PHASING DIAGRAM

Ø2+6   Ø4

Ø2+5

PHASING DIAGRAM DETECTION LEGEND

- ●——— DETECTED MOVEMENT
- ——— UNDETECTED MOVEMENT (OVERLAP)
- – – – UNSIGNALIZED MOVEMENT
- ‹– – –› PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	Ø2+5	Ø2+6	Ø4	FLASH
21	G	G	R	Y
22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
61, 62	R	G	R	Y
P41, P42	DW	DW	W	DRK
P43, P44	DW	DW	W	DRK
P61, P62	DW	DW	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.

21

22
41
61, 62

42

P41, P42
P43, P44
P61, P62

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

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	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
5A	6X40	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
5B	6X40	+5	2-4-2	-	5	Y	Y	-	-	15	-	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. Enable Backup Protect for phase 2 to allow the controller to clear from phase 2+6 to phase 2+5 by progressing through an all red display.
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.

Install new pole-mounted cabinet in existing location.

OASIS 2070 TIMING CHART

FEATURE	2	4	5	6
Min Green 1 *	10	7	7	10
Extension 1 *	0.0	2.0	2.0	0.0
Max Green 1 *	30	20	15	30
Yellow Clearance	4.0	3.0	3.0	4.0
Red Clearance	1.2	1.8	1.9	1.2
Red Revert	5.0	2.0	2.0	2.0
Walk 1 *	-	7	-	7
Don't Walk 1	-	13	-	11
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX RECALL	-	-	MAX RECALL
Vehicle Call Memory	-	-	-	-
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.

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	→
◯	Type II Signal Pedestal	●
N/A	Curb Ramp	◩

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

NORTH CAROLINA
PROFESSIONAL
SEAL
043914
ENGINEER
RICHARD N. ZINSER

Richard N. Zinser   8/8/2016
DATE

SIG. INVENTORY NO.   13-0380

REVISIONS	INIT.	DATE

SCALE
0   20

1"=20'