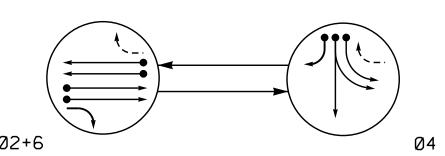
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT

← - -> PEDESTRIAN MOVEMENT

TABLE OF OPERATION						
	PHASE					
SIGNAL FACE	ØN+6	Ø 4	トーセのエ			
21	*	R	Υ			
22	G	R	Υ			
41	R	ပေါ့	R			
42	R	G	R			
61,62	1	R	Υ			

SIGNAL FACE I.D. All Heads L.E.D.

R Y 12"	R Y 12"	R Y 12'
41	21 61,62	22 42

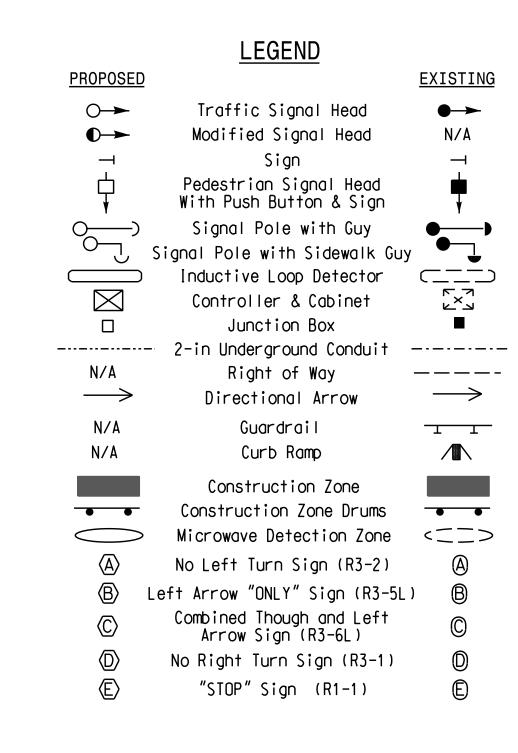
OASIS 2070 LOOP & DETECTOR INSTALLATION												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING				ING			
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2 A	*	300	*	*	2	Υ	Υ	-	1.6	-	-	*
2B	*	90	*	*	2	Υ	Υ	-	-	-	-	*
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	-	-	-	-	*
S 1	*	+200	*	*	-	Υ	Υ	-	-	-	Υ	*
\$2	*	+200	*	*	-	Υ	Υ	-	-	-	Υ	*

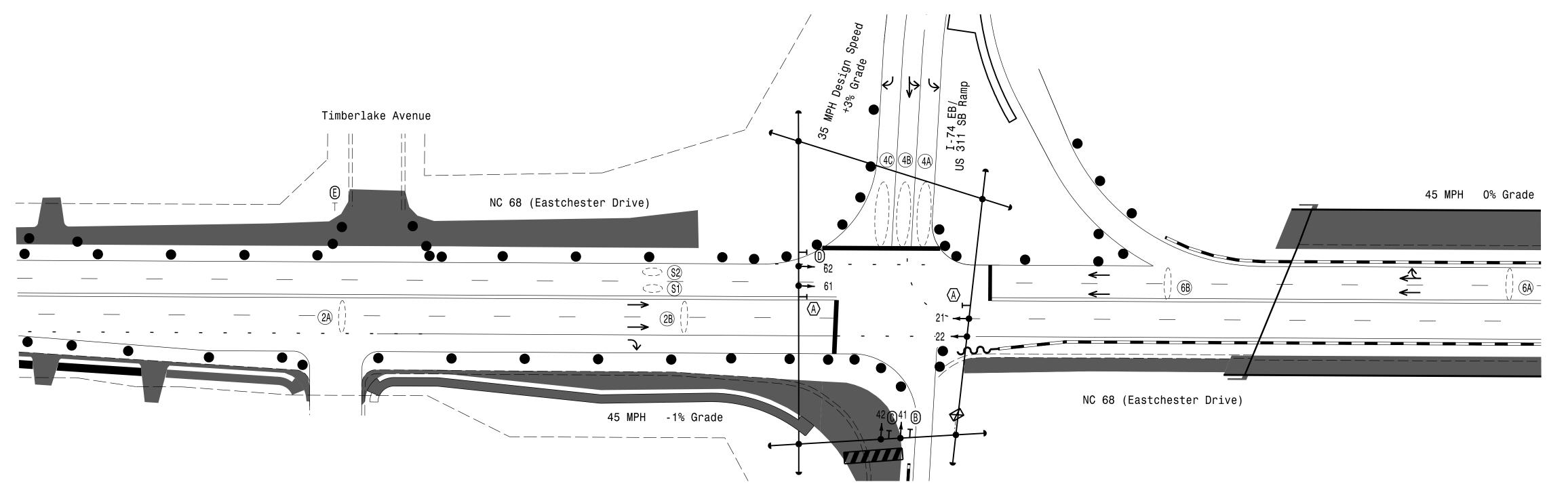
* Multi-Zone Microwave Detection

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, 41, and 42.
- 4. Set all detector units to presence mode. 5. Locate new cabinet so as not to obstruct sight distance
- of vehicles turning right on red.
- 6. 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.
- 7. Pavement markings 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.





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	1.6	1.2				
Walk 1 *	-	-	-				
Don't Walk 1	-	-	-				
Seconds Per Actuation *	-	-	-				
Max Variable Initial*	-	ı	-				
Time Before Reduction *	-	-	-				
Time To Reduce *	-	-	-				
Minimum Gap	-	ı	-				
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. Min Green for all other phases should not be lower than 4 seconds.

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

Project #: 170908

Signal Upgrade - Temporary Design 3; TMP-22 NC 68 (Eastchester Drive) I-74 EB/ US 311 SB Ramps

Division 7 Guilford County REVIEWED BY: L. Boyer May 2018 750 N.Greenfleid Pkwy.Garner.NC 27529 PREPARED BY: A. Ravipati REVIEWED BY: R. Hinshaw

CARO SEAL 032117

PROPOSED STOP BAR LOCATION DIAGRAM

J. Royal Hinshan 05/18/2018
SIGNATURE DATE SIG. INVENTORY NO. 07-1624T3

DOCUMENT NOT CONSIDERED

FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL