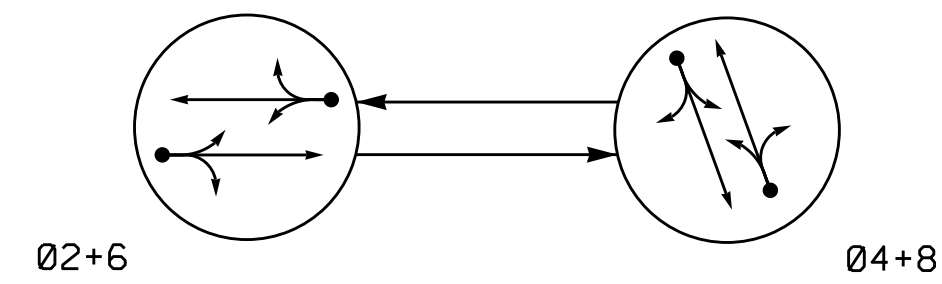


PHASING DIAGRAM



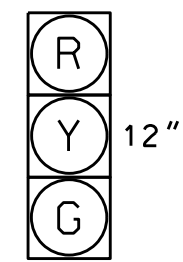
PHASING DIAGRAM DETECTION LEGEND

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	02+6	04+8	FLASH
22, 23	G	R	Y
41, 42	R	G	R
62, 63	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



22, 23  
41, 42  
62, 63  
81, 82

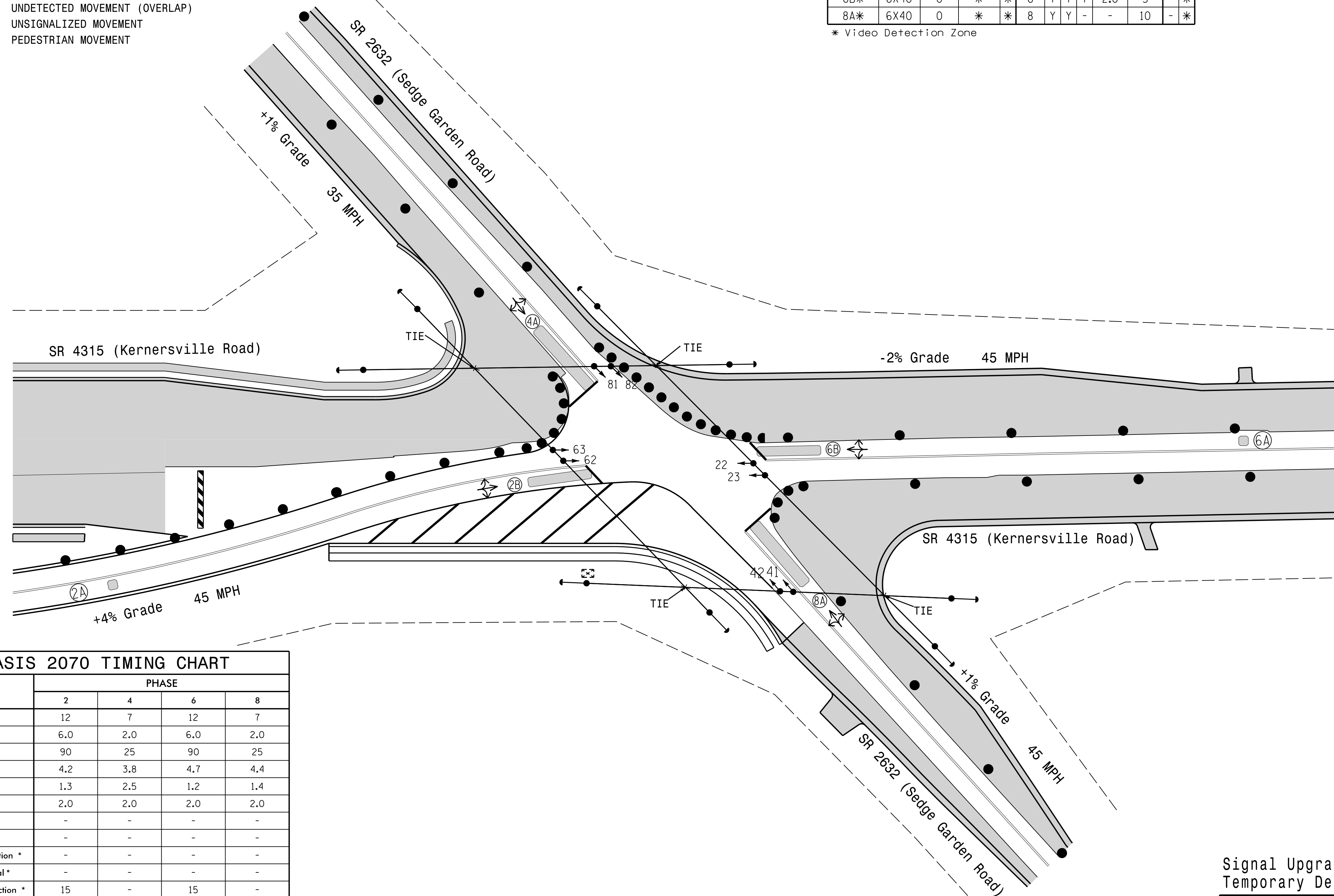
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME		
2A*	6X6	300	*	*	2	Y	Y	-	-	-	-	*
2B*	6X40	0	*	*	2	Y	Y	Y	2.0	5	-	*
4A*	6X40	0	*	*	4	Y	Y	-	-	10	-	*
6A*	6X6	300	*	*	6	Y	Y	-	-	-	-	*
6B*	6X40	0	*	*	6	Y	Y	Y	2.0	5	-	*
8A*	6X40	0	*	*	8	Y	Y	-	-	10	-	*

\* 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.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Reposition signal heads as shown.
- This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



OASIS 2070 TIMING CHART

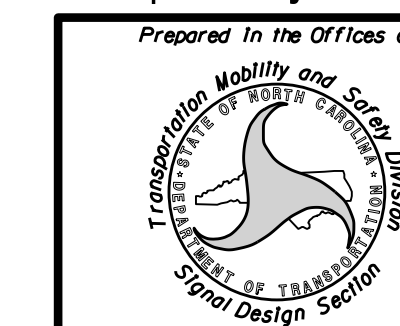
FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	6.0	2.0	6.0	2.0
Max Green 1 *	90	25	90	25
Yellow Clearance	4.2	3.8	4.7	4.4
Red Clearance	1.3	2.5	1.2	1.4
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	45	-	45	-
Minimum Gap	3.0	-	3.0	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	-	-	-	-
Dual Entry	-	ON	-	ON
Simultaneous Gap	ON	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.

LEGEND

- | PROPOSED  | EXISTING                         |
|---|----------------------------------|
| ○→ Traffic Signal Head                            | ●→ Traffic Signal Head           |
| ●→ Modified Signal Head                           | N/A                              |
| □→ Pedestrian Signal Head With Push Button & Sign | □→ Pedestrian Signal Head        |
| ○→ Signal Pole with Guy                           | ○→ Signal Pole with Guy          |
| ○→ Signal Pole with Sidewalk Guy                  | ○→ Signal Pole with Sidewalk Guy |
| ▭→ Inductive Loop Detector                        | ▭→ Inductive Loop Detector       |
| ▭→ Video Detection Zone                           | N/A                              |
| ▭→ Controller & Cabinet                           | ▭→ Controller & Cabinet          |
| □→ Junction Box                                   | □→ Junction Box                  |
| --- 2-in Underground Conduit                      | --- 2-in Underground Conduit     |
| N/A Right of Way                                  | N/A Right of Way                 |
| ●→ Construction Zone Drums                        | ●→ Construction Zone Drums       |
| ▭→ Construction Zone                              | ▭→ Construction Zone             |

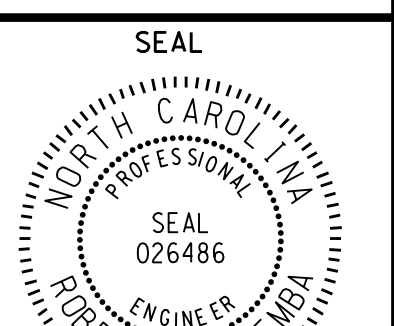
Signal Upgrade - Temporary Design 2 (TMP Area 3 Phase 2)



750 N. Greenfield Pkwy, Garner, NC 27529  
SCALE: 1" = 40'

SR 4315 (Kernersville Road) at SR 2632 (Sedge Garden Road)  
Division 9 Forsyth County Winston-Salem  
PLAN DATE: May 2021 REVIEWED BY:  
PREPARED BY: I. O. Umzurike REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



7/7/2021  
DATE  
SIG. INVENTORY NO. 09-072612