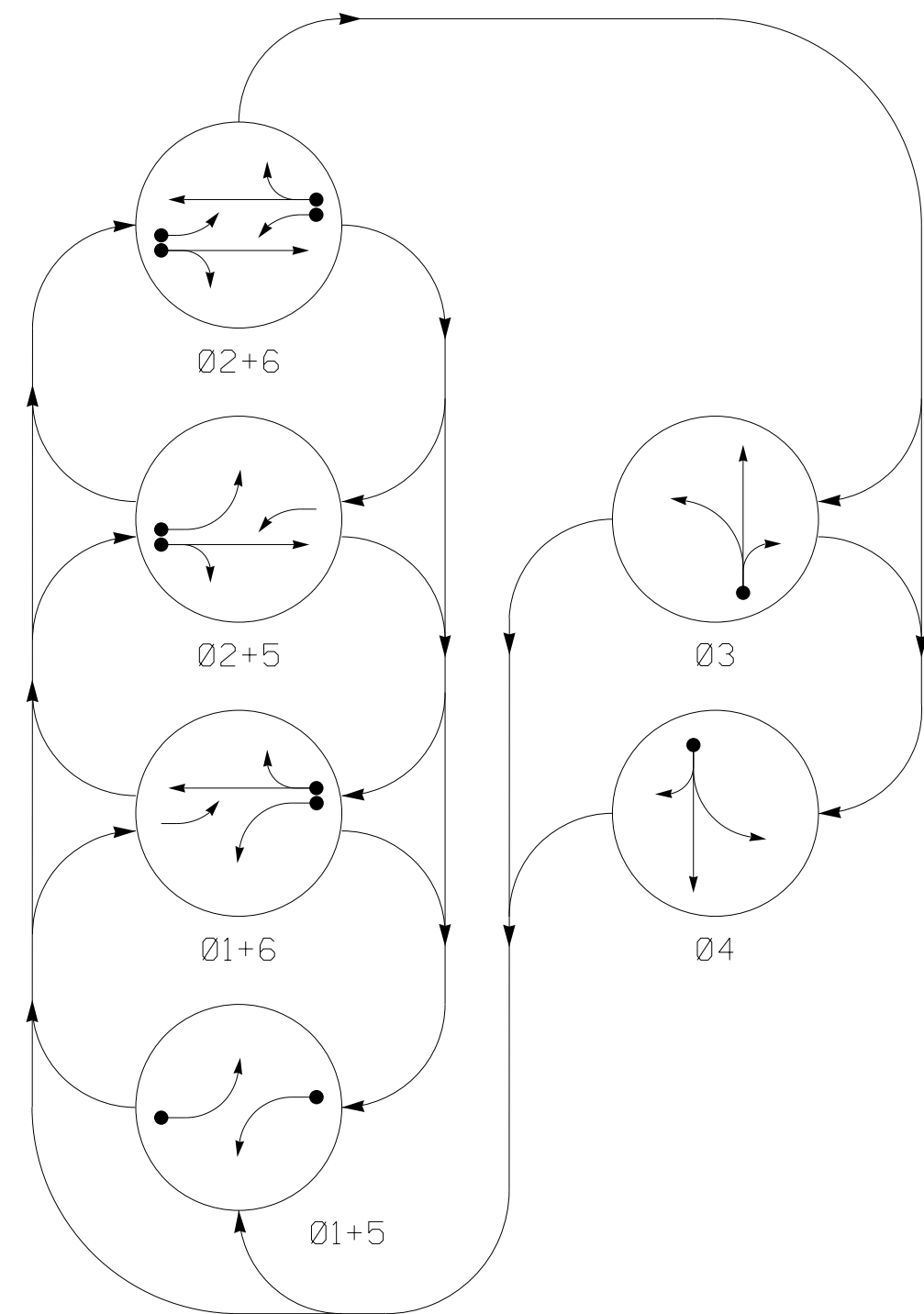


PHASING DIAGRAM



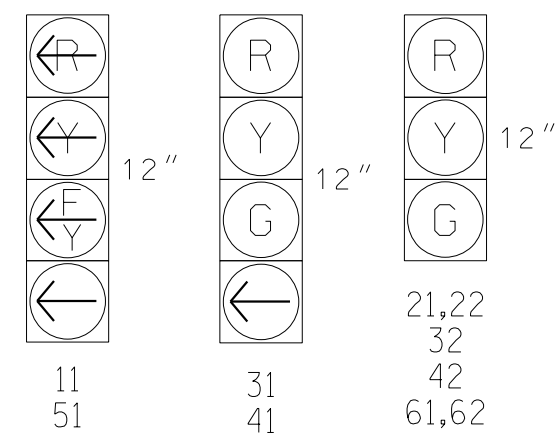
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE					
	Ø1+5	Ø2+6	Ø3	Ø4	Ø5	Ø6
11	←	←	←	←	←	←
21,22	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	R	G
42	R	R	R	R	R	G
51	←	←	←	←	←	←
61,62	R	G	R	G	R	R

SIGNAL FACE I.D.

All Heads L.E.D.

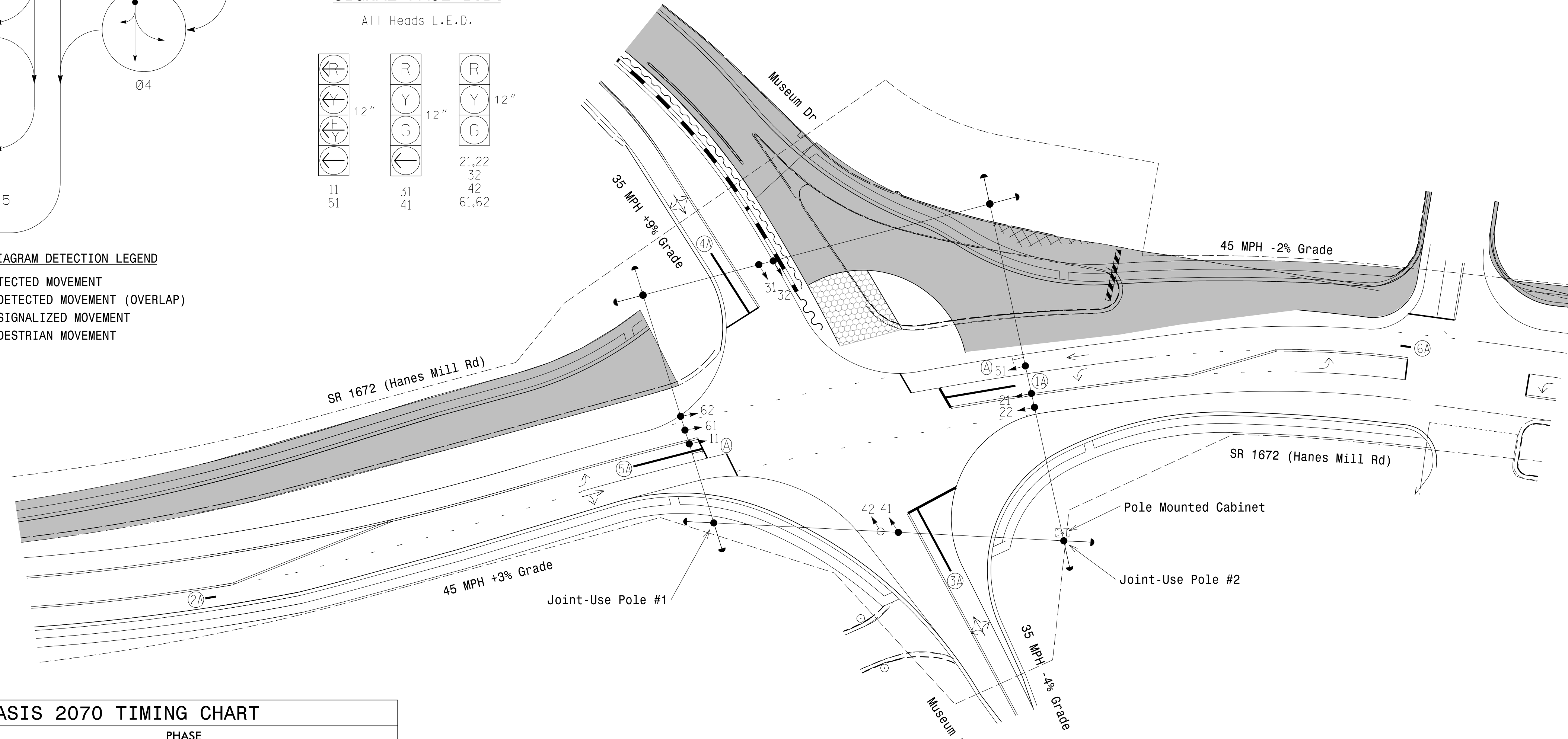


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS				DETECTOR PROGRAMMING								
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A*	6X40	0	*	*	1	Y	Y	-	-	15	-	*
2A*	6X6	300	*	*	2	Y	Y	-	-	-	-	*
3A*	6X40	0	*	*	3	Y	Y	-	-	10	-	*
4A*	6X40	0	*	*	4	Y	Y	-	-	3	-	*
5A*	6X40	0	*	*	5	Y	Y	-	-	15	-	*
6A*	6X6	280	*	*	2	Y	Y	-	-	3	-	*

* Video Detection Zone

6 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. Phase 1 and/or phase 5 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Set all detector units to presence mode.
6. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. Reposition all existing signal heads numbered.
8. Remove existing signal head 43.
9. Maximum times shown in timing chart are free-run operation only. Coordinated signal system timing supersedes these values.



LEGEND

- | 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 | ○ N/A |
| ○ Signal Pole with Sidewalk Guy | ○ N/A |
| ○ Inductive Loop Detector | ○ N/A |
| ○ Controller & Cabinet | ○ N/A |
| ○ Junction Box | ○ N/A |
| ○ 2-in Underground Conduit | ○ N/A |
| ○ Right of Way | ○ N/A |
| ○ Directional Arrow | ○ N/A |
| ○ Construction Zone | ○ N/A |
| ○ Video Detection Zone | ○ N/A |
| ○ No U Turn Sign (R3-4) | ○ N/A |

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1	2.0	6.0	2.0	2.0	2.0	6.0
Max Green 1 *	20	75	15	30	20	75
Yellow Clearance	3.0	4.7	4.1	3.4	3.0	4.7
Red Clearance	1.8	1.3	2.0	2.7	2.4	1.3
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	2.5	-	-	-	2.5
Max Variable Initial *	-	34	-	-	-	34
Time Before Reduction *	-	15	-	-	-	15
Time To Reduce *	-	30	-	-	-	30
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	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.

Signal Upgrade - Temporary Design 2 (TMP Phase III)

<p>7621 Purfoy Road Suite 115 Fusquay-Varina, NC 27526 www.mottmac.com License No. F-0669</p>	<p>750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>SR 1672 (Hanes Mill Road) at Museum Drive</p> <p>Division 9 Forsyth County Winston-Salem</p> <p>PLAN DATE: March 2023 REVIEWED BY: RW Thompson</p> <p>PREPARED BY: LD Stouchko REVIEWED BY:</p>		<p>Russell W. Thompson</p>					
		<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>INIT.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			NO.	DATE	INIT.	DATE	
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