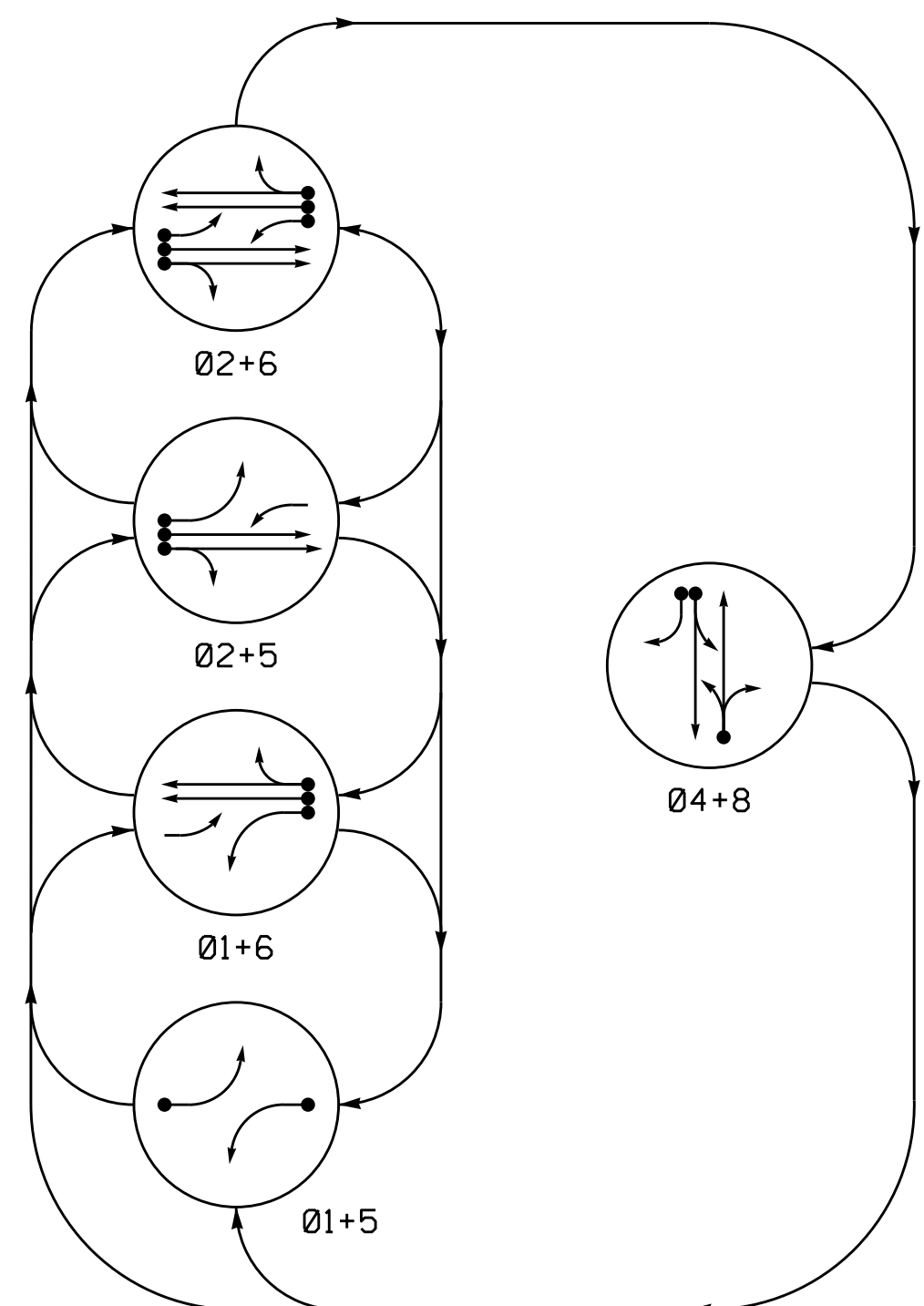


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

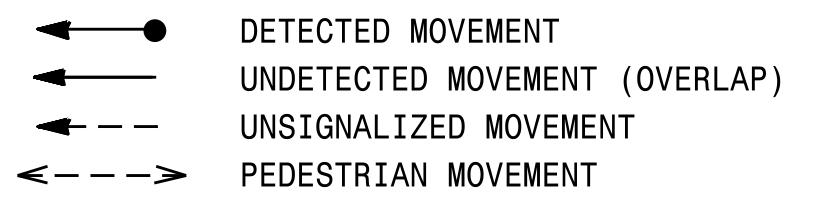
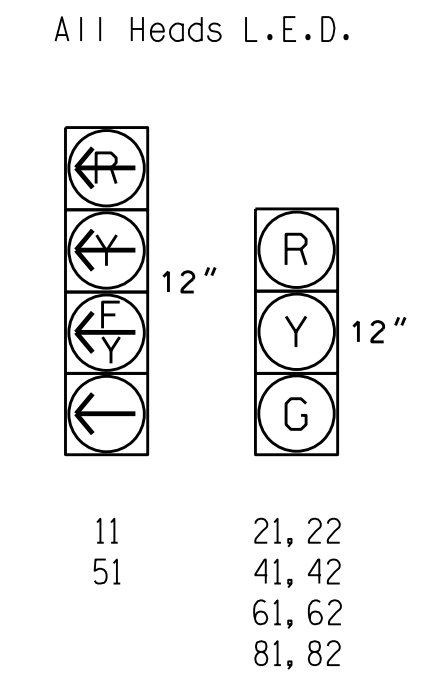


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	HEADS
11	←	←	→	→	←	→
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	←	→	←	→	←	→
61, 62	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R

SIGNAL FACE I.D.



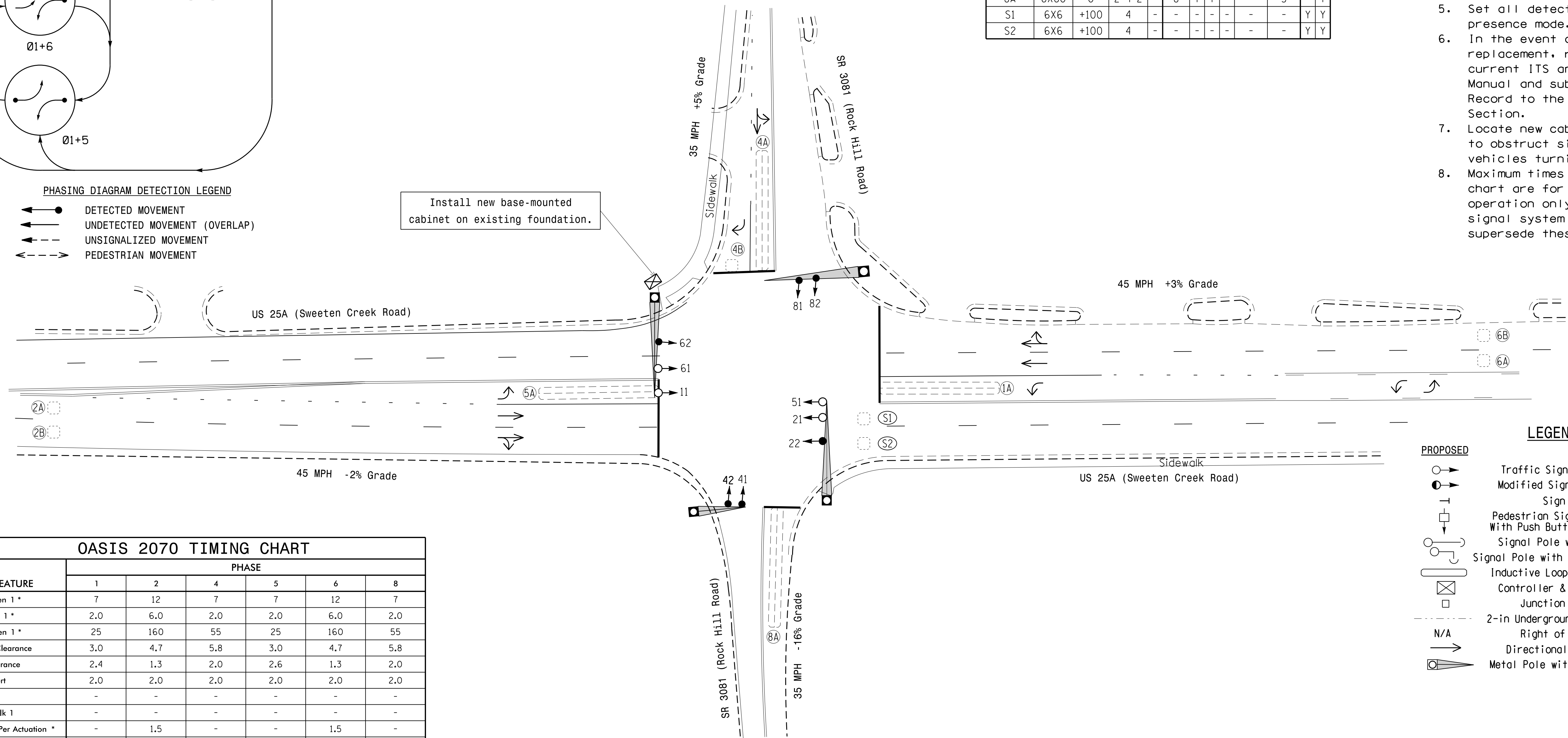
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X6	0	4	-	4	Y	Y	-	-	20	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	3	-	Y
S1	6X6	+100	4	-	-	-	-	-	-	-	-	Y
S2	6X6	+100	4	-	-	-	-	-	-	-	-	Y

5 Phase Fully Actuated Asheville Signal System

NOTES

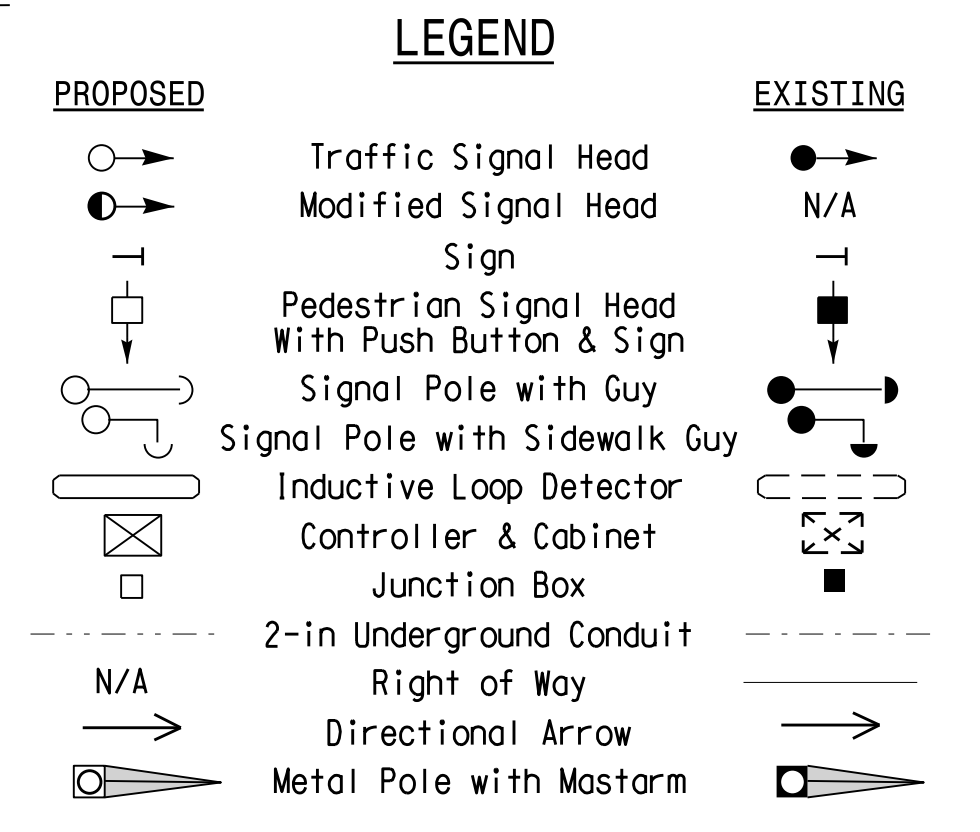
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Reposition existing signal heads numbered 22 & 62.
- Set all detector units to presence mode.
- 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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green 1 *	7	12	7	7	12	7
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	25	160	55	25	160	55
Yellow Clearance	3.0	4.7	5.8	3.0	4.7	5.8
Red Clearance	2.4	1.3	2.0	2.6	1.3	2.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	1.5	-
Max Variable Initial *	-	34	-	-	34	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	30	-	-	30	-
Minimum Gap	-	3.0	-	-	3.0	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-
Dual Entry	-	-	ON	-	-	ON
Simultaneous Gap	ON	ON	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 Upgrade

US 25A (Sweeten Creek Road) at SR 3081 (Rock Hill Road)

Division 13 Buncombe County Asheville

PLAN DATE: April 2016 REVIEWED BY: P. Alexander

PREPARED BY: M. Mahbooba REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 30 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 024393 THOMAS J. WILLIAMS

Division 13 Buncombe County Asheville

8/18/2016

SIG. INVENTORY NO. 13-0047

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