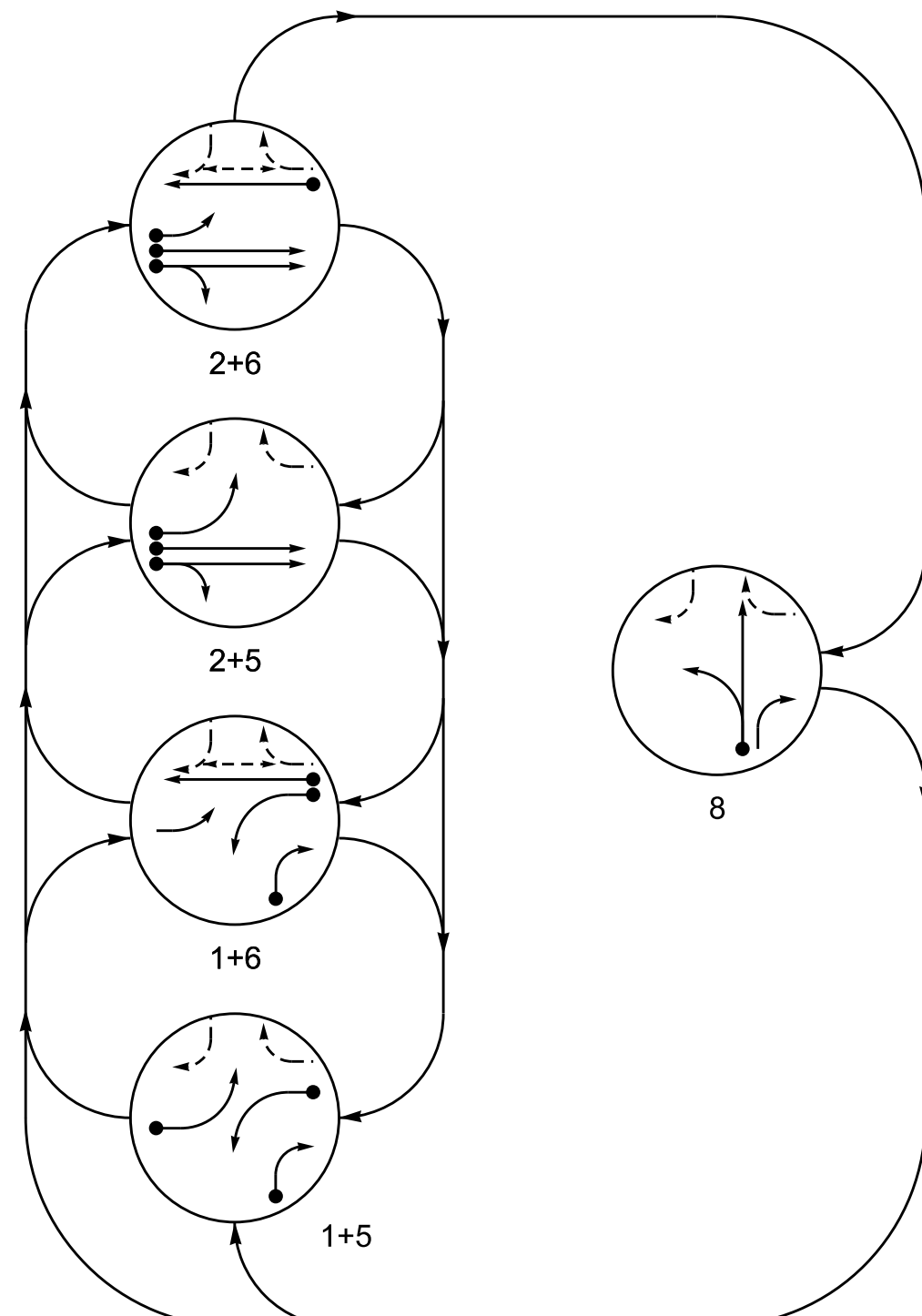


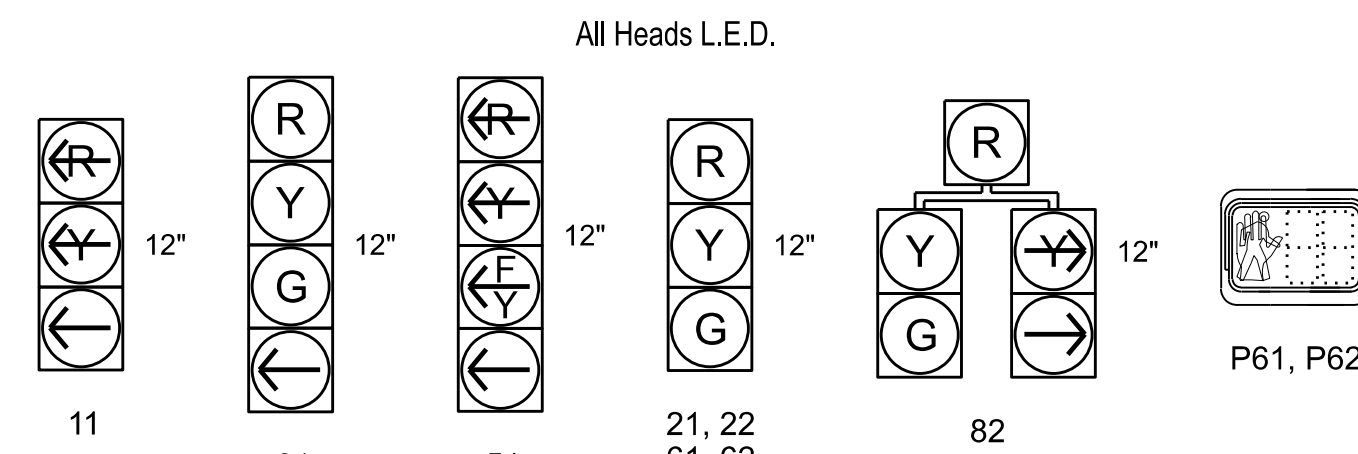
DEFAULT PHASING DIAGRAM



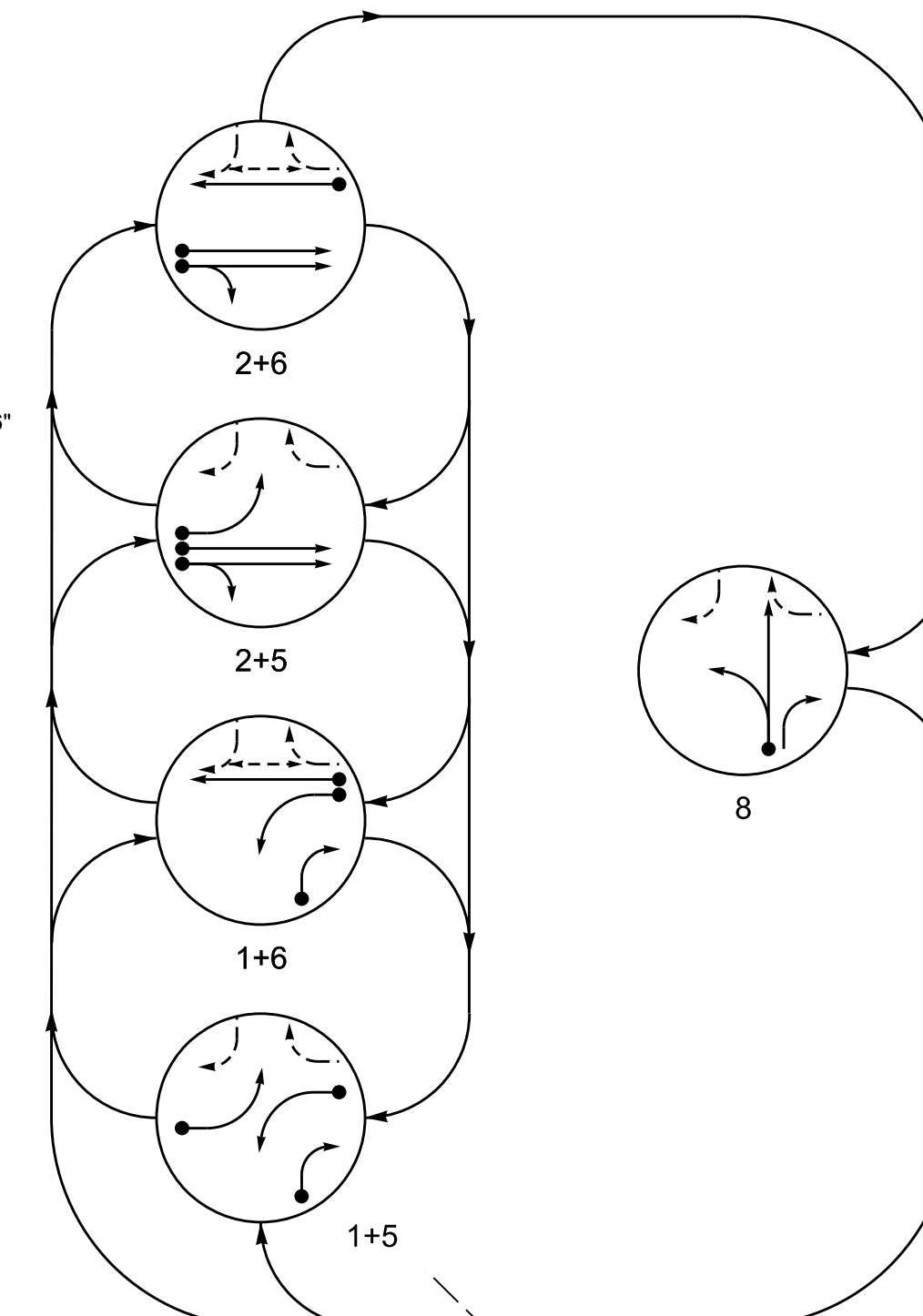
DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE				
	1+5	1+6	2+5	2+6	8
11	←	←	←	←	←
21, 22	R	R	G	G	R
51	←	←	←	←	←
61, 62	R	R	R	R	R
81	R	R	R	R	G
82	R	R	R	R	G
83	R	R	R	R	G
P61, P62	DW	W	DW	W	DWDRK

SIGNAL FACE I.D.



ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE				
	1+5	1+6	2+5	2+6	8
11	←	←	←	←	←
21, 22	R	R	G	G	R
51	←	←	←	←	←
61, 62	R	R	R	R	R
81	R	R	R	R	G
82	R	R	R	R	G
83	R	R	R	R	G
P61, P62	DW	W	DW	W	DWDRK

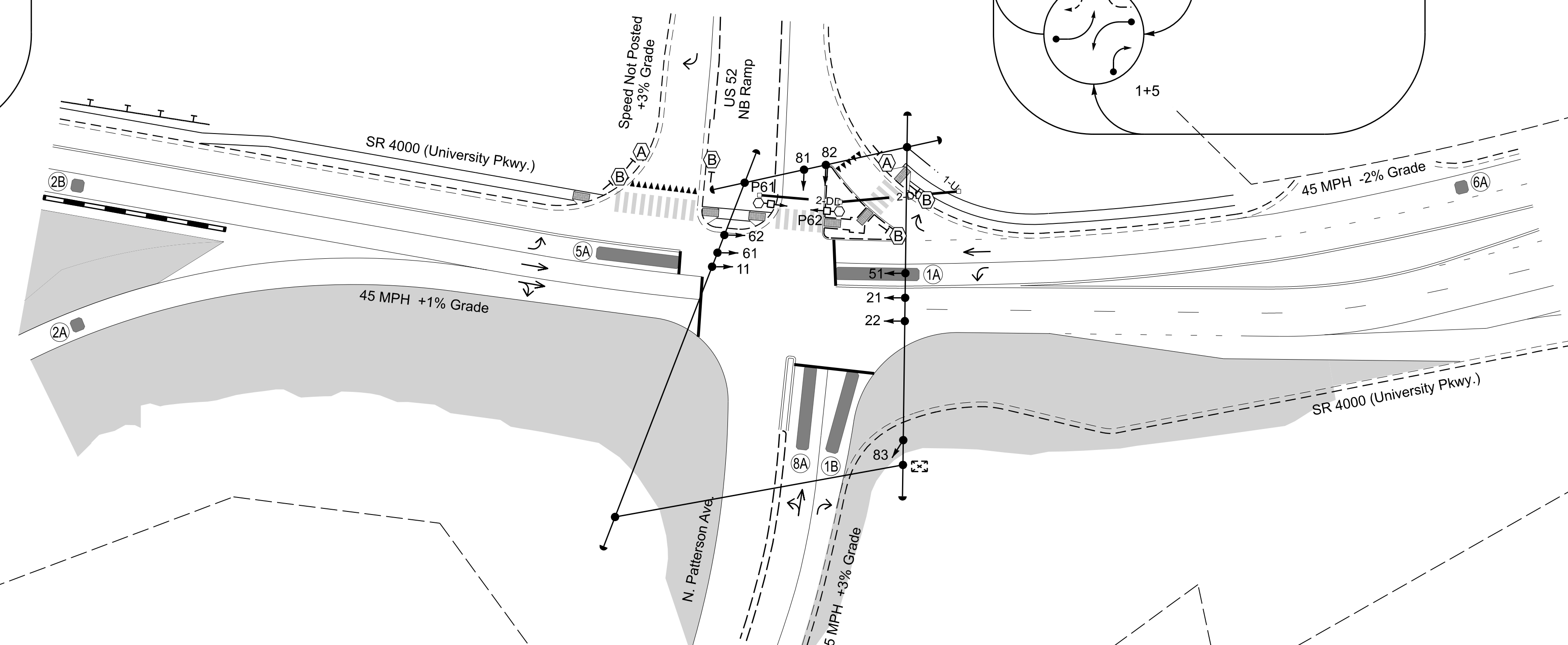
5 Phase Fully Actuated (Winston-Salem Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Reposition existing signal heads as shown.
- Remove existing signal head 63.
- Phase 1 and/or phase 5 may be lagged.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
- This intersection uses non-intrusive 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

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



LEGEND

- | PROPOSED | EXISTING |
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OASIS 2070 TIMING CHART

FEATURE	PHASE				
	1	2	5	6	8
Min Green 1*	7	12	7	12	7
Extension 1*	2.0	6.0	2.0	6.0	2.0
Max Green 1*	25	90	35	90	35
Yellow Clearance	3.0	4.7	3.0	4.7	4.3
Red Clearance	1.4	1.2	1.9	1.2	1.9
Red Revert	2.0	2.0	2.0	2.0	2.0
Advance Walk	-	-	-	7	-
Walk 1*	-	-	-	14	-
Don't Walk 1	-	-	-	4	-
Seconds Per Actuation*	-	1.5	-	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

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

NON-INTRUSIVE 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
1A**	6X40	0	**	Y	1	Y	Y	-	-	-	-	**
1B**	6X40	0	**	Y	1	Y	Y	-	-	15	-	**
2A**	6X6	300	**	Y	2	Y	Y	-	-	-	-	**
2B**	6X6	300	**	Y	2	Y	Y	-	-	-	-	**
5A**	6X40	0	**	Y	5	Y	Y	-	-	15*	-	**
					2#	Y	Y	Y	-	-	3	-
6A**	6X6	300	**	Y	6	Y	Y	-	-	-	**	
8A**	6X40	0	**	Y	8	Y	Y	-	-	-	-	**

* Reduce Delay to 3 seconds during Alternate Phasing Operation.
 # Disable phase call for loop during Alternate Phasing Operation.
 ** Non-Intrusive detection zone.

Signal Upgrade - Temporary Design 2 (TMP Phase 2)

 Prepared in the Offices of: Transportation Mobility and Safety Division STATE OF NORTH CAROLINA Signal Design Section	SR 4000 (University Parkway) at N. Patterson Avenue and US 52 NB Ramps Winston-Salem		SEAL J. Z. LEMBA ENGINEER 026486
	Division 9 PLAN DATE: December 2025 PREPARED BY: J.A. Lohr	Forsyth County REVIEWED BY: REVIEWED BY:	
750 N. Greenfield Pkwy, Garner, NC 27529 SCALE 0 40 1"=40'	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES SEAL 02/12/2026 DATE SIG. INVENTORY NO. 09-0798T2		

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