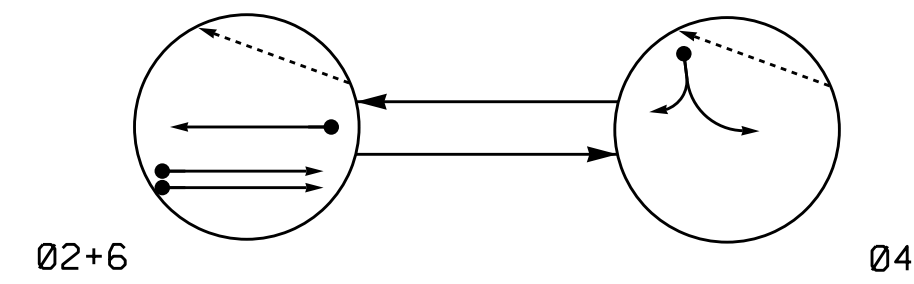


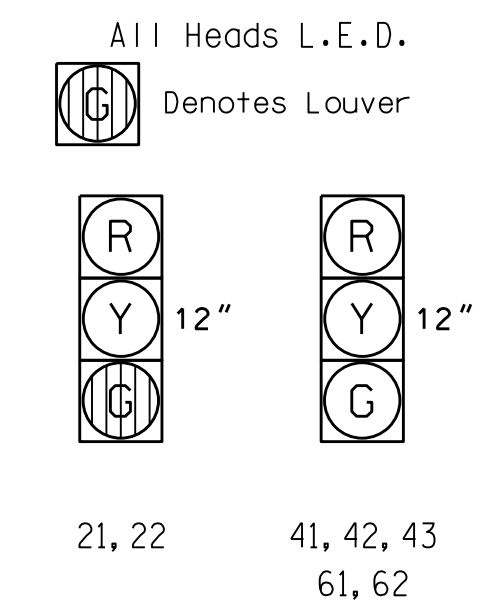
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND
 ←●→ DETECTED MOVEMENT
 ←→ UNDETECTED MOVEMENT (OVERLAP)
 ←- - - UNSIGNALIZED MOVEMENT
 ←- - -> PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	Ø 2 + 6	Ø 4	FLASH
21, 22	G	R	Y
41, 42, 43	R	G	R
61, 62	G	R	Y

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

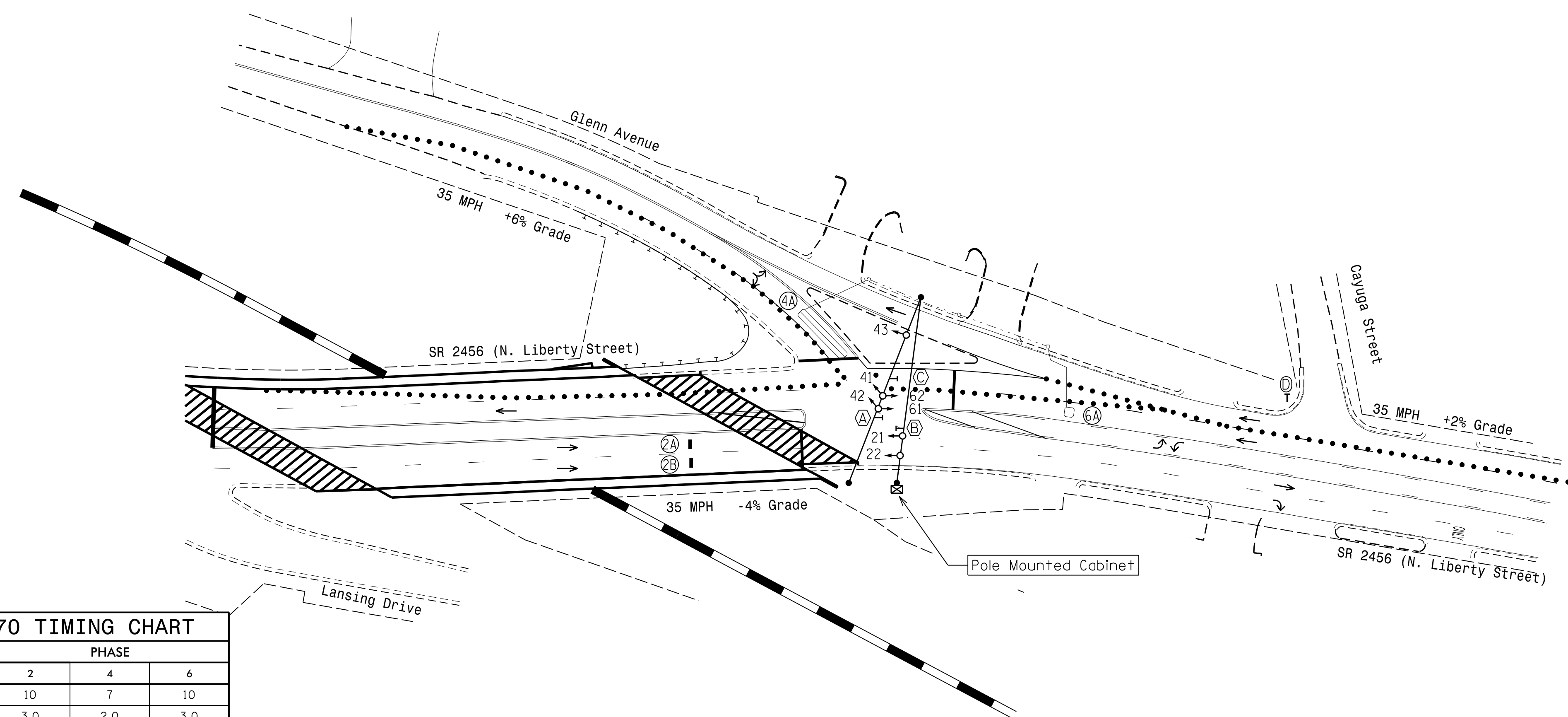
LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
2A*	6X6	70	*	Y	2	Y	Y	-	-	-	-	Y
2B*	6X6	70	*	Y	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	5	-	Y
6A	6X6	70	5	Y	6	Y	Y	-	-	-	-	Y

* Video Detection Zone

2 Phase Fully Actuated (Winston-Salem Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Maintain (ON or OFF) TOD late night flash based on existing programming for this location.
- Tether signal heads number 21 and 22.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- This intersection features a video detection system. Shown locations of optical detectors are conceptual only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE		
	2	4	6
Min Green 1 *	10	7	10
Extension 1 *	3.0	2.0	3.0
Max Green 1 *	45	25	45
Yellow Clearance	4.1	3.0	3.7
Red Clearance	1.5	2.3	1.9
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	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.

PROPOSED	EXISTING
○→ Traffic Signal Head	●→ N/A
○→ Modified Signal Head	○→ N/A
⊥ Sign	⊥ N/A
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ N/A
○ Signal Pole with Guy	● Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	● Signal Pole with Sidewalk Guy
□ Inductive Loop Detector	□ Inductive Loop Detector
□ Controller & Cabinet	□ Controller & Cabinet
□ Junction Box	□ Junction Box
- - - 2-in Underground Conduit	- - - 2-in Underground Conduit
- - - Right of Way	- - - Right of Way
→ Directional Arrow	→ Directional Arrow
● Construction Zone Drums	● Construction Zone Drums
■ Construction Zone	■ Construction Zone
- - - Guardrail	- - - Guardrail
- - - Video Detection Area	- - - Video Detection Area
- - - Railroad Tracks	- - - Railroad Tracks
(A) No U-Turn Sign (R3-4)	(A) No U-Turn Sign (R3-4)
(B) No U-Turn/No Left Turn Sign (R3-18)	(B) No U-Turn/No Left Turn Sign (R3-18)
(C) No Right Turn Sign (R3-1)	(C) No Right Turn Sign (R3-1)
(D) "STOP" Sign (R1-1)	(D) "STOP" Sign (R1-1)

Signal Upgrade Temporary Design 1 (TMP Phase I, Detail 1)

Prepared in the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SR 2456 (N. Liberty Street) at Glenn Avenue

Divison 9 Forsyth County Winston-Salem

PLAN DATE: November 2017 REVIEWED BY:

PREPARED BY: I. O. Umozurike REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

ROBERT J. ZIEMBA, ENGINEER

12/11/2017

SIG. INVENTORY NO. 09-018611

21-DEC-2017 12:33
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