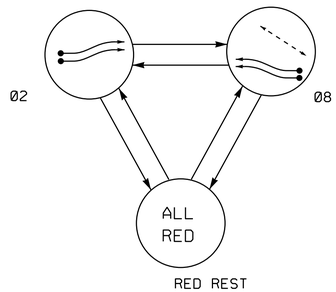
PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	Sig. 6.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

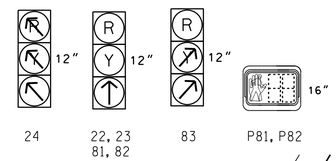
TABLE OF OPERATION

SIGNAL FACE	PHASE 02	PHASE 08	RED REST	FLASH
22, 23	↑	R	R	R
24	↖	↖	↖	↖
81, 82	R	↑	R	R
83	R	↗	R	R
P81, P82	DW	W	DW	DRK

W - Walk
DW - Don't Walk
DRK - Dark

SIGNAL FACE I.D.

All Heads L.E.D.



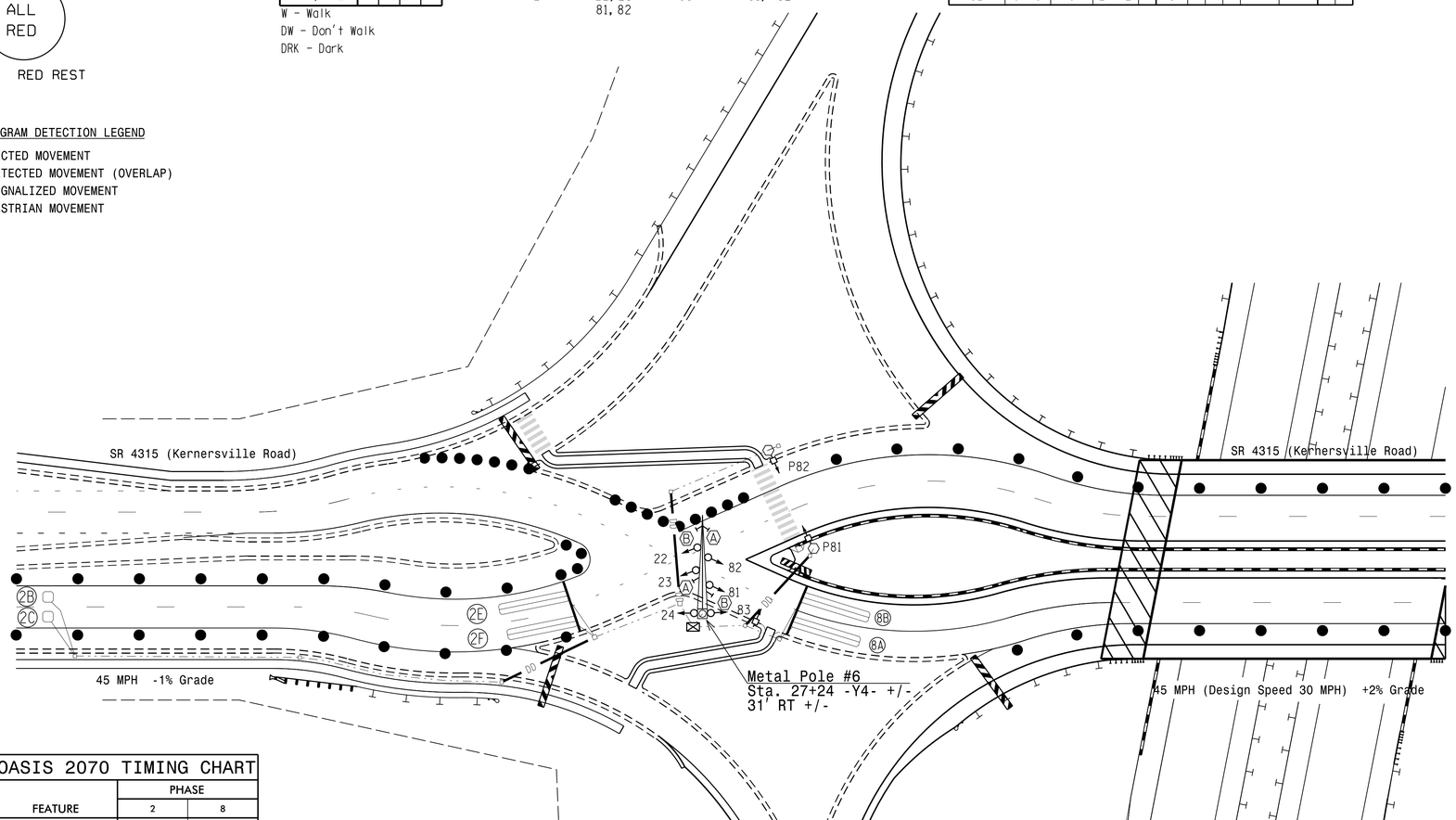
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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
2B	6X6	300	4	Y	2	Y	Y	-	-	-	-	Y
2C	6X6	300	4	Y	2	Y	Y	-	-	-	-	Y
2E	6X40	0	2-4-2	Y	2	Y	Y	Y	2.0	5	-	Y
2F	6X40	0	2-4-2	Y	2	Y	Y	Y	2.0	5	-	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	-	Y
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	-	Y

2 Phase
Fully Actuated
(Winston-Salem Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
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. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing "Don't Walk" time only
7. Program all phases for Red Rest.
8. Program controller to start up in an all red interval followed by phase 2 green.
9. 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	PHASE 8
Min Green 1 *	12	12
Extension 1 *	6.0	2.0
Max Green 1 *	60	60
Yellow Clearance	4.6	3.4
Red Clearance	1.9	2.3
Walk 1 *	-	7
Don't Walk 1	-	11
Seconds Per Actuation *	-	-
Max Variable Initial *	-	-
Time Before Reduction *	10	-
Time To Reduce *	20	-
Minimum Gap	3.0	-
Recall Mode	-	-
Vehicle Call Memory	-	-
Dual Entry	-	-
Simultaneous Gap	ON	ON
Red Rest	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	
N/A	Guardrail	
	Construction Zone	
	Construction Zone Drums	
	Metal Pole with Mastarm	
N/A	Curb Ramp	
	Type II Signal Pedestal	
A	No Right Turn Sign (R3-1)	A
B	No Left Turn Sign (R3-2)	B

Signal Upgrade
Temporary Design (TMP Phase 3)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared In the Offices of:
Transportation Mobility and Safety Division
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SCALE 0 40 1"=40'

SR 4315 (Kernersville Road)
at
I-74 EB Ramps

Division 9 Forsyth County Winston-Salem

PLAN DATE: May 2021 REVIEWED BY:
PREPARED BY: I. O. Umozurike REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA
DocuSigned by: Robert J. Ziemba
SIGNATURE
7/12/2021
DATE
SIG. INVENTORY NO. 09-0741T

13-JUL-2021 18:45
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rziemba