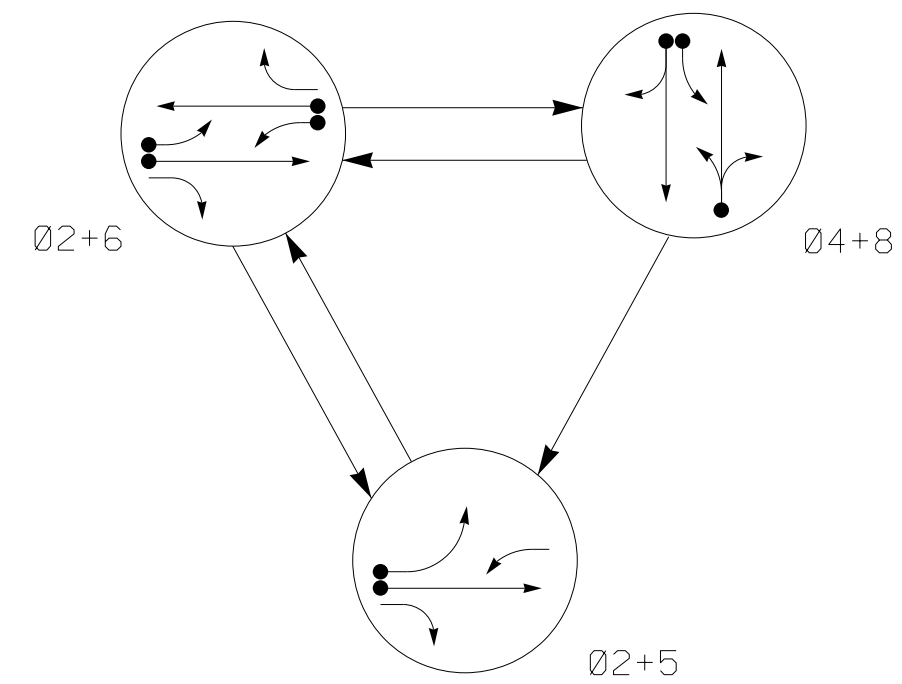
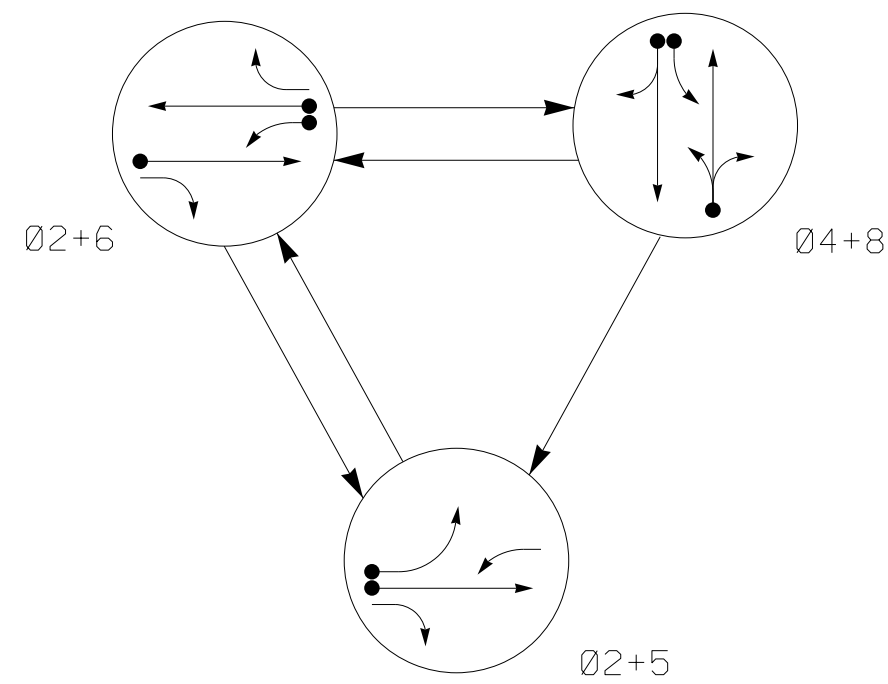


DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	04+8	FLASH
21,22	G	G	R	Y
23	F	F	R	Y
41	R	R	F	R
42,43	R	R	G	R
51	F	F	R	Y
61	F	F	R	Y
62,63	R	G	R	Y
81,82	R	R	G	R

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+5	02+6	04+8	FLASH
21,22	G	G	R	Y
23	F	F	R	Y
41	R	R	F	R
42,43	R	R	G	R
51	F	F	R	Y
61	F	F	R	Y
62,63	R	G	R	Y
81,82	R	R	G	R

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
2A*	6X6	300	*	*	2	Y	Y	-	-	-	-	*
4A*	6X40	0	*	*	4	Y	Y	-	-	3	-	*
4B*	6X40	0	*	*	4	Y	Y	-	-	10	-	*
5A*	6X40	0	*	*	5	Y	Y	-	-	15**	-	*
6A*	6X6	300	*	*	2#	Y	Y	Y	-	3	-	*
6B*	6X40	0	*	*	6	Y	Y	-	-	3	-	*
8A*	6X40	0	*	*	8	Y	Y	-	-	10	-	*

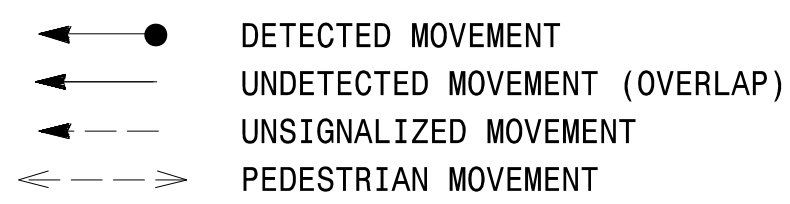
* Video Detection Zone
 ** Reduce Delay to 3 Seconds During Alternate Phasing Operation
 # Disable Phase Call for Loop(s) During Alternate Phasing Operation.

3 Phase Fully Actuated (Winston-Salem Signal System)

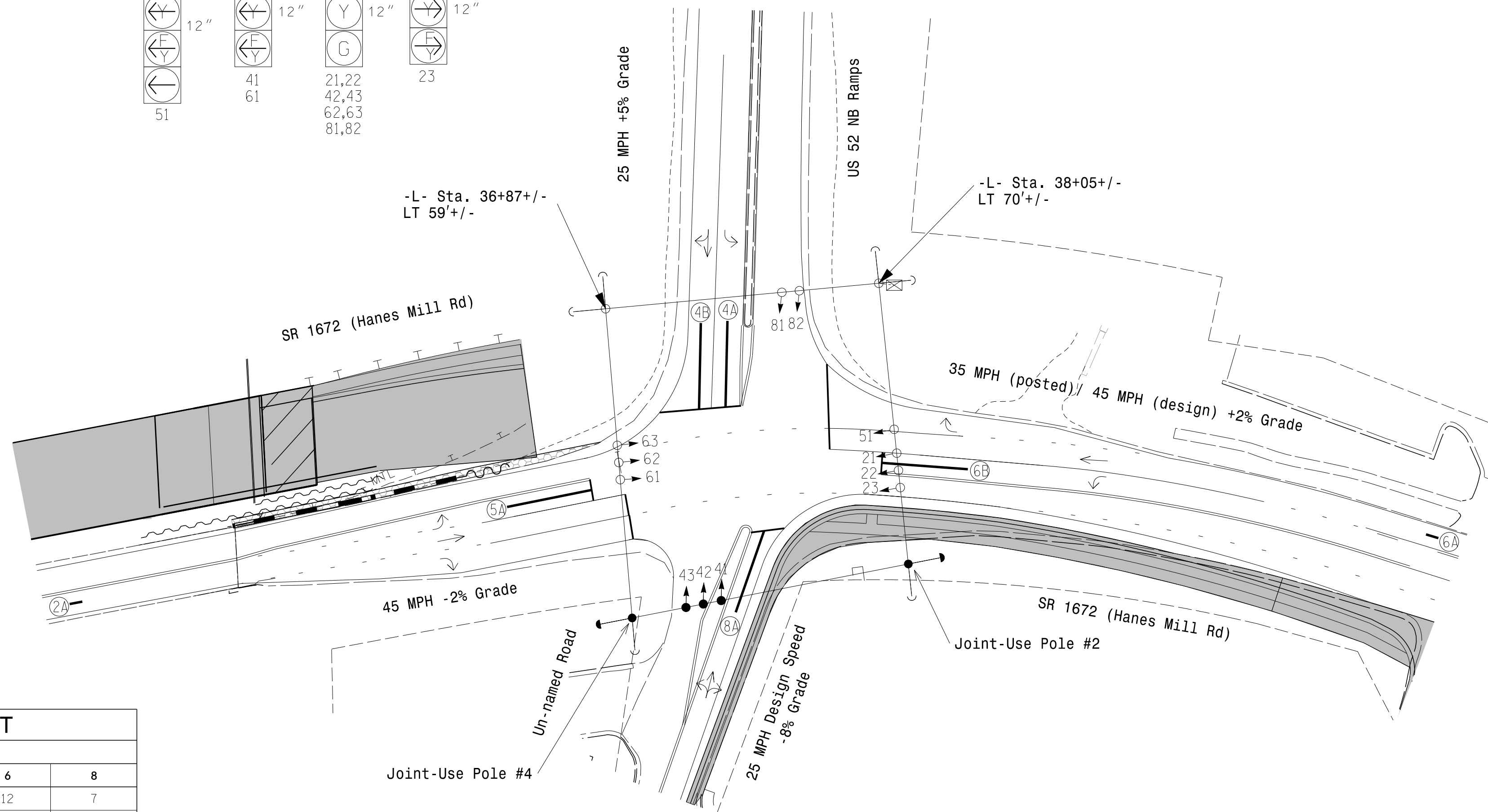
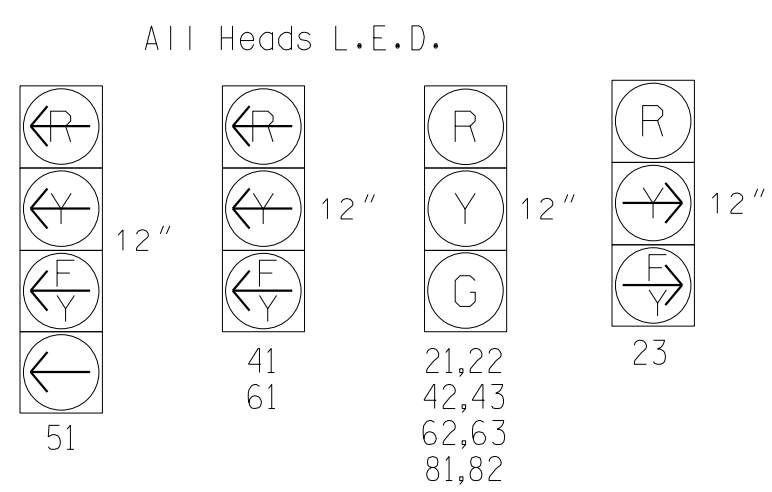
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 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.
- The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
- This intersection uses video 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

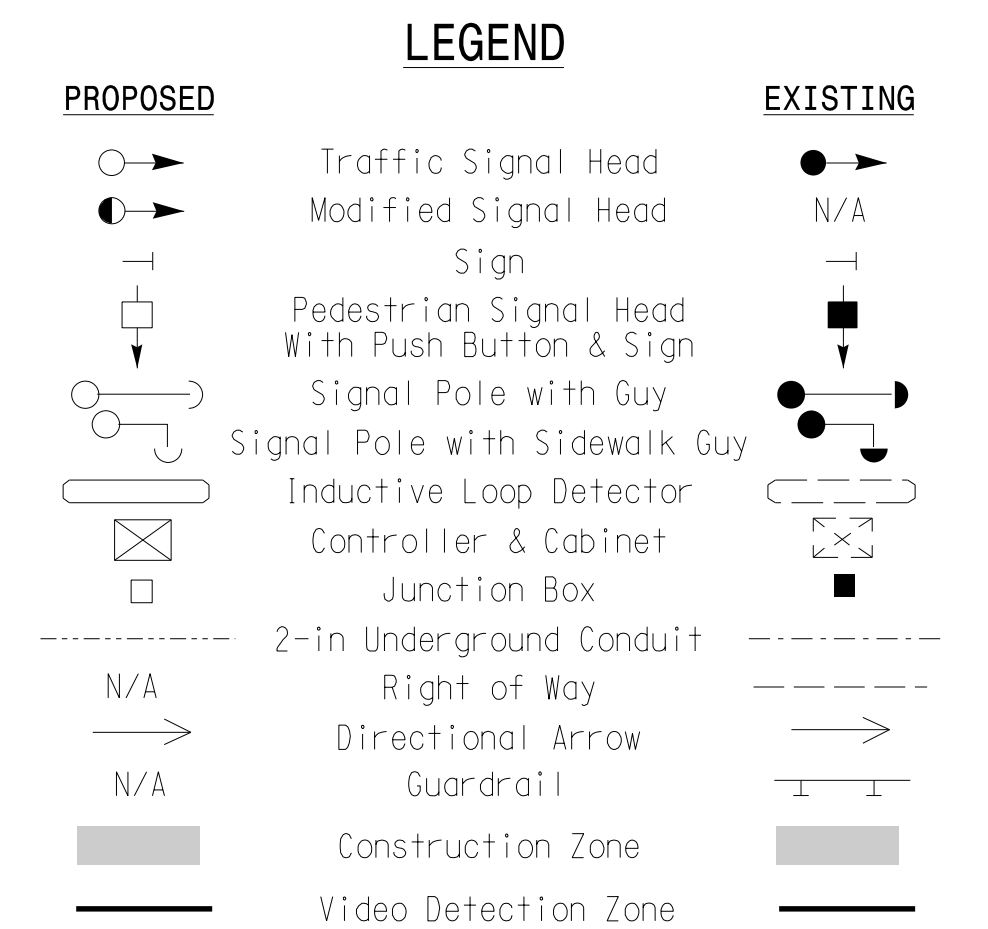


SIGNAL FACE I.D.



FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	12	7	7	12	7
Extension 1 *	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	90	25	25	90	25
Yellow Clearance	4.7	3.7	3.0	4.7	3.7
Red Clearance	1.2	1.8	2.6	1.2	1.8
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	-	ON	-	-	ON
Simultaneous Gap	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 1 (TMP Phase II)

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SR 1672 (Hanes Mill Rd)
 at
 US 52 NB Ramps

Division 9 Forsyth County Winston-Salem

PLAN DATE: March 2023 REVIEWED BY: RW Thompson

PREPARED BY: LD Stouchko REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 RUSSELL W. THOMPSON
 SEAL 032711
 DATE: 09-11-2023
 SIGNATURE: Russell W. Thompson
 A198563994404
 DATE: 09-11-2023
 SIG. INVENTORY NO. 09-110511