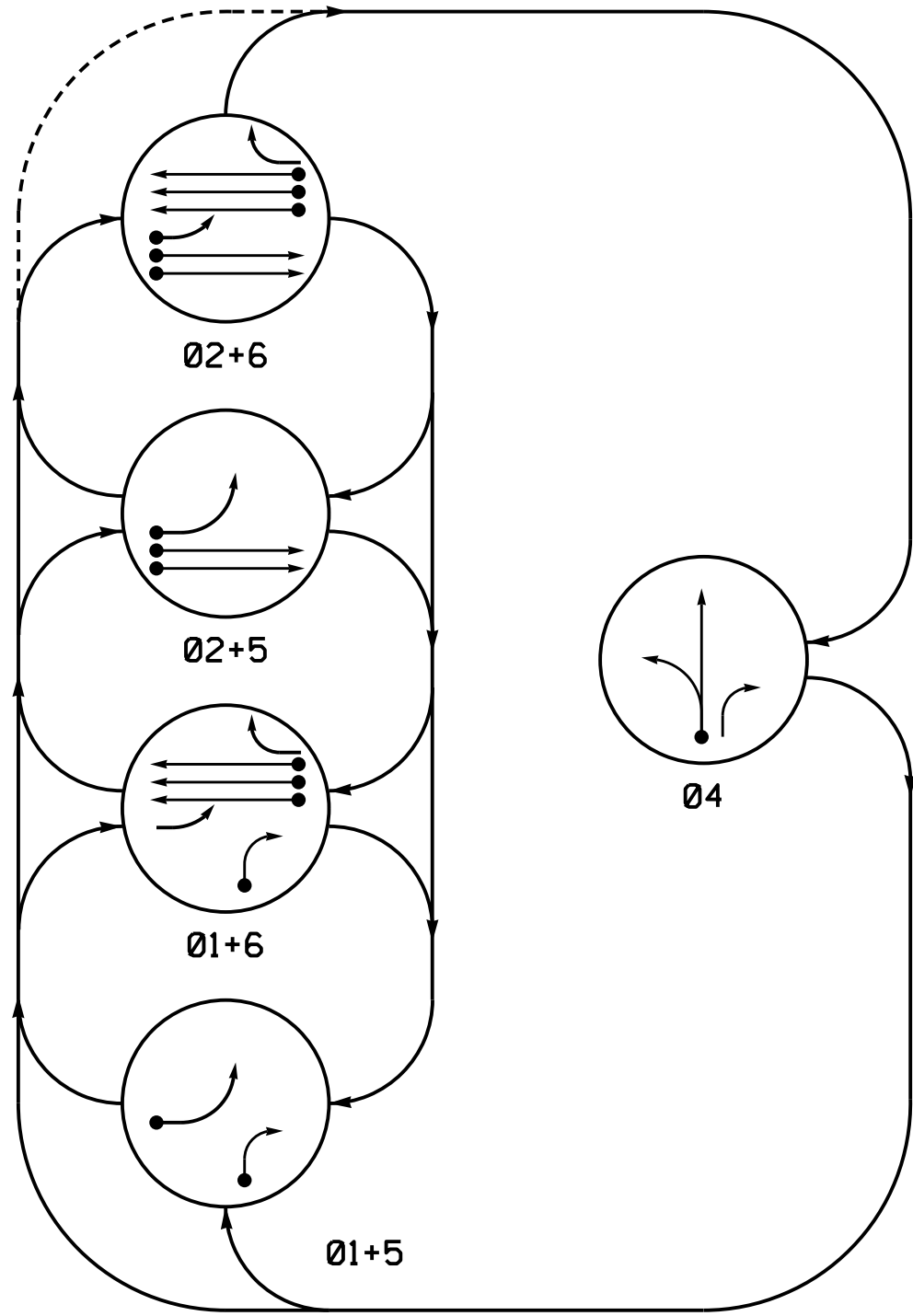
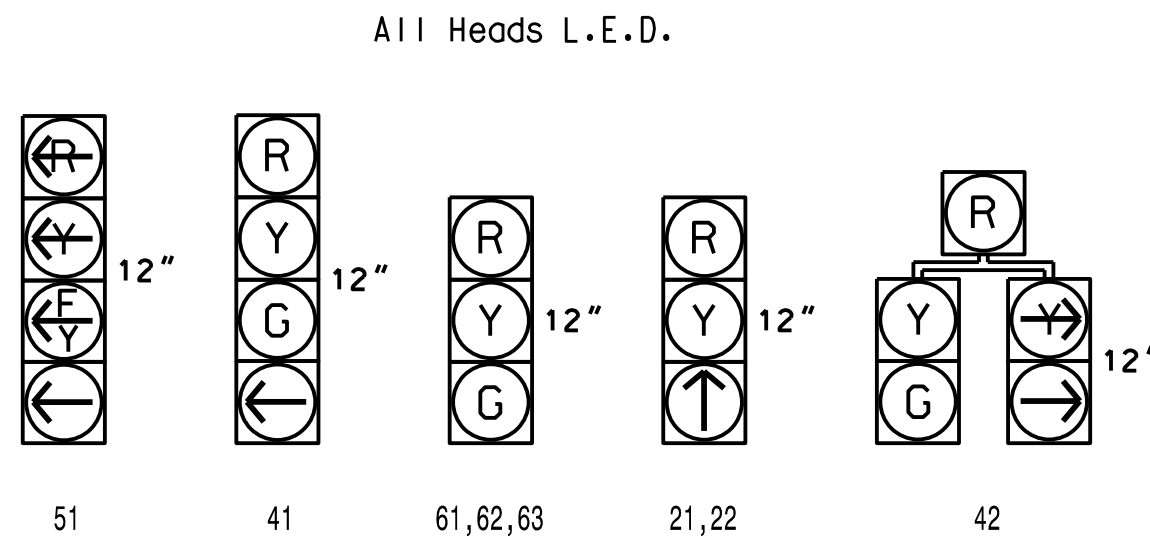


PHASING DIAGRAM



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

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION											
INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP / ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	URNS	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	-	*
					2	Y	Y	-	-	-	*
6A, 6B, 6C	6x6	300	EXIST	-	6	Y	Y	1.6	-	-	-
6D, 6E, 6F	6x6	90	EXIST	-	6	Y	Y	-	-	-	-

* Multi-Zone Microwave Detection

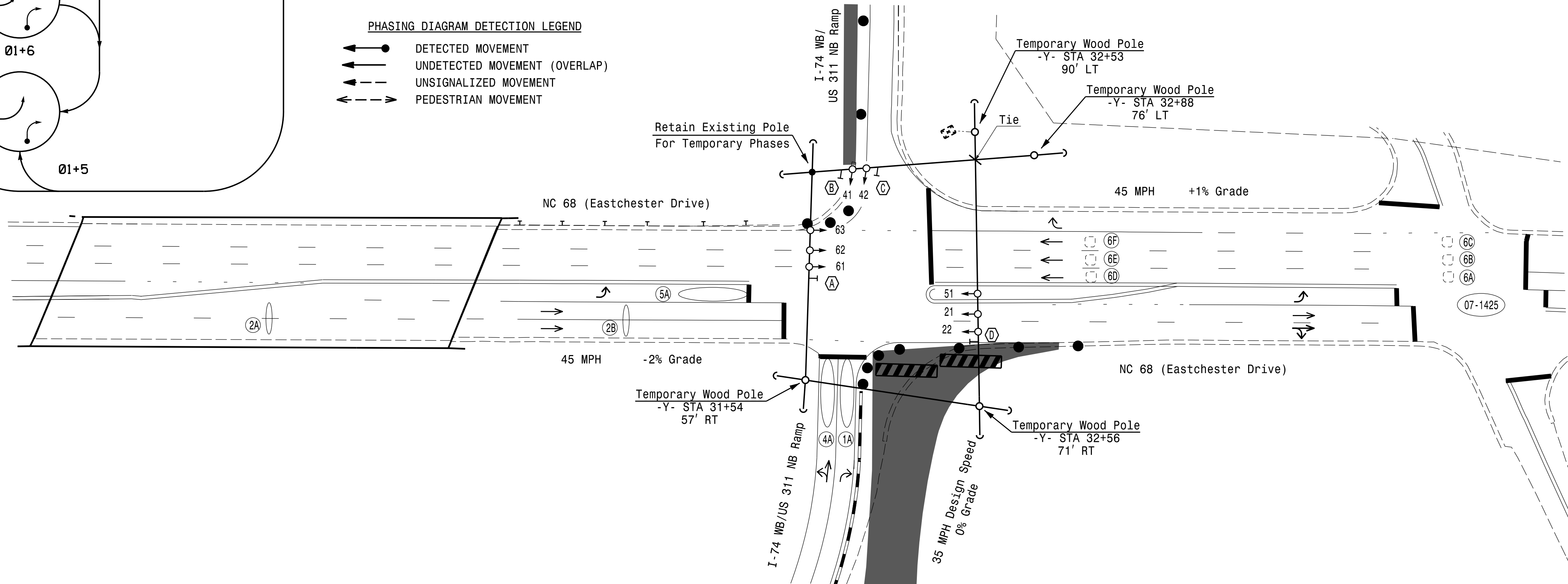
5 Phase Fully Actuated (High Point Signal System)

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.
- 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



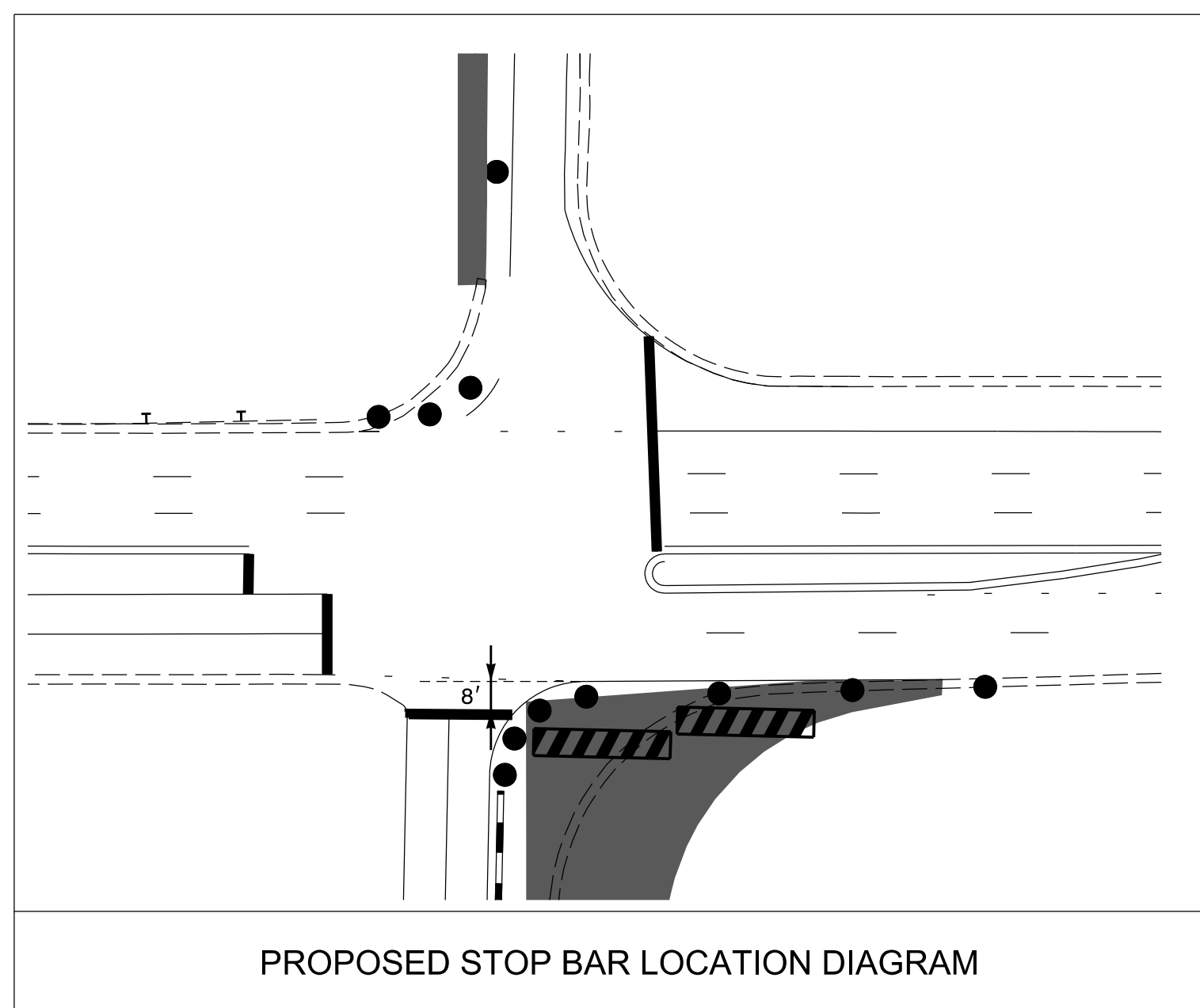
LEGEND

- | PROPOSED | EXISTING |
|--|--|
| | |
| | N/A |
| | |
| | |
| | |
| | |
| | |
| N/A | Right of Way |
| | |
| N/A | Guardrail |
| 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) Right Arrow "ONLY" Sign (R3-5R) | (C) Right Arrow "ONLY" Sign (R3-5R) |
| (D) No Right Turn Sign (R3-1) | (D) No Right Turn Sign (R3-1) |

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	1.4	1.8	3.1	1.4
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	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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WINSTON-SALEM, NC 27101
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NCBELS FIRM LICENSE NO. C-2522

Signal Upgrade - Temporary Design 1; TMP-6

	NC 68 (Eastchester Drive) at I-74 WB/ US 311 NB Ramps		SEAL SEAL 032117 L. BOYER PROFESSIONAL ENGINEER STATE OF NORTH CAROLINA
	Division 7 Guilford County High Point	PLAN DATE: May 2018 REVIEWED BY: L. Boyer	
SCALE 0 40 1" = 40'	REVISIONS INIT. DATE		DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED SEAL DATE 05/18/2018 DATE 07-16-2311