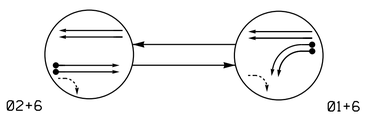
PROJECT REFERENCE NO.	SHEET NO.
U-2579B	Sig. 2.1

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

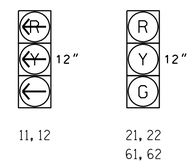
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	PHASE 02+6	FLASH
11, 12	←	~~R~~	~~R~~
21, 22	R	G	Y
61, 62	G	G	Y

SIGNAL FACE I.D.

All Heads L.E.D.



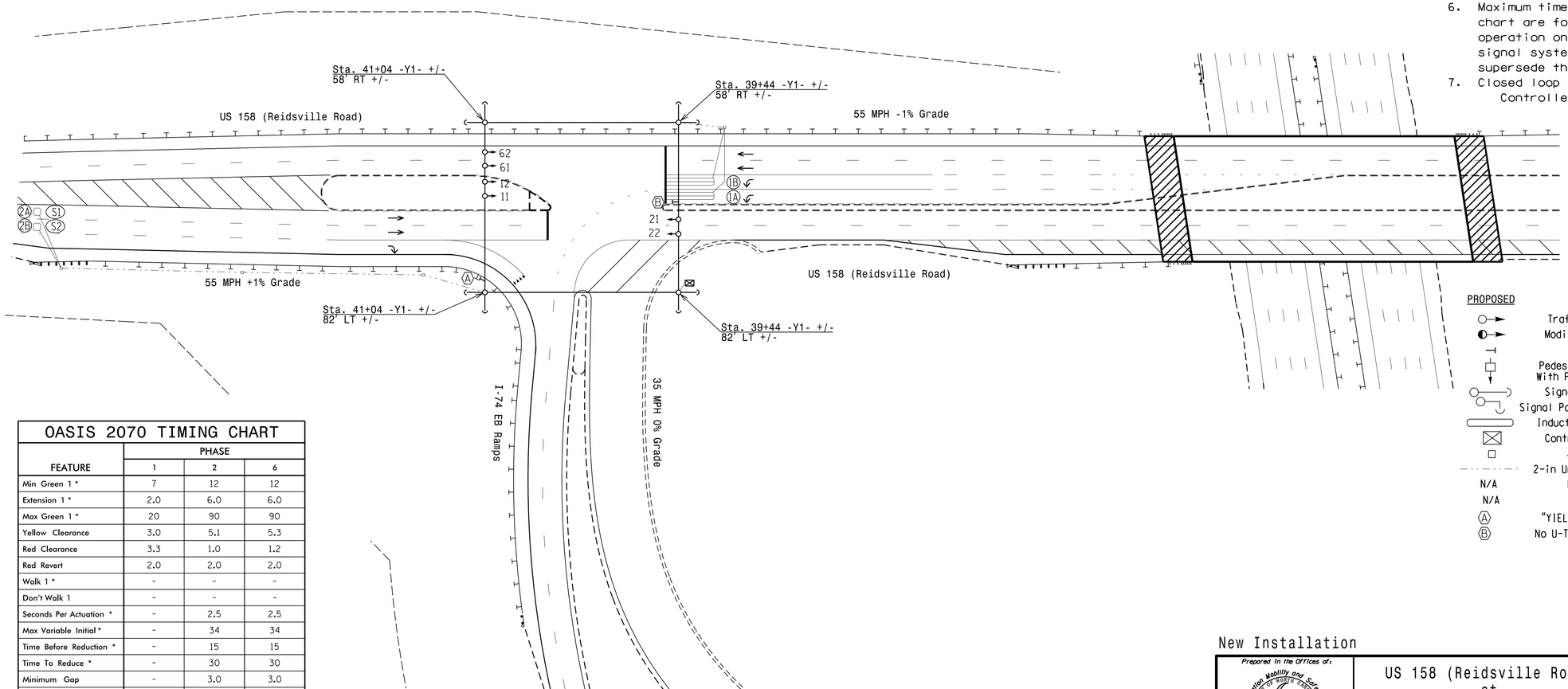
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	-	-	Y
1B	6X40	0	2-4-2	Y	1	Y	Y	-	-	-	-	Y
2A/S1	6X6	420	5	Y	2	Y	Y	-	-	-	Y	Y
2B/S2	6X6	420	5	Y	2	Y	Y	-	-	-	Y	Y

2 Phase
Fully Actuated
US 158 (Reidsville Road) CLS

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. The cabinet should be designed to include an Auxiliary Output file for future use.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. Closed loop system data:
   Controller Asset #: 0510.



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	
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ
Ⓑ	No U-Turn Sign (R3-4)	Ⓑ

OASIS 2070 TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 6
Min Green 1 *	7	12	12
Extension 1 *	2.0	6.0	6.0
Max Green 1 *	20	90	90
Yellow Clearance	3.0	5.1	5.3
Red Clearance	3.3	1.0	1.2
Red Revert	2.0	2.0	2.0
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	-	2.5	2.5
Max Variable Initial *	-	34	34
Time Before Reduction *	-	15	15
Time To Reduce *	-	30	30
Minimum Gap	-	3.0	3.0
Recall Mode	-	MIN RECALL	MIN RECALL
Vehicle Call Memory	-	YELLOW	YELLOW
Dual Entry	-	-	-
Simultaneous Gap	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.

New Installation

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

US 158 (Reidsville Road) at I-74 EB Ramps

Division 9 Forsyth County Walkertown

PLAN DATE: April 2014	REVIEWED BY:
PREPARED BY: I. O. Umozurike	REVIEWED BY:

SCALE 0 50 1"=50'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by: 5/13/2014
ENGINEER'S SEAL/SIGNATURE DATE

SIG. INVENTORY NO. 09-0510

13-MAY-2014 13:00
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