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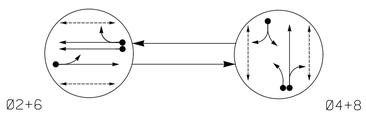
PROJECT REFERENCE NO.	SHEET NO.
U-5104	Sig. 6.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	PHASE Ø4+8	PHASE FLASH
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R
P21, P22	W	DW	DRK
P41, P42	DW	W	DRK
P61, P62	W	DW	DRK
P81, P82	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.

21, 22	P21, P22
41, 42	P41, P42
61, 62	P61, P62
81, 82	P81, P82

OASIS 2070L 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	Y	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	10	-	Y
6A	6X6	70	4	Y	6	Y	Y	-	-	-	-	Y
6B	6X6	70	4	Y	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	-	Y
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	10	-	Y

2 Phase
Fully Actuated
(Brevard Signal System)

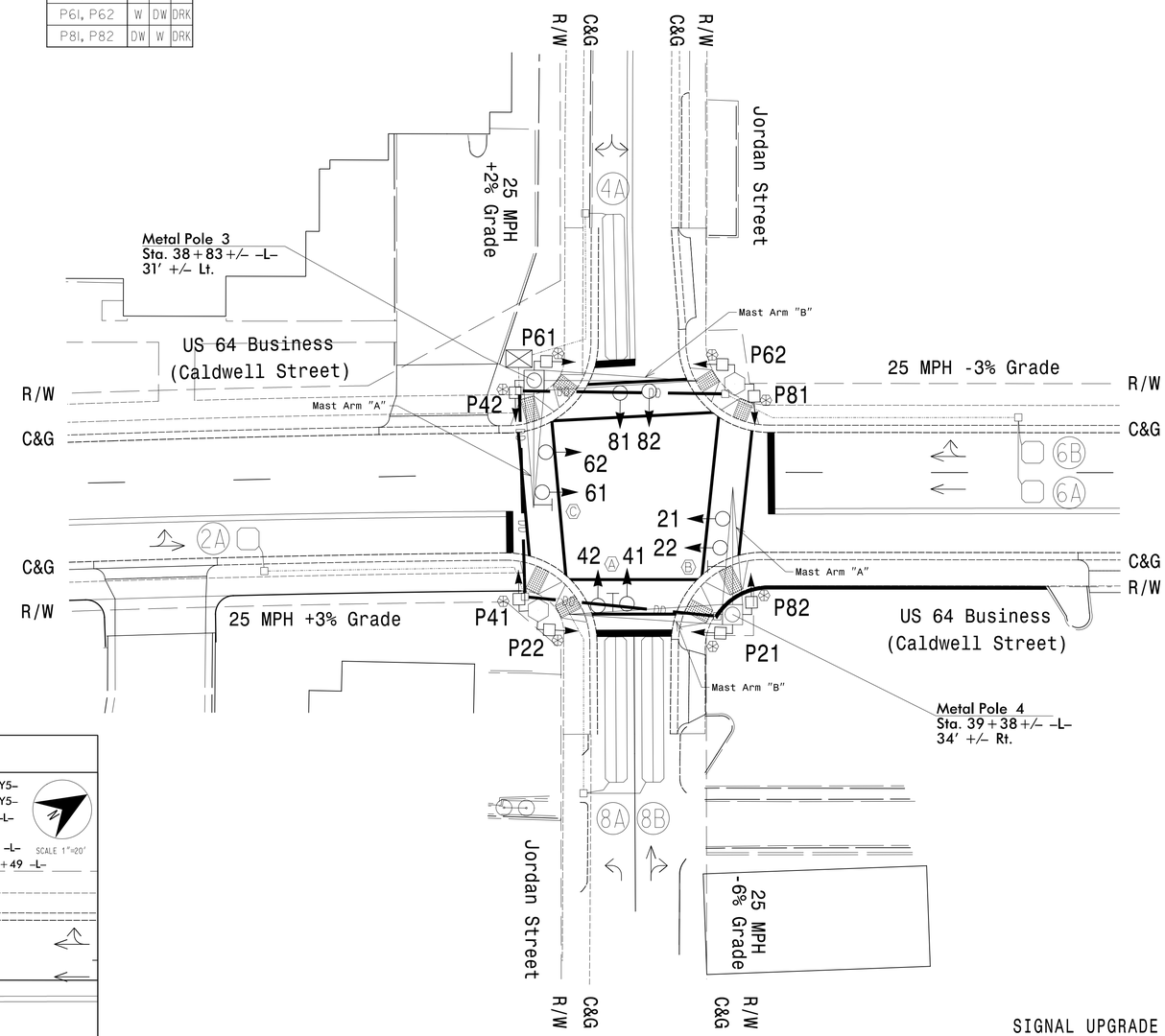
NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 "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. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Closed loop system data: Controller Asset # 0734.
9. Pedestrian pedestals are conceptual and shown for reference only. See sheets P1-P3 for location details.

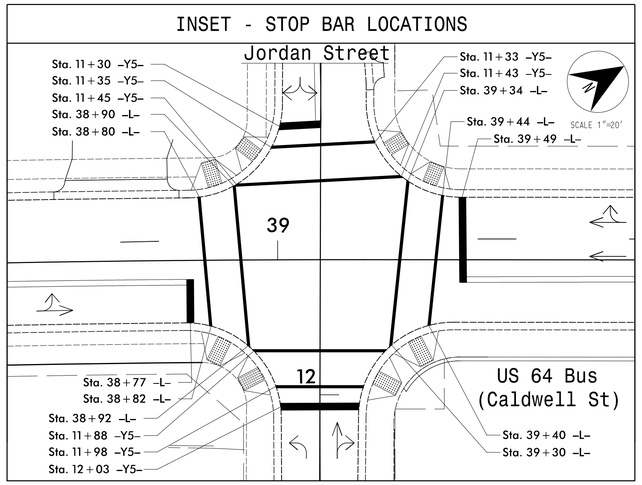
OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green 1 *	10	7	10	7
Extension 1 *	3.0	2.0	3.0	2.0
Max Green 1 *	40	20	40	20
Yellow Clearance	3.1	3.0	3.3	3.5
Red Clearance	1.8	1.8	1.7	1.7
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	4	4	4	4
Don't Walk 1	5	7	6	7
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	-	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.



INSET - STOP BAR LOCATIONS



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	
DD	Directional Drill	N/A
	Type I Signal Pedestal	
	Type II Signal Pedestal	
	Metal Pole with Mastarm	
A	Dual Turn Arrows Sign (R10-21)	A
B	No Right Turn Sign (R3-1)	B
C	No Left Turn Sign (R3-2)	C

SIGNAL UPGRADE

SEPI ENGINEERING & CONSTRUCTION
1025 Wade Avenue
Raleigh, NC 27605
Tel:919-789-9977
Fax:919-789-9591
License #: C-2197

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

SCALE 0 20 1"=20'

US 64 Bus. (Caldwell Street)
at
Jordan Street

Division 14 Transylvania County Brevard

PLAN DATE:	May 2015	REVIEWED BY:	J Hochanadel
PREPARED BY:	M Copple	REVIEWED BY:	J Kopaskie

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 029669 ENGINEER JOSEPH B. KOPASKIE

DocuSigned by:
Joseph Kopaskie
DOCUSIGNED BY:
7/31/2015
DATE

SIG. INVENTORY NO. 14-0734

7/31/2015
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jkopaskie