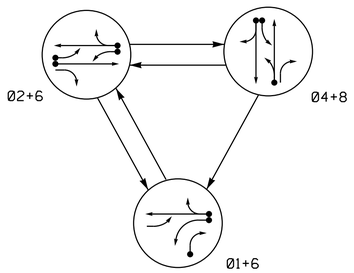
PROJECT REFERENCE NO.	SHEET NO.
R-5605	Sig 3.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

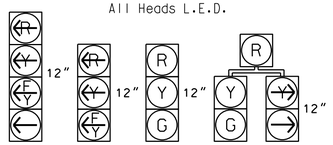
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 0 1 + 6	PHASE 0 2 + 6	PHASE 0 4 + 8	FLASH
11	←	~~F Y~~	~~R~~	~~Y~~
21	~~F Y~~	~~F Y~~	~~R~~	~~Y~~
22, 23	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y
81	R	R	G	R
82	R/←	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



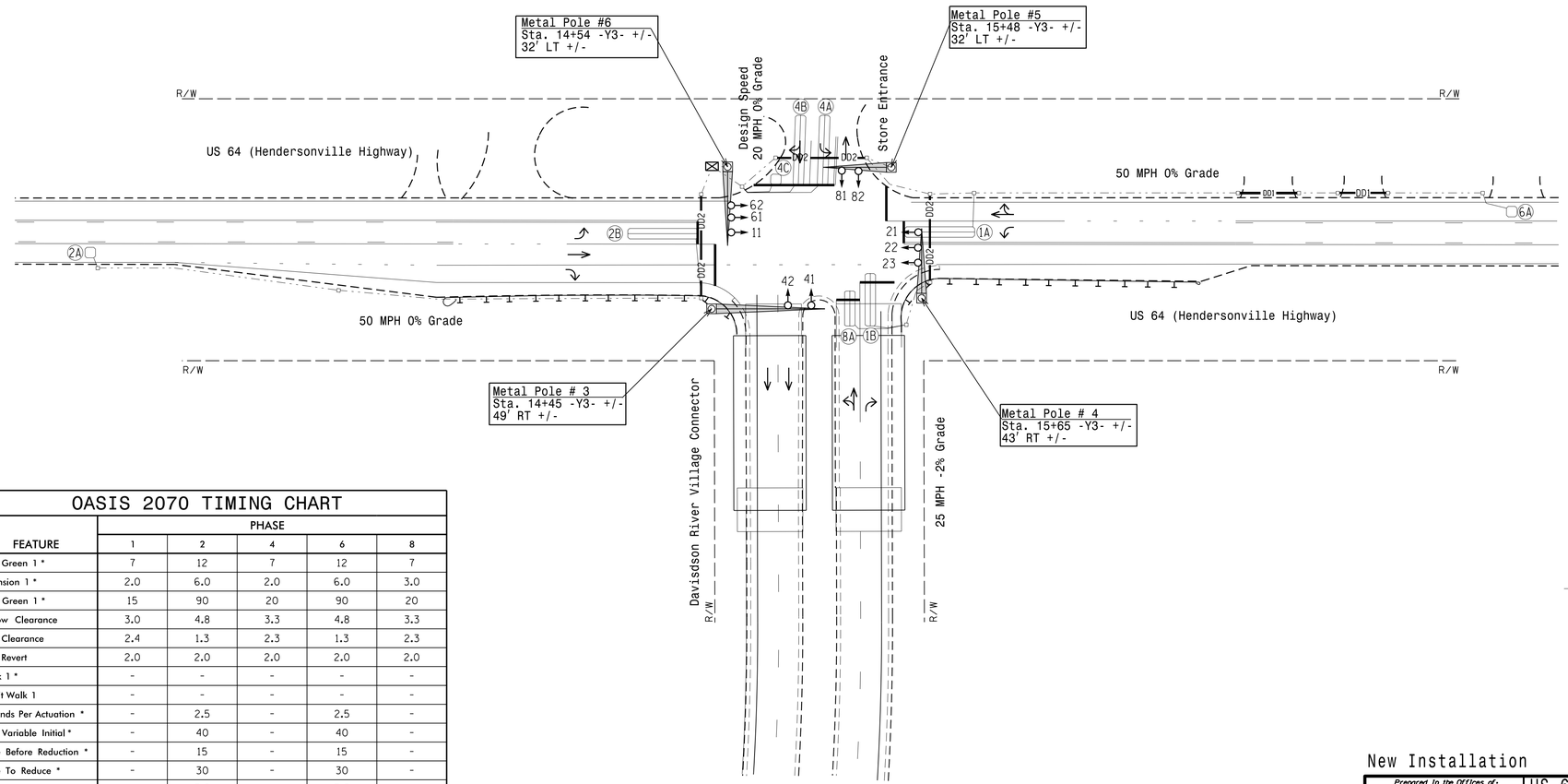
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	Y
					6	Y	Y	Y	-	3	-	Y
1B	6X30	+5	2-4-2	Y	1	Y	Y	-	-	15	-	Y
2A	6X6	355	6	Y	2	Y	Y	-	-	-	-	Y
2B	6X40	0	2-4-2	Y	2	Y	Y	Y	-	3	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	3	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	10	-	Y
4C	6X6	0	3	Y	4	Y	Y	-	-	15	-	Y
6A	6X6	355	6	Y	6	Y	Y	-	-	-	-	Y
8A	6X20	+5	2-4-2	Y	8	Y	Y	-	-	-	-	Y

3 Phase
Fully Actuated
Isolated

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.



OASIS 2070 TIMING CHART

FEATURE	PHASE 1	2	4	6	8
Min Green 1 *	7	12	7	12	7
Extension 1 *	2.0	6.0	2.0	6.0	3.0
Max Green 1 *	15	90	20	90	20
Yellow Clearance	3.0	4.8	3.3	4.8	3.3
Red Clearance	2.4	1.3	2.3	1.3	2.3
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	2.5	-	2.5	-
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

* 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	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
▭↓	Pedestrian Signal Head With Push Button & Sign	■↓
○	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	Guardrail	N/A
—DD1—	Directional Drill (1 Conduit - 2")	N/A
—DD2—	Directional Drill (2 Conduit - 2")	N/A
○→	Metal Pole with Mastarm	●→

New Installation

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 64 (Hendersonville Highway) at Davidson River Village Connector / Store Entrance

Division 14 Transylvania County Near Brevard

PLAN DATE:	September 2015	REVIEWED BY:	T. Williams
PREPARED BY:	M. Mahbooba	REVIEWED BY:	

REVISIONS	INIT.	DATE

SCALE 0 40 1"=40'

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 024393 ENGINEER TIMOTHY J. WILLIAMS

DocuSigned by: T. J. Williams 07AD7926EB934CA... 9/29/2015 DATE

SIG. INVENTORY NO. 14-1288

01-OCT-2015 11:18
R:\Traffic\Signal Design\Signals\14-1288\141288_sig_dsn_20150dds.dgn
mahbooba