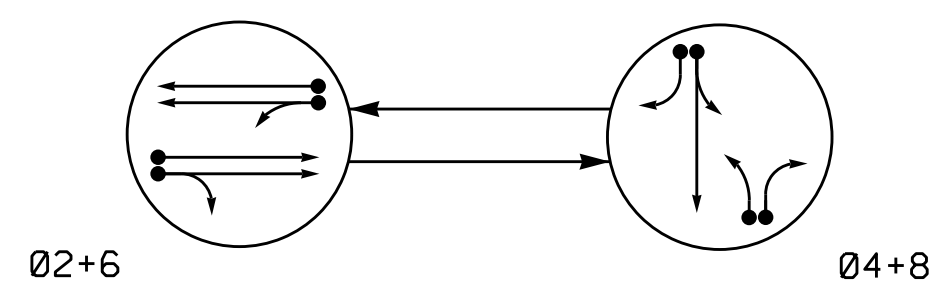


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

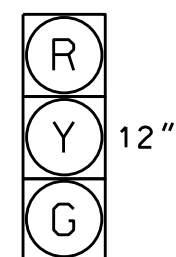
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- - - UNSIGNALIZED MOVEMENT
- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 2+6	Ø 4+8	F.L. TOTAL
21,22	G R	Y	
41,42	R G	R	
61,62	G R	Y	
81,82	R G	R	

SIGNAL FACE I.D.

All Heads L.E.D.



- 21,22
- 41,42
- 61,62
- 81,82

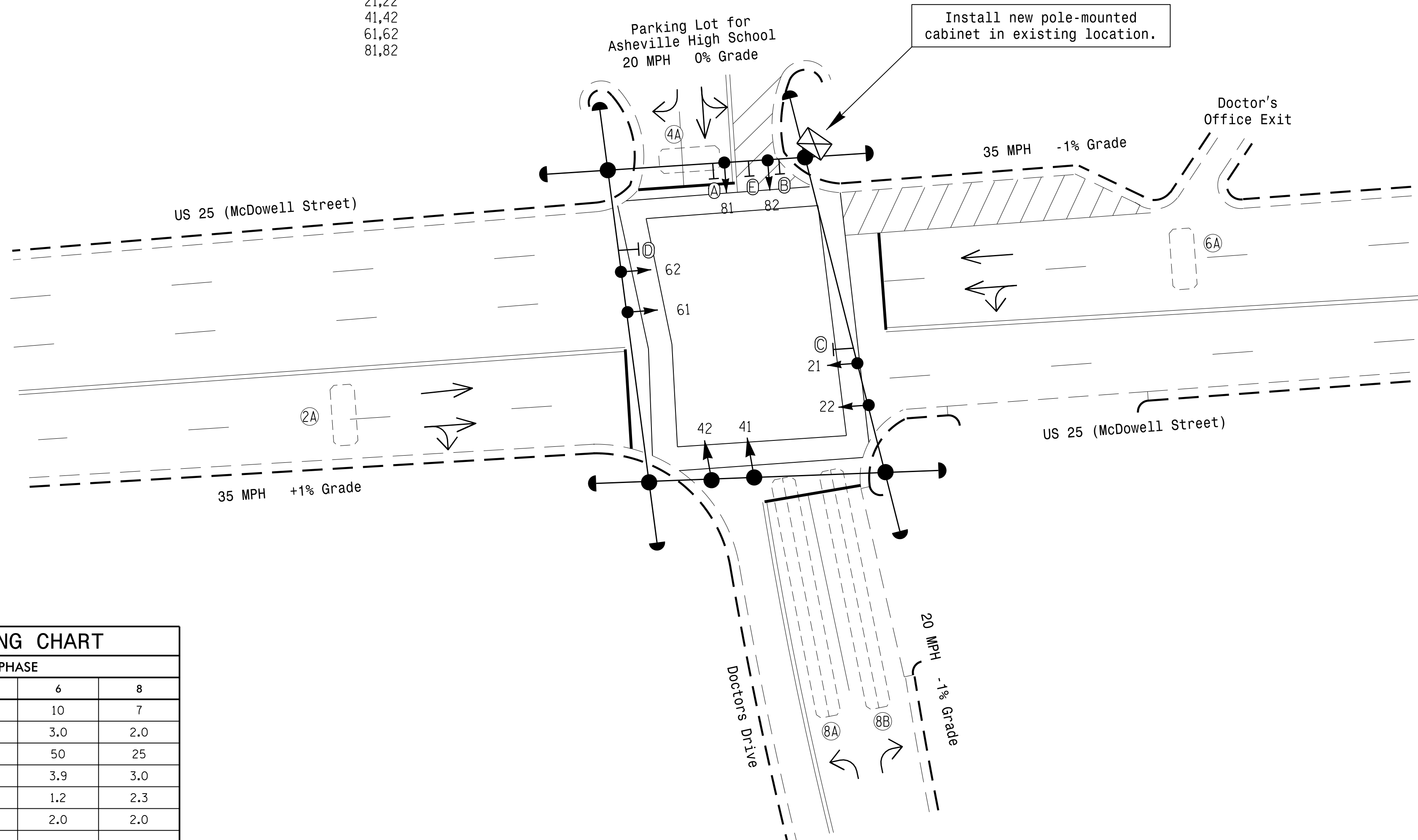
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	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
2A	6X17	70	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X17	5	EXIST	-	4	Y	Y	-	-	-	-	Y
6A	6X16	70	EXIST	-	6	Y	Y	-	-	-	-	Y
8A	6X60	+5	EXIST	-	8	Y	Y	-	-	-	-	Y
8B	6X60	+5	EXIST	-	8	Y	Y	-	-	10	-	Y

2 Phase Fully 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. 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. Repaint stopbars and/or crosswalks.
7. 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			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	3.0	2.0	3.0	2.0
Max Green 1 *	50	25	50	25
Yellow Clearance	3.9	3.0	3.9	3.0
Red Clearance	1.2	2.3	1.2	2.3
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
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.

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PROPOSED		EXISTING	
	Traffic Signal Head		N/A
	Modified Signal Head		N/A
	Pedestrian Signal Head		N/A
	Signal Pole with Guy		N/A
	Signal Pole with Sidewalk Guy		N/A
	Inductive Loop Detector		N/A
	Controller & Cabinet		N/A
	Junction Box		N/A
	2-in Underground Conduit		N/A
	Right of Way		N/A
	Directional Arrow		N/A
	Left Arrow "ONLY" Sign (R3-5L)		(A)
	Right Arrow "ONLY" Sign (R3-5R)		(B)
	No Left Turn Sign (R3-2)		(C)
	No Right Turn Sign (R3-1)		(D)
	"DO NOT ENTER" Sign (R5-1)		(E)

Signal Upgrade

	US 25 (McDowell Street) at Doctors Drive	
	Division 13 Buncombe County Asheville	
	PLAN DATE: November 2015	REVIEWED BY: T.J. Williams
	PREPARED BY: R.N. Zinsler	REVIEWED BY:
		DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED SEAL RICHARD N. ZINSLER PROFESSIONAL ENGINEER STATE OF NORTH CAROLINA No. 043914 DATE: 8/8/2016 SIG. INVENTORY NO. 13-0066