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, 42	R	R	G	R
51	←	E	R	Y
61, 62	R	G	R	Y
P41, P42	DW	DW	W	DRK
P61, P62	DW	W	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.

Accessible Pedestrian Signals

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

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
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6X40	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
S1	6X6	+90	4	-	-	-	-	-	-	-	Y	Y

3 Phase
Semi-Actuated
Asheville Signal System

NOTES
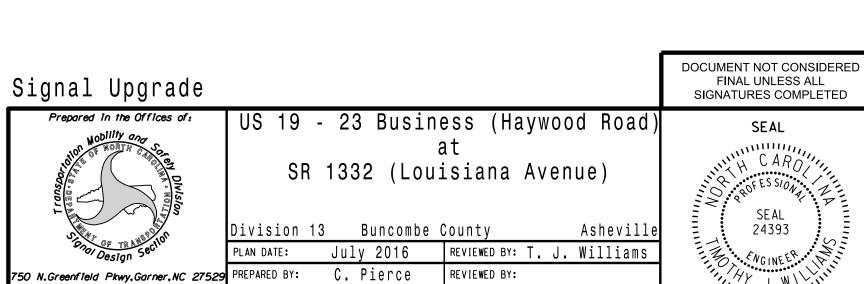
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Program phase 6PED for Ped Recall.
4. Phase 5 may be lagged.
5. Reposition existing signal head number 22.
6. Set all detector units to presence mode.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Program controller to operate using FYA compact mode.
9. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
10. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
11. Pedestrian pedestals are conceptual and shown for reference only. See sheets P1-P3 for pushbutton location details.
12. Pavement markings are existing.
13. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

Install new pole-mounted cabinet in existing location.

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	
→	Pavement Marking Arrow	→
○	Type II Signal Pedestal	●
Ⓐ	"NO TURN ON RED" Sign (R10-11)	Ⓐ
Ⓑ	"STOP HERE ON RED" Sign (R10-6)	Ⓑ

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	4	5	6
Min Green 1 *	15	7	8	15
Extension 1 *	0.0	2.0	1.0	0.0
Max Green 1 *	35	30	15	35
Yellow Clearance	3.0	3.0	3.0	3.0
Red Clearance	2.6	3.3	2.1	2.6
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	7
Don't Walk 1	-	10	-	9
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MIN RECALL	-	-	MIN / PED 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.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

NORTH CAROLINA
PROFESSIONAL
SEAL
24393
ENGINEER
TIMOTHY J. WILLIAMS

T. J. Williams   9/13/2016
97AD792E8E934CA
DATE

Labels on plan: US 19-23 Business (Haywood Road), Sidewalk, Parking, P41, P42, P62, 62, 61, 42, 51, 41, 21, 22, 5A, 10 ft. min., 20 MPH -2% Grade, SR 1332 (Louisiana Avenue), 35 MPH -3% Grade, 4A, P61, 20 MPH +2% Grade, S1, Parking, Sidewalk, US 19-23 Business (Haywood Road)