PHASING DIAGRAM

Ø2+6   Ø4+8

PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE		FLASH
	Ø2+6	Ø4+8	
21,22	G	R	Y
41,42	R	G	R
61,62	G	R	Y
81,82	R	G	R
P41,P42	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.

R
Y   12"
G

21,22
41,42
61,62
81,82

P41,P42   16"
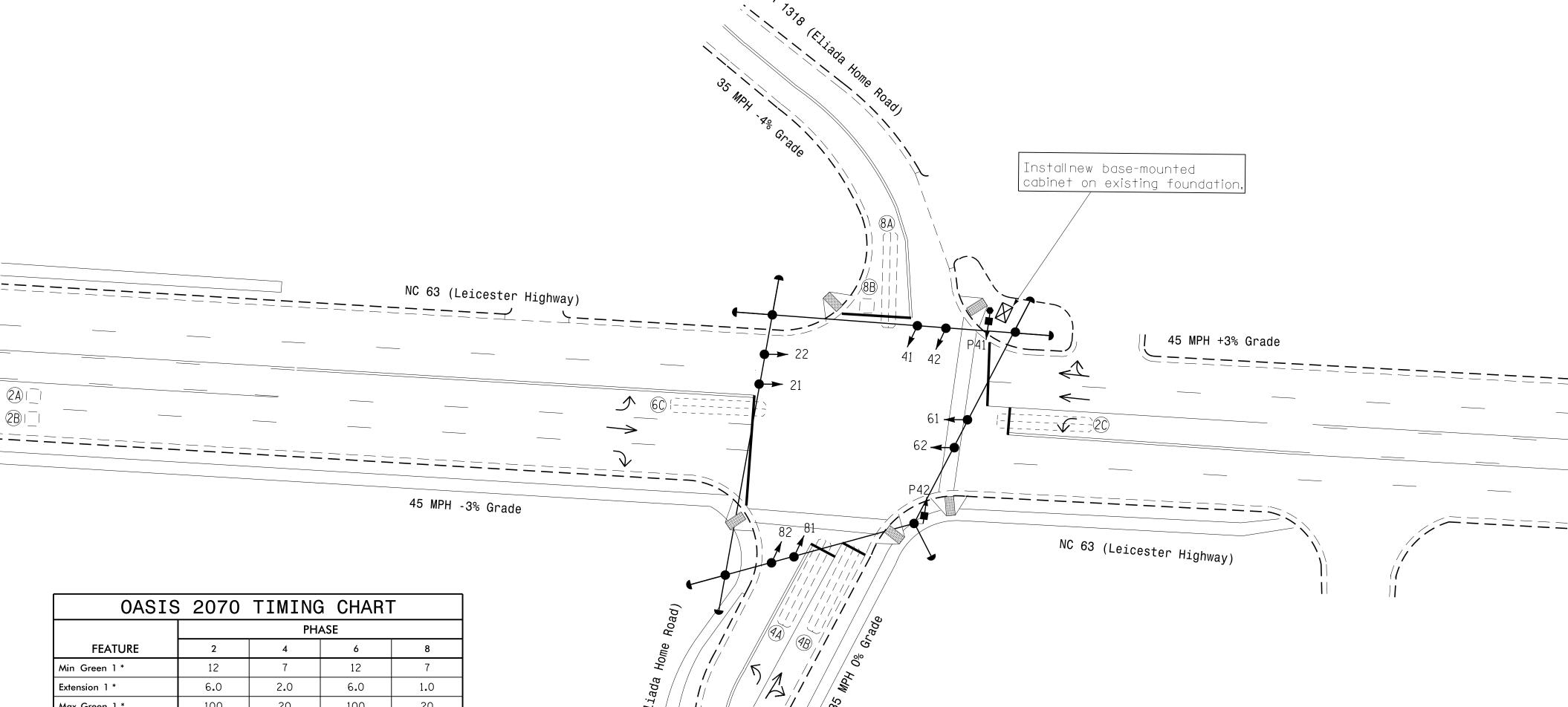
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

	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
2A	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
2C	6X40	+5	2-4-2	-	2	Y	Y	Y	-	3	-	Y
4A	6X40	+5	EXIST	-	4	Y	Y	-	-	5	-	Y
4B	6X40	+5	EXIST	-	4	Y	Y	-	-	15	-	Y
6A	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
6C	6X40	+5	2-4-2	-	6	Y	Y	Y	-	3	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6X6	0	EXIST	-	8	Y	Y	-	-	10	-	Y

2 Phase
Fully Actuated
Asheville Signal System

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. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
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. Pavement markings are existing.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

Install new base-mounted cabinet on existing foundation.

SR 1318 (Eliada Home Road)

35 MPH -4% Grade

NC 63 (Leicester Highway)

45 MPH +3% Grade

45 MPH -3% Grade

45 MPH 0% Grade

35 MPH 0% Grade

SR 1318 (Eliada Home Road)

NC 63 (Leicester Highway)

OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	6.0	2.0	6.0	1.0
Max Green 1 *	100	20	100	20
Yellow Clearance	4.8	3.9	4.8	3.9
Red Clearance	1.8	2.5	1.8	2.5
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	-
Don't Walk 1	-	18	-	-
Seconds Per Actuation *	1.5	-	1.5	-
Max Variable Initial *	35	-	35	-
Time Before Reduction *	15	-	15	-
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

* 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	—-—-
	Right of Way	⸺
N/A		⸺
→	Directional Arrow	→
○	Type II Signal Pedestal	●

Signal Upgrade

Prepared In the Offices of:

Transportation Mobility and Safety Division
DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner.NC 27529

NC 63 (Leicester Highway)
at
SR 1318 (Eliada Home Road)

Division 13   Buncombe County   Leicester

PLAN DATE:	June 2016	REVIEWED BY: T. J. Williams
PREPARED BY:	C. Pierce	REVIEWED BY:

REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
24393
ENGINEER
TIMOTHY J. WILLIAMS

J. J. Williams 10/20/2016
DATE

SIG. INVENTORY NO.   13-0057

SCALE
0   30
1"=30'