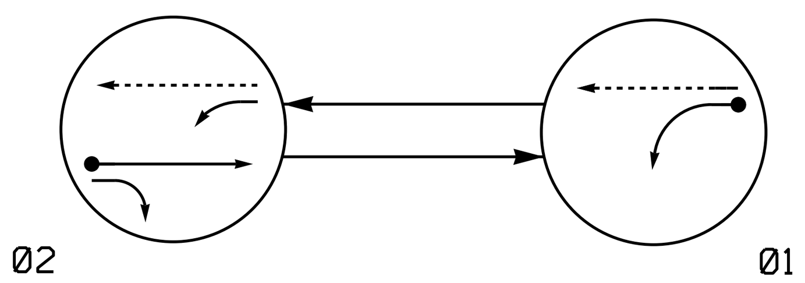
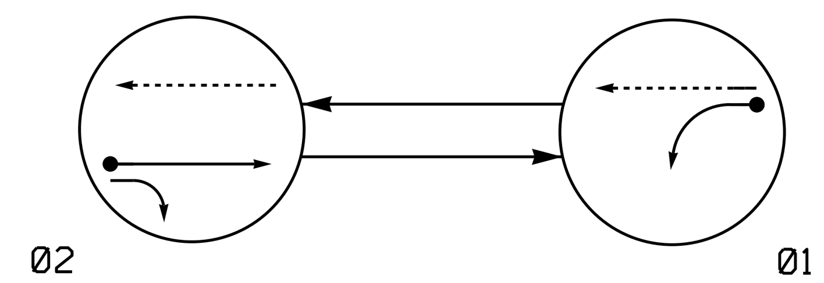
PROJECT REFERENCE NO.	SHEET NO.
U-2579C	Sig. 4.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

DEFALUT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1	PHASE Ø2	FLASH
11	←	← F/Y	← Y
21, 22	R	G	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1	PHASE Ø2	FLASH
11	←	← R	← Y
21, 22	R	G	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
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	15 *	-	Y
2A/S1	6X6	420	5	Y	2	Y	Y	-	-	-	Y	Y

* Disable Delay During Alternate Phasing Operation.

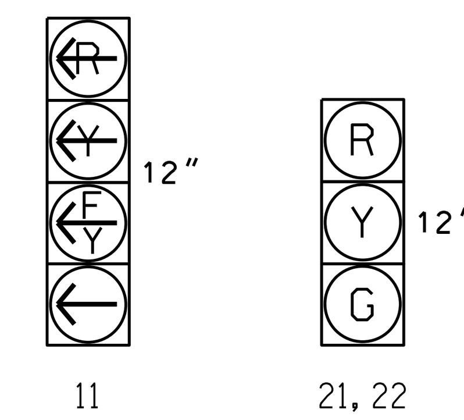
2 Phase
Fully Actuated
US 311 (New Walkertown Road) CLS

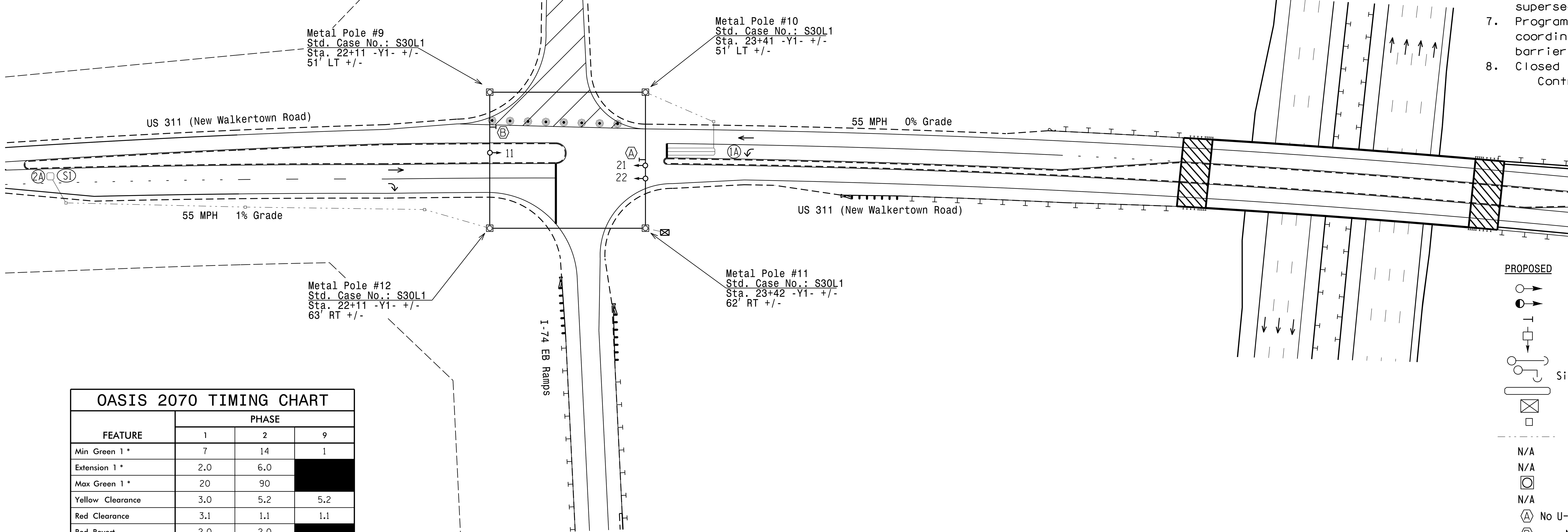
NOTES

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 Division 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.
7. Program Phase 9 for system coordination purpose to cross barrier.
8. Closed loop system data:
   Controller Asset #: 0521.

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 Strain Pole	
N/A	Tubular Marker	
A	No U-Turn/No Left Turn Sign (R3-18)	A
B	No Right Turn Sign (R3-1)	B

OASIS 2070 TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 9
Min Green 1 *	7	14	1
Extension 1 *	2.0	6.0	
Max Green 1 *	20	90	
Yellow Clearance	3.0	5.2	5.2
Red Clearance	3.1	1.1	1.1
Red Revert	2.0	2.0	
Walk 1 *	-	-	
Don't Walk 1	-	-	
Seconds Per Actuation *	-	2.5	
Max Variable Initial *	-	46	
Time Before Reduction *	-	15	
Time To Reduce *	-	30	
Minimum Gap	-	3.4	
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 phases 2 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

SCALE
0 50
1"=50'

US 311 (New Walkertown Road)
at
I-74 EB Ramps

Division 9 | Forsyth County | Walkertown

PLAN DATE: April 2017 | REVIEWED BY:
PREPARED BY: I. O. Umozurike | REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 026486
ROBERT J. ZIEMBA

DocuSigned by:
SIGNATURE 5/16/2017 DATE

SIG. INVENTORY NO. 09-0521

16-MAY-2017 16:36
P:\TIPProjects\U\U2579c\Traffic\Signals\Design\Signals\090521_sig_dsn_20170516.dgn
rziemba