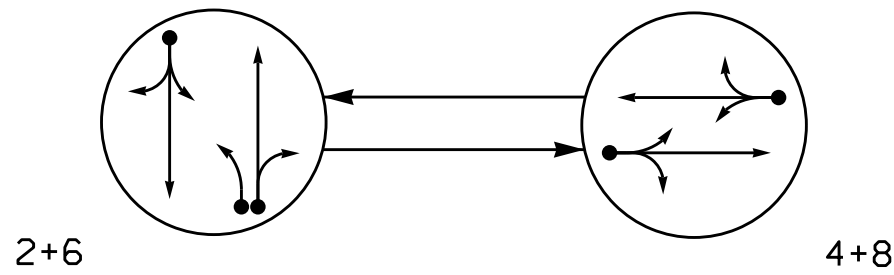


PHASING DIAGRAM

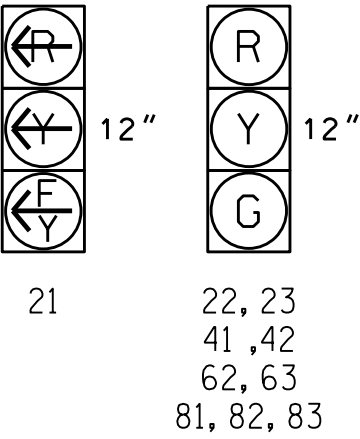


- PHASING DIAGRAM DETECTION LEGEND
- DETECTED MOVEMENT
 - UNDETECTED MOVEMENT (OVERLAP)
 - UNSIGNALIZED MOVEMENT
 - PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	2 + 6	4 + 8	FLASH
21	Y	R	R
22, 23	G	R	R
41, 42	R	G	R
62, 63	G	R	R
81, 82, 83	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



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
2A*	6X6	70	*	-	2	Y	Y	-	-
2B*	6X40	0	*	-	2	Y	Y	-	-
4A*	6X40	0	*	-	4	Y	Y	-	5
6A*	6X40	0	*	Y	6	Y	Y	-	-
8A*	6X40	0	*	Y	8	Y	Y	-	-

* Non-Intrusive detection zone.

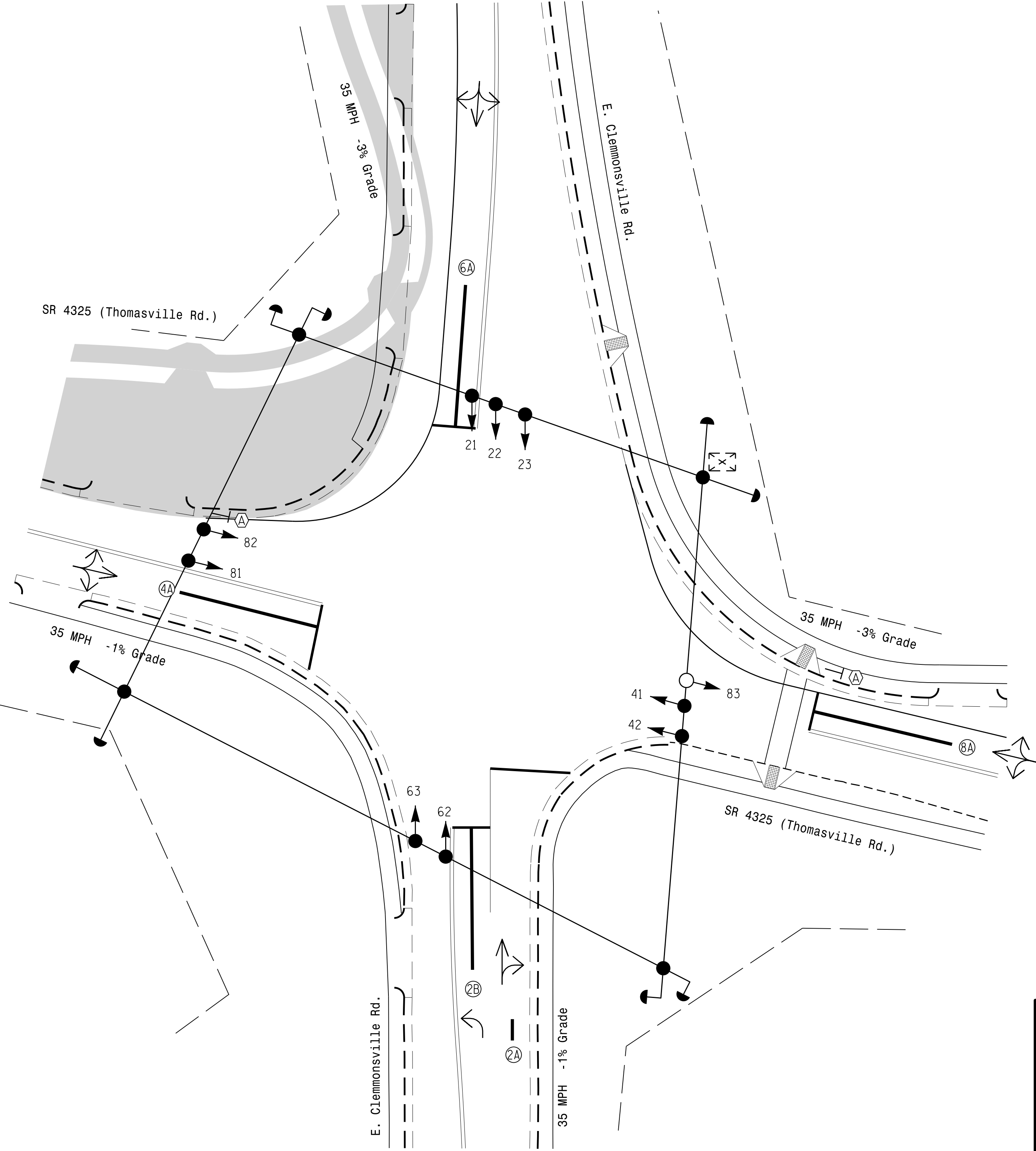
2 Phase
Fully Actuated
(Winston-Salem Signal System)

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 21, 22, and 23.
- Remove existing signal head 61.
- Set all detector units to presence mode.
- 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.

OASIS 2070 TIMING CHART				
FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	3.0	2.0	2.0	2.0
Max Green 1 *	45	25	45	25
Yellow Clearance	4.1	4.1	4.1	4.1
Red Clearance	2.7	2.7	2.7	2.7
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	-	-
Dual Entry	-	ON	-	ON
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.

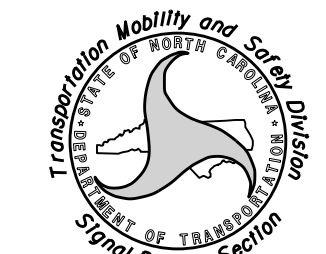


LEGEND

- | PROPOSED | EXISTING |
|--|----------|
| Traffic Signal Head | N/A |
| Modified Signal Head | N/A |
| Sign | N/A |
| Pedestrian Signal Head With Push Button & Sign | N/A |
| Signal Pole with Guy | N/A |
| Signal Pole with Sidewalk Guy | N/A |
| Inductive Loop Detector | N/A |
| Controller & Cabinet | N/A |
| Junction Box | N/A |
| 2-in Underground Conduit | N/A |
| Right of Way | N/A |
| Directional Arrow | N/A |
| Curb Ramp | N/A |
| Construction Zone | N/A |
| Non-Intrusive Detection Zone | N/A |
| "NO TURN ON RED" Sign (R10-11) | N/A |

Signal Upgrade -
Temporary Design 2 (TMP Phase IA)

Prepared in the Offices of:



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

750 N. Greenfield Pkwy, Garner, NC 27529

E. Clemmonsville Road
at
SR 4325 (Thomasville Road)

Division 9 Forsyth County Winston-Salem

PLAN DATE: September 2024 REVIEWED BY:

PREPARED BY: J.A. Lohr REVIEWED BY:

REVISIONS

INIT. DATE

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
SEAL
026486
ROBERT J. ZIMMERMAN

DocuSigned by
Robert J. Zimmerman
1380458527A464
01/02/2025
DATE
SIG. INVENTORY NO. 09-0034T2