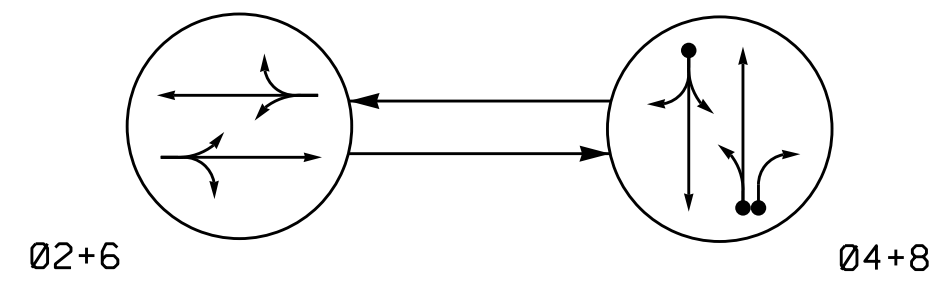


PHASING DIAGRAM



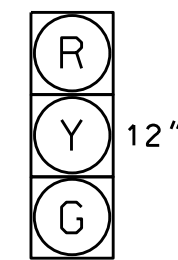
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE		
	Ø2+6	Ø4+8	FLIGHT
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

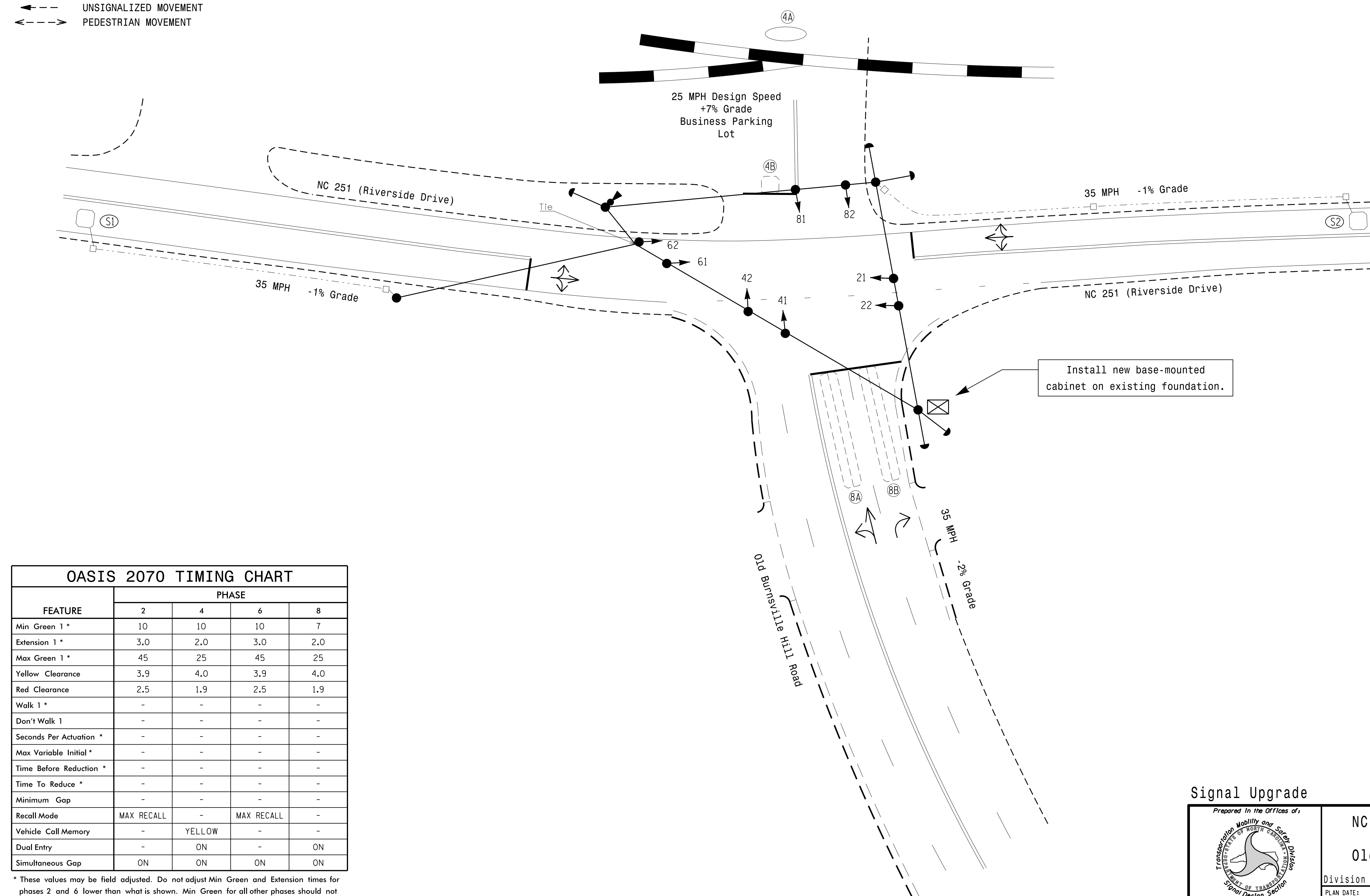
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME			DELAY TIME
4A*	-	60	-	-	4	Y	Y	-	-	-	Y
4B	6X6	0	EXIST	-	4	Y	Y	-	-	-	Y
8A	6X40	0	EXIST	-	8	Y	Y	-	-	3	Y
8B	6X40	0	EXIST	-	8	Y	Y	-	-	15	Y
S1	6X6	150	4	Y	-	-	-	-	-	-	Y
S2	6X6	150	3	Y	-	-	-	-	-	-	Y

* Microwave detector

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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- The cabinet should be designed to include an Auxiliary Output file for future use.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	10	10	7
Extension 1 *	3.0	2.0	3.0	2.0
Max Green 1 *	45	25	45	25
Yellow Clearance	3.9	4.0	3.9	4.0
Red Clearance	2.5	1.9	2.5	1.9
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX RECALL	-	MAX RECALL	-
Vehicle Call Memory	-	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.

PROPOSED	EXISTING
	N/A
N/A	
N/A	

Signal Upgrade

NC 251 (Riverside Drive)
at
Old Burnsville Hill Road

Division 13 Buncombe County Woodfin

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

PREPARED BY: R.N. Zinser REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

11/7/2016

SIG. INVENTORY NO. 13-0390

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