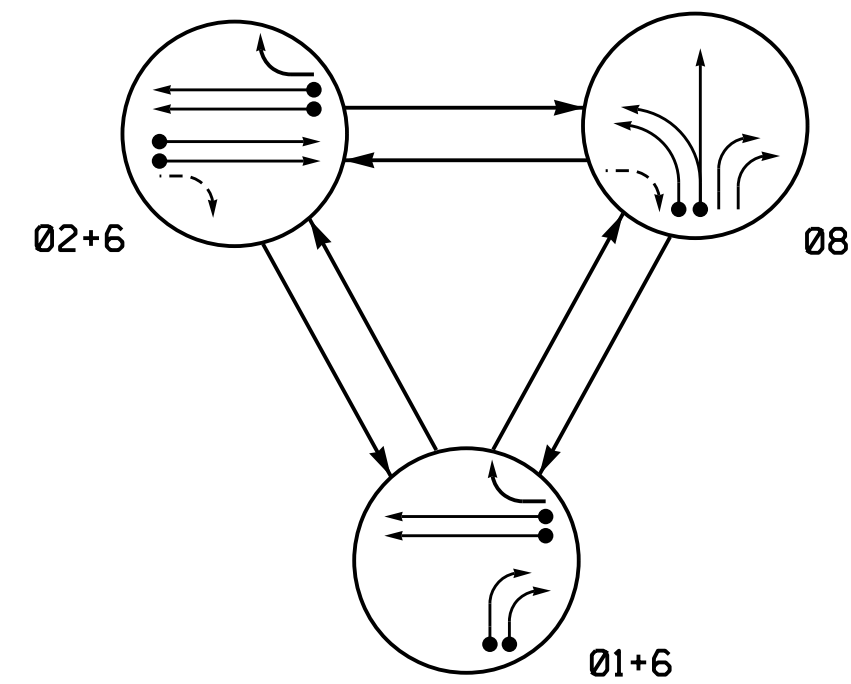
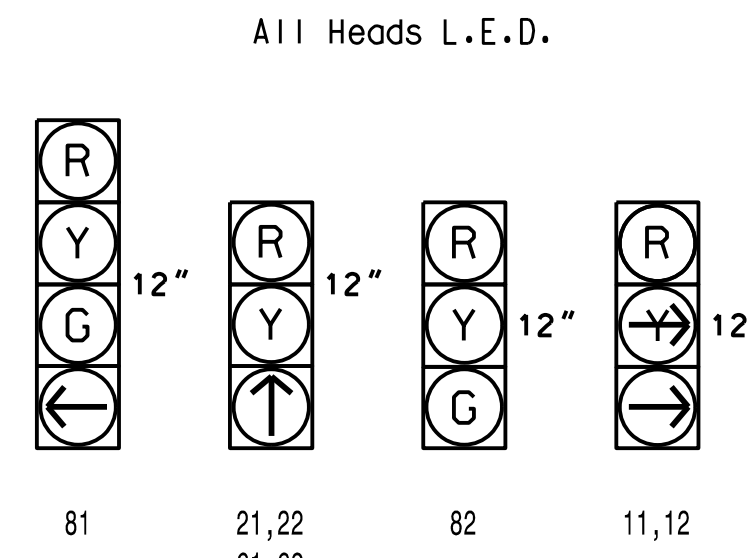


PHASING DIAGRAM



| SIGNAL FACE | PHASE |      |    |       |
|-------------|-------|------|----|-------|
|             | 01+6  | 02+6 | 08 | FLASH |
| 11,12       | R     | R    | R  | R     |
| 21,22       | R     | ↑    | R  | Y     |
| 61,62       | G     | G    | R  | Y     |
| 81          | R     | R    | G  | R     |
| 82          | R     | R    | G  | R     |

SIGNAL FACE I.D.



| INDUCTIVE LOOPS |           |                            |       |          | DETECTOR PROGRAMMING |         |           |              |            | SYSTEM LOOP | NEW CARD |
|-----------------|-----------|----------------------------|-------|----------|----------------------|---------|-----------|--------------|------------|-------------|----------|
| ZONE            | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | PHASE                | CALLING | EXTENSION | STRETCH TIME | DELAY TIME |             |          |
| 1A              | *         | 0                          | *     | *        | 1                    | Y       | Y         | -            | 10         | -           | *        |
| 1B              | *         | 0                          | *     | *        | 1                    | Y       | Y         | -            | 15         | -           | *        |
| 2A              | *         | 300                        | *     | *        | 2                    | Y       | Y         | -            | 1.6        | -           | *        |
| 2B              | *         | 90                         | *     | *        | 2                    | Y       | Y         | -            | -          | -           | *        |
| 6A              | *         | 300                        | *     | *        | 6                    | Y       | Y         | -            | 1.6        | -           | *        |
| 6B              | *         | 90                         | *     | *        | 6                    | Y       | Y         | -            | -          | -           | *        |
| 8A              | *         | 0                          | *     | *        | 8                    | Y       | Y         | -            | -          | -           | *        |
| 8B              | *         | 0                          | *     | *        | 8                    | Y       | Y         | -            | -          | -           | *        |

\* Multi-Zone Microwave Detection

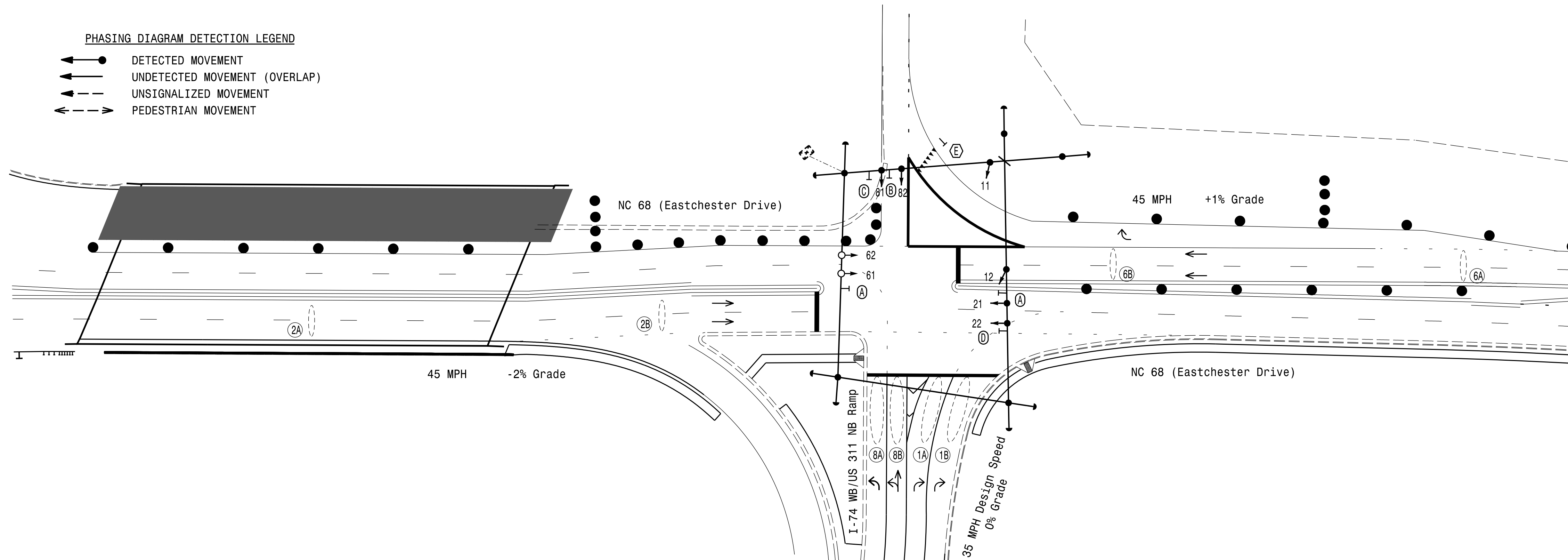
3 Phase Fully Actuated (High Point Signal System)

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 may be lagged.
- Remove existing signal head 63.
- Reposition existing signal heads numbered 21 and 22 and signs 'A' and 'D'.
- 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 markings 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.

PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT



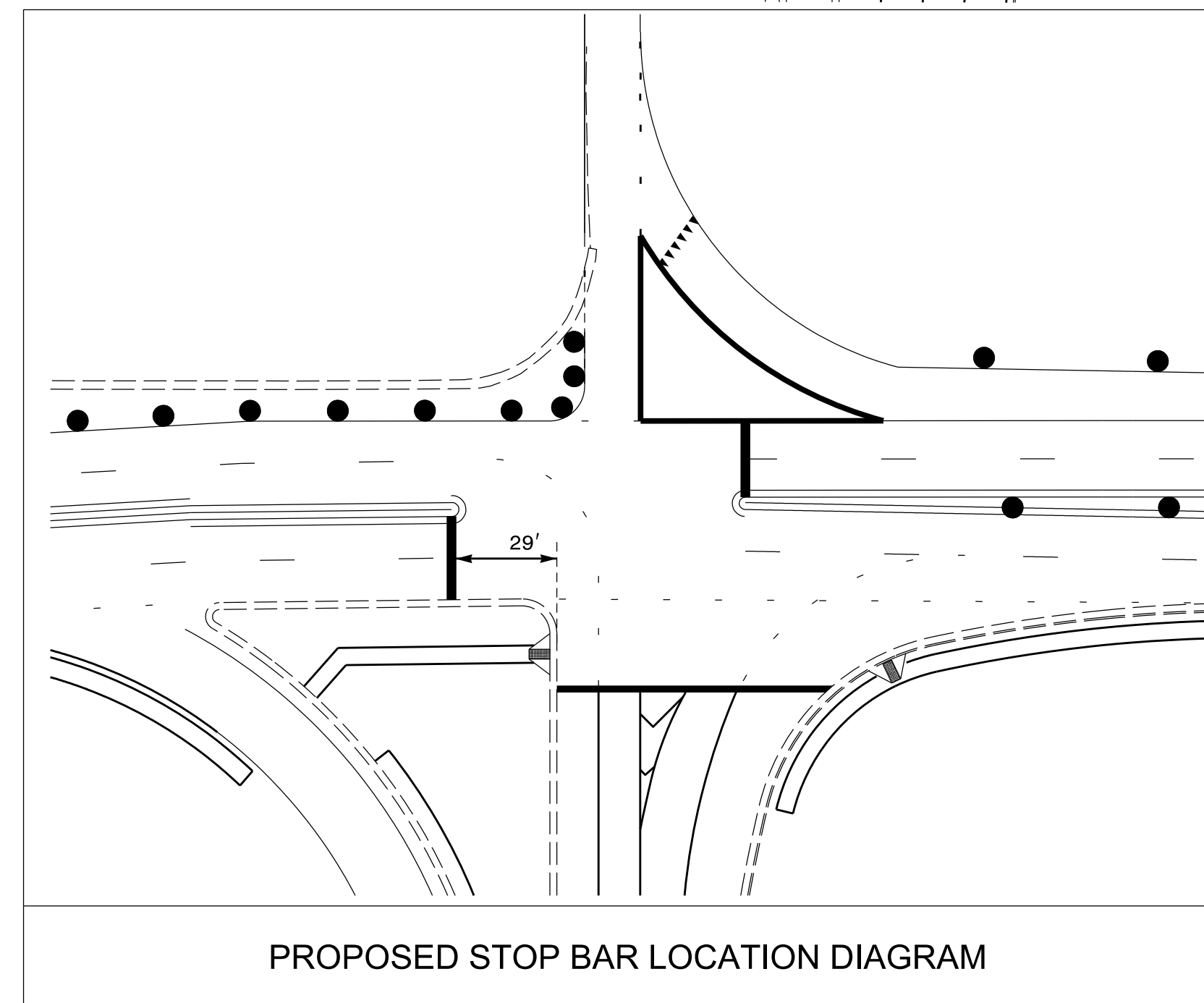
LEGEND

- | PROPOSED   | EXISTING   |
|--|--|
|  |  |
|  | N/A  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
| N/A  | Right of Way                                     |
|  |  |
| N/A  | Curb Ramp  |
|  |  |
|  |  |
|  |  |
| (A) No U-Turn/Left Turn Sign (R3-18)             | (A) No U-Turn/Left Turn Sign (R3-18)             |
| (B) Combined Through and Left Arrow Sign (R3-6L) | (B) Combined Through and Left Arrow Sign (R3-6L) |
| (C) Left Arrow "ONLY" Sign (R3-5L)               | (C) Left Arrow "ONLY" Sign (R3-5L)               |
| (D) No Right Turn Sign (R3-1)                    | (D) No Right Turn Sign (R3-1)                    |
| (E) "YIELD" Sign (R1-2)                          | (E) "YIELD" Sign (R1-2)                          |

OASIS 2070 TIMING CHART

| FEATURE                 | PHASE |             |             |     |
|-------------------------|-------|-------------|-------------|-----|
|                         | 1     | 2           | 6           | 8   |
| Min Green 1 *           | 7     | 12          | 12          | 7   |
| Extension 1 *           | 2.0   | 2.0         | 2.0         | 2.0 |
| Max Green 1 *           | 20    | 90          | 90          | 30  |
| Yellow Clearance        | 3.2   | 4.7         | 4.4         | 3.8 |
| Red Clearance           | 1.4   | 1.5         | 1.0         | 1.6 |
| 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  |

\* 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 4; TMP-29

|                           |  |   |
|---------------------------|--|---|
|                           | NC 68 (Eastchester Drive)<br>at<br>I-74 WB/ US 311 NB Ramps  | SEAL<br>STATE OF NORTH CAROLINA<br>PROFESSIONAL ENGINEER<br>R. HINSHAW<br>032117  |
|                           | Division 7 Guilford County High Point<br>PLAN DATE: May 2018 REVIEWED BY: L. Boyer<br>PREPARED BY: A. Ravipati REVIEWED BY: R. Hinshaw |   |
| SCALE<br>0 40<br>1" = 40' | REVISIONS<br>INIT. DATE  | DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED<br>SEAL<br>STATE OF NORTH CAROLINA<br>PROFESSIONAL ENGINEER<br>R. HINSHAW<br>05/18/2018<br>DATE<br>SIG. INVENTORY NO. 07-162314 |