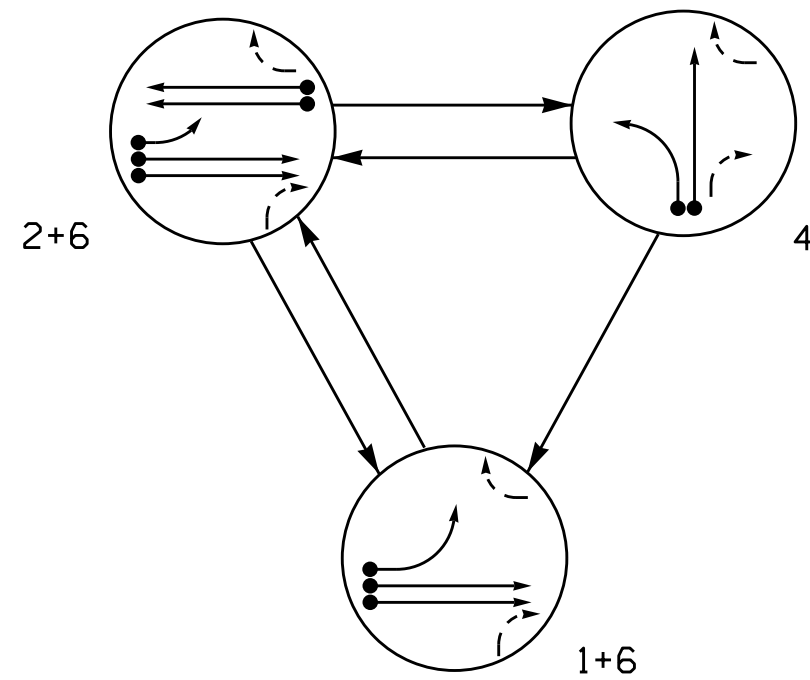


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	1 + 6	2 + 6	4	FLASH
11	←	←	←	←
21	R	↑	R	R
22	R	G	R	R
41, 42	R	R	G	R
61	G	G	R	R
62	↑	↑	R	R

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART													
INDUCTIVE LOOPS					DETECTOR PROGRAMMING								
ZONE	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	*	Y	1	Y	Y	-	-	15	-	*	
					6	Y	Y	Y	-	3	-	*	
2A*	6X6	200	*	Y	2	Y	Y	-	-	-	-	*	
2B*	6X6	200	*	Y	2	Y	Y	-	-	-	-	*	
4A*	6X40	0	*	Y	4	Y	Y	-	-	-	-	*	
4B*	6X40	0	*	Y	4	Y	Y	-	-	-	-	*	
6A*	6X6	200	*	Y	6	Y	Y	-	-	-	-	*	
6B*	6X6	200	*	Y	6	Y	Y	-	-	-	-	*	

* Non-Intrusive detection zone.

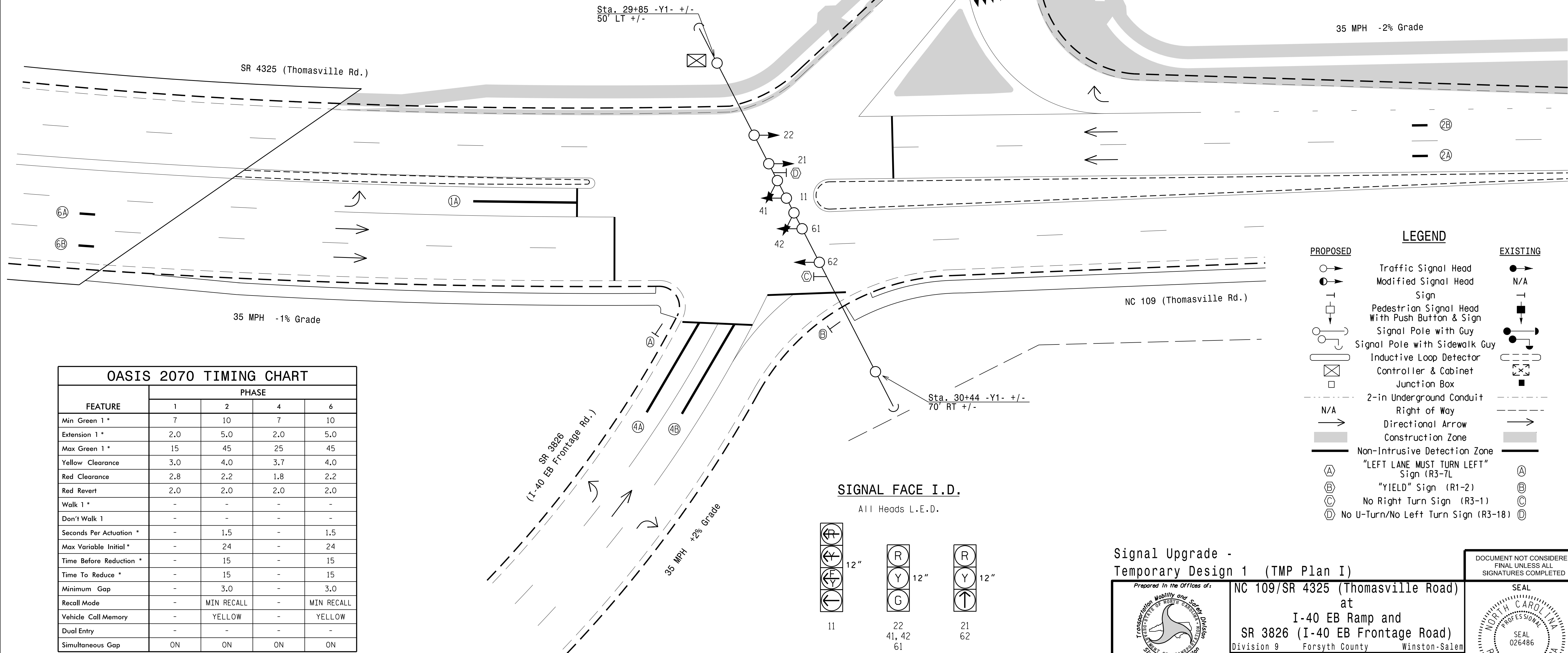
3 Phase Fully Actuated (Winston-Salem Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- This intersection uses non-intrusive 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.

PHASING DIAGRAM DETECTION LEGEND

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



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	10	7	10
Extension 1 *	2.0	5.0	2.0	5.0
Max Green 1 *	15	45	25	45
Yellow Clearance	3.0	4.0	3.7	4.0
Red Clearance	2.8	2.2	1.8	2.2
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	1.5	-	1.5
Max Variable Initial *	-	24	-	24
Time Before Reduction *	-	15	-	15
Time To Reduce *	-	15	-	15
Minimum Gap	-	3.0	-	3.0
Recall Mode	-	MIN RECALL	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	YELLOW
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

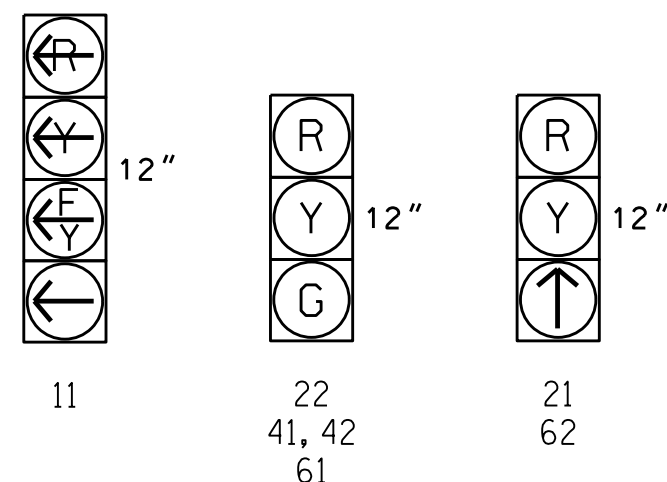
* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

- | PROPOSED | EXISTING |
|--|---|
| Traffic Signal Head | Modified Signal Head |
| 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 | Right of Way |
| Directional Arrow | Construction Zone |
| Non-Intrusive Detection Zone | "LEFT LANE MUST TURN LEFT" Sign (R3-7L) |
| "YIELD" Sign (R1-2) | No Right Turn Sign (R3-1) |
| No U-Turn/No Left Turn Sign (R3-18) | |

SIGNAL FACE I.D.

All Heads L.E.D.



Signal Upgrade - Temporary Design 1 (TMP Plan I)

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

NC 109/SR 4325 (Thomasville Road) at I-40 EB Ramp and SR 3826 (I-40 EB Frontage Road)
Division 9 Forsyth County Winston-Salem
PLAN DATE: September 2024
PREPARED BY: J.A. Lohr
REVIEWED BY: J.A. Lohr
REVISIONS
INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
ROBERT J. ZIMMER
026486
01/02/2025
DATE
SIC. INVENTORY NO. 09-0600T1