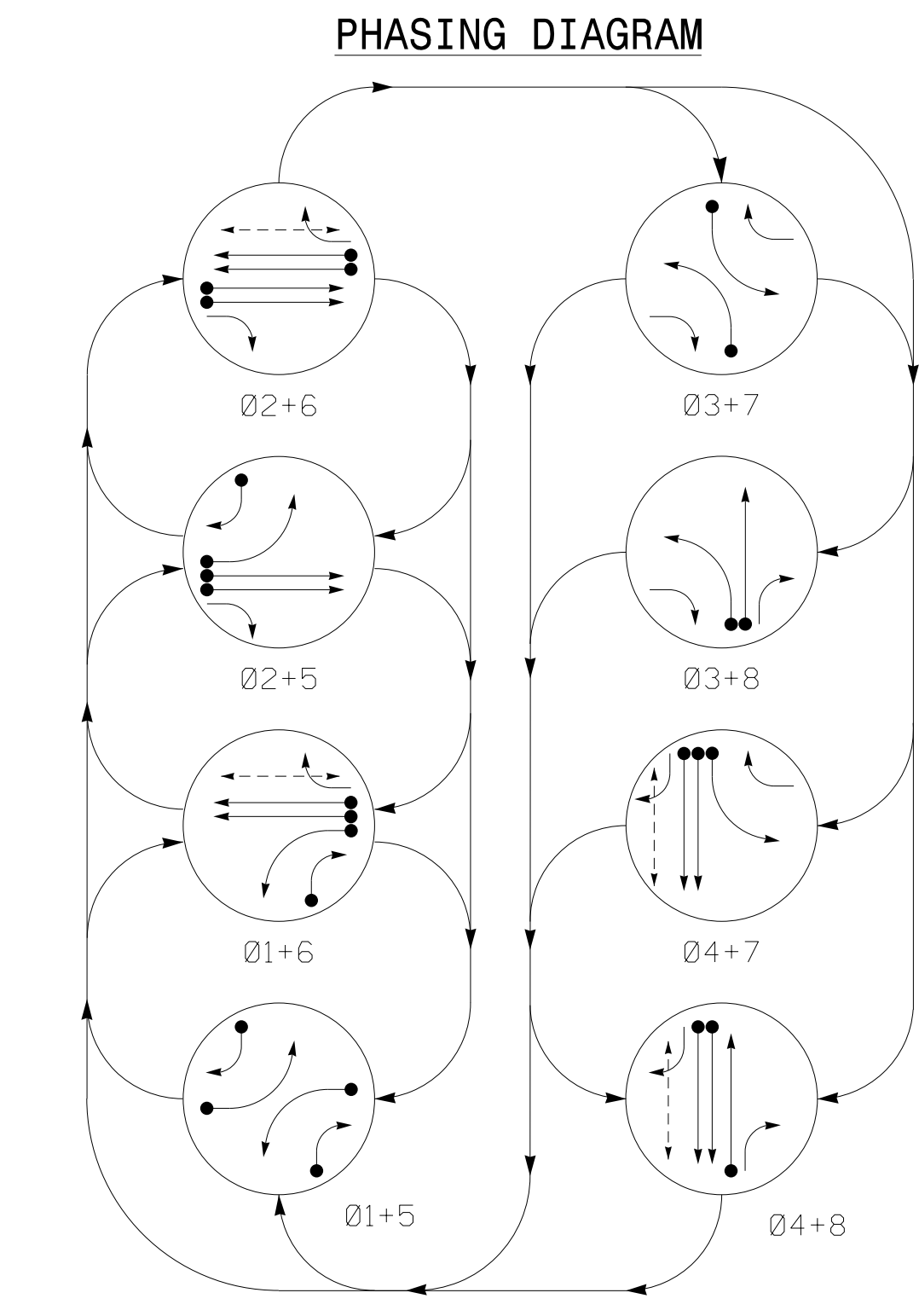


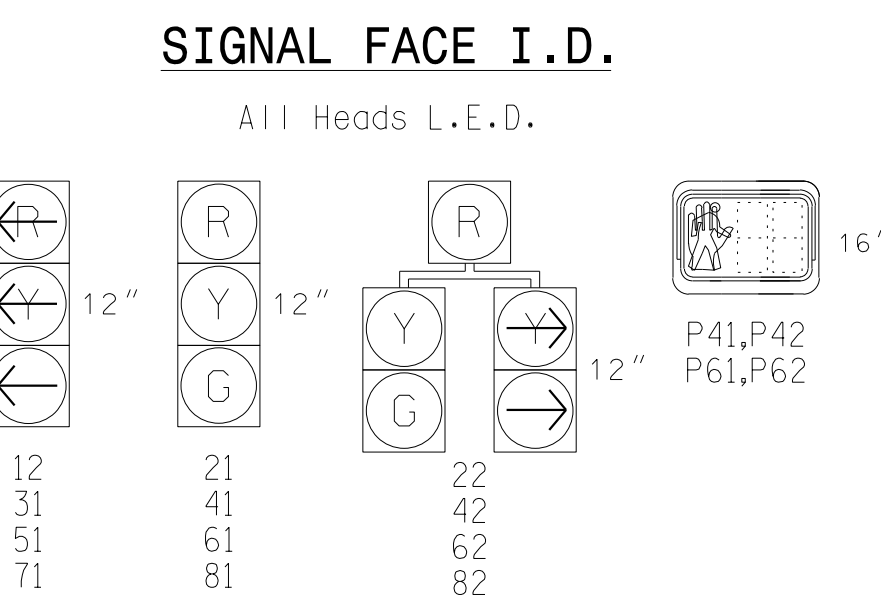
8 Phase Fully Actuated (Winston-Salem Signal System)



PHASING DIAGRAM DETECTION LEGEND

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

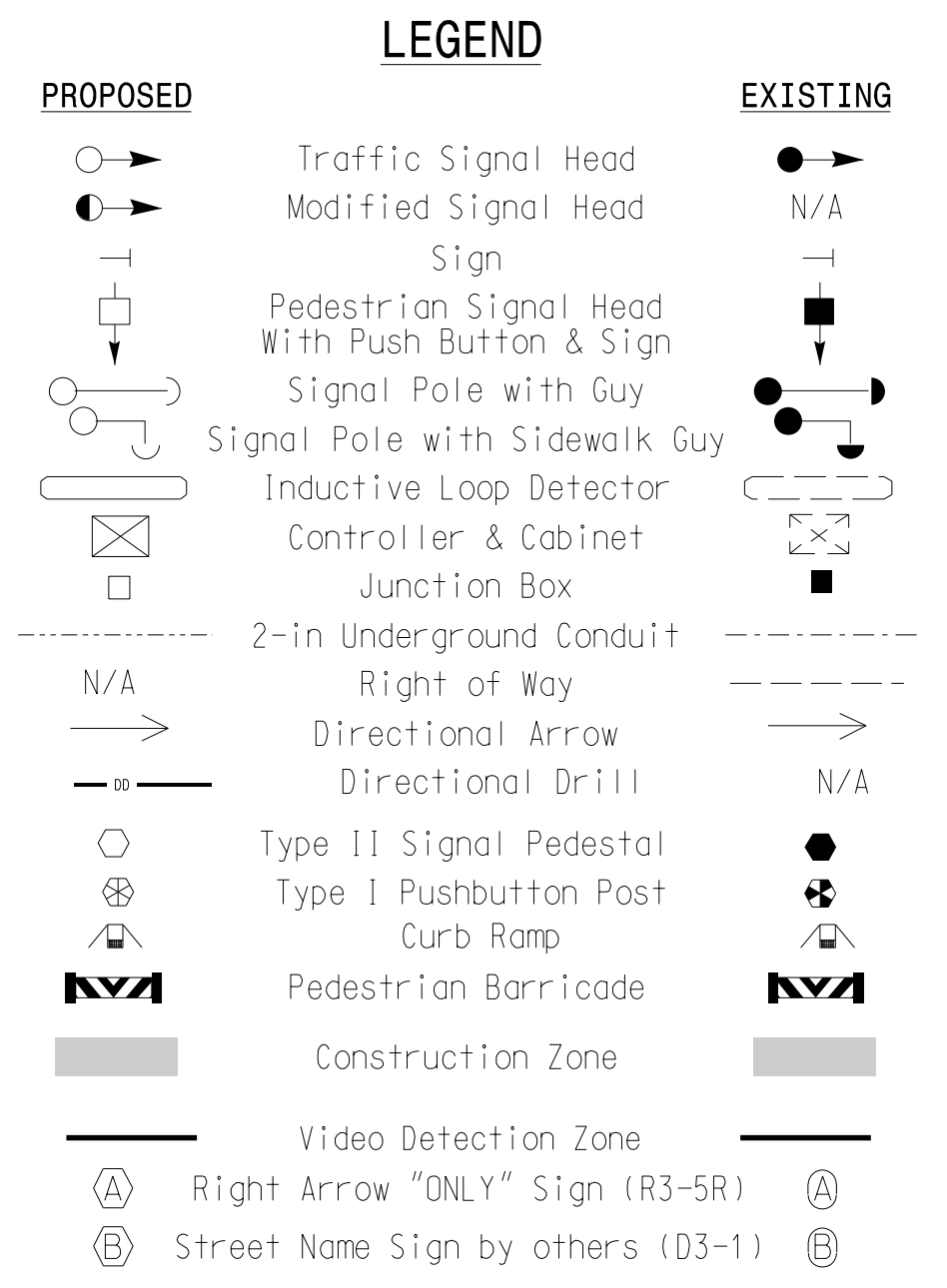
SIGNAL FACE	PHASE							
	Ø 1 + 5	Ø 2 + 5	Ø 2 + 6	Ø 3 + 7	Ø 3 + 8	Ø 4 + 7	Ø 4 + 8	Ø 1 + 6
12	←	←	←	←	←	←	←	←
21	R	R	G	G	R	R	R	Y
22	R	R	G	G	R	R	R	Y
31	←	←	←	←	←	←	←	←
41	R	R	R	R	R	G	G	R
42	R	R	R	R	R	G	G	R
51	←	←	←	←	←	←	←	←
61	R	G	R	G	R	R	R	Y
62	R	G	R	G	R	R	R	Y
71	←	←	←	←	←	←	←	←
81	R	R	R	R	R	G	G	R
82	R	R	R	R	R	G	G	R
P41,P42	DW	DW	DW	DW	DW	W	W	DRK
P61,P62	DW	W	DW	W	DW	DW	DW	DRK



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
ZONE	SIZE (FT)	INDUCTIVE LOOPS			DETECTOR PROGRAMMING							
		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	-	-	3	-	*
1C*	6X40	0	*	*	1	Y	Y	-	-	15	-	*
2A*	6X6	300	*	*	2	Y	Y	-	-	-	-	*
2B*	6X6	300	*	*	2	Y	Y	-	-	-	-	*
3A*	6X40	0	*	*	3	Y	Y	-	-	3	-	*
4A*	6X40	0	*	*	4	Y	Y	-	-	-	-	*
4B*	6X40	0	*	*	4	Y	Y	-	-	-	-	*
5A*	6X40	0	*	*	5	Y	Y	-	-	3	-	*
5B*	6X40	0	*	*	5	Y	Y	-	-	15	-	*
6A*	6X6	300	*	*	6	Y	Y	-	-	-	-	*
6B*	6X6	300	*	*	6	Y	Y	-	-	-	-	*
7A*	6X40	0	*	*	7	Y	Y	-	-	3	-	*
8A*	6X6	0	*	*	8	Y	Y	-	-	-	-	*

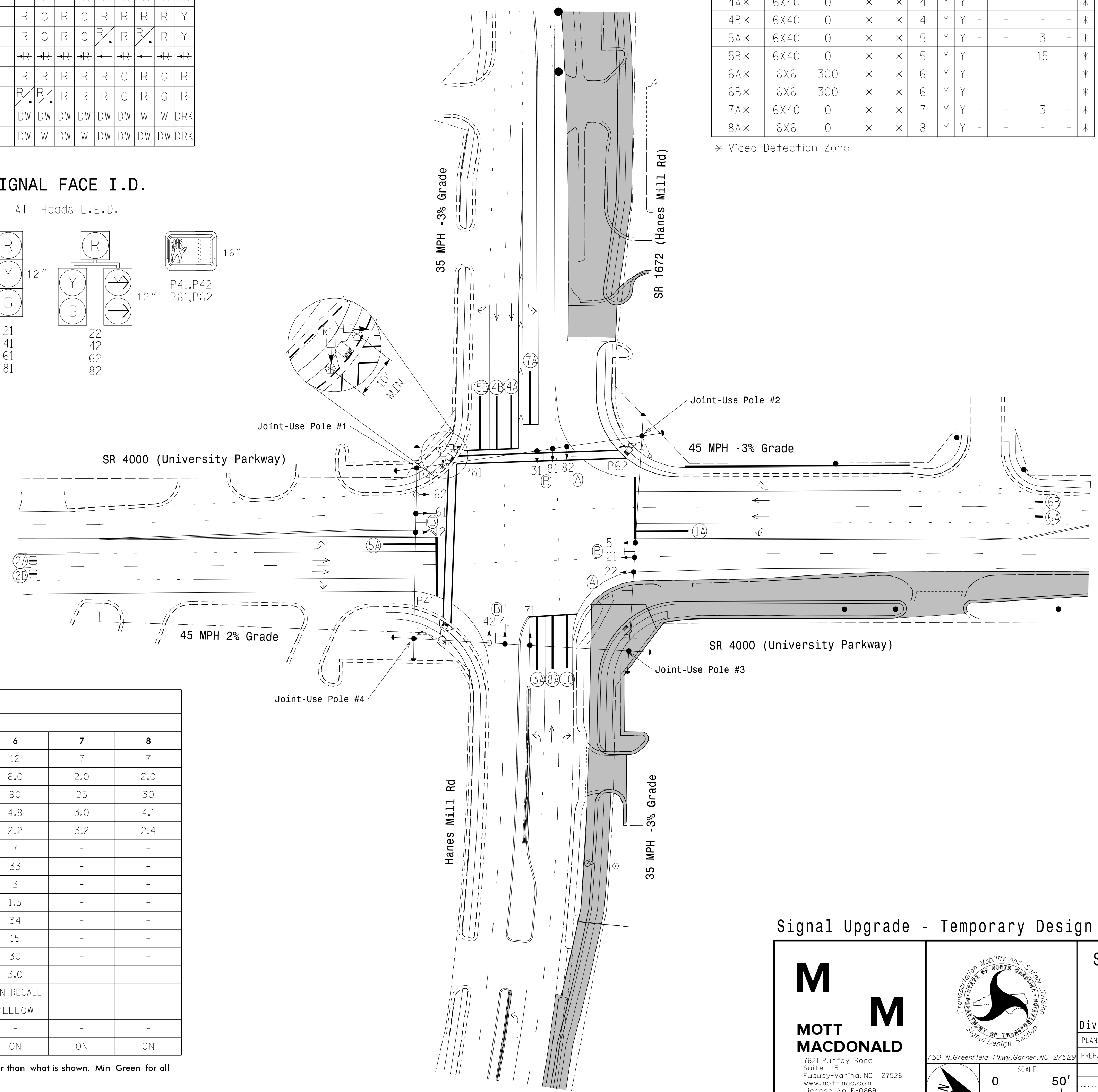
* Video Detection Zone

- 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 1 and/or phase 5 may be lagged.
 - Phase 3 and/or phase 7 may be lagged.
 - Set all detector units to presence mode.
 - This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
 - Reposition existing signal heads numbered 11,21,22,41, 51,61 and 71.
 - Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
 - Program pedestrian heads to countdown the flashing "Don't Walk" time only.
 - Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	12	7	7	7	12	7	7
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max Green 1 *	25	90	25	30	25	90	25	30
Yellow Clearance	3.0	4.3	3.0	4.1	3.0	4.8	3.0	4.1
Red Clearance	3.3	1.6	3.2	2.2	3.3	2.2	3.2	2.4
Walk 1 *	-	-	-	7	-	7	-	-
Don't Walk 1	-	-	-	31	-	33	-	-
Walk Advance Time	-	-	-	3	-	3	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5	-	-
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	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)

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TRANSPORTATION MOBILITY AND SAFETY DIVISION
DEPARTMENT OF TRANSPORTATION
SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE
0 50'
1"=50'

SR 4000 (University Parkway)
at
SR 1672 (Hanes Mill Rd)

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

SIGNATURE DATE

SIG. INVENTORY NO. 09-055712

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