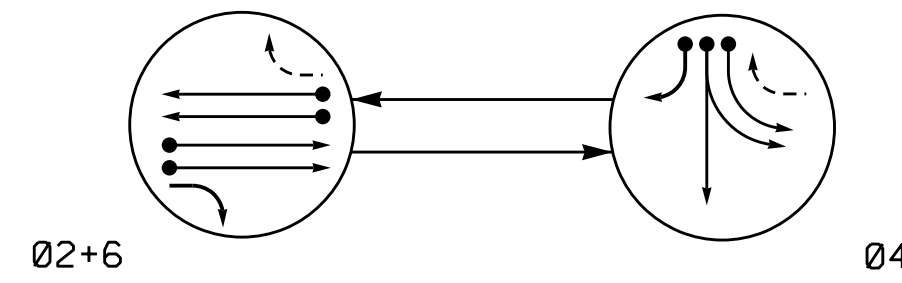


PHASING DIAGRAM



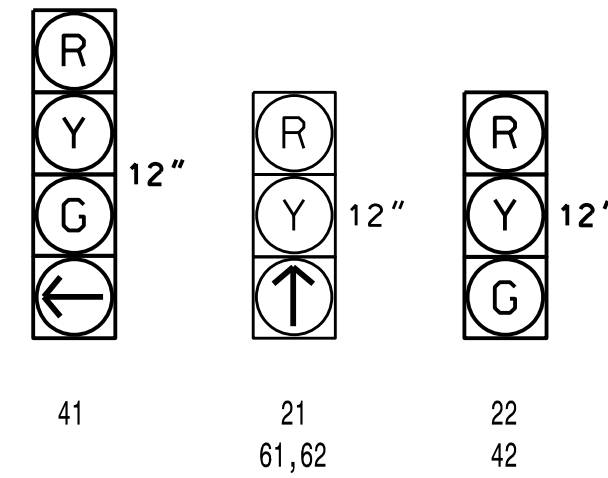
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE		
	02+6	04	FLASH
21	↑	R	Y
22	G	R	Y
41	R	G	R
42	R	G	R
61,62	↑	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



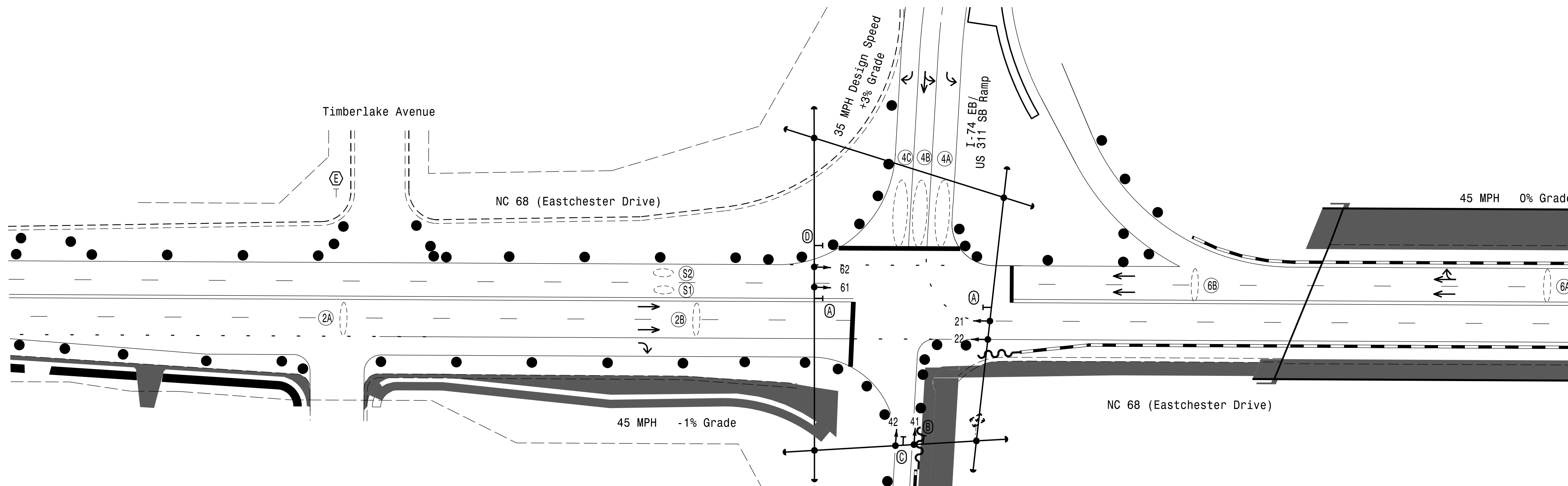
OASIS 2070 LOOP & DETECTOR INSTALLATION												
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME		
2A	*	300	*	*	2	Y	Y	-	1.6	-	-	*
2B	*	90	*	*	2	Y	Y	-	-	-	-	*
4A	*	0	*	*	4	Y	Y	-	-	-	-	*
4B	*	0	*	*	4	Y	Y	-	-	-	-	*
4C	*	0	*	*	4	Y	Y	-	-	15	-	*
6A	*	300	*	*	6	Y	Y	-	1.6	-	-	*
6B	*	90	*	*	6	Y	Y	-	-	-	-	*
S1	*	+200	*	*	-	Y	Y	-	-	-	Y	*
S2	*	+200	*	*	-	Y	Y	-	-	-	Y	*

* Multi-Zone Microwave Detection

2 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.
- 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 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.
- 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.

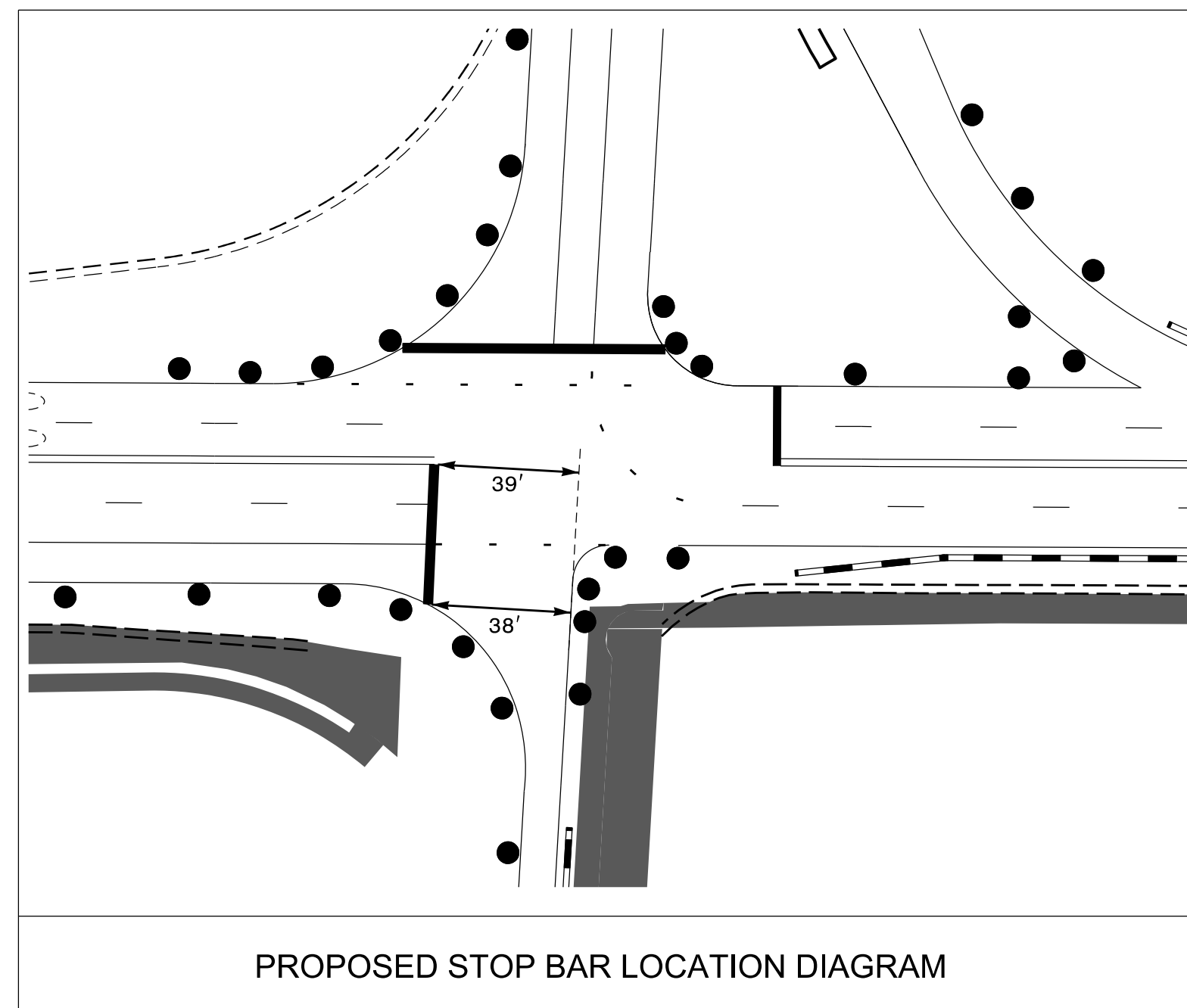


LEGEND

- | PROPOSED | | EXISTING |
|----------|--|----------|
| ○ | Traffic Signal Head | ● |
| ○ | Modified Signal Head | N/A |
| ⊥ | Sign | ⊥ |
| ⊥ | Pedestrian Signal Head With Push Button & Sign | ⊥ |
| ⊥ | Signal Pole with Guy | ⊥ |
| ⊥ | Signal Pole with Sidewalk Guy | ⊥ |
| ⊥ | Inductive Loop Detector | ⊥ |
| ⊥ | Controller & Cabinet | ⊥ |
| ⊥ | Junction Box | ⊥ |
| ⊥ | 2-in Underground Conduit | ⊥ |
| N/A | Right of Way | ⊥ |
| → | Directional Arrow | → |
| N/A | Guardrail | ⊥ |
| N/A | Curb Ramp | ⊥ |
| ■ | Construction Zone | ■ |
| ○ | Construction Zone Drums | ○ |
| ○ | Microwave Detection Zone | ○ |
| A | No Left Turn Sign (R3-2) | A |
| B | Left Arrow "ONLY" Sign (R3-5L) | B |
| C | Combined Thru and Left Arrow Sign (R3-6L) | C |
| D | No Right Turn Sign (R3-1) | D |
| E | "STOP" Sign (R1-1) | E |

OASIS 2070 TIMING CHART			
FEATURE	PHASE		
	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	1.4	1.2
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. Min Green for all other phases should not be lower than 4 seconds.



PROPOSED STOP BAR LOCATION DIAGRAM

Project #: 170908

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-27

	NC 68 (Eastchester Drive) at I-74 EB/ US 311 SB Ramps		SEAL 032117 ROYAL HINSHAW ENGINEERS INC.
	Division 7 Guilford County High Point	REVIEWED BY: L. Boyer	
PLAN DATE: May 2018	PREPARED BY: A. Ravipti	REVIEWED BY: R. Hinshaw	DATE: 05/18/2018
REVISIONS:			
SCALE: 1"=40'	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		