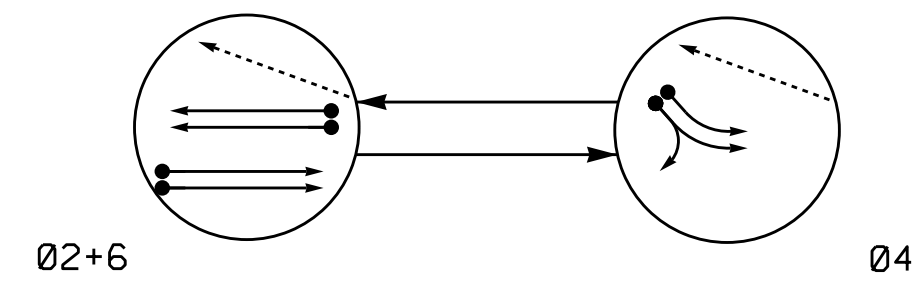


PHASING DIAGRAM

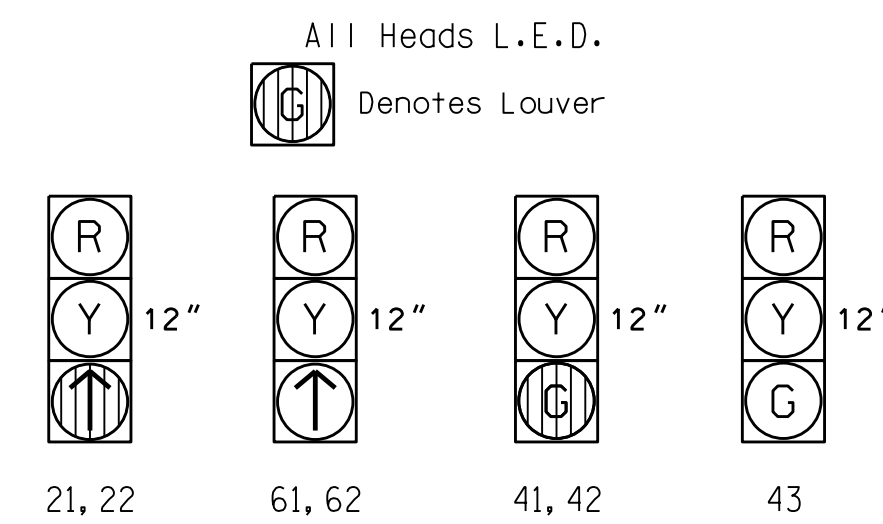


PHASING DIAGRAM DETECTION LEGEND

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

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

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

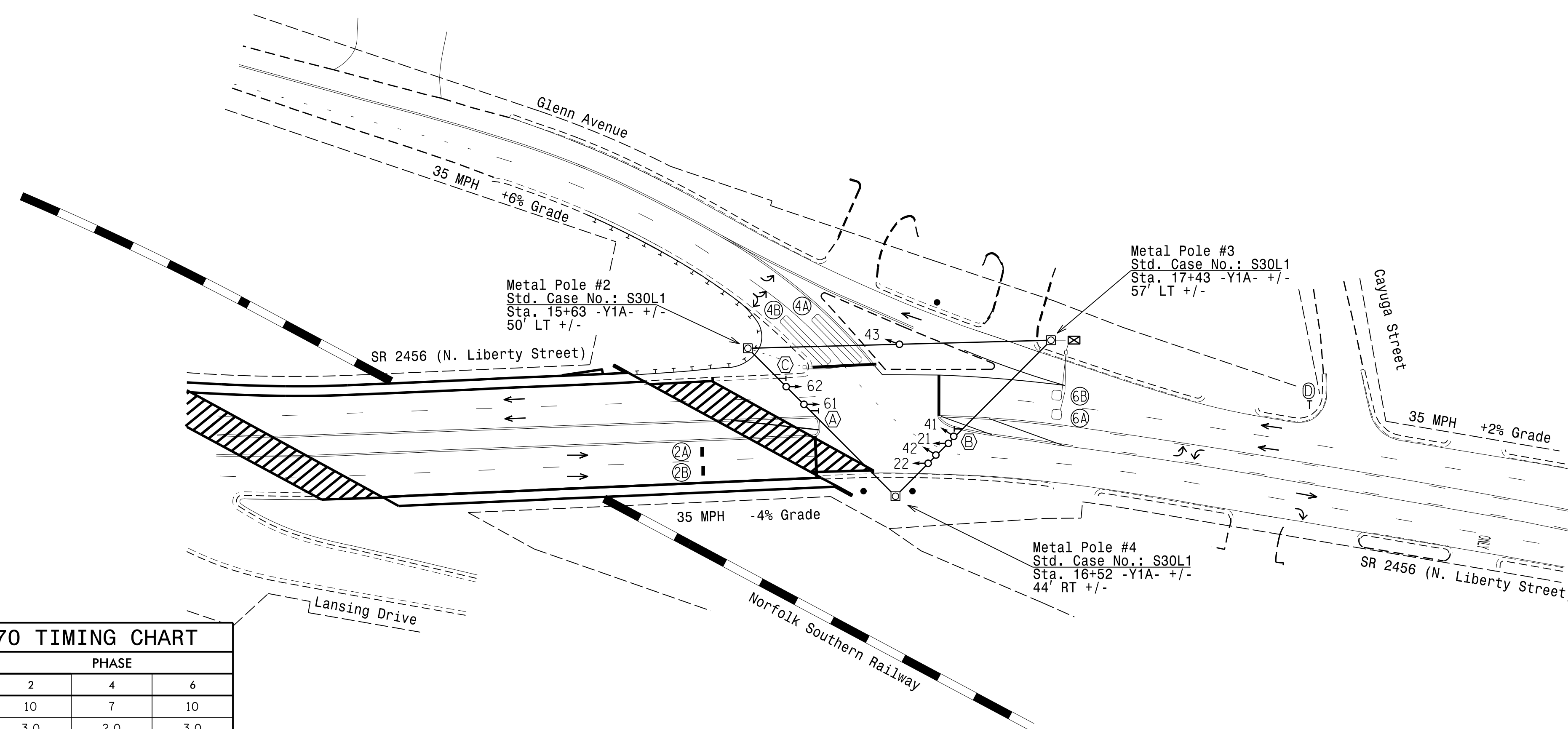
LOOP/ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME			DELAY TIME
2A*	6X6	70	*	-	2	Y	Y	-	-	-	Y
2B*	6X6	70	*	-	2	Y	Y	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	5	Y
6A	6X6	70	4	Y	6	Y	Y	-	-	-	Y
6B	6X6	70	4	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, 22, 41, and 42.
- 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	3.2	1.6
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
N/A Right of Way	Right of Way
→ Directional Arrow	→ Directional Arrow
○ Metal Strain Pole	○ Metal Strain Pole
N/A Guardrail	Guardrail
N/A Railroad Tracks	Railroad Tracks
Video Detection Area	Video Detection Area
(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 - Final Design

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. Umzurike REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

ROBERT J. ZIEMBA ENGINEER

12/11/2017

SIG. INVENTORY NO. 09-0186

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