

PHASING DIAGRAM

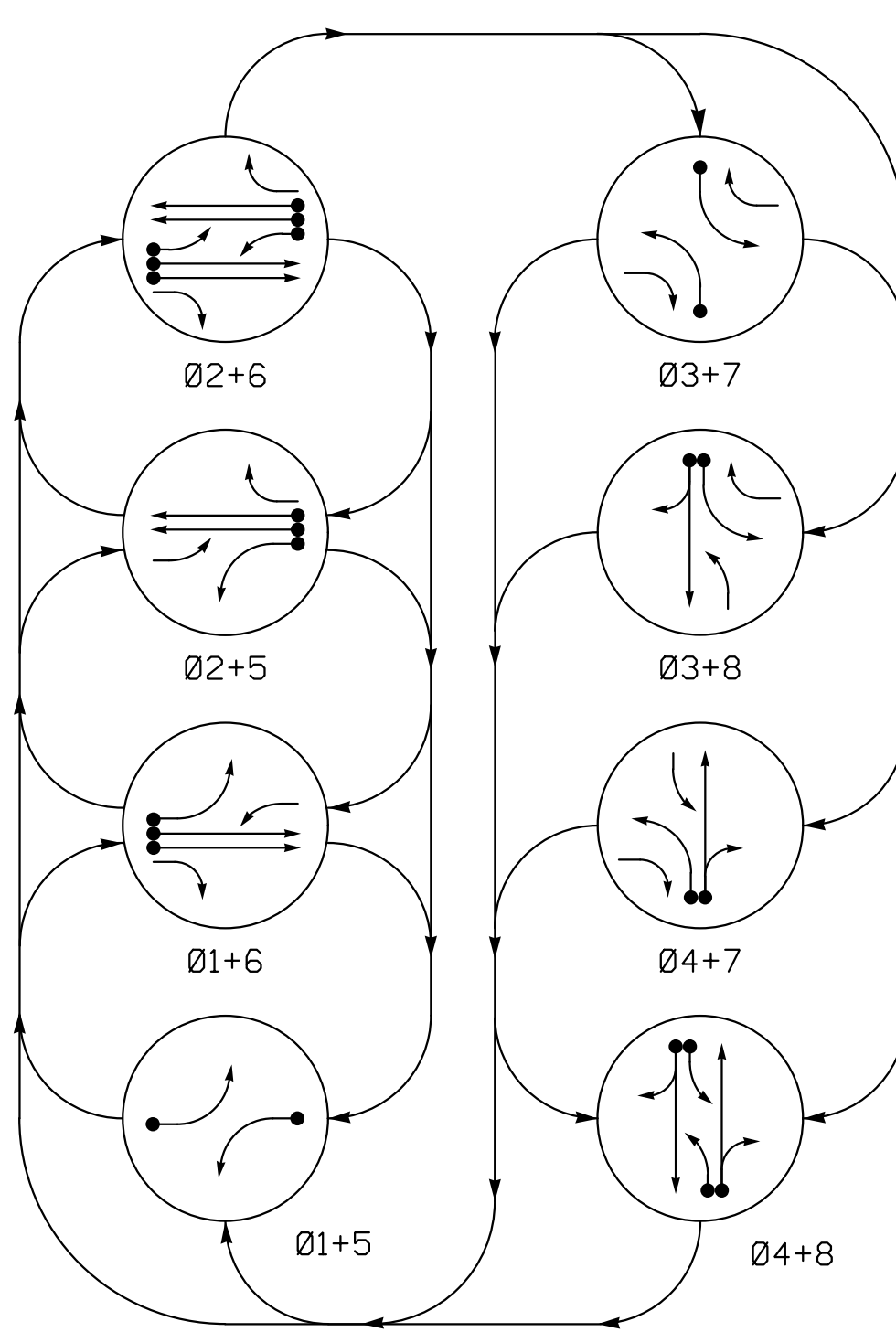
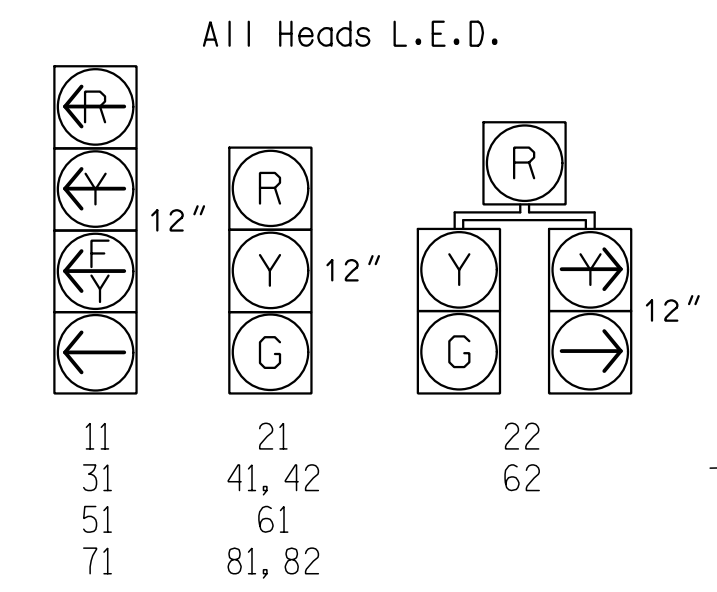


TABLE OF OPERATION

SIGNAL FACE	PHASE							
	Ø 1 + 5	Ø 1 + 6	Ø 2 + 5	Ø 2 + 6	Ø 3 + 7	Ø 3 + 8	Ø 4 + 7	Ø 4 + 8
11	←	←	←	←	←	←	←	←
21	R	R	G	G	R	R	R	Y
22	R	R	G	G	R	R	R	Y
31	←	←	←	←	←	←	←	←
41, 42	R	R	R	R	R	R	G	G
51	←	←	←	←	←	←	←	←
61	R	G	R	G	R	R	R	Y
62	R	G	R	G	R	R	R	Y
71	←	←	←	←	←	←	←	←
81, 82	R	R	R	R	R	G	R	G

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

ZONE	SIZE (FT)	DISTANCE FROM STOP LINE (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING EXTENSION	STRETCH TIME	DELAY TIME			
1A	6X40	0	*	*	1	Y	Y	-	15	-	*
2A/S7	6X6	355	*	*	2	Y	Y	-	3	-	*
2B/S8	6X6	355	*	*	2	Y	Y	-	-	-	Y
3A	6X40	0	*	*	3	Y	Y	-	15	-	*
4A	6X40	0	*	*	4	Y	Y	-	10	-	*
4B	6X6	0	*	*	4	Y	Y	-	15	-	*
5A	6X40	0	*	*	5	Y	Y	-	15	-	*
6A/S9	6X6	355	*	*	6	Y	Y	-	-	-	Y
6B/S10	6X6	355	*	*	6	Y	Y	-	-	-	Y
7A	6X40	0	*	*	7	Y	Y	-	15	-	*
8A	6X40	0	*	*	8	Y	Y	-	10	-	*

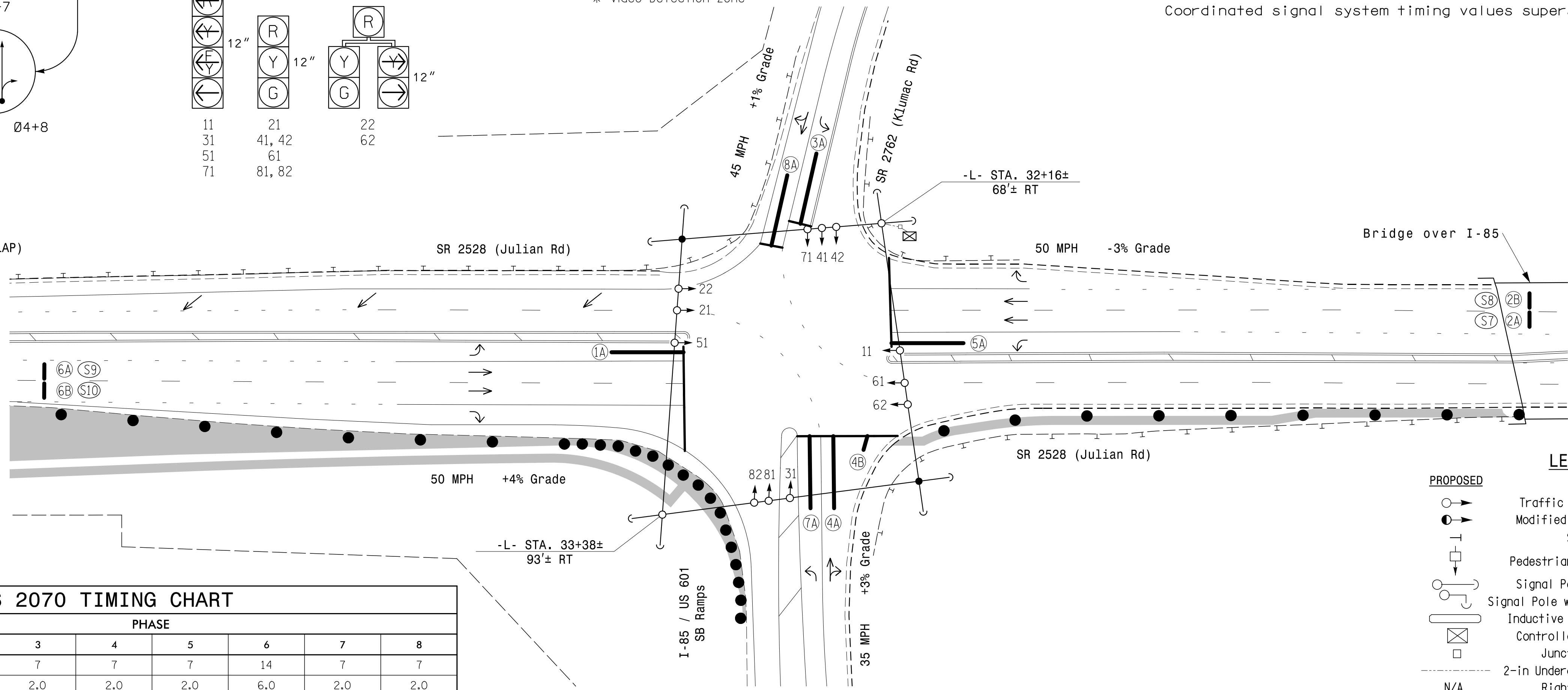
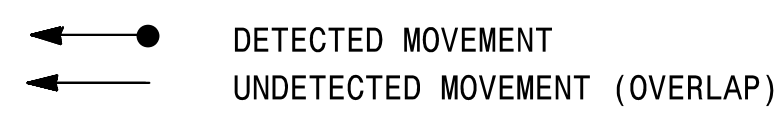
* Video Detection Zone

8 Phase Fully Actuated (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 1 and/or phase 5 may be lagged.
4. Phase 3 and/or phase 7 may be lagged.
5. Install a video imaging loop emulator detection system to maintain vehicle detection during construction. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to obtain optimum detection zones as shown.
6. Set all detector units to presence mode.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Pavement markings are existing.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

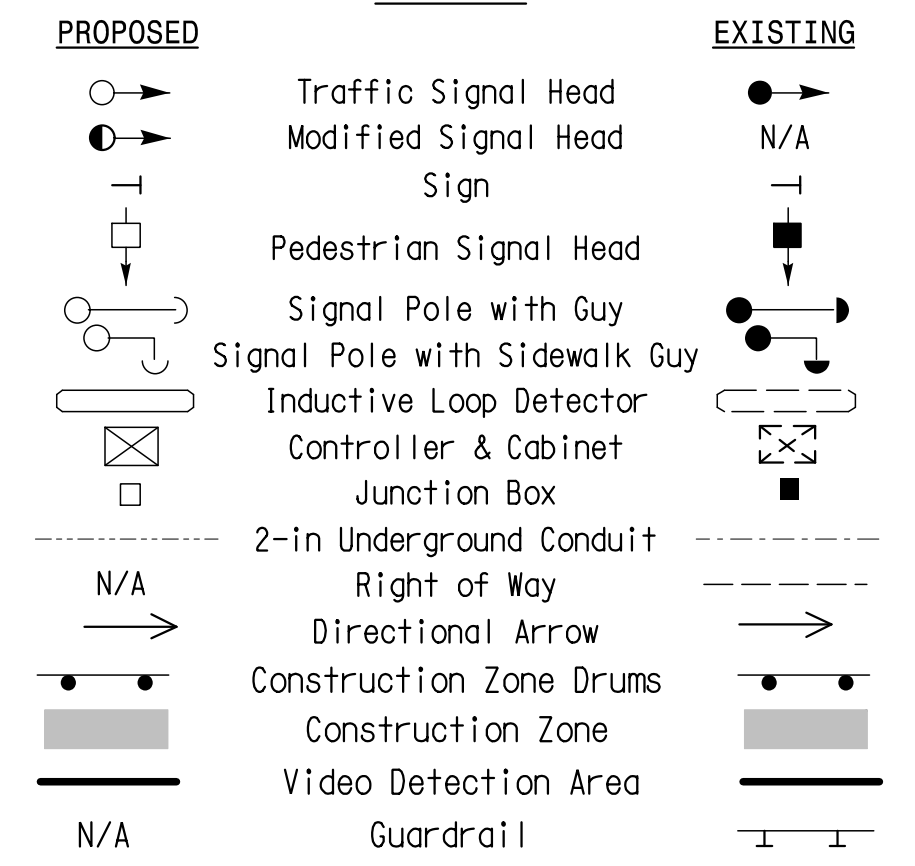


OASIS 2070 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	14	7	7	7	14	7	7
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max Green 1 *	25	90	20	35	25	90	20	35
Yellow Clearance	3.0	5.1	3.0	4.4	3.0	5.1	3.0	4.4
Red Clearance	2.9	1.4	3.1	2.2	2.9	1.4	2.9	2.2
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5	-	-
Max Variable Initial *	-	40	-	-	-	40	-	-
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	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



(TMP Phase I)
Signal Upgrade - Temporary Design 1

PREPARED IN THE OFFICE OF:
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SR 2528 (Julian Rd)
at
I-85/US 601 SB Ramps and
SR 2762 (Klumac Rd)

Division 9 Rowan County Salisbury

PLAN DATE: November 2021 REVIEWED BY: B. Phillips

PREPARED BY: Z. "Gavin" Teng REVIEWED BY:

REVISIONS

NO.	DESCRIPTION	INIT.	DATE

12/3/2021

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

STATE OF NORTH CAROLINA

PROFESSIONAL ENGINEER

032179

ZHAOLONG TENG

12/3/2021

SIG. INVENTORY NO. 09-0991T1