DEFAULT PHASING DIAGRAM

Ø2+6   Ø4+8

Ø2+5
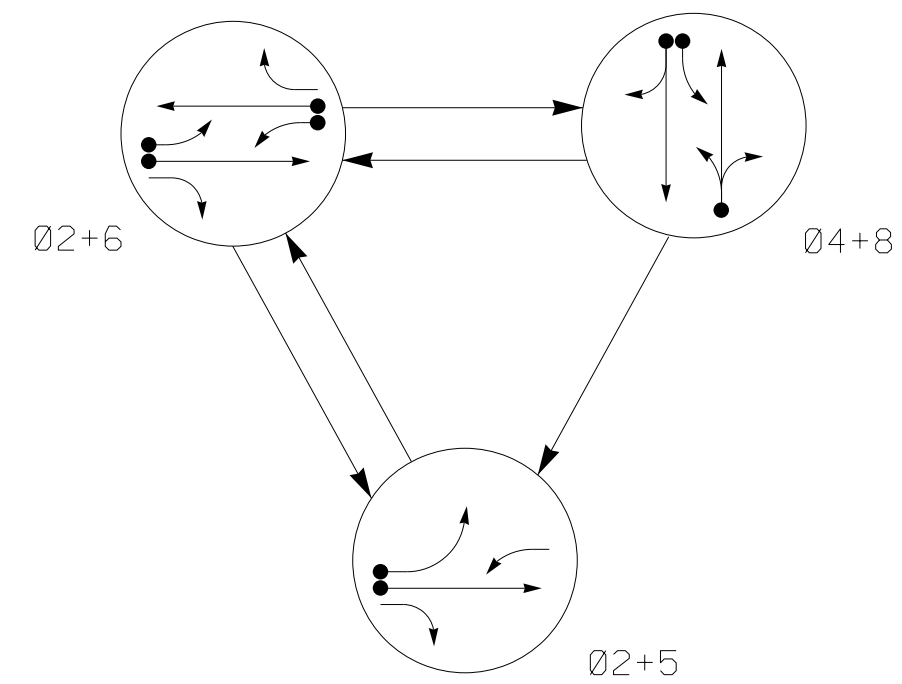
ALTERNATE PHASING DIAGRAM

Ø2+6   Ø4+8

Ø2+5

PHASING DIAGRAM DETECTION LEGEND

- ● DETECTED MOVEMENT
- ◄— UNDETECTED MOVEMENT (OVERLAP)
- ◄- - UNSIGNALIZED MOVEMENT
- ◄- - - PEDESTRIAN MOVEMENT

SIGNAL FACE I.D.

All Heads L.E.D.

51   41   21,22   23
       61   42,43
             62,63
             81,82
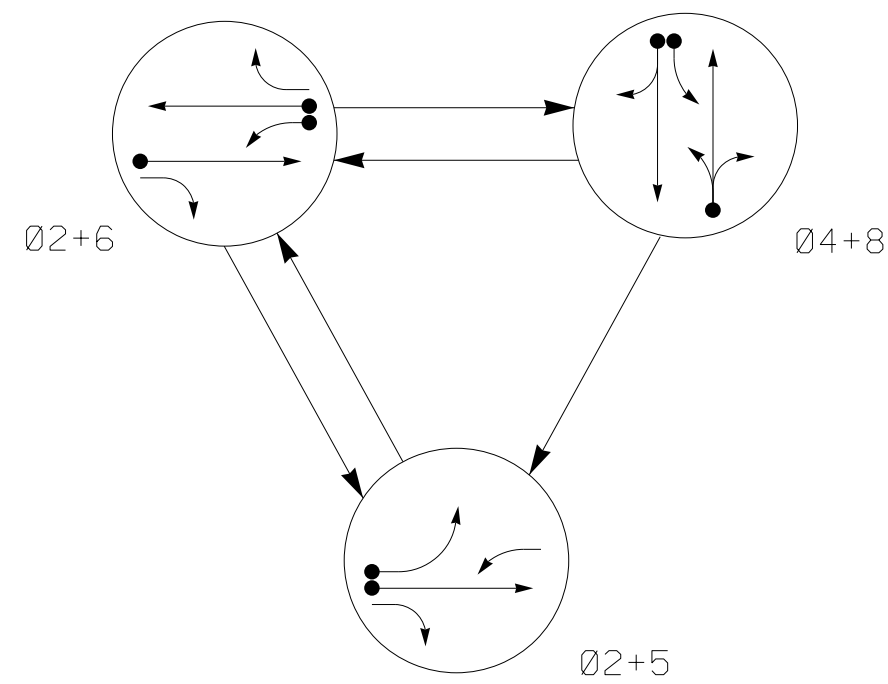
DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	Ø2+5	Ø2+6	Ø4+8	FLASH
21,22	G	G	R	Y
23	F Y	F Y	R	Y←
41	←R	←R	F Y	←R
42,43	R	R	G	R
51	F Y	F Y	←R	←Y
61	F Y	F Y	←R	←Y
62,63	R	G	R	Y
81,82	R	R	G	R

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	Ø2+5	Ø2+6	Ø4+8	FLASH
21,22	G	G	R	Y
23	F Y	F Y	R	Y←
41	←R	←R	F Y	←R
42,43	R	R	G	R
51	F Y	F Y	←R	←Y
61	F Y	F Y	←R	←Y
62,63	R	G	R	Y
81,82	R	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	-	-	-	-	✳
4A✳	6X40	0	✳	✳	4	Y	Y	-	-	3	-	✳
4B✳	6X40	0	✳	✳	4	Y	Y	-	-	10	-	✳
5A✳	6X40	0	✳	✳	5	Y	Y	-	-	15✳✳	-	✳
					2 #	Y	Y	Y	-	3	-	✳
6A✳	6X6	300	✳	✳	6	Y	Y	-	-	-	-	✳
6B✳	6X40	0	✳	✳	6	Y	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

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. Phase 5 may be lagged.
4. Reposition existing signal heads numbered 21,22,23,51,61, 81, and 82.
5. Set all detector units to presence mode.
6. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
7. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
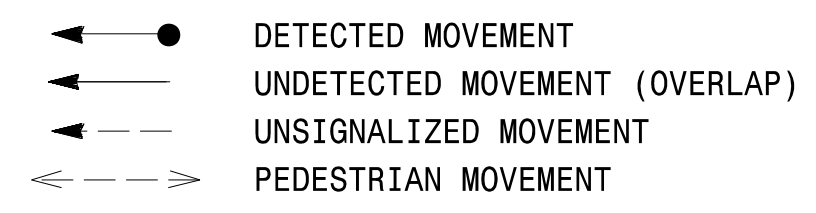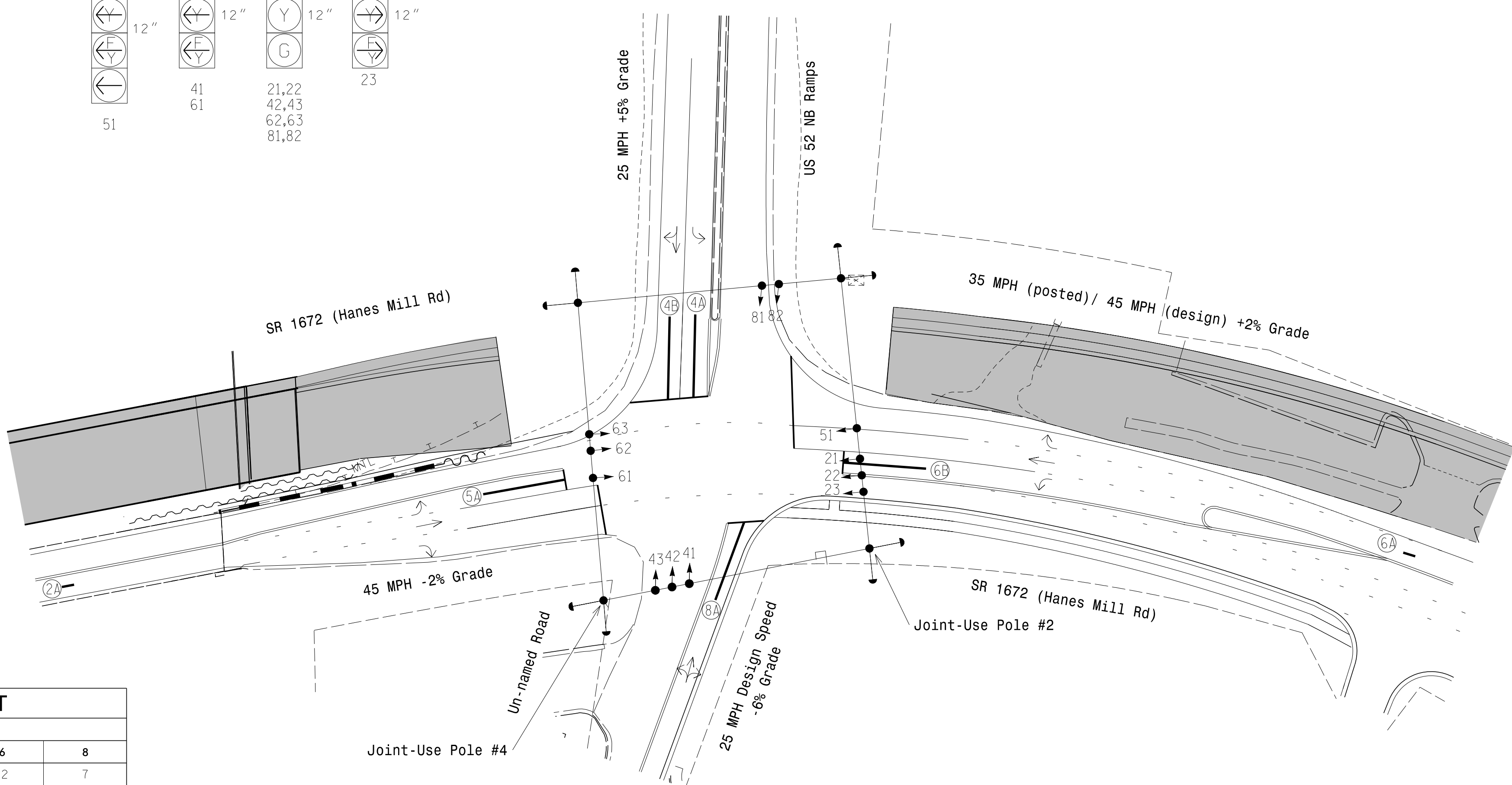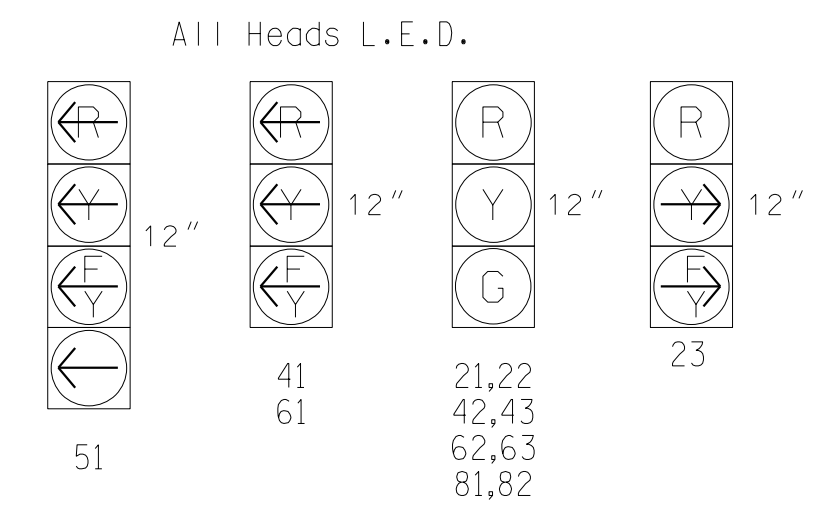
OASIS 2070 TIMING CHART

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	3.5	3.0	4.7	3.5
Red Clearance	1.2	1.9	2.6	1.2	1.9
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.

SR 1672 (Hanes Mill Rd)
25 MPH +5% Grade
US 52 NB Ramps
35 MPH (posted)/ 45 MPH (design) +2% Grade
45 MPH -2% Grade
Un-named Road
25 MPH Design Speed -6% Grade
SR 1672 (Hanes Mill Rd)
Joint-Use Pole #2
Joint-Use Pole #4

LEGEND

PROPOSED		EXISTING
○—►	Traffic Signal Head	●
◑—►	Modified Signal Head	N/A
⊢	Sign	■
⊟	Pedestrian Signal Head With Push Button & Sign	▬
○	Signal Pole with Guy	●
○	Signal Pole with Sidewalk Guy	●
□	Inductive Loop Detector	
⊠	Controller & Cabinet	⊠
□	Junction Box	■
- - -	2-in Underground Conduit	
N/A	Right of Way	- - -
⟶	Directional Arrow	⟶
N/A	Guardrail	⊤⊤
▓	Construction Zone	
▬	Video Detection Zone	▓

Signal Upgrade - Temporary Design 2 (TMP Phase III)

MOTT MACDONALD
7621 Purfoy Road
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www.mottmac.com
License No. F-0669

Transportation Mobility and Safety Division
DEPARTMENT OF TRANSPORTATION
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

SCALE
0   40'
1"=40'

SIG. INVENTORY NO.   09-1105T2