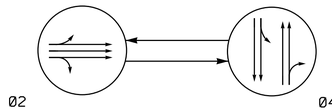
PROJECT REFERENCE NO.	SHEET NO.
C-5558	Sig. 85.0

2 Phase
Pre-Timed
(High Point Signal System)

PHASING DIAGRAM



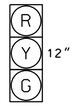
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION			
SIGNAL FACE	PHASE 02	PHASE 04+8	FLASH
21, 22	G	R	Y
41, 42	R	G	R
81, 82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
41, 42
81, 82

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
S1	6X6	+170	EXIST	-	-	-	-	-	-	-	Y	Y
S2	6X6	+170	EXIST	-	-	-	-	-	-	-	Y	Y

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Pavement markings are existing.
6. 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	
	Metal Pole with Mastarm	
N/A	Railroad Tracks	
N/A	Guardrail	
N/A	Curb Ramp	
Ⓐ	Left "ONE WAY" Arrow Sign (R6-1L)	Ⓐ
Ⓑ	Right "ONE WAY" Arrow Sign (R6-1R)	Ⓑ
Ⓒ	"NO TURN ON RED" Sign (R10-11)	Ⓒ
Ⓓ	Street Name Sign (D3-1)	Ⓓ

OASIS 2070 TIMING CHART			
FEATURE	PHASE 2	PHASE 4	PHASE 8
Min Green 1 *	10	7	7
Extension 1 *	0.0	0.0	0.0
Max Green 1 *	30	20	20
Yellow Clearance	3.7	3.7	4.1
Red Clearance	1.6	1.4	1.3
Red Revert	2.0	2.0	2.0
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	MAX RECALL	MAX RECALL	MAX RECALL
Vehicle Call Memory	-	-	-
Dual Entry	-	-	-
Simultaneous Gap	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Signal Upgrade

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SR 1970 (W. Kivett Drive) at Lindsay Street

Division 7 Guilford County High Point

PLAN DATE: August 2014 PREPARED BY: R.N. Zinser

PREPARED BY: K.G. Peedin, Jr. REVIEWED BY:

SCALE 0 20 1"=20'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by: 3/30/2015
SIGNATURE DATE

SIG. INVENTORY NO. 07-0994

30-MAR-2015 17:40
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