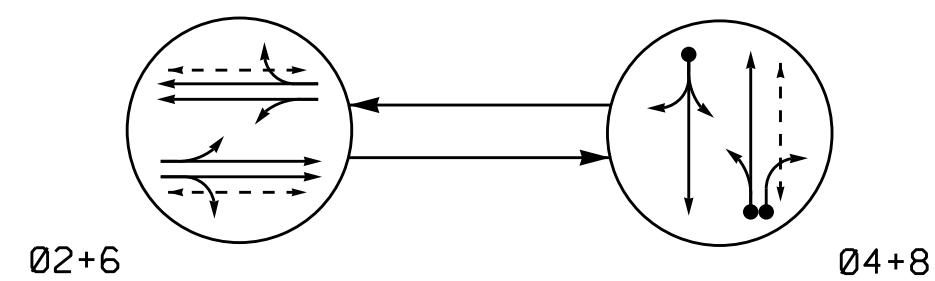


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

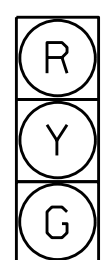
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- - - UNSIGNALIZED MOVEMENT
- ← - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

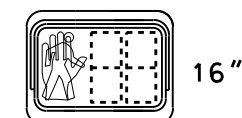
SIGNAL FACE	PHASE		
	Ø 2+6	Ø 4+8	FLIGHT
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R
P21, P22	W	DW	DRK
P61, P62	W	DW	DRK
P81, P82	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



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



P21, P22
P61, P62
P81, P82

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	6X60	0	2-4-2	-	4	Y	Y	-	-	5	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	3	-	Y
8B	6X60	0	2-4-2	-	8	Y	Y	-	-	15	-	Y
S1	6X6	+130	EXIST	-	-	-	-	-	-	-	Y	Y
S2	6X6	+130	EXIST	-	-	-	-	-	-	-	Y	Y

2 Phase Semi-Actuated Asheville Signal System

NOTES

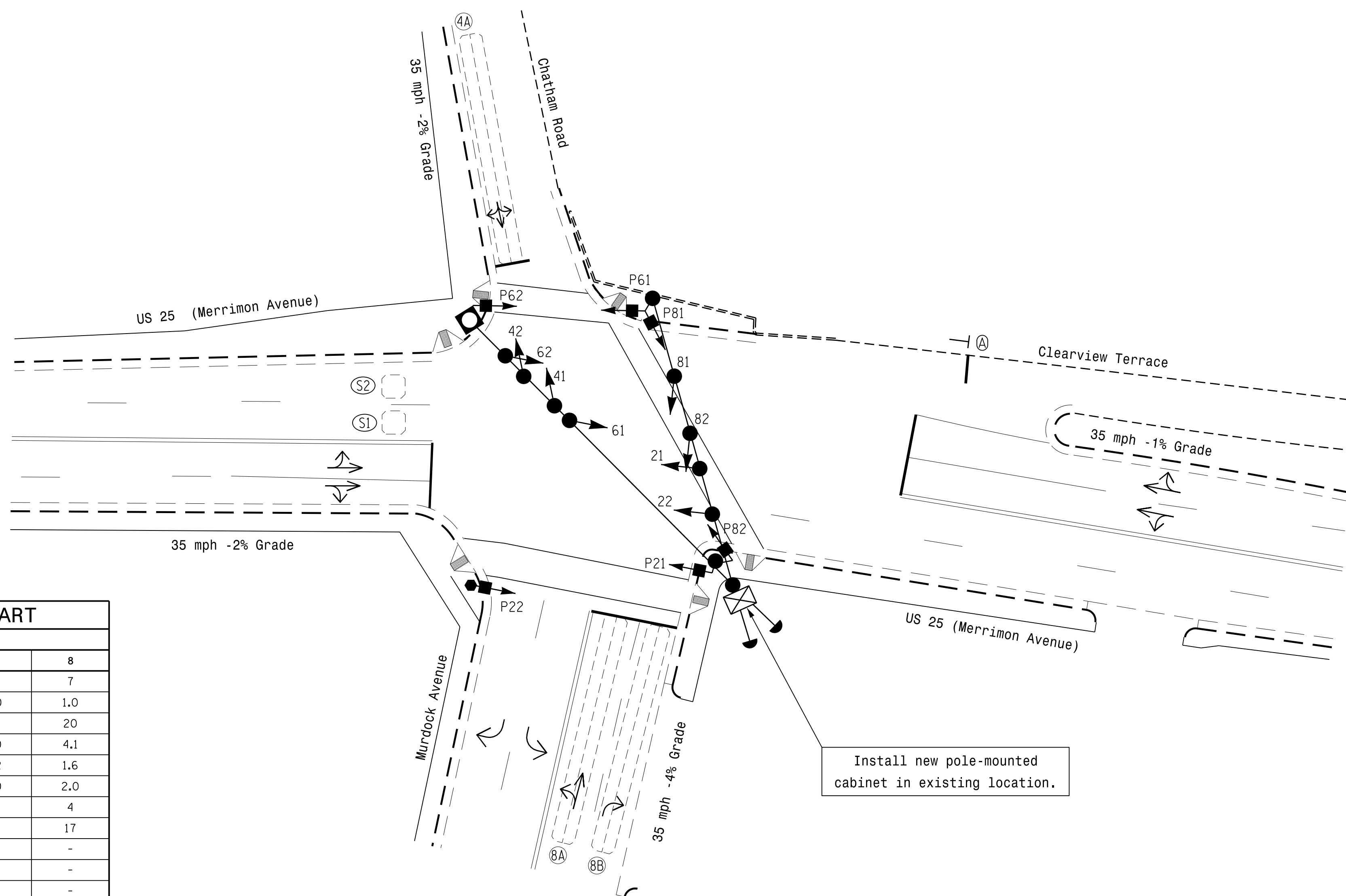
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- In the event of 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.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND

- | PROPOSED | EXISTING |
|----------|----------|
| | |
| | N/A |
| | |
| | |
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| N/A | |
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| | |
| | |
| N/A | |
| | |

OASIS 2070 TIMING CHART				
FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	1.0	0.0	1.0
Max Green 1 *	30	20	30	20
Yellow Clearance	4.0	4.1	4.0	4.1
Red Clearance	2.2	1.6	2.2	1.6
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	4	-	4	4
Don't Walk 1	14	-	6	17
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	-	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.



Signal Upgrade

	<p>US 25 (Merrimon Avenue) at Chatham Road / Murdock Avenue</p>		
	<p>Division 13 Buncombe County Asheville</p> <p>PLAN DATE: December 2015 REVIEWED BY: Z.M. Little</p> <p>PREPARED BY: R.N. Zinser REVIEWED BY:</p>	<p>REVISIONS</p> <p>INIT. DATE</p>	

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