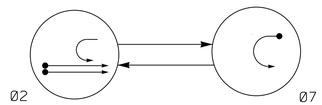
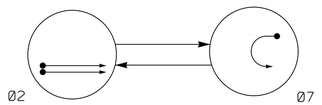
PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 2.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2	PHASE Ø7	FLASH
21,22	↑	R	Y
71	F Y	↶	Y
72	F Y	←	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2	PHASE Ø7	FLASH
21,22	↑	R	Y
71	R	↶	Y
72	R	←	Y

PHASING DIAGRAM DETECTION LEGEND

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

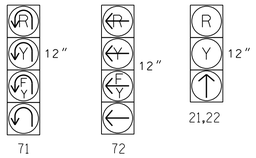
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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
2A	6X6	300	4	Y	2	Y	Y	-	-	-	-	Y
2B	6X6	300	4	Y	2	Y	Y	-	-	-	-	Y
7A	6X40	0	2-4-2	Y	7	Y	Y	-	-	15#	-	Y

Disable Delay During Alternate Phasing Operation.

SIGNAL FACE I.D.

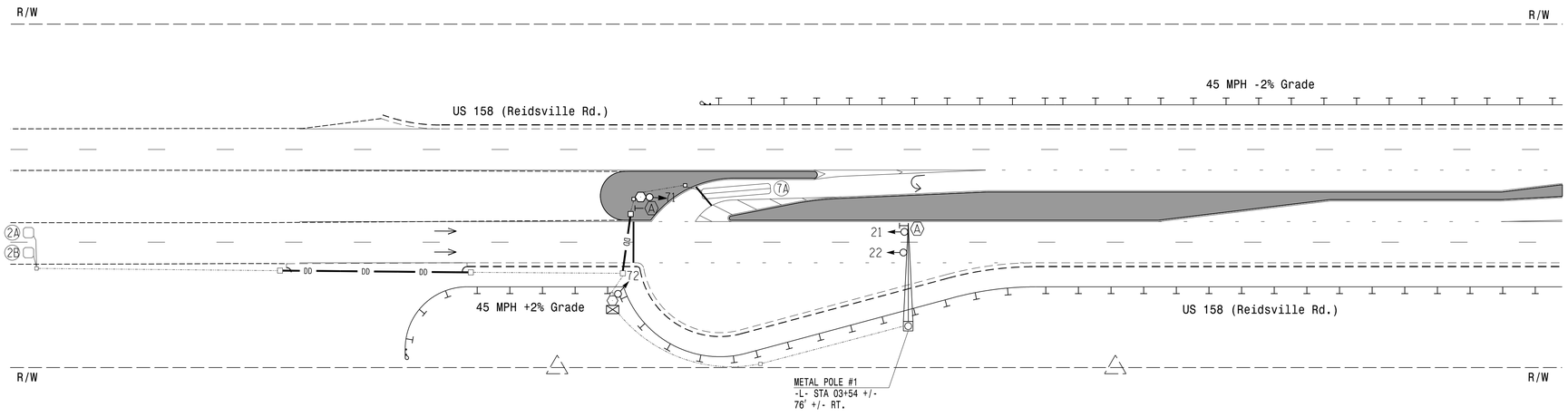
All Heads L.E.D.



2 Phase Fully Actuated (Winston-Salem Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
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. The City Traffic Engineer will determine the hours of use for each phasing plan.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 7
Min Green 1 *	12	7
Extension 1 *	6.0	2.0
Max Green 1 *	90	30
Yellow Clearance	4.3	3.0
Red Clearance	1.0	3.8
Red Revert	2.0	2.0
Walk 1 *	-	-
Don't Walk 1	-	-
Seconds Per Actuation *	1.5	-
Max Variable Initial *	34	-
Time Before Reduction *	15	-
Time To Reduce *	30	-
Minimum Gap	3.0	-
Recall Mode	MIN RECALL	-
Vehicle Call Memory	YELLOW	-
Dual Entry	-	-
Simultaneous Gap	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.

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	→
DD	Directional Drill	N/A
N/A	Guardrail	⊥⊥
○→	Metal Pole with Mastarm	○→
Ⓐ	No Left Turn (R3-2)	Ⓐ
⬡	Type II Signal Pedestal	⬢

New Installation

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SCALE
0 40
1"=40'

US 158 EB (Reidsville Rd.) at U-Turn West of Old Greensboro Rd.

Division 9 Forsyth County Winston-Salem

PLAN DATE: February 2024 REVIEWED BY: WP Erickson-Jones
PREPARED BY: H Townsend REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER WILLIAM PORTER JONES

DocuSigned by: Porter Jones 2/12/2024
SIGNATURE DATE

SIG. INVENTORY NO. 09-0980

2/12/2024
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wpjones