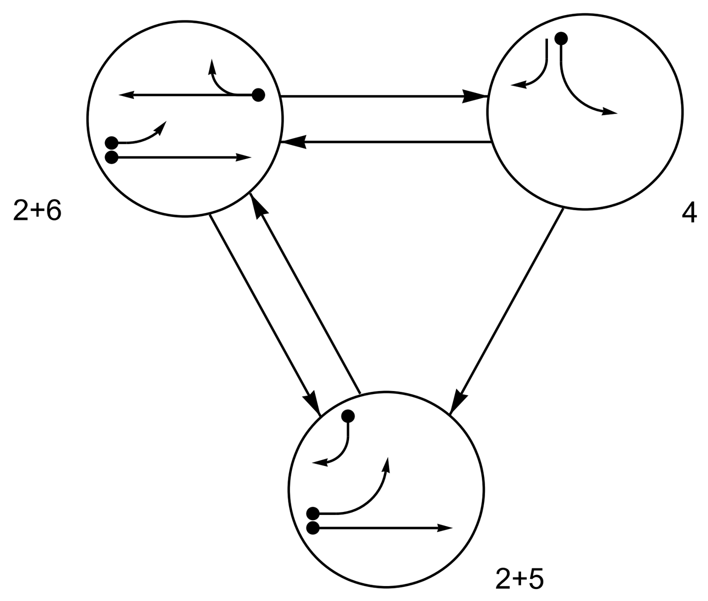
PHASING DIAGRAM



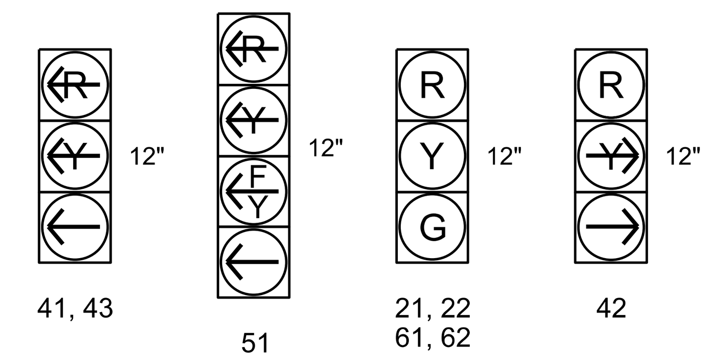
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION				
SIGNAL FACE	PHASE			
	2+5	2+6	4	FLASH
21, 22	G	G	R	R
41, 43	←R	←R	←	←R
42	→	R	→	R
51	←	←F/Y	←R	←R
61, 62	R	G	R	R

SIGNAL FACE I.D.

All Heads L.E.D.



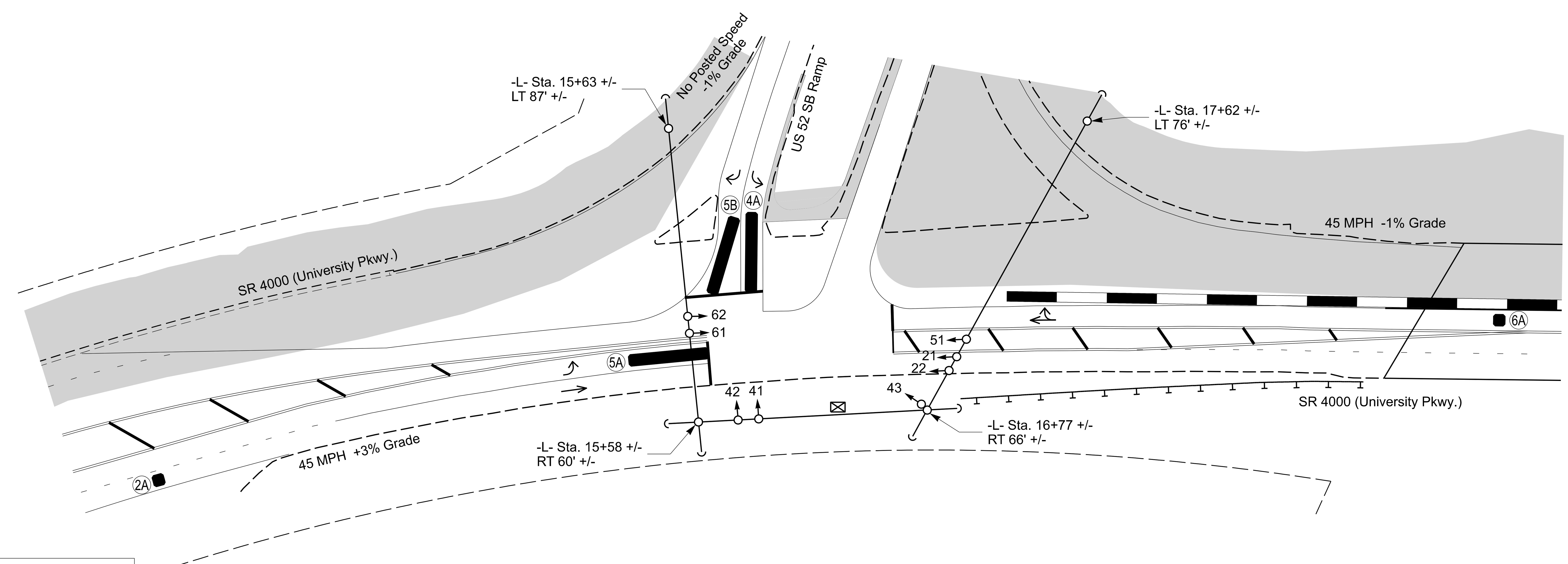
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
NON-INTRUSIVE DETECTION ZONES					DETECTOR PROGRAMMING							
ZONE	SIZE (FT)	DISTANCE FROM STOP LINE (FT)	TURNS	NEW ZONE	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A*	6X6	300	*	Y	2	Y	Y	-	-	-	-	*
4A*	6X40	0	*	Y	4	Y	Y	-	-	-	-	*
5A*	6X40	0	*	Y	5	Y	Y	-	-	15	-	*
					2	Y	Y	Y	-	3	-	*
5B*	6X40	0	*	Y	5	Y	Y	-	-	15	-	*
6A*	6X6	300	*	Y	6	Y	Y	-	-	-	-	*

* Non-Intrusive detection zone.

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 5 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. This intersection uses non-intrusive detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
X-UC	2-in Underground Conduit	UC
N/A	Right of Way	
	Directional Arrow	
	Non-Intrusive Detection Zone	
	Construction Zone	
N/A	Guardrail	
N/A	Construction Barricade	

OASIS 2070 TIMING CHART				
FEATURE	PHASE			
	2	4	5	6
Min Green 1*	12	7	7	12
Extension 1*	6.0	2.0	2.0	6.0
Max Green 1*	90	30	20	90
Yellow Clearance	4.6	3.0	3.0	4.6
Red Clearance	1.5	2.9	2.3	1.5
Red Revert	2.0	2.0	2.0	2.0
Walk 1*	-	-	-	-
Don't Walk 1	-	-	-	-
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

* 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 1, Step 3)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N. Greenfield Pkwy, Garner, NC 27529

SR 4000 (Univeristy Parkway) at US 52 SB Ramps

Division 9 Forsyth County Winston-Salem

PLAN DATE:	November 2025	REVIEWED BY:
PREPARED BY:	J.A. Lohr	REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by: 1B9B4B66274A494...
02/12/2026
DATE

SIG. INVENTORY NO. 09-0651T1