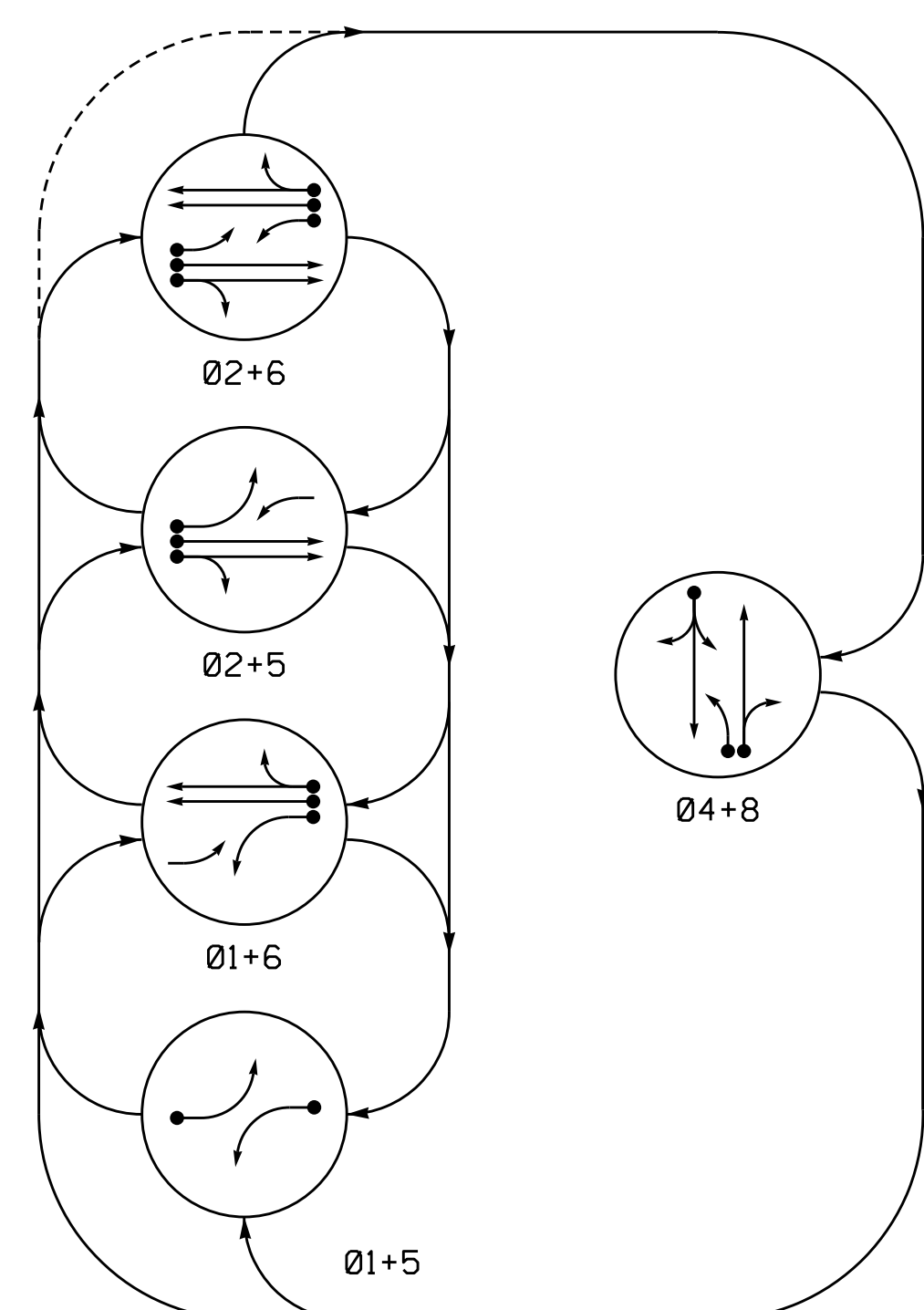
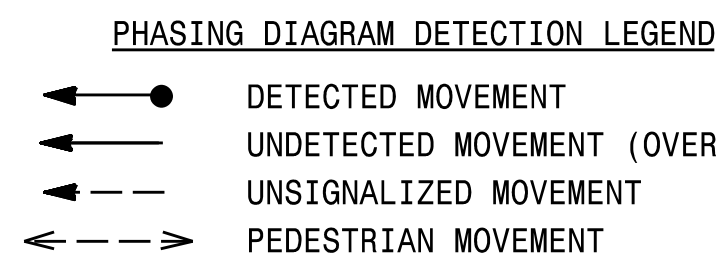


PHASING DIAGRAM

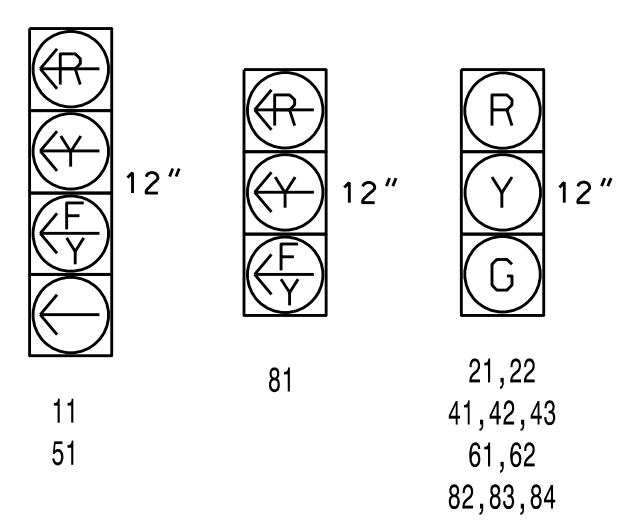


SIGNAL FACE	PHASE					L.F. HORN
	01	02	03	04	05	
11	→	→	←	←	→	→
21,22	R	R	G	G	R	Y
41,42,43	R	R	R	R	G	R
51	←	←	→	→	←	←
61,62	R	G	R	G	R	Y
81	←	←	←	←	→	→
82,83,84	R	R	R	R	G	R

SIGNAL FACE	INTERVAL	
	1	2
101	ON	OFF



SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION

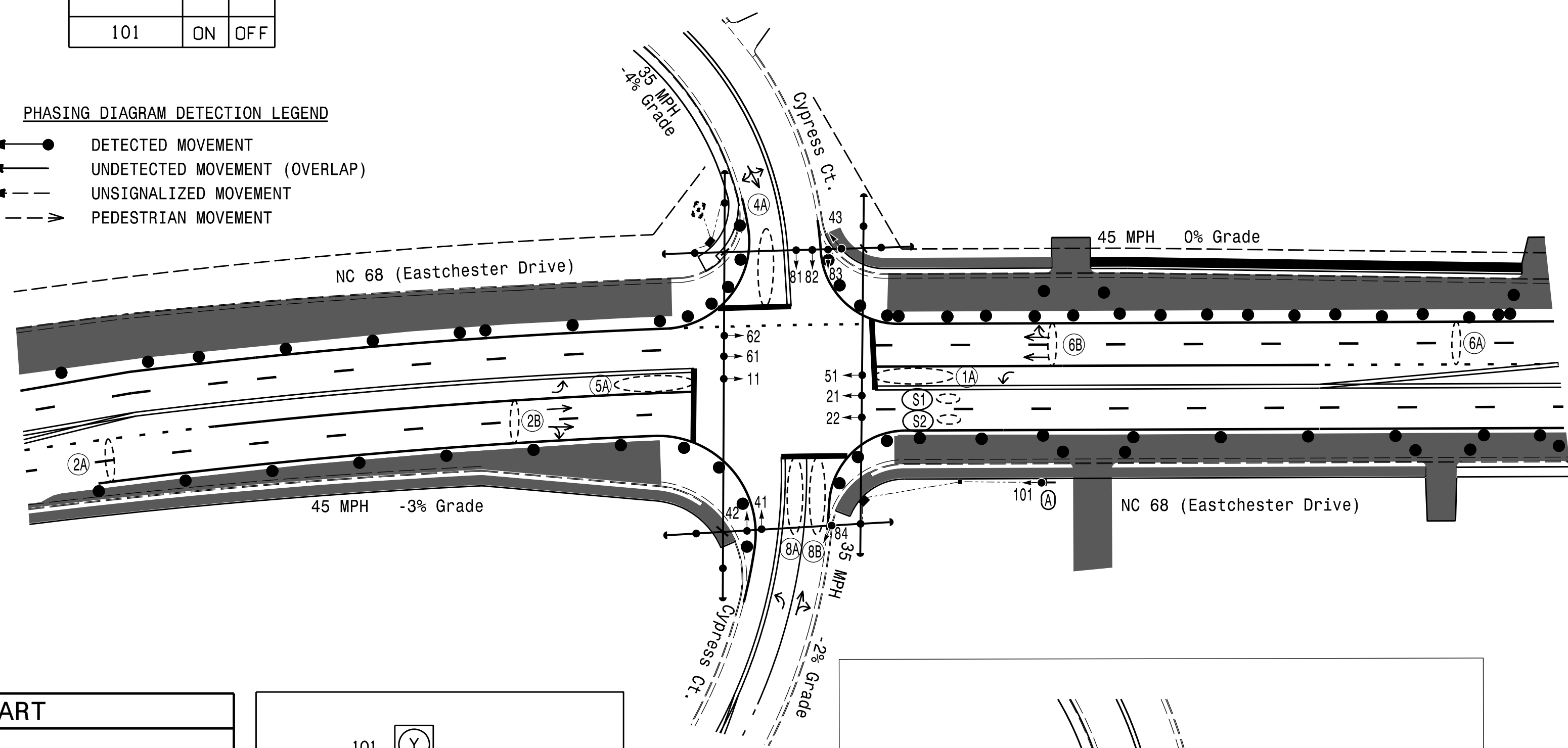
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
1A *	*	0	*	*	1	Y	Y	-	-	15	-	*
2A *	*	300	*	*	2	Y	Y	-	1.6	-	-	*
2B *	*	90	*	*	2	Y	Y	-	-	-	-	*
4A *	*	0	*	*	4	Y	Y	-	-	10	-	*
5A *	*	0	*	*	5	Y	Y	-	-	15	-	*
6A *	*	300	*	*	6	Y	Y	-	-	-	-	*
6B *	*	90	*	*	6	Y	Y	-	1.6	-	-	*
8A *	*	0	*	*	8	Y	Y	-	-	3	-	*
8B *	*	0	*	*	8	Y	Y	-	-	10	-	*
S1 *	*	+125	*	*	-	-	-	-	-	-	Y	*
S2 *	*	+125	*	*	-	-	-	-	-	-	Y	*

* Multi-Zone Microwave Detection

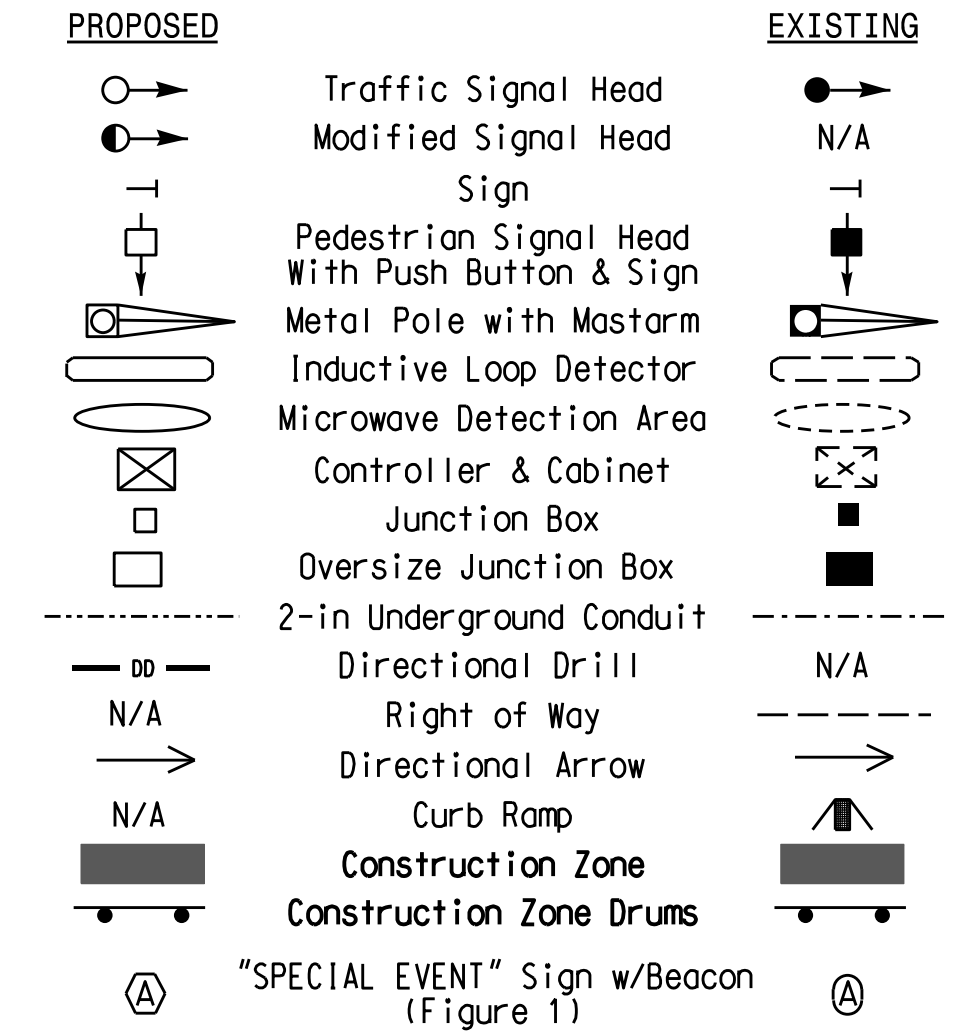
5 Phase Fully Actuated (High Point Signal System)

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.
- Reposition existing signal heads numbered 11, 21, 22, 51, 61, and 62.
- 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 detection 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.
- The Division (City) Traffic Engineer will determine the hours of use for the special events beacon.



LEGEND



FEATURE	PHASE					
	1	2	4	5	6	8
Min Green 1 *	7	12	7	7	12	7
Extension 1 *	2.0	2.0	2.0	2.0	2.0	2.0
Max Green 1 *	20	90	30	20	90	30
Yellow Clearance	3.0	4.8	4.1	3.0	4.8	4.1
Red Clearance	2.1	1.2	1.4	2.3	1.2	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	-	-	ON	-	-	ON
Simultaneous Gap	ON	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.

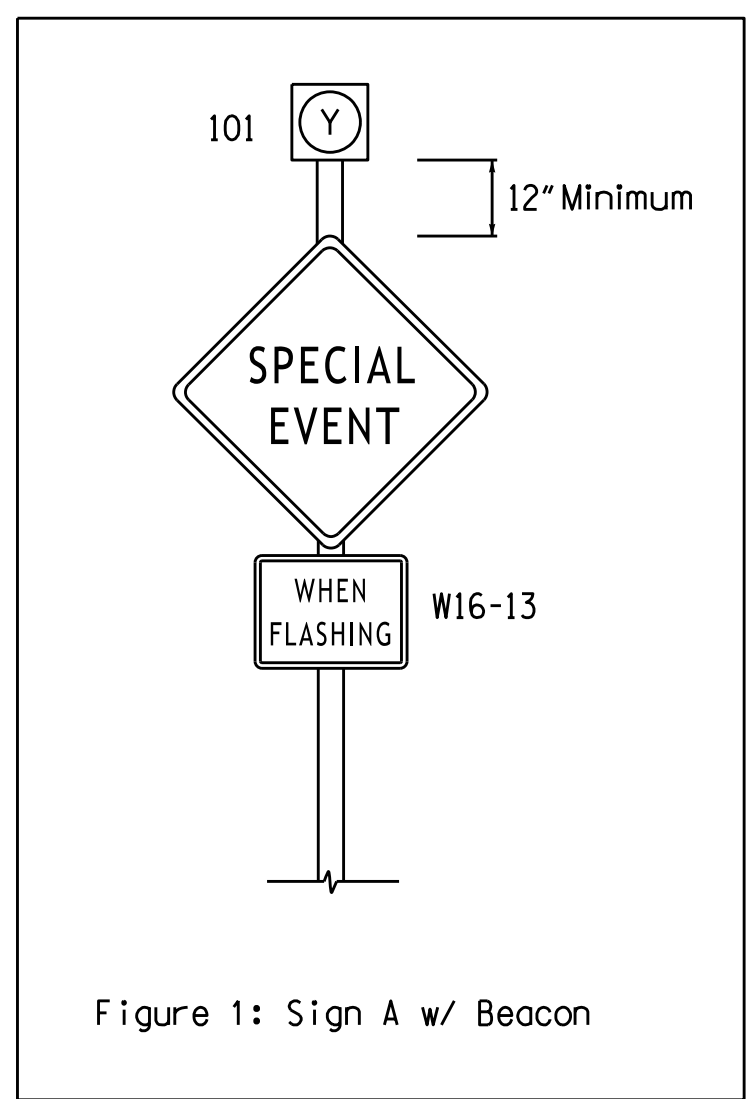
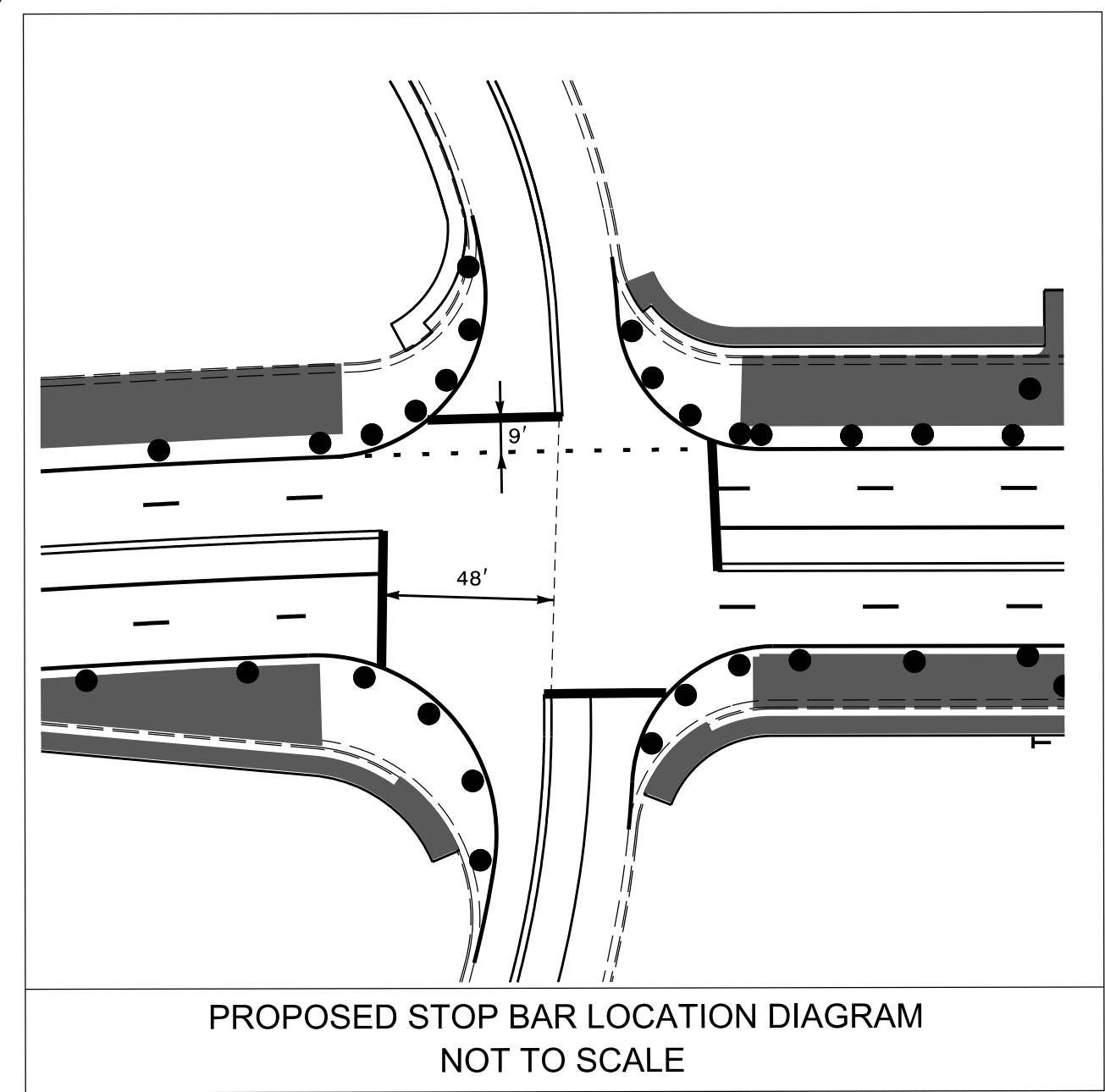


Figure 1: Sign A w/ Beacon



PROPOSED STOP BAR LOCATION DIAGRAM NOT TO SCALE

Project #: 170908

DAVENPORT

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 2; TMP-25

Prepared for:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
STATE OF NORTH CAROLINA
Signal Design Section

NC 68 (Eastchester Dr.)
at
Cypress Ct.

Division 7 Guilford County High Point

PLAN DATE: May 2018 REVIEWED BY: R. Hinshaw

PREPARED BY: L. Boyer REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 0 50
1" = 50'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

PROFESSIONAL ENGINEER

SEAL 032117

F. ROYAL HINSHAW

DocuSigned by:
St. Royal Hinshaw 05/20/2018

SIGNATURE DATE

SIG. INVENTORY NO. 07-147012