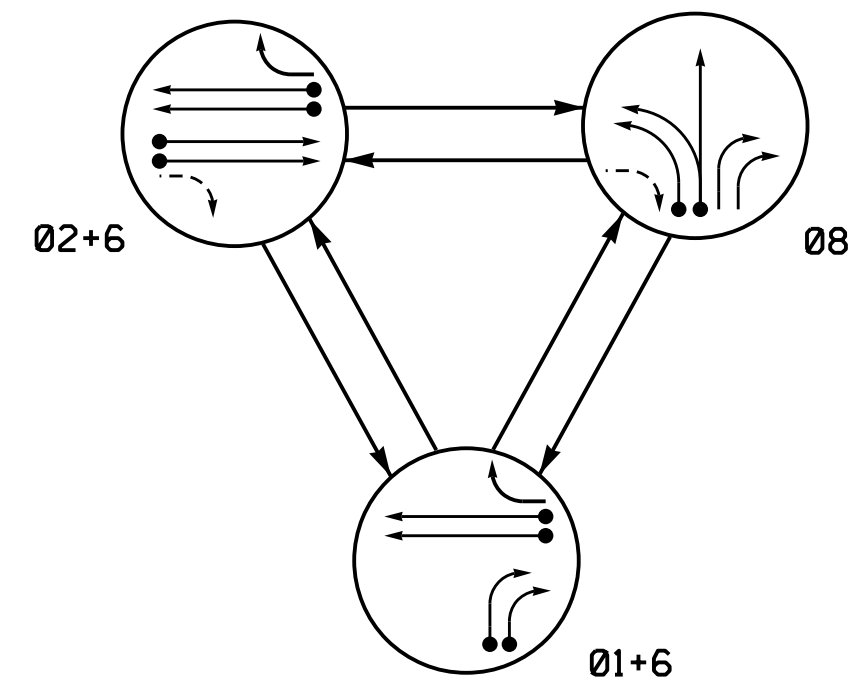
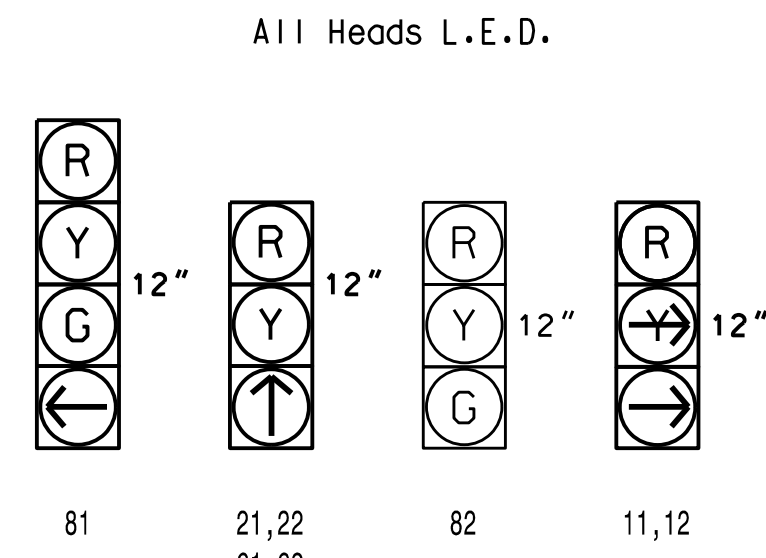


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	08	FLASH
11,12	—	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							
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
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

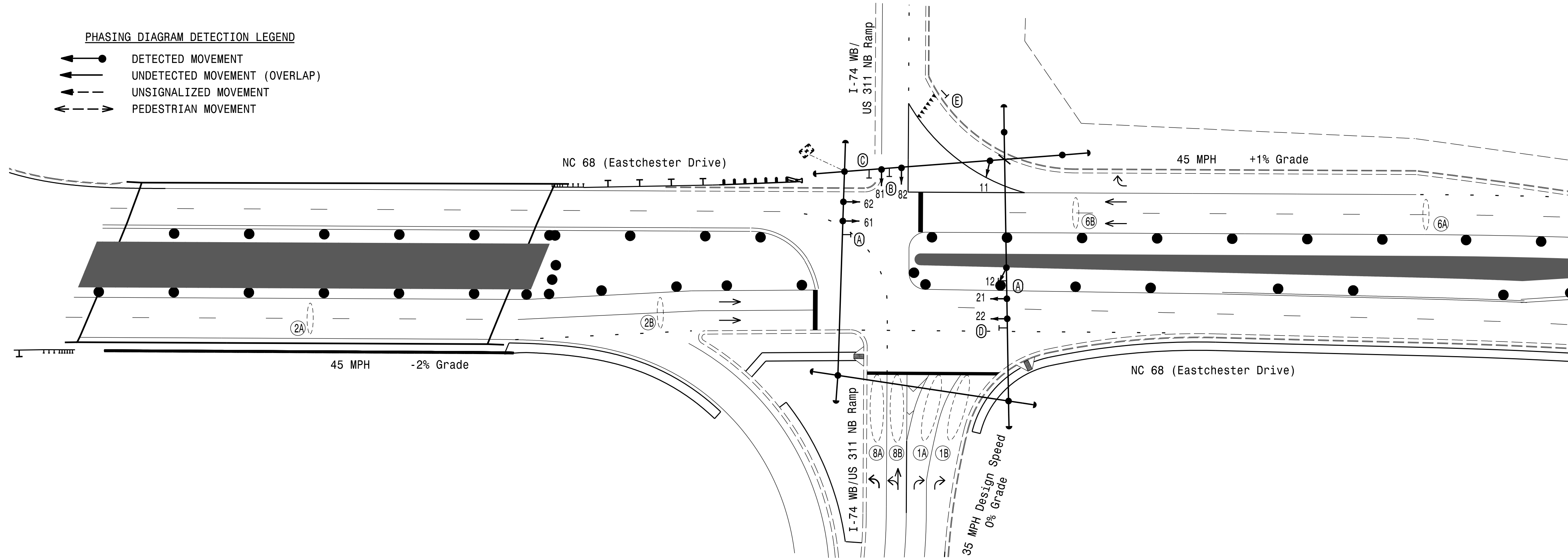
3 Phase Fully Actuated (High Point Signal System)

NOTES

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. Phase 1 may be lagged.
4. Reposition existing signal heads numbered 21, and 22 and sign 'D'.
5. Set all detector units to presence mode.
6. 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.
7. Pavement marking are existing unless otherwise shown.
8. 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



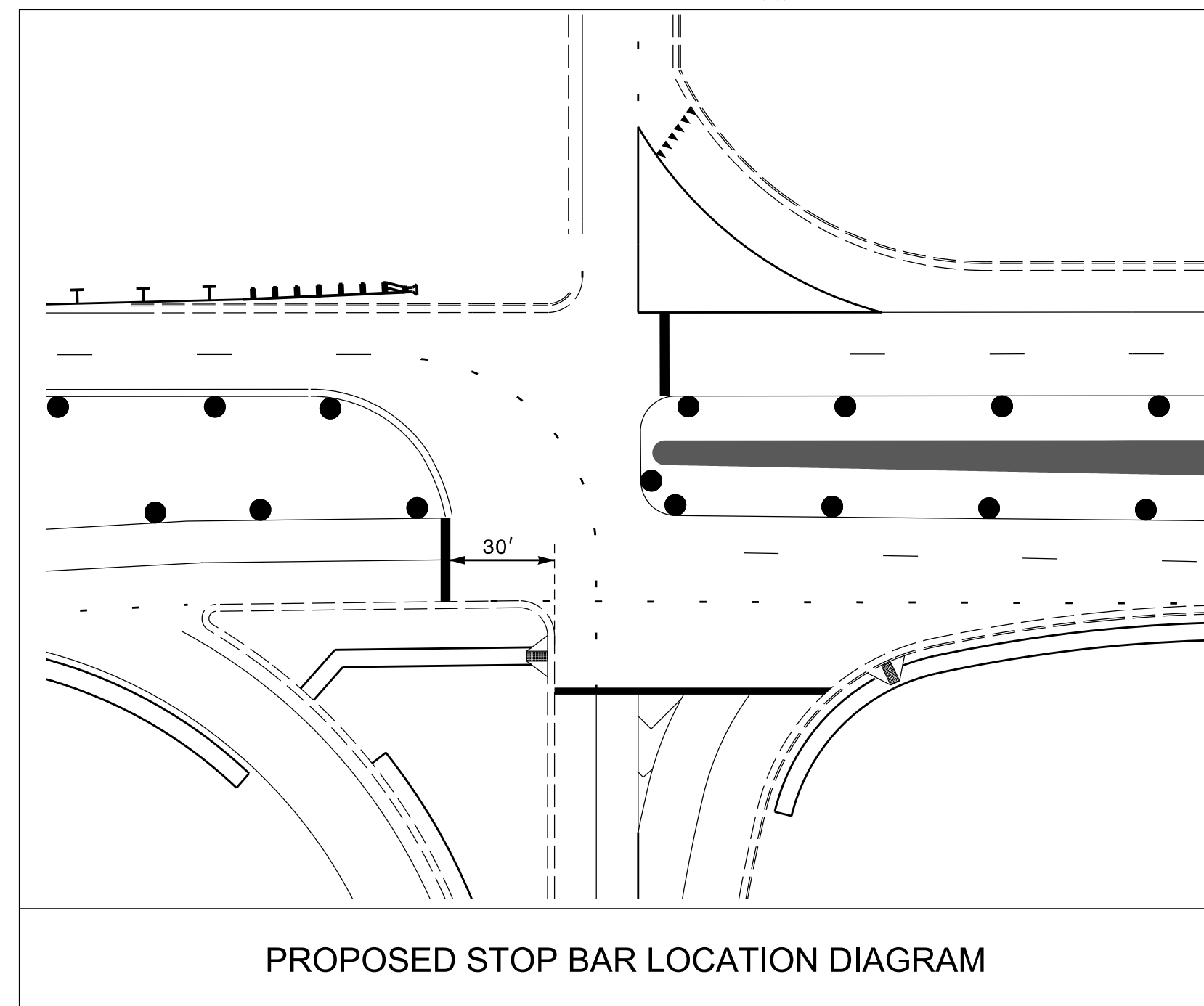
LEGEND

- | PROPOSED | EXISTING                                     |
|----------|--|
|          |  |
|          | N/A  |
|          |  |
|          |  |
|          |  |
|          |  |
|          |  |
| N/A      | Right of Way                                 |
|          |  |
| N/A      | Guardrail                                    |
| N/A      | Curb Ramp                                    |
|          |  |
|          |  |
|          |  |
| (A)      | No U-Turn/Left Turn Sign (R3-18)             |
| (B)      | Combined Through and Left Arrow Sign (R3-6L) |
| (C)      | Left Arrow "ONLY" Sign (R3-5L)               |
| (D)      | No Right Turn Sign (R3-1)                    |
| (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	2.4
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**  
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 NCBELS FIRM LICENSE NO. C-2522

Signal Upgrade - Temporary Design 6; TMP-38

	NC 68 (Eastchester Drive) at I-74 WB/ US 311 NB Ramps	SEAL STATE OF NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 032117 R. BOYER ROYAL HINGHAM
	Division 7 Guilford County High Point PLAN DATE: May 2018 REVIEWED BY: L. Boyer PREPARED BY: A. Raviptati REVIEWED BY: R. Hinshaw	
SCALE 0 40 1" = 40'	REVISIONS INIT. DATE	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED DocuSigned by: R. Hinshaw 05/18/2018 SIGNATURE DATE SIG. INVENTORY NO. 07-162316