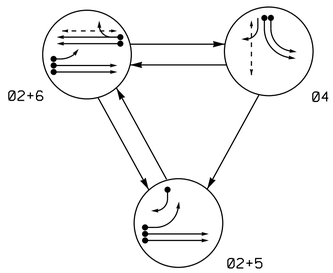
PROJECT REFERENCE NO.	SHEET NO.
U-4715 B	Sig. 212.0

PHASING DIAGRAM

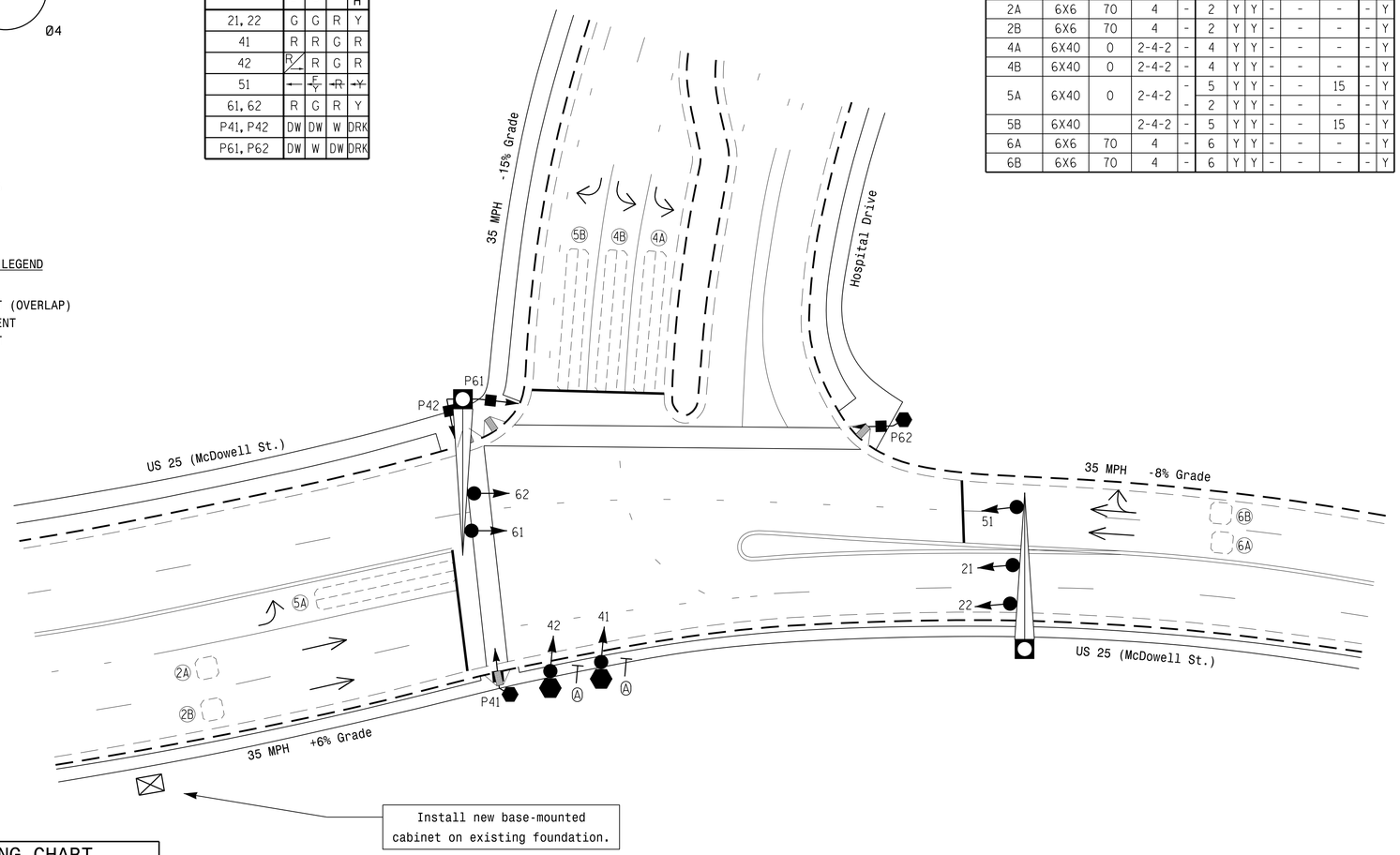


PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION				
SIGNAL FACE	PHASE			
	Ø2+5	Ø2+6	Ø4	FLASH
21, 22	G	G	R	Y
41	R	R	G	R
42	R/	R	G	R
51	←	F Y	~~R~~	~~Y~~
61, 62	R	G	R	Y
P41, P42	DW	DW	W	DRK
P61, P62	DW	W	DW	DRK

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	70	4	-	2	Y	Y	-	-	-	-	Y
2B	6X6	70	4	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
				-	2	Y	Y	-	-	-	-	Y
5B	6X40		2-4-2	-	5	Y	Y	-	-	15	-	Y
6A	6X6	70	4	-	6	Y	Y	-	-	-	-	Y
6B	6X6	70	4	-	6	Y	Y	-	-	-	-	Y



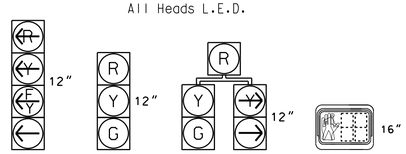
Install new base-mounted cabinet on existing foundation.

OASIS 2070 TIMING CHART				
FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	10	7	7	10
Extension 1 *	3.0	2.0	2.0	3.0
Max Green 1 *	45	25	15	45
Yellow Clearance	4.5	3.9	3.0	4.5
Red Clearance	2.7	2.6	2.9	2.7
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	7
Don't Walk 1	-	15	-	26
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MIN RECALL	-	-	MIN RECALL
Vehicle Call Memory	YELLOW	-	-	YELLOW
Dual Entry	-	-	-	-
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.

SIGNAL FACE I.D.

All Heads L.E.D.



51 | 21, 22, 41, 61, 62 | 42 | P41, P42, P61, P62

3 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. Phase 5 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.
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. 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.

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	→
⬭→	Metal Pole with Mastarm	⬭→
⬡	Type II Signal Pedestal	⬢
N/A	Curb Ramp	▟
Ⓐ	Left Arrow "ONLY" Sign (R3-5L)	Ⓐ

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

US 25 (McDowell St.) at Hospital Drive

Division 13 Buncombe County Asheville

PLAN DATE: July 2016 REVIEWED BY: T.J. Williams

PREPARED BY: R.N. Zinser REVIEWED BY:

SCALE 0 20 1"=20'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 043914 ENGINEER RICHARD N. ZINSER

DocuSigned by: Richard N. Zinser 10/28/2016
F13B8973472248F DATE

SIG. INVENTORY NO. 13-1231

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