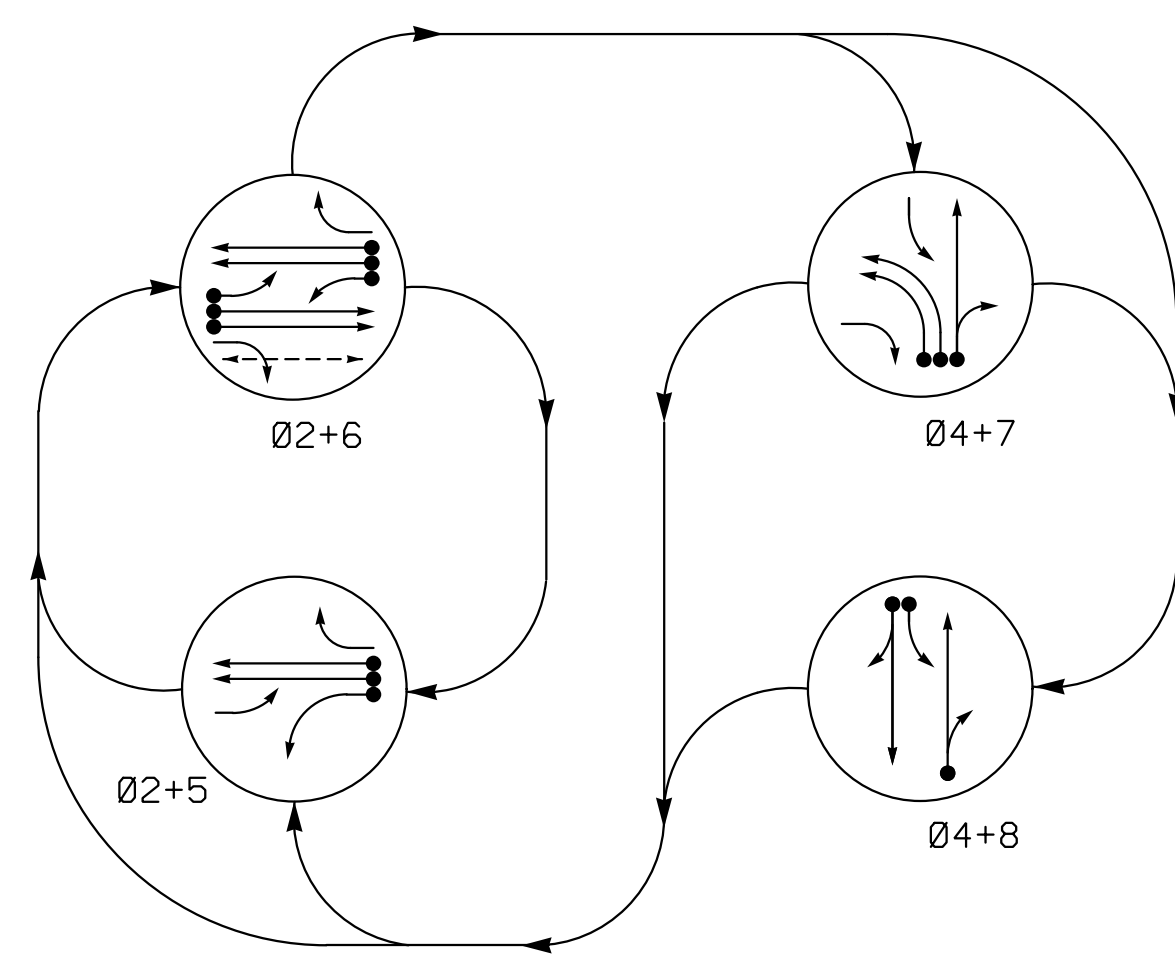
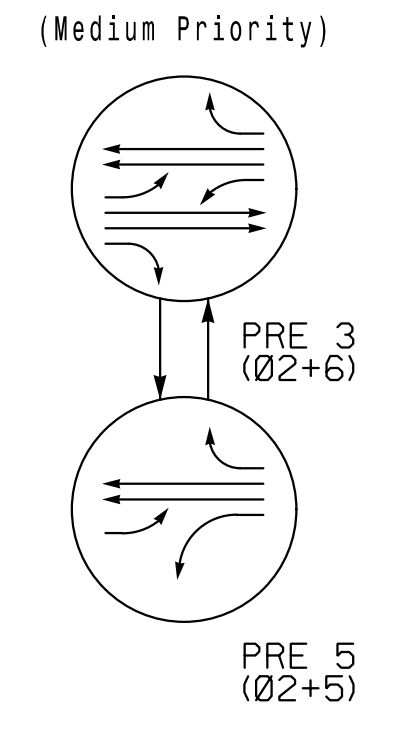


DEFAULT PHASING DIAGRAM



DEFAULT PHASING EV PREEMPT PHASES (Medium Priority)



DEFAULT PHASING TABLE OF OPERATION

Table with columns: SIGNAL FACE, PHASE (02+5, 02+6, 04+7, 04+8, P, P, F, L, S, H), and signal timing values for various signal faces.

ALTERNATE PHASING TABLE OF OPERATION

Table with columns: SIGNAL FACE, PHASE (02+5, 02+6, 04+7, 04+8, P, P, F, L, S, H), and signal timing values for various signal faces.

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

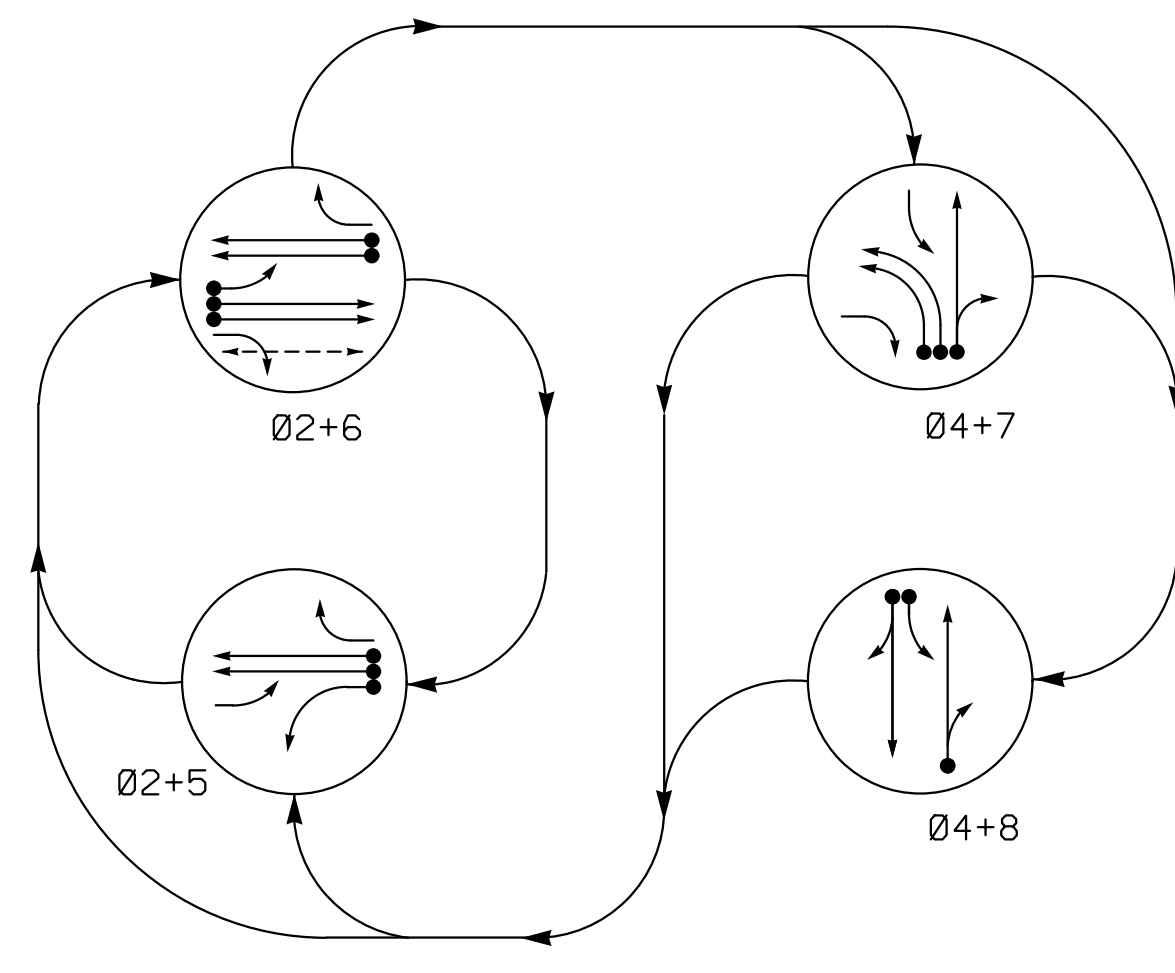
Table with columns: LOOP, SIZE (FT), DISTANCE FROM STOP LINE (FT), TURNS, NEW LOOP, PHASE, CALLING, EXTENSION, FULL TIME DELAY, STRETCH TIME, DELAY TIME, SYSTEM LOOP, NEW CARD.

4 Phase Fully Actuated with Emergency Vehicle Preemption (Salisbury Signal System)

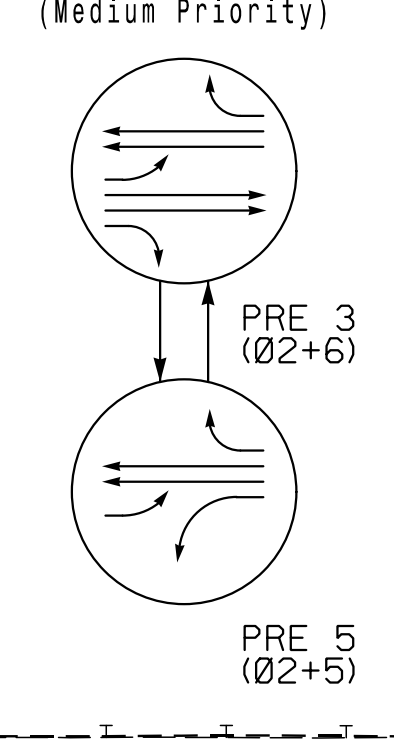
NOTES

- 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. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
7. This intersection features a GPS Emergency Vehicle Preemption system.
8. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

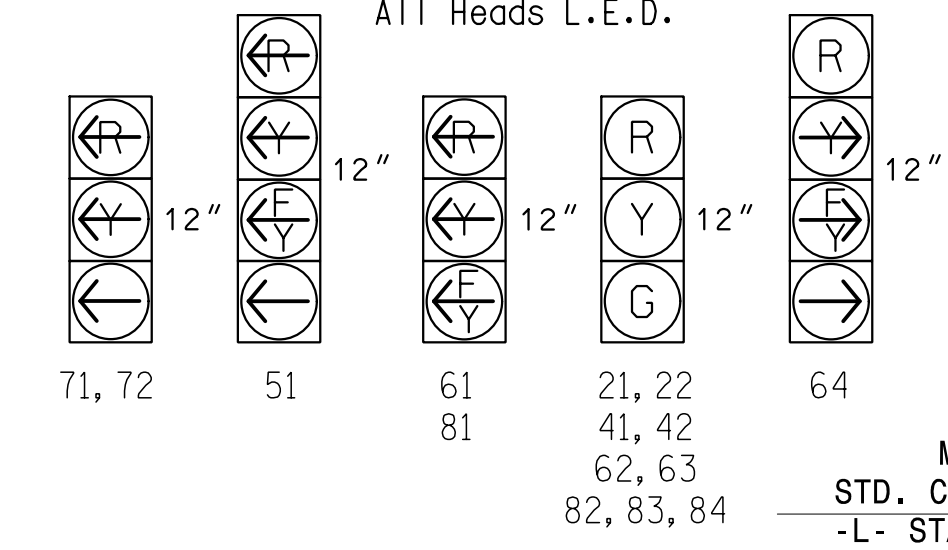
ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING EV PREEMPT PHASES (Medium Priority)



SIGNAL FACE I.D.

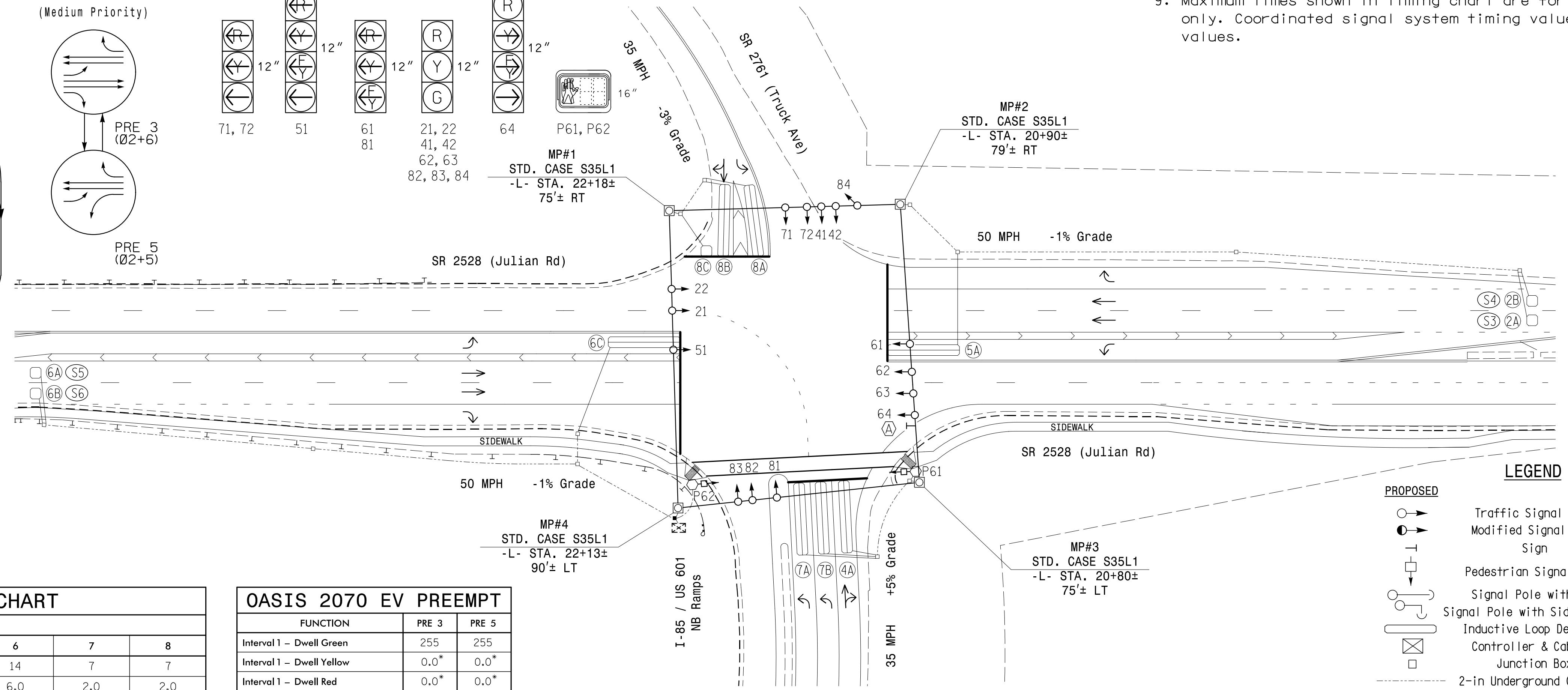


PHASING DIAGRAM DETECTION LEGEND

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

OASIS 2070 TIMING CHART table with columns: FEATURE, PHASE (2, 4, 5, 6, 7, 8) and timing values.

OASIS 2070 EV PREEMPT table with columns: FUNCTION, PRE 3, PRE 5 and preemption timing values.



LEGEND table defining symbols for PROPOSED and EXISTING elements like Traffic Signal Head, Modified Signal Head, Pedestrian Signal Head, etc.

* 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.

* Time defaults to time used for phase during normal operation
** Program Timing on Detection Unit

Signal Upgrade - Final Design

Accelerate Engineering, PLLC logo and contact information: 875 Walnut Street, Suite 316, Cary, NC 27511

Project information block including: SR 2528 (Julian Rd) at I-85/US 601 NB Ramps and SR 2761 (Truck Ave), Division 9, Rowan County, Salisbury, NC, prepared by Z. "Gavin" Teng, reviewed by B. Phillips, dated November 2021.

Professional Engineer seal for ZHAOLONG TENG, State of North Carolina, License No. 032179, dated 12/3/2021.