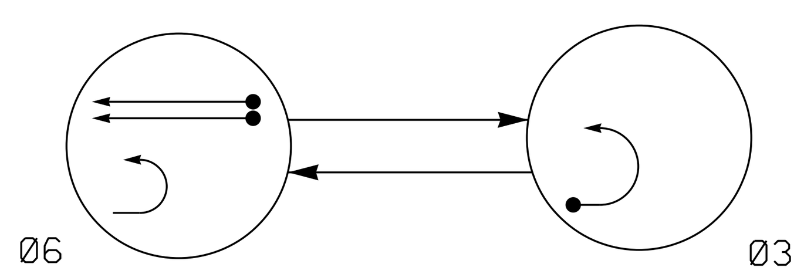
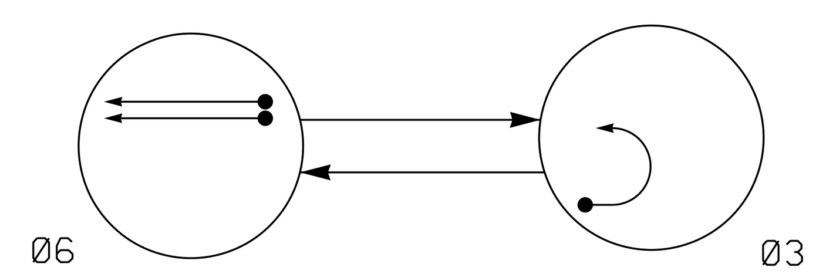
PROJECT REFERENCE NO.	SHEET NO.
R-2577A	Sig. 8.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø6	PHASE Ø3	FLASH
31	F Y		Y
32	← F Y	←	← Y
61,62	↑	R	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø6	PHASE Ø3	FLASH
31	R		Y
32	← R	←	← Y
61,62	↑	R	Y

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
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	15#	-	Y
6A	6X6	300	4	Y	6	Y	Y	-	-	-	-	Y
6B	6X6	300	4	Y	6	Y	Y	-	-	-	-	Y

Disable Delay During Alternate Phasing Operation.

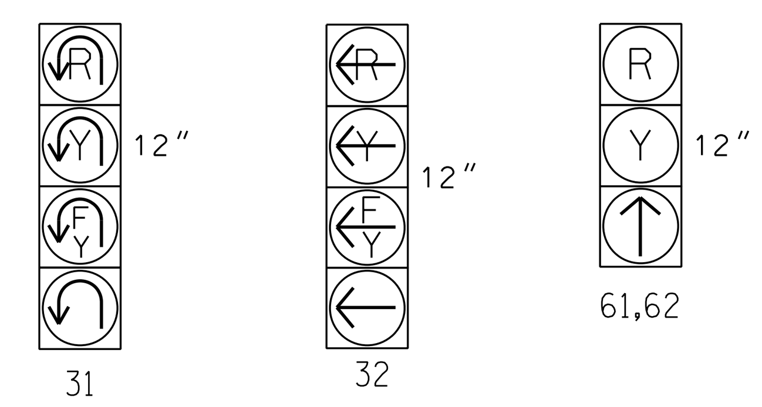
2 Phase
Fully Actuated
(Winston-Salem Signal System)

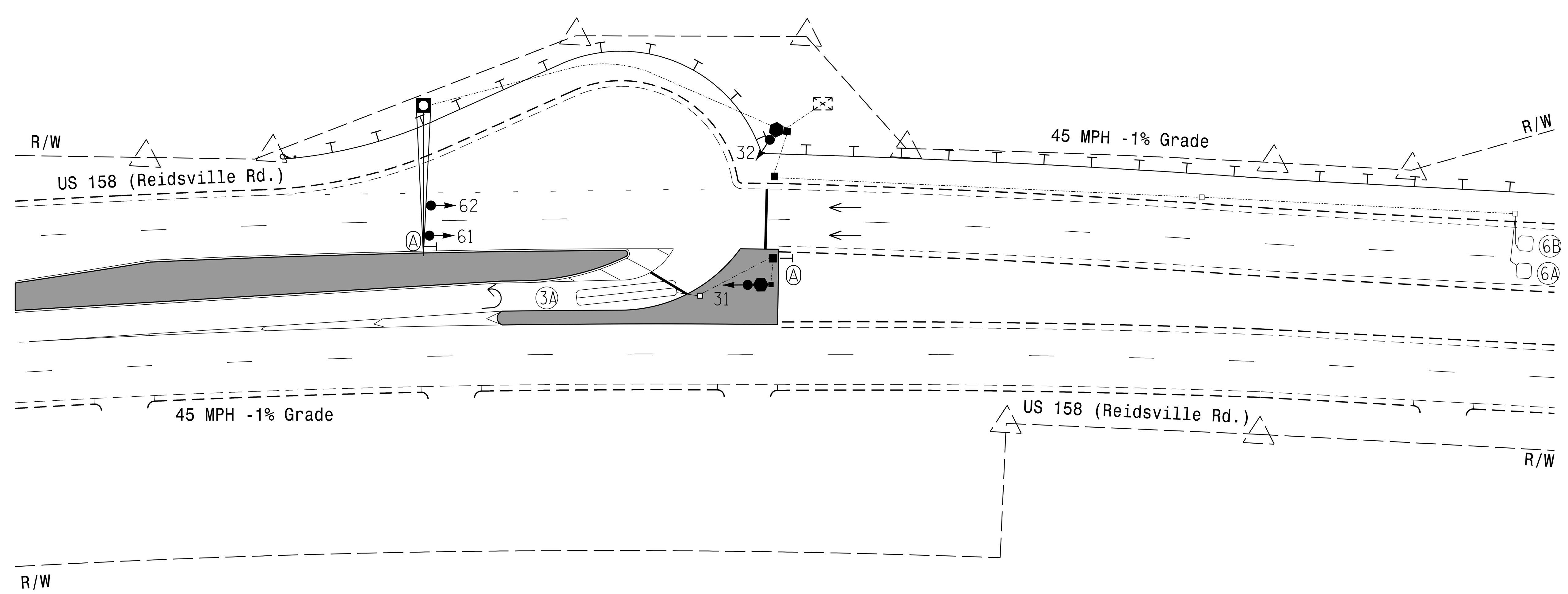
NOTES

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. The City Traffic Engineer will determine the hours of use for each phasing plan.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

SIGNAL FACE I.D.

All Heads L.E.D.





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	
N/A	Guardrail	
	Metal Pole with Mastarm	
(A)	No Left Turn (R3-2)	(A)
	Type II Signal Pedestal	

OASIS 2070 TIMING CHART

FEATURE	PHASE 3	PHASE 6
Min Green 1 *	7	12
Extension 1 *	2.0	6.0
Max Green 1 *	30	90
Yellow Clearance	3.0	4.6
Red Clearance	3.7	1.0
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 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

2/12/2024
R:\Traffic\Signals\Design\Signals\090982.sig.dsn_XXXXXXXX.dgn
wpjones

Signal Upgrade - Final Design

RK&K
P: (919) 878-9560
8601 Six Forks Road Suite 700 | Raleigh, North Carolina 27615-2965
NC License No. F-0112
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

Prepared for the Offices of:
Transportation Mobility and Safety Division
State of North Carolina Department of Transportation
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

SCALE 0 40
1" = 40'

US 158 WB (Reidsville Rd.)
at
U-Turn East of
SR 2662 (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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 056142 ENGINEER W. PORTER JONES

DocuSigned by: Porter Jones
D06E13E3A0E0498...
SIGNATURE
2/12/2024
DATE

SIG. INVENTORY NO. 09-0982