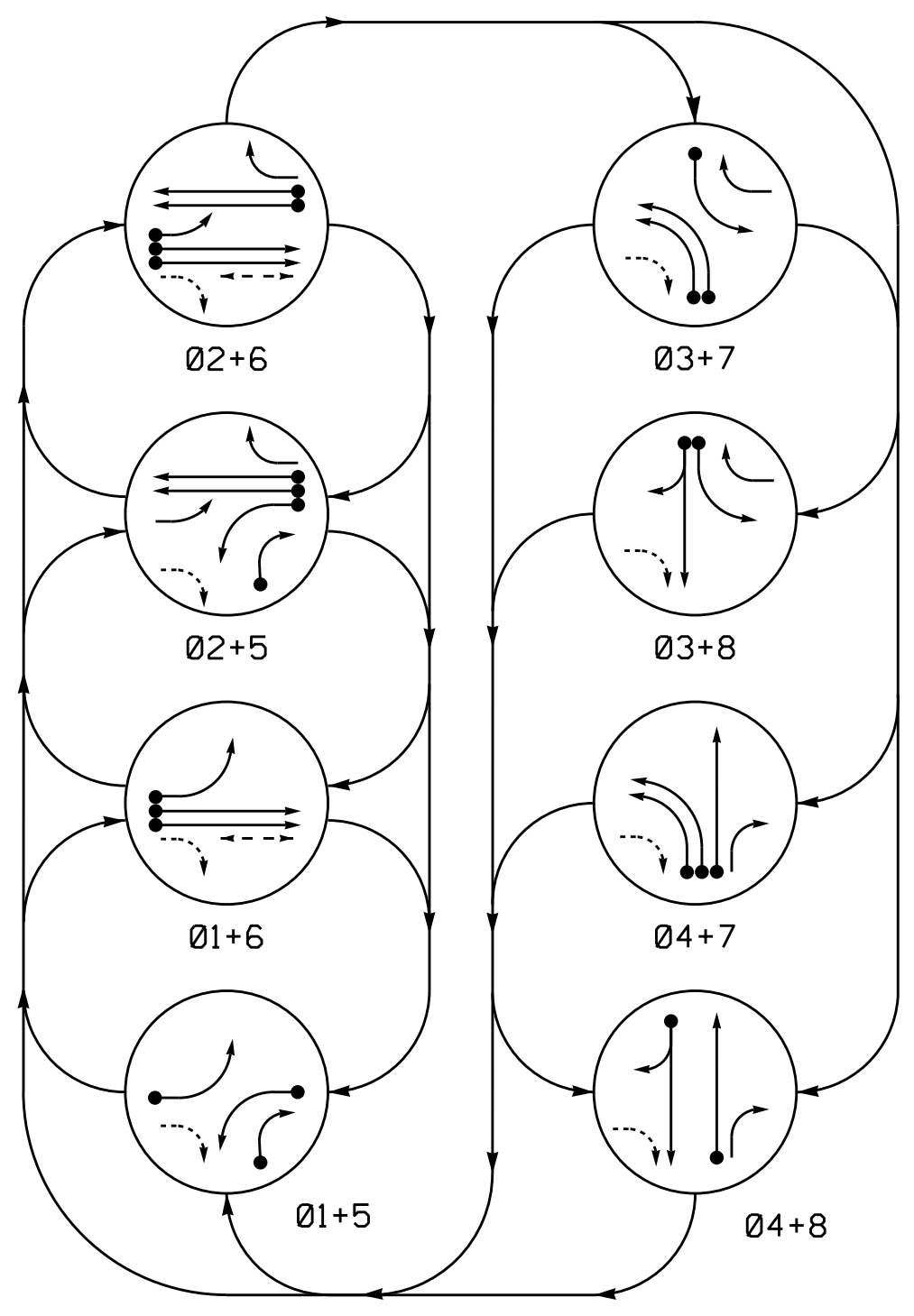
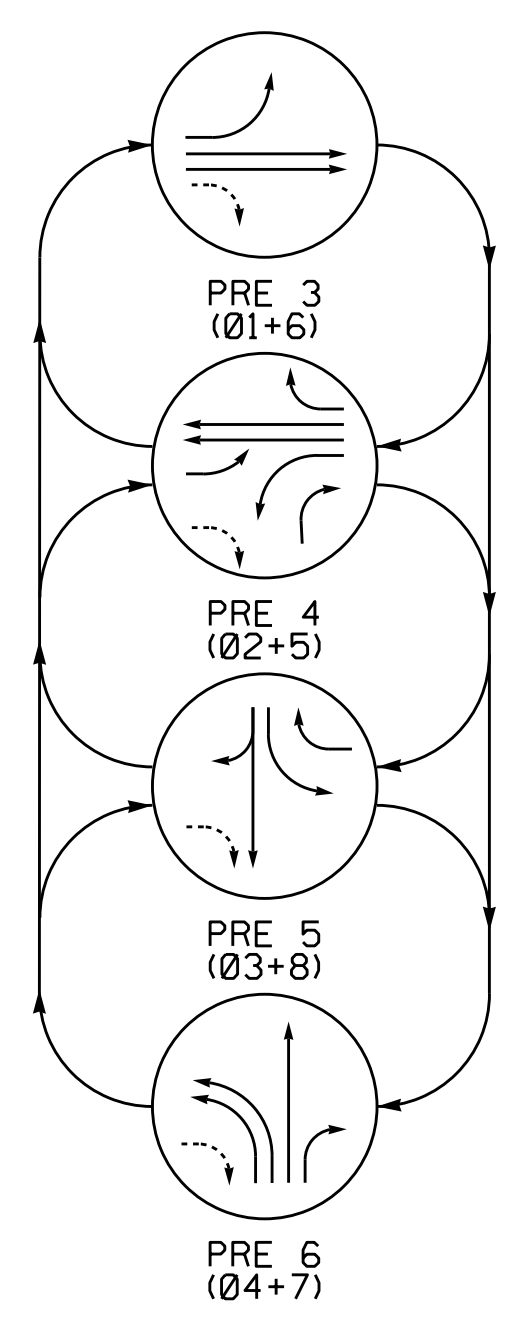


8 Phase Fully Actuated with Emergency Vehicle Preemption (Salisbury Signal System)

DEFAULT PHASING DIAGRAM



DEFAULT PHASING EV PREEMPT PHASES (Medium Priority)



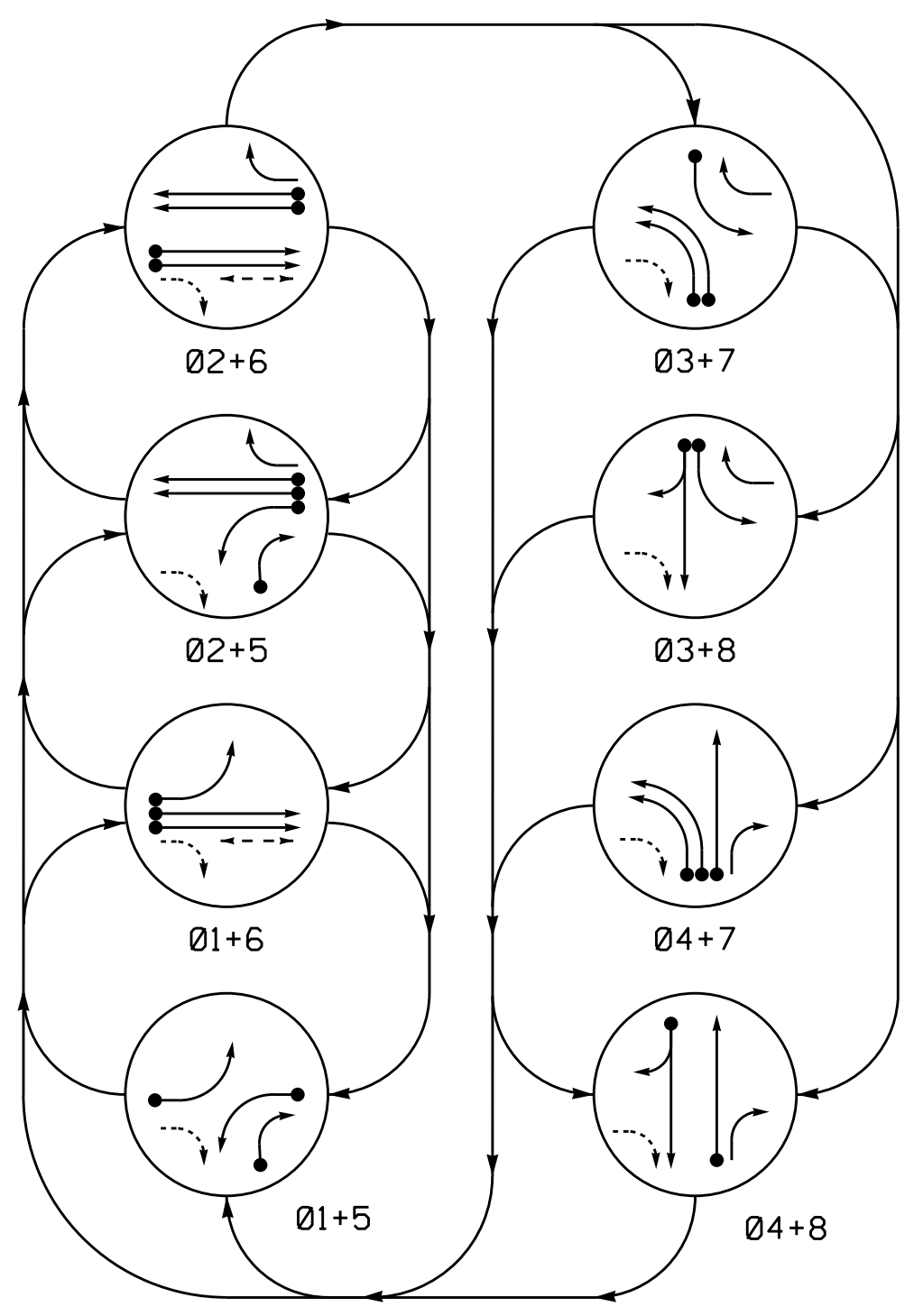
DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE												
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	PRE 3	PRE 4	PRE 5	PRE 6	FLASH
11	←	←	←	←	←	←	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	R	R	R	G	R	R	Y
23	R	R	←	←	←	←	←	←	←	←	←	←	←
31	←	←	←	←	←	←	←	←	←	←	←	←	←
41, 42, 44	R	R	R	R	R	R	G	G	R	R	R	R	G
43	←	←	←	←	←	←	←	←	←	←	←	←	←
51	←	←	←	←	←	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	R	G	R	R	R	Y
71, 72	←	←	←	←	←	←	←	←	←	←	←	←	←
81, 82	R	R	R	R	R	G	R	G	R	G	R	R	R
P61, P62	DW	W	DW	W	DW	DW	DW	DW	DW	DW	DW	DW	DRK

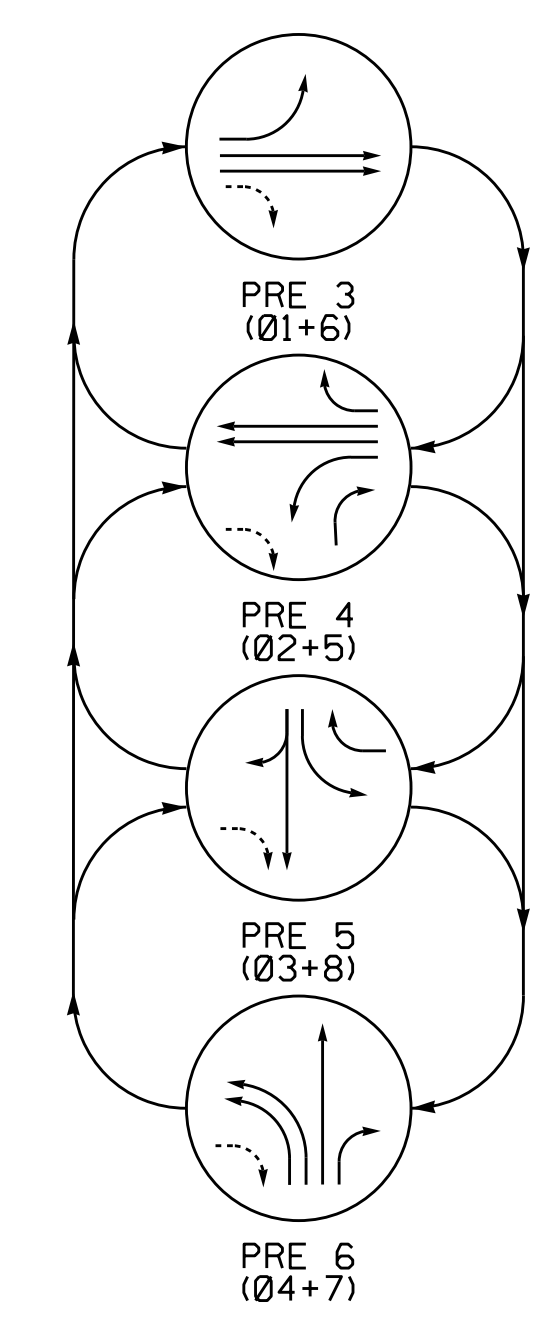
NOTES

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

ALTERNATE PHASING DIAGRAM



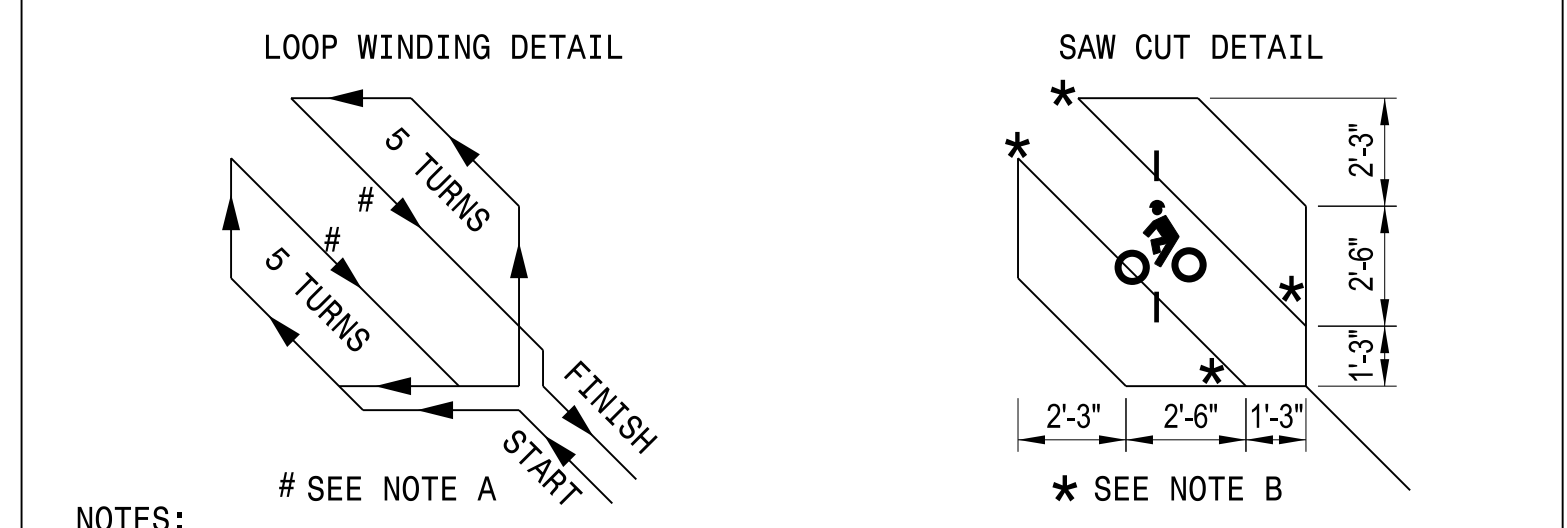
ALTERNATE PHASING EV PREEMPT PHASES (Medium Priority)



ALTERNATE PHASING TABLE OF OPERATION

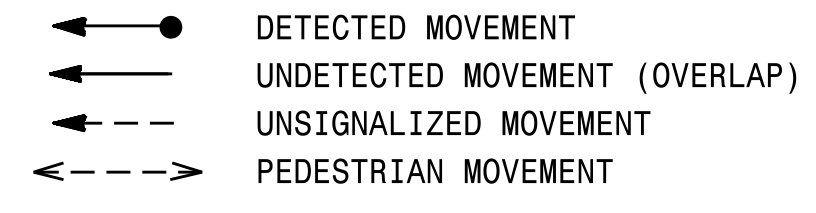
SIGNAL FACE	PHASE												
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8	PRE 3	PRE 4	PRE 5	PRE 6	FLASH
11	←	←	←	←	←	←	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	R	R	R	G	R	R	Y
23	R	R	←	←	←	←	←	←	←	←	←	←	←
31	←	←	←	←	←	←	←	←	←	←	←	←	←
41, 42, 44	R	R	R	R	R	R	G	G	R	R	R	R	G
43	←	←	←	←	←	←	←	←	←	←	←	←	←
51	←	←	←	←	←	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	R	G	R	R	R	Y
71, 72	←	←	←	←	←	←	←	←	←	←	←	←	←
81, 82	R	R	R	R	R	G	R	G	R	G	R	R	R
P61, P62	DW	W	DW	W	DW	DW	DW	DW	DW	DW	DW	DW	DRK

FIGURE 1: BICYCLE LOOP DETECTOR DETAILS

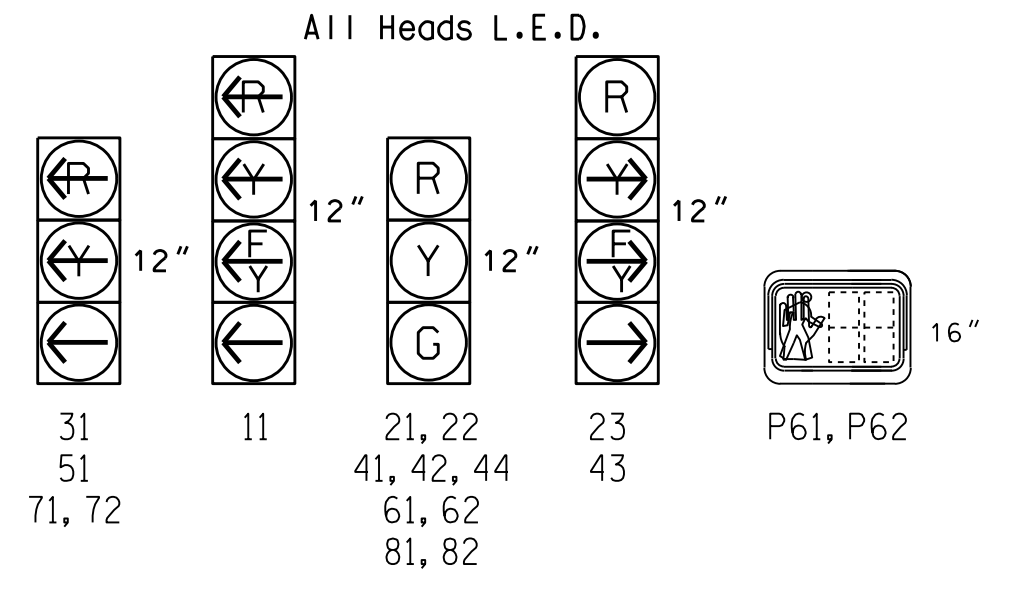


- NOTES:
- A. One turn is shown to illustrate the winding method. Five turns are required for bicycle detection. The two center segments shall be wound in the same direction.
  - B. Round corners of acute angle saw cuts to prevent damage to conductors.
  - C. See 2009 MUTCD Figure 9C-7 for bicycle detector pavement marking details.

PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.



Signal Upgrade - Final Design (Sheet 2 of 2)

750 N. Greenfield Pkwy, Corner, NC 27529

US 601 (Jake Alexander Blvd S) at SR 2528 (Julian Rd) and Martin Luther King Jr Ave

Division 9 Rowan County Salisbury

PLAN DATE: January 2022 REVIEWED BY:

PREPARED BY: I.O. Umozurike REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DocuSigned by: Robert J. Ziemba 01/27/2022

SCALE: 0 40 1" = 40'

REVISIONS	INIT.	DATE

27-Jan-2022 11:01 S:\IT\AS\JMS\S\Signal\Central Region\401\9\U-5738\090640\_slg.dsn, 20220127.dgn