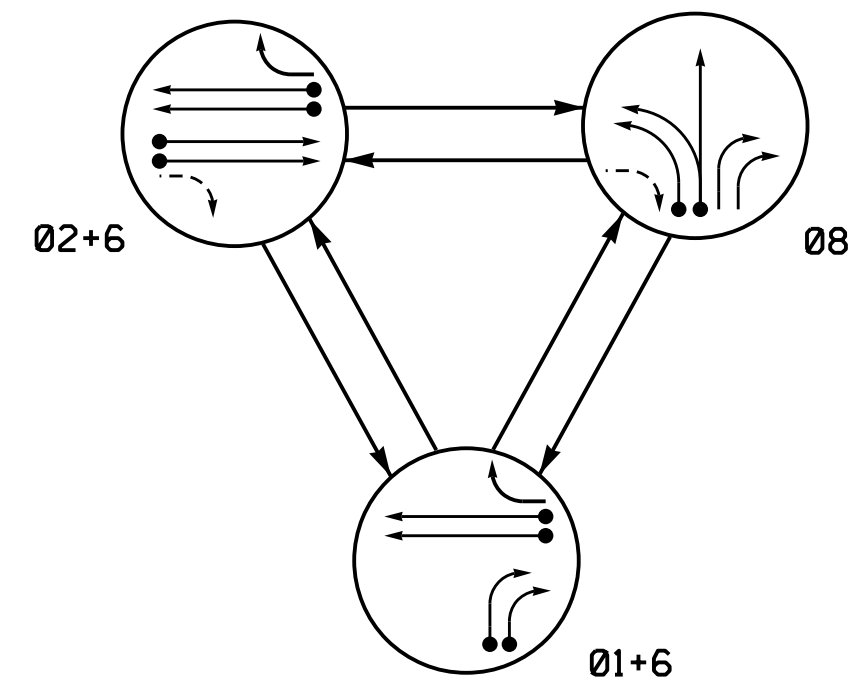
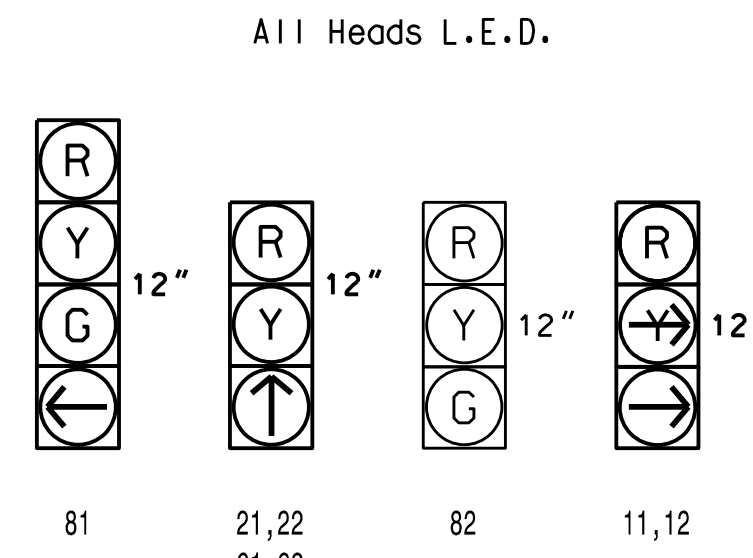


PHASING DIAGRAM



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	FULL TIME DELAY	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

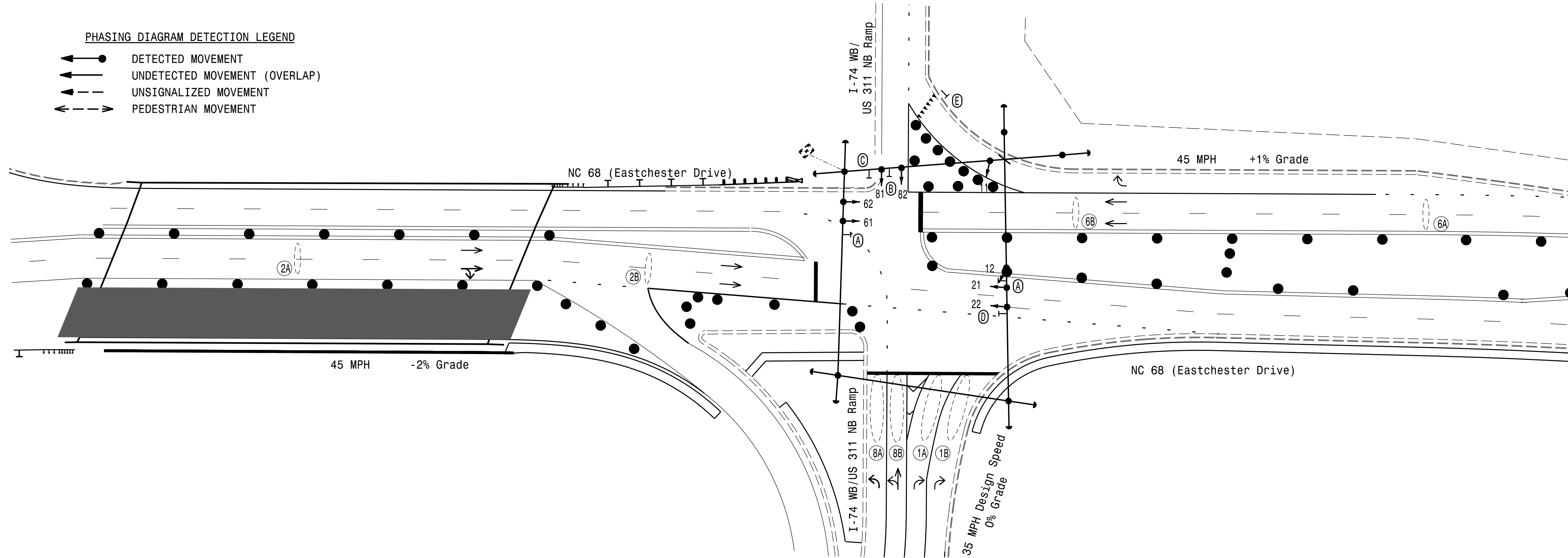
3 Phase Fully Actuated (High Point Signal System)

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.
- Reposition existing signal heads numbered 21, 22, 61, and 62 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

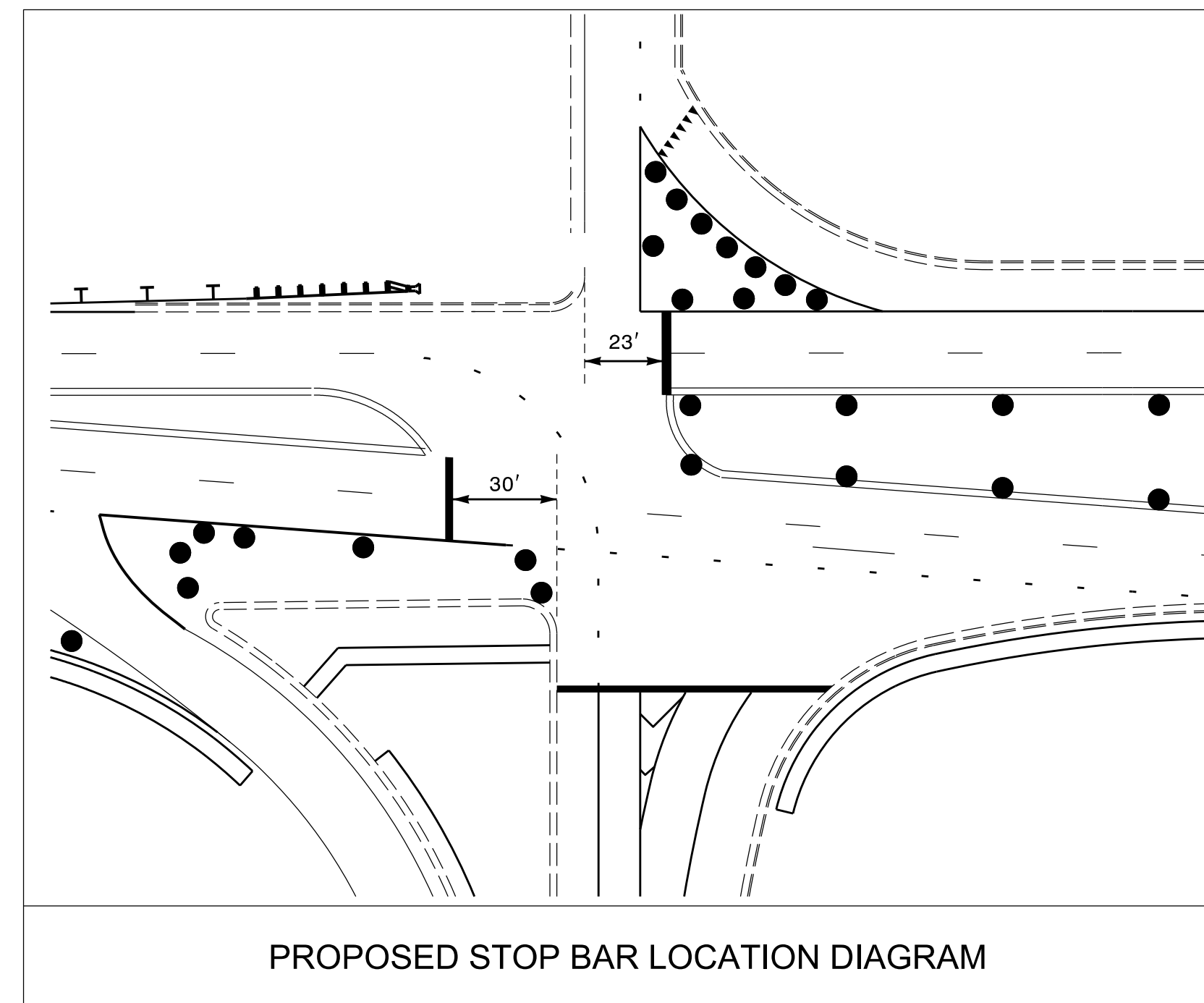


LEGEND

- | PROPOSED | EXISTING |
|-------------------------------------|----------|
| ○ → Traffic Signal Head | ● → N/A |
| ○ → Modified Signal Head Sign | ○ → N/A |
| ○ Pedestrian Signal Head | ○ → N/A |
| ○ Metal Pole with Mastarm | ○ → N/A |
| ○ Inductive Loop Detector | ○ → N/A |
| ○ Controller & Cabinet Junction Box | ○ → N/A |
| ○ 2-in Underground Conduit | ○ → N/A |
| ○ Right of Way | ○ → N/A |
| ○ Directional Arrow | ○ → N/A |
| ○ Guardrail | ○ → N/A |
| ○ Curb Ramp | ○ → N/A |
| ■ Construction Zone | ■ → N/A |
| ○ Construction Zone Drums | ○ → N/A |
| ○ Microwave Detection Zone | ○ → N/A |
- (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)

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	1.5	1.5	1.0	2.5
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 5; TMP-35

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