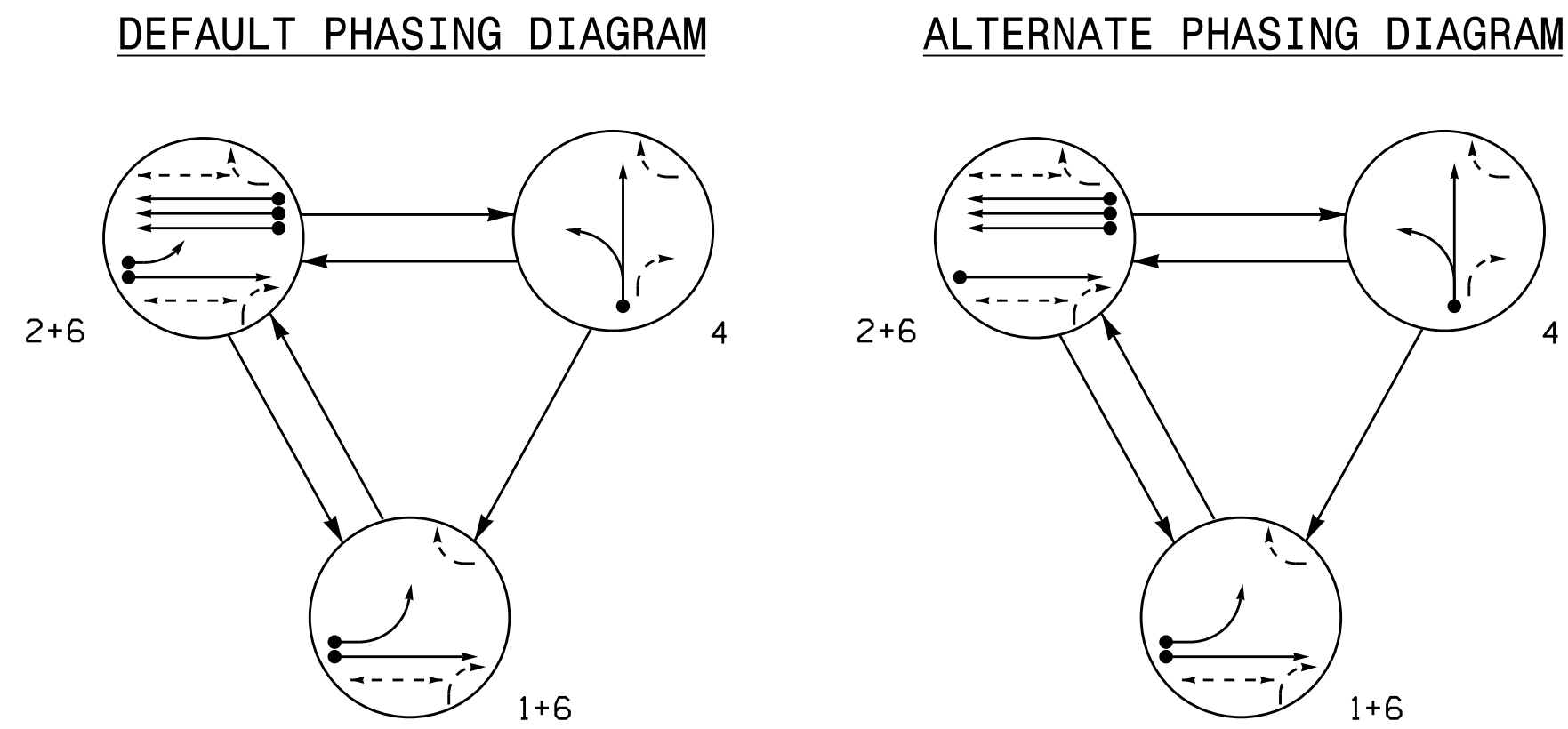




DEFAULT PHASING TABLE OF OPERATION				
SIGNAL FACE	PHASE			
	1 + 6	2 + 6	4	F L A S H
11	←	↕	→	↔
21	R	↑	R	R
22, 23	R	G	R	R
41, 42	R	R	G	R
61	G	G	R	R
62	↑	↑	R	R
P21, P22	DW	W	DW	DRK
P61, P62	W	W	DW	DRK

ALTERNATE PHASING TABLE OF OPERATION				
SIGNAL FACE	PHASE			
	1 + 6	2 + 6	4	FLIGHT
11	←	→	→	→
21	R	↑	R	R
22, 23	R	G	R	R
41, 42	R	R	G	R
61	G	G	R	R
62	↑	↑	R	R
P21, P22	DW	W	DW	DR
P61, P62	W	W	DW	DR

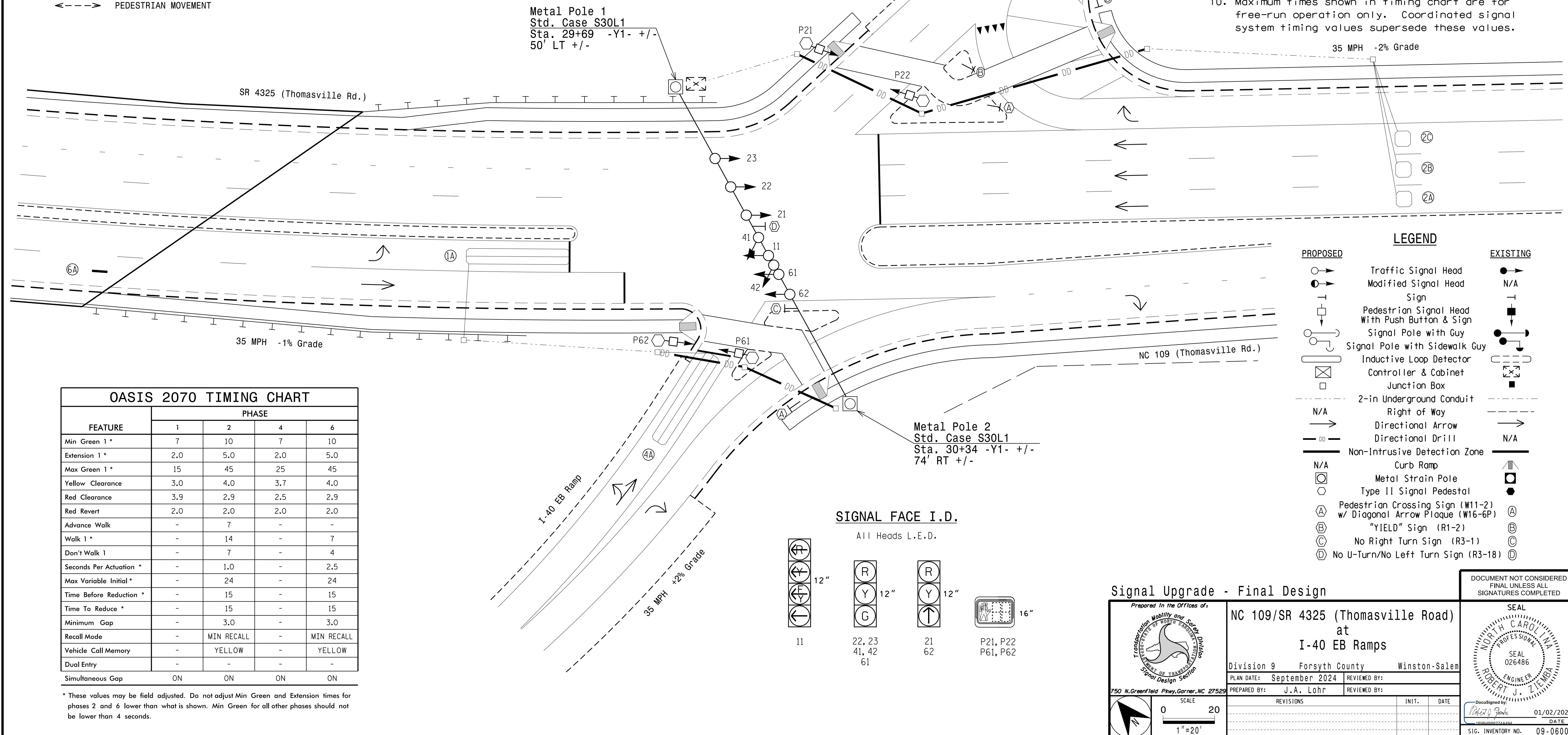
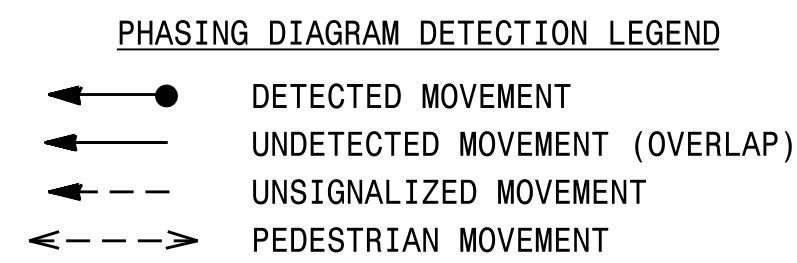
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP / ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	15**	-	Y
					6#	Y	Y	Y	-	3	-	Y
2A	6X6	200	4	Y	2	Y	Y	-	-	-	-	Y
2B	6X6	200	4	Y	2	Y	Y	-	-	-	-	Y
2C	6X6	200	4	Y	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
6A*	6X6	200	*	Y	6	Y	Y	-	-	-	-	*

* Non-Intrusive detection zone.
** Disable Delay during Alternate Phasing Operation.
Disable phase call for loop during Alternate Phasing Operation.

3 Phase
Fully Actuated
(Winston-Salem Signal System)

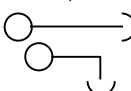
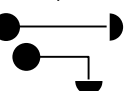
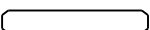
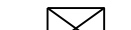
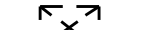
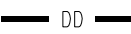
NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Reposition existing signal heads 21 and 22.
5. Set all detector units to presence mode.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
9. This intersection uses non-intrusive detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

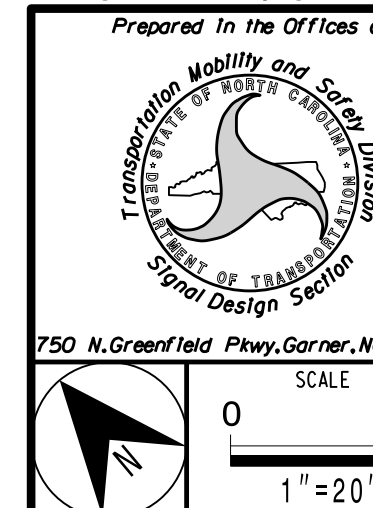


OASIS 2070 TIMING CHART				
FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	10	7	10
Extension 1 *	2.0	5.0	2.0	5.0
Max Green 1 *	15	45	25	45
Yellow Clearance	3.0	4.0	3.7	4.0
Red Clearance	3.9	2.9	2.5	2.9
Red Revert	2.0	2.0	2.0	2.0
Advance Walk	-	7	-	-
Walk 1 *	-	14	-	7
Don't Walk 1	-	7	-	4
Seconds Per Actuation *	-	1.0	-	2.5
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.

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	
	Directional Arrow	
	Directional Drill	N/A
	Non-Intrusive Detection Zone	
N/A	Curb Ramp	
	Metal Strain Pole	
	Type II Signal Pedestal	
	Pedestrian Crossing Sign (W11-2) w/ Diagonal Arrow Plaque (W16-6P)	
	"YIELD" Sign (R1-2)	
	No Right Turn Sign (R3-1)	
	No U-Turn/No Left Turn Sign (R3-18)	

Signal Upgrade - Final Design



NC 109/SR 4325 (Thomasville Road)
at
I-40 EB Ramps

Division 9 Forsyth County Winston-Salem

PLAN DATE: September 2024	REVIEWED BY:

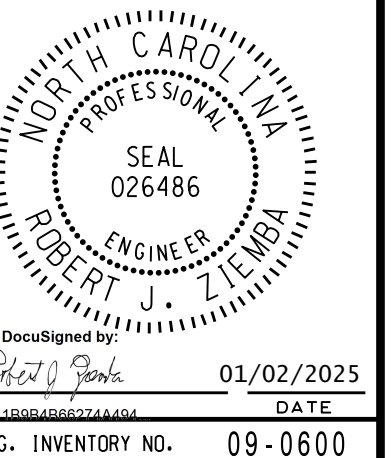
29	PREPARED BY: J.A. Lohr	REVIEWED BY:
	REVISIONS	INIT. DATE

REVISIONS	INITIALS	DATE

[illegible]

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

SEAL



Robert J. Janta 01/02/2025

1R0B4R6E27A0404	DATE
G. INVENTORY NO.	09-0600