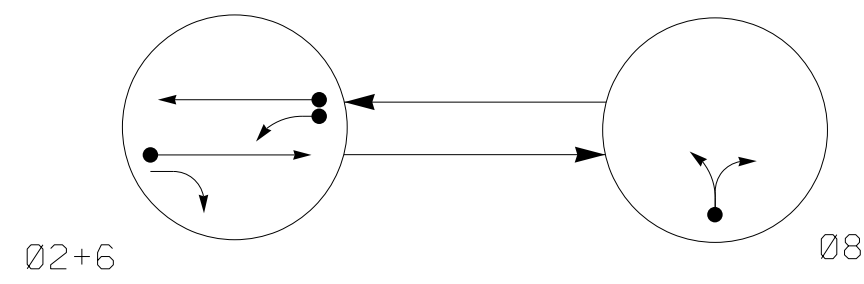


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

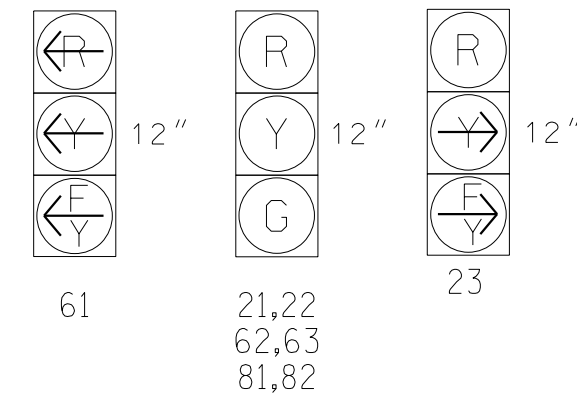
SIGNAL FACE	PHASE		
	G	R	Y
21,22	G	R	Y
23	Y	R	Y
61	Y	R	Y
62,63	G	R	Y
81,82	R	G	R

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
2A*	6X6	300	*	*	2	Y	Y	-	-	-	-	*
6A*	6X6	300	*	*	6	Y	Y	-	-	-	-	*
6B*	6X40	0	*	*	6	Y	Y	-	-	3	-	*
8A*	6X40	0	*	*	8	Y	Y	-	-	10	-	*

\* Video Detection Zone

SIGNAL FACE I.D.

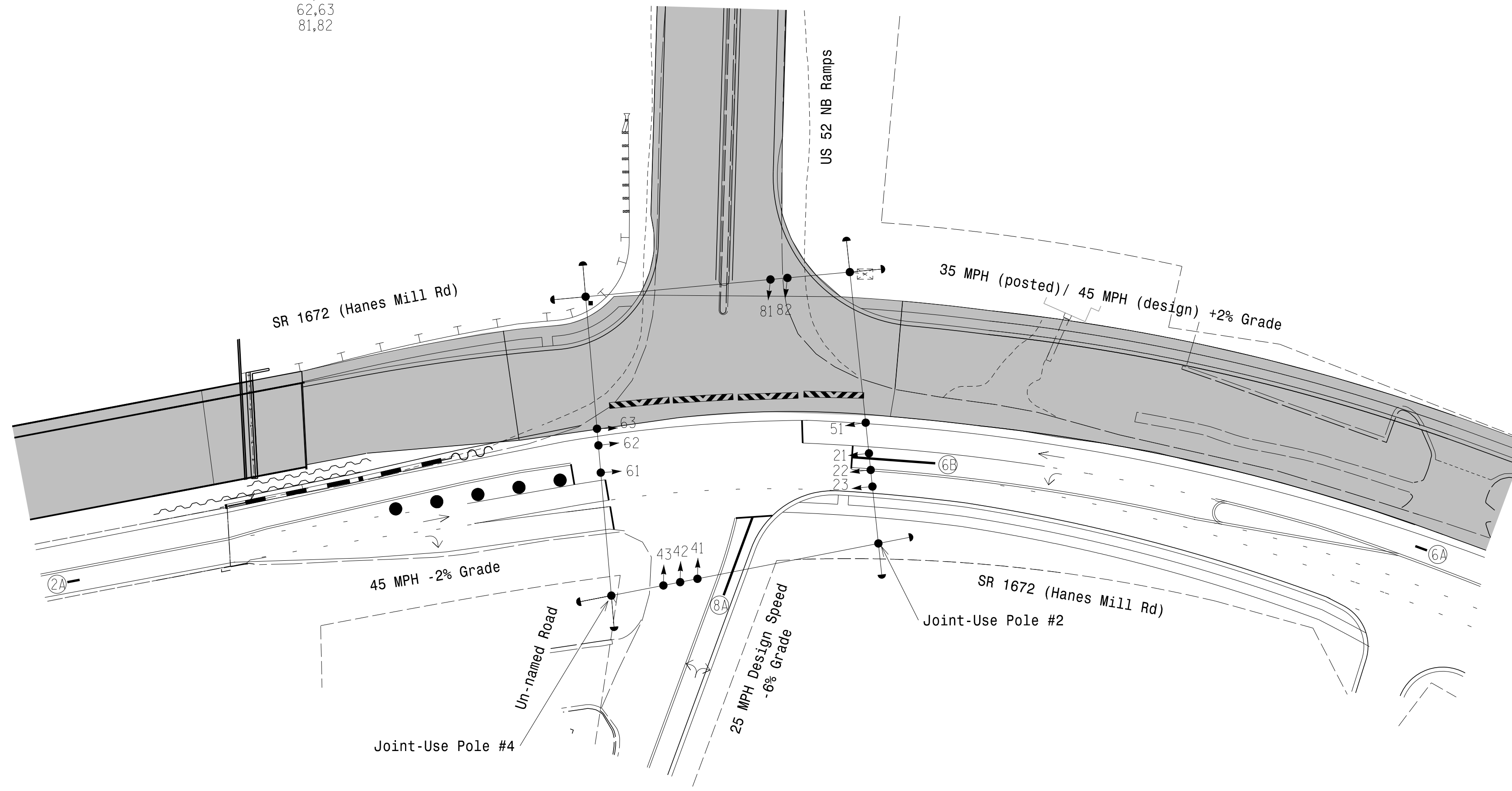
All Heads L.E.D.



3 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. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
6. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. Disconnect and Bag signal heads 41,42,43, and 51.



LEGEND

- | PROPOSED | EXISTING |
|----------|----------|
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OASIS 2070 TIMING CHART

FEATURE	PHASE		
	2	6	8
Min Green 1 *	12	12	7
Extension 1 *	6.0	6.0	2.0
Max Green 1 *	90	90	25
Yellow Clearance	4.7	4.7	3.1
Red Clearance	1.2	1.2	2.3
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

\* 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 3 (TMP Phase IV, TMP-21)

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TRANSPORTATION MOBILITY AND SAFETY DIVISION  
STATE OF NORTH CAROLINA  
SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

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

Russell W. Thompson  
A198563994484  
SIGNATURE DATE

SIG. INVENTORY NO. 09-1105T3