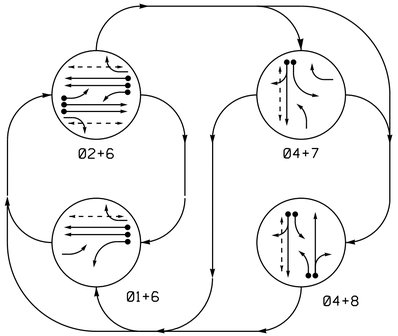
PROJECT REFERENCE NO.	SHEET NO.
B-5772	Sig 3.0

DEFAULT PHASING DIAGRAM



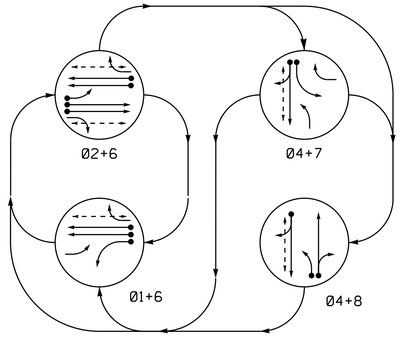
DEFAULT EV PREEMPT PHASES

(Medium Priority)

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	02+6	04+7	04+8	PRE 3	FLASH
11	←	~~F~~	~~R~~	~~R~~	←	~~Y~~
21	~~F~~	~~F~~	~~R~~	~~R~~	~~F~~	~~Y~~
22, 23	R	G	R	R	R	Y
41, 42	R	R	G	G	R	R
62	G	G	R	R	G	Y
63	G	G	R	R	G	Y
71	~~R~~	~~R~~	←	~~F~~	~~R~~	~~R~~
81, 82	R	R	R	G	R	R
83	~~R~~	~~R~~	~~F~~	~~F~~	~~R~~	~~R~~
P21, P22	DW	W	DW	DW	DW	DRK
P41, P42	DW	DW	W	W	DW	DRK
P61, P62	W	W	DW	DW	DW	DRK

ALTERNATE PHASING DIAGRAM



ALTERNATE EV PREEMPT PHASES

(Medium Priority)

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	02+6	04+7	04+8	PRE 3	FLASH
11	←	~~R~~	~~R~~	~~R~~	←	~~Y~~
21	~~F~~	~~F~~	~~R~~	~~R~~	~~F~~	~~Y~~
22, 23	R	G	R	R	R	Y
41, 42	R	R	G	G	R	R
62	G	G	R	R	G	Y
63	G	G	R	R	G	Y
71	~~R~~	~~R~~	←	~~R~~	~~R~~	~~R~~
81, 82	R	R	R	G	R	R
83	~~R~~	~~R~~	~~F~~	~~F~~	~~R~~	~~R~~
P21, P22	DW	W	DW	DW	DW	DRK
P41, P42	DW	DW	W	W	DW	DRK
P61, P62	W	W	DW	DW	DW	DRK

4 Phase
Fully Actuated
w/ 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 1 may be lagged.
4. Phase 7 may be lagged.
5. Set all detector units to presence mode.
6. In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Pavement markings are existing.
10. This intersection features an optical preemption system. Shown locations of optical detectors are conceptual only.
11. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
12. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

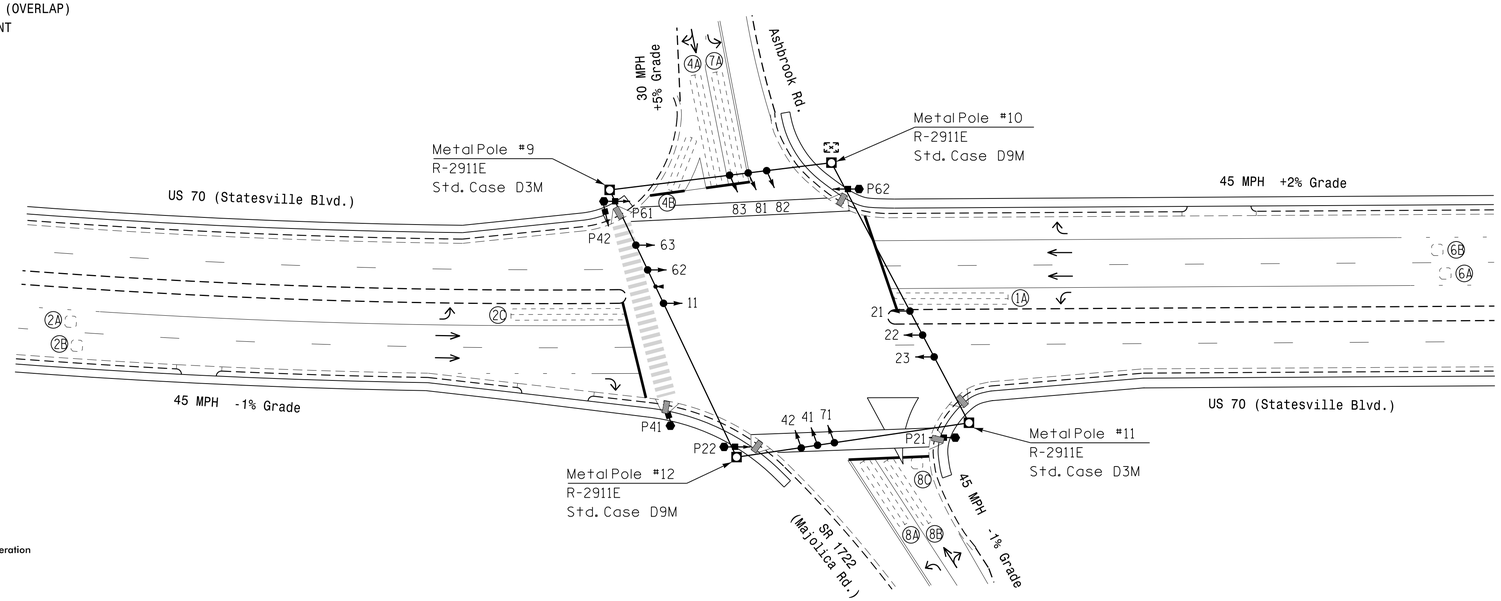
PHASING DIAGRAM DETECTION LEGEND

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

OASIS 2070 EV PREEMPTION

FUNCTION	PRE 3
Interval 1 – Dwell Green	255
Interval 1 – Dwell Yellow	0.0*
Interval 1 – Dwell Red	0.0*
Interval 5 – Exit Green	1
Interval 5 – Yellow	0.0
Interval 5 – Red	0.0
Exit Phase(s)	2+6
Priority	MED
Delay Time	0
Min Green Before Pre	1
Ped Clear Before Pre	0*
Yellow Clear Before Pre	0.0*
Red Clear Before Pre	0.0*
Dwell Min Time	7
Dwell Max Time (Minutes)	2
Enable Backup Protection	N
Ped Clear Through Yellow	Y
Omit Overlaps	-
Preempt Extend**	2

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



OASIS 2070 TIMING CHART

FEATURE	PHASE 1	2	4	6	7	8
Min Green 1 *	7	12	7	12	7	7
Extension 1 *	2.0	6.0	2.0	6.0	2.0	2.0
Max Green 1 *	25	120	45	120	15	45
Yellow Clearance	3.0	4.6	4.6	4.6	3.0	4.6
Red Clearance	2.9	2.0	3.1	2.0	3.3	3.1
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	7	7	7	-	-
Don't Walk 1	-	21	25	27	-	-
Seconds Per Actuation *	-	1.5	-	1.5	-	-
Max Variable Initial *	-	34	-	34	-	-
Time Before Reduction *	-	20	-	20	-	-
Time To Reduce *	-	45	-	45	-	-
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

* 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.

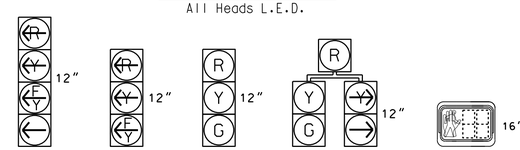
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS: LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING: PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	15 *	-	-
					6#	Y	Y	Y	-	3	-	-
2A	6X6	300	EXISTING	-	2	Y	Y	-	-	-	-	-
2B	6X6	300	EXISTING	-	2	Y	Y	-	-	-	-	-
2C	6X60	0	2-4-2	-	2	Y	Y	Y	-	3	-	-
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	10	-	-
4B	6X30	+5	2-4-2	-	4	Y	Y	-	-	15	-	-
6A	6X6	300	EXISTING	-	6	Y	Y	-	-	-	-	-
6B	6X6	300	EXISTING	-	6	Y	Y	-	-	-	-	-
7A	6X60	0	2-4-2	-	7	Y	Y	-	-	15 **	-	-
					4#	Y	Y	-	-	3	-	-
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	-	-
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	-
8C	6X6	0	2-4-2	-	8	Y	Y	-	-	15	-	-

* Disable delay during alternate phasing operation.
** Reduce delay to 3 seconds during alternate phasing operation.
# Disable phase call for loop during alternate phasing operation.

SIGNAL FACE I.D.

All Heads L.E.D.



11
71

21
83

22, 23
41, 42
62
81, 82

63

P21, P22
P41, P42
P61, P62

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
□	Pedestrian Signal Head	■
○	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	Curb Ramp	
◎	Metal Strain Pole	■
⬡	Type II Signal Pedestal	●
⊳	Out of Pavement Detector	▬

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

US 70 (Statesville Boulevard)
at
SR 1722 (Majolica Road)
and Ashbrook Road

Division 9 Rowan County Salisbury

PLAN DATE: September 2021 REVIEWED BY:
PREPARED BY: J.A. Lohr REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE 0 40 1"=40'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMER
DocuSigned by: 9/30/2021
DATE
SIG. INVENTORY NO. 09-1068

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jalohr