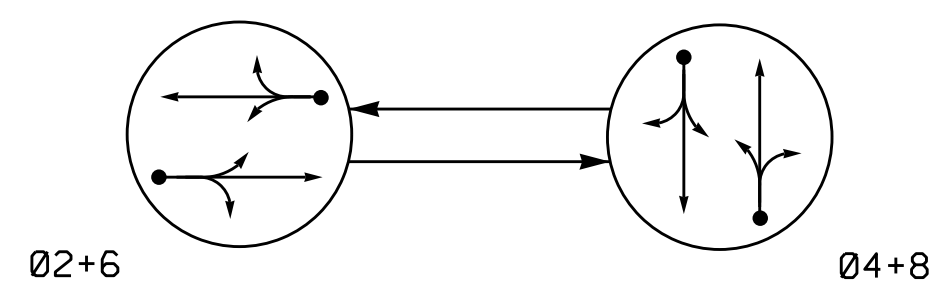


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

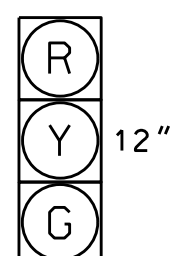
- ←●→ DETECTED MOVEMENT
- ←→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	FLASH
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

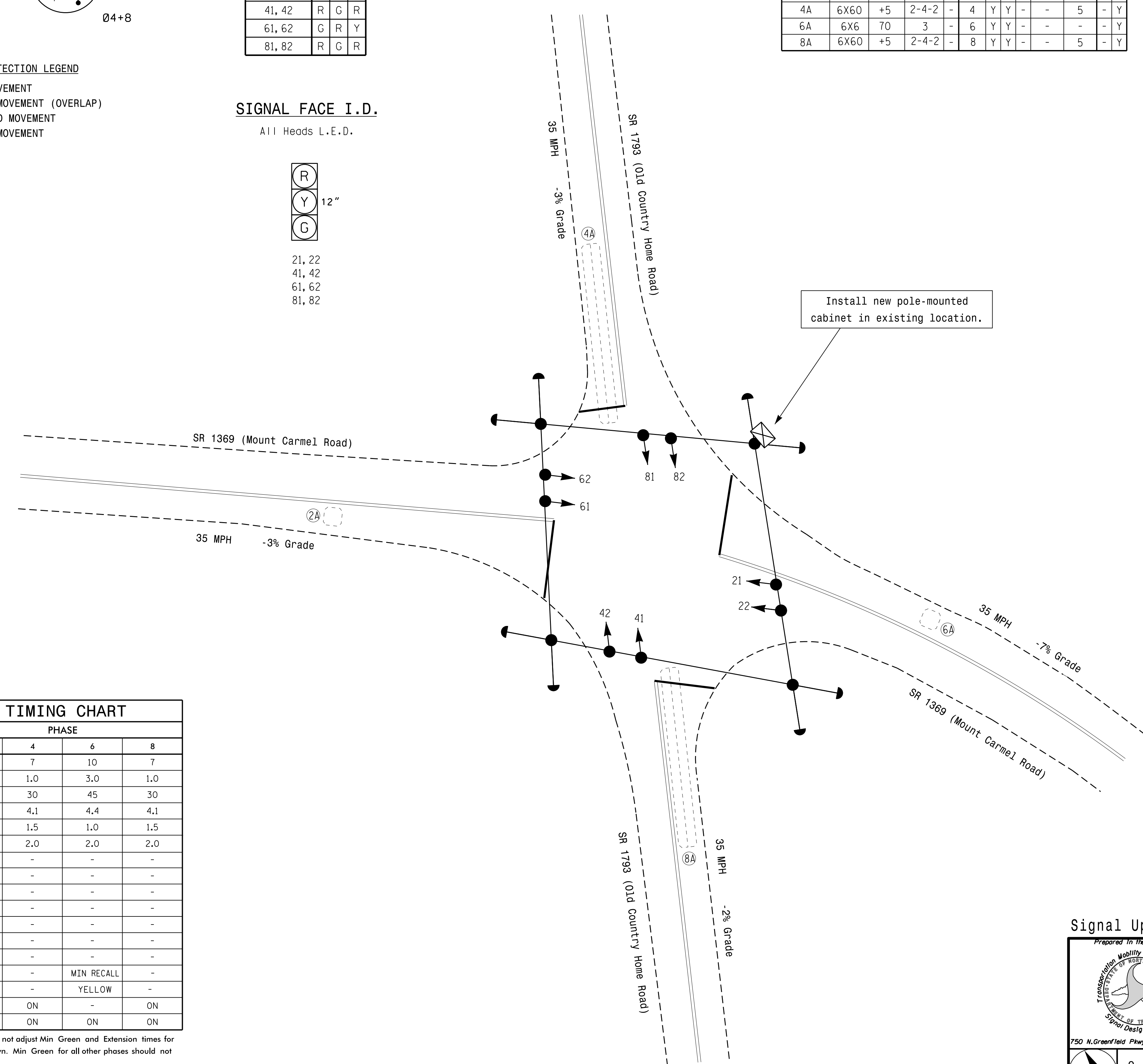
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
2A	6X6	70	3	-	2	Y	Y	-	-	-	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	5	-	Y
6A	6X6	70	3	-	6	Y	Y	-	-	-	-	Y
8A	6X60	+5	2-4-2	-	8	Y	Y	-	-	5	-	Y

2 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.
- 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.
- Pavement markings are existing.
- 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	1.0	3.0	1.0
Max Green 1 *	45	30	45	30
Yellow Clearance	4.4	4.1	4.4	4.1
Red Clearance	1.0	1.5	1.0	1.5
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.

LEGEND

- | PROPOSED | EXISTING |
|--|--|
| ○ → Traffic Signal Head | ● → N/A |
| ● → Modified Signal Head | □ → N/A |
| ⊥ Sign | ⊥ Sign |
| ⊥ Pedestrian Signal Head With Push Button & Sign | ⊥ Pedestrian Signal Head With Push Button & Sign |
| ○ Signal Pole with Guy | ● Signal Pole with Guy |
| ○ Signal Pole with Sidewalk Guy | ● Signal Pole with Sidewalk Guy |
| ⊠ Inductive Loop Detector | ⊠ Inductive Loop Detector |
| ⊠ Controller & Cabinet | ⊠ Controller & Cabinet |
| □ Junction Box | □ Junction Box |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| N/A Right of Way | --- Right of Way |
| → Directional Arrow | → Directional Arrow |
| → Pavement Marking Arrow | → Pavement Marking Arrow |

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1369 (Mount Carmel Road) at SR 1373/SR 1793 (Old Country Home Road)

Division 13 Buncombe County Asheville

PLAN DATE: May 2016 REVIEWED BY: T. J. Williams

PREPARED BY: C. Pierce REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

DocuSigned by: S. J. Williams 12/16/2016

SIG. INVENTORY NO. 13-0137

SCALE 0 20 1"=20'

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