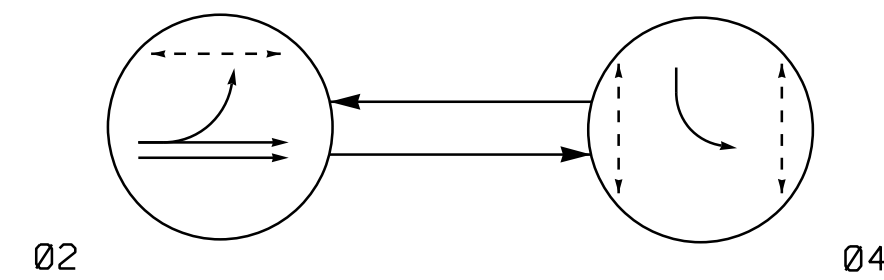## PHASING DIAGRAM

Ø2   Ø4

PHASING DIAGRAM DETECTION LEGEND

◄——● DETECTED MOVEMENT
◄—— UNDETECTED MOVEMENT (OVERLAP)
◄- - - UNSIGNALIZED MOVEMENT
◄- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2	PHASE Ø4	FLASH
21,22	G	R	Y
41,42	R	G	R
P21,P22	W	DW	DRK
P41,P42,P43,P44	DW	W	DRK

W – Walk
DW – Don't Walk
DRK – Dark

SIGNAL FACE I.D.

All Heads L.E.D.

R
Y 12"
G

16"

21,22   P21,P22
41,42   P41,P42,P43,P44
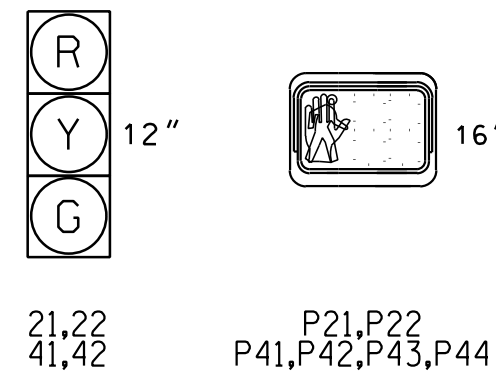
OASIS 2070E LOOP & DETECTOR INSTALLATION CHART

LOOP	INDUCTIVE LOOPS 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
S1	6X6	+110	3	-	-	-	-	-	-	-	Y	Y
S2	6X6	+110	3	-	-	-	-	-	-	-	Y	Y

2 Phase
Pre-Timed
(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. 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.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Locate new cabinet on existing foundation.
10. Program phase 2 for Rest-In-Walk.
11. Program controller to allow an Advance Walk movement before serving the vehicle phase.
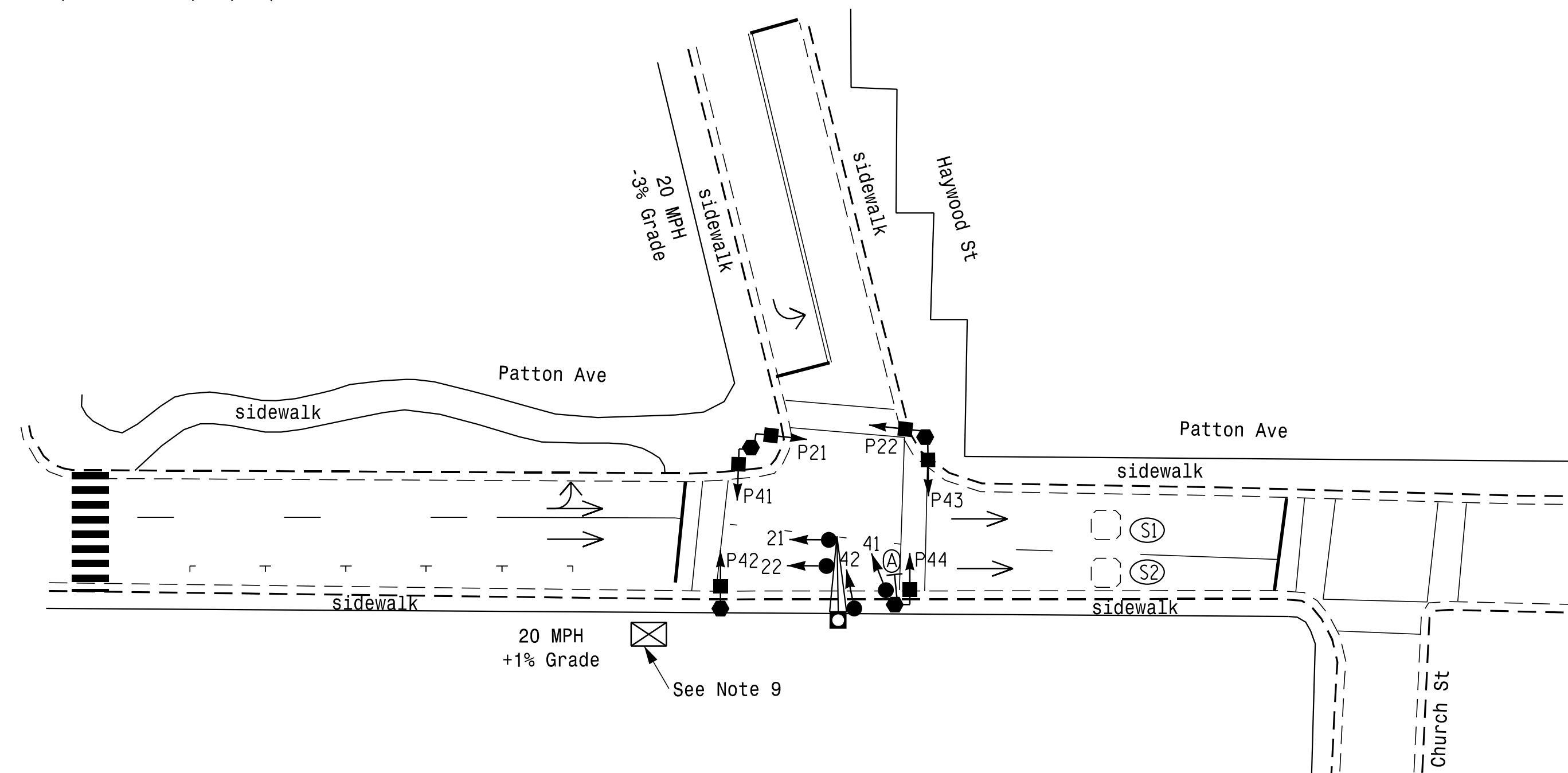
OASIS 2070E TIMING CHART

FEATURE	PHASE 2	PHASE 4
Min Green 1 *	10	7
Extension 1 *	0.0	0.0
Max Green 1 *	30	20
Yellow Clearance	3.0	3.0
Red Clearance	2.1	1.9
Red Revert	2.0	2.0
Walk 1 *	23	11
Don't Walk 1	7	9
Walk Advance **	3.0	3.0
Seconds Per Actuation *	-	-
Max Variable Initial *	-	-
Time Before Reduction *	-	-
Time To Reduce *	-	-
Minimum Gap	-	-
Recall Mode	MAX/PED	MAX/PED
Vehicle Call Memory	-	-
Dual Entry	-	-
Simultaneous Gap	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.
** See Note 11

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	⊙—▷
Ⓐ	'ONE WAY' Sign (R6-2)	Ⓐ
○	Type II Signal Pedestal	●

Signal Upgrade

Prepared for the Offices of:
CITY OF ASHEVILLE NORTH CAROLINA

Patton Ave at Haywood St

Division 13	Buncombe County	Asheville
PLAN DATE: MAY 2016	REVIEWED BY: SMH	
PREPARED BY: BGR	REVIEWED BY: JBV	
REVISIONS		INIT.	DATE

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161 S.Charlotte St.Asheville NC 28802

SCALE
0   30
1"=30'

SEAL
NORTH CAROLINA
SEAL
022599
JAMES B. VOSO
PROFESSIONAL ENGINEER

DocuSigned by:
James Voso
12/13/2016
SIGNATURE   DATE

SIG. INVENTORY NO.   COA-0113