DEFAULT PHASING DIAGRAM

Ø2 → Ø4+7

ALTERNATE PHASING DIAGRAM

Ø2 → Ø4+7

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.

All Heads L.E.D.

R Y F Y ← 12"	R Y 12"	R Y G 12"	R Y 12"	R 12"
71,72	21	22	23	41,42,43

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	Ø2	Ø4+7	FLASH
21	↑	R	Y
22	G	R	Y
23	F Y	R	Y
41,42,43	R	→	R
71,72	F Y		Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	Ø2	Ø4+7	FLASH
21	↑	R	Y
22	G	R	Y
23	F Y	R	Y
41,42,43	R	→	R
71,72	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
2A	6X6	300	6	Y	2	Y	Y	-	-	-	-	Y
2B	6X6	300	6	Y	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	15	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	15	-	Y
7A	6X40	0	2-4-2	Y	7	Y	Y	-	-	15#	-	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. 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.

US 158 (Reidsville Rd.)

45 MPH -2% Grade

45 MPH +1% Grade

SR 2662 (Old Greensboro Rd.)

45 MPH +1% Grade

US 158 (Reidsville Rd.)

METAL POLE #1
-L- STA 16+46 +/-
54' +/- RT.

OASIS 2070 TIMING CHART

FEATURE	PHASE		
	2	4	7
Min Green 1 *	12	7	7
Extension 1 *	6.0	2.0	2.0
Max Green 1 *	90	30	30
Yellow Clearance	4.4	4.4	3.0
Red Clearance	2.2	1.0	2.6
Red Revert	2.0	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	-	ON	ON
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.

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
◁	Metal Pole with Mastarm	◀
N/A	Guardrail	
Ⓐ	No Left Turn Sign (R3-2)	Ⓐ
Ⓑ	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	Ⓑ
○	Type II Signal Pedestal	●

Signal Upgrade - Final Design

REVISIONS	INIT.	DATE

SIG. INVENTORY NO.   09-0195

SCALE
0   40
1"=40'