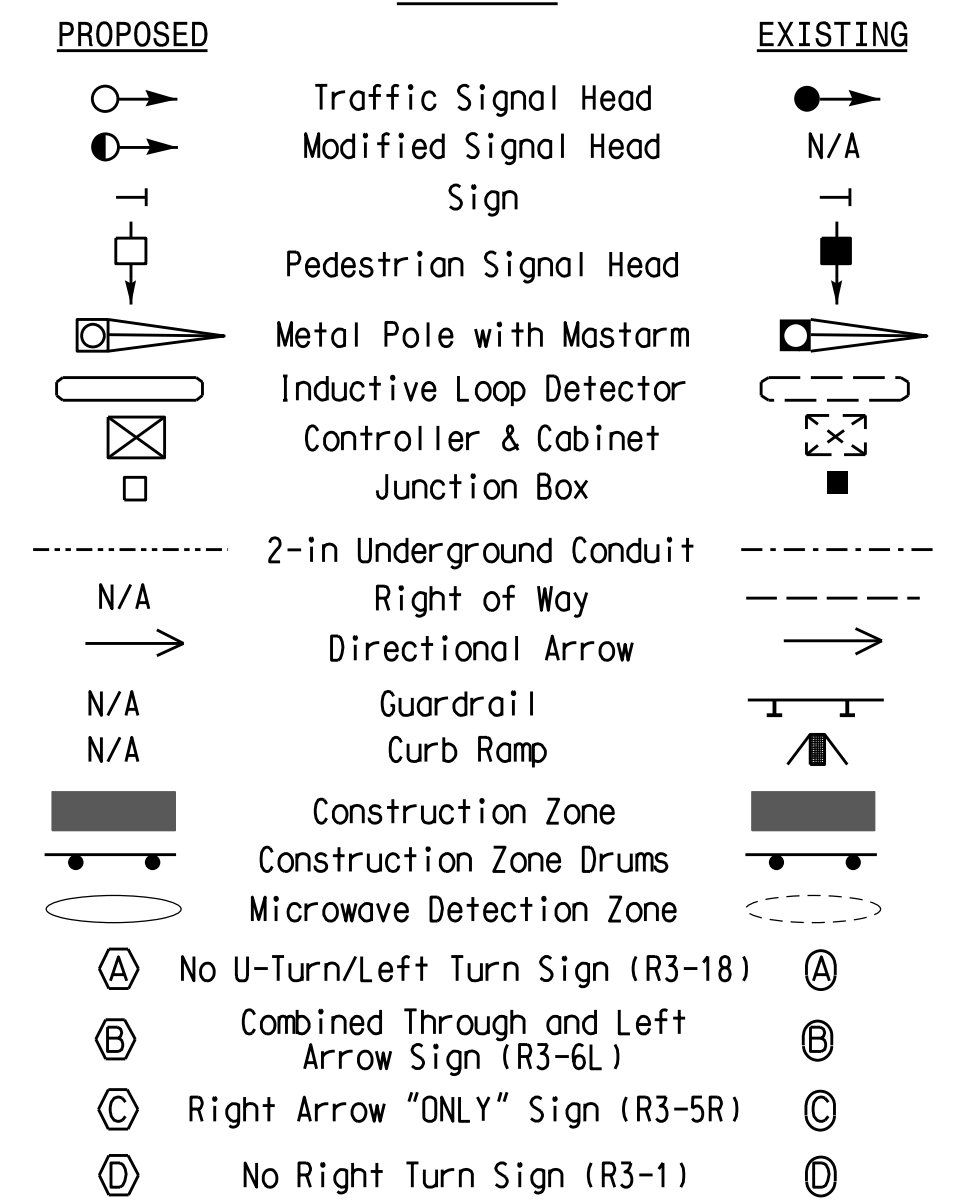
5 Phase Fully Actuated (High Point Signal System)

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.
- Reposition existing signal heads numbered 41 and 42 and signs 'B' and 'C'.
- Set all detector units to presence mode.
- A multiple zone microwave detection system is used to provide traffic detection during this 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.
- Pavement marking are existing unless otherwise shown.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



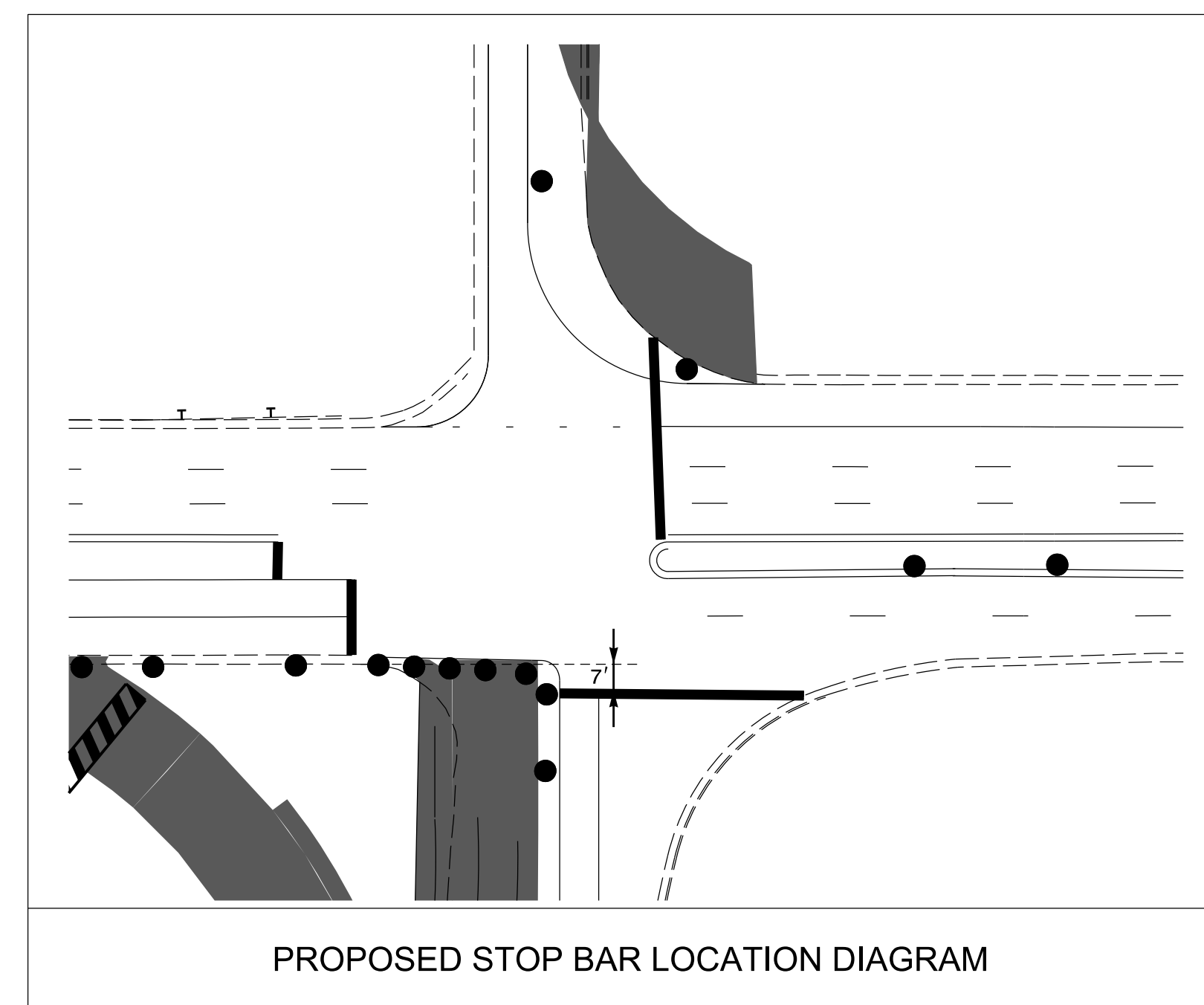
LEGEND



OASIS 2070 TIMING CHART

FEATURE	PHASE				
	1	2	4	5	6
Min Green 1 *	7	12	7	7	12
Extension 1 *	2.0	2.0	2.0	2.0	2.0
Max Green 1 *	15	60	30	20	60
Yellow Clearance	3.8	4.7	3.8	3.0	4.7
Red Clearance	1.8	1.5	1.8	2.8	1.5
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	-	SOFT RECALL	-	-	SOFT RECALL
Vehicle Call Memory	-	YELLOW	-	-	YELLOW
Dual Entry	-	-	-	-	-
Simultaneous Gap	ON	ON	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. Min Green for all other phases should not be lower than 4 seconds.



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

Signal Upgrade - Temporary Design 2; TMP-14

	NC 68 (Eastchester Drive) at I-74 WB/ US 311 NB Ramps		SEAL 
	Division 7 Guilford County High Point	REVIEWED BY: L. Boyer	
PREPARED BY: A. Ravipati	PLAN DATE: May 2018	REVIEWED BY: R. Hinshaw	SEAL 032117
REVISIONS:			
SCALE: 1" = 40'	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		