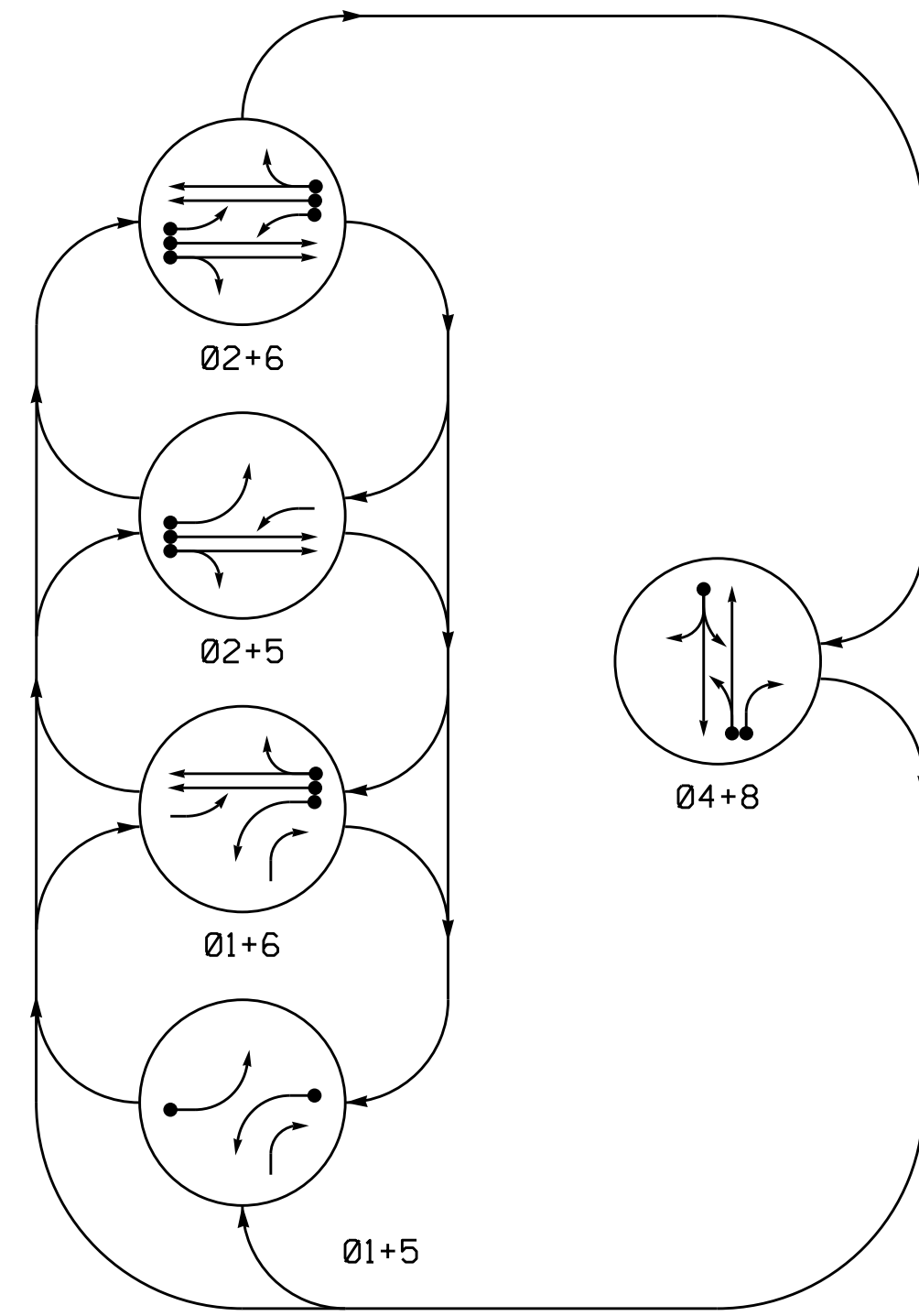


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

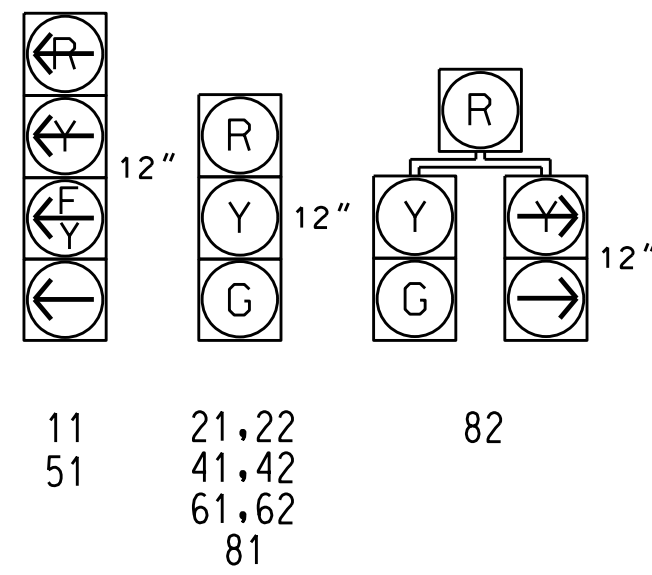
- → DETECTED MOVEMENT
- → UNDETECTED MOVEMENT (OVERLAP)
- → UNSIGNALIZED MOVEMENT
- - - - → PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø 1 + 5	Ø 1 + 6	Ø 2 + 5	Ø 2 + 6	Ø 4 + 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	R	R	R	R	G	R
82	R	R	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



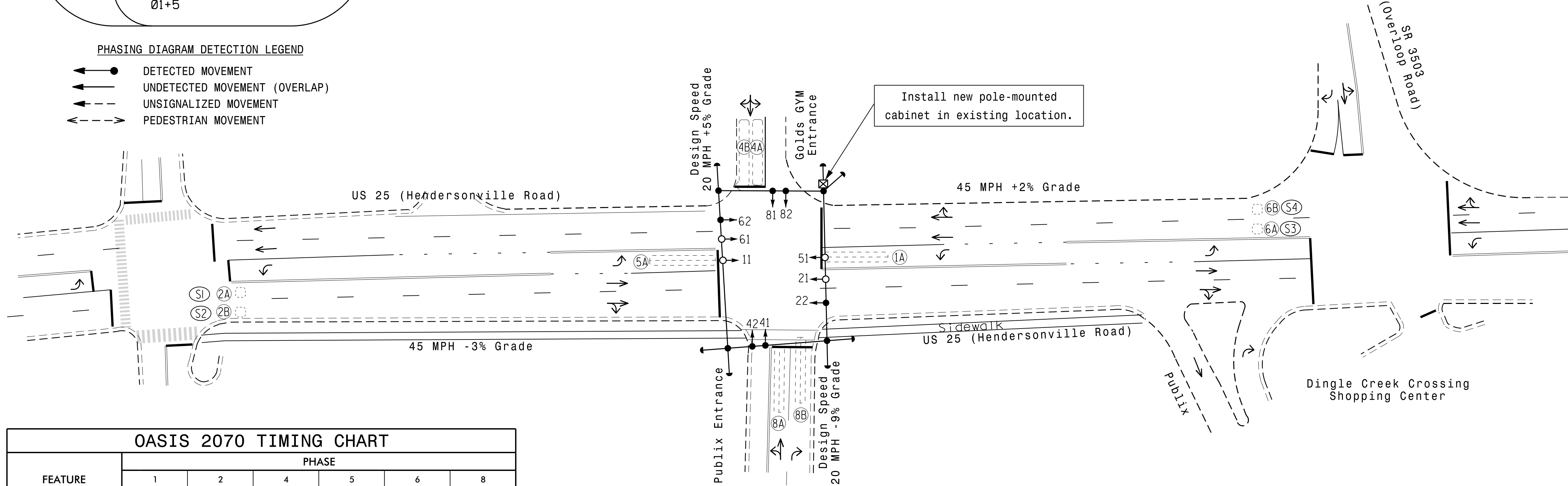
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD		
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A/S1	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
2B/S2	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
4A	6X50	0	EXIST	-	4	Y	Y	-	-	3	-	Y
4B	6X50	0	EXIST	-	4	Y	Y	-	-	10	-	Y
5A	6X40	0	2-4-2	-	2	Y	Y	-	-	3	-	Y
6A/S3	6X6	300	4	-	6	Y	Y	-	-	-	-	Y
6B/S4	6X6	300	4	-	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	-	Y
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	15	-	Y

5 Phase Fully Actuated Asheville Signal System

NOTES

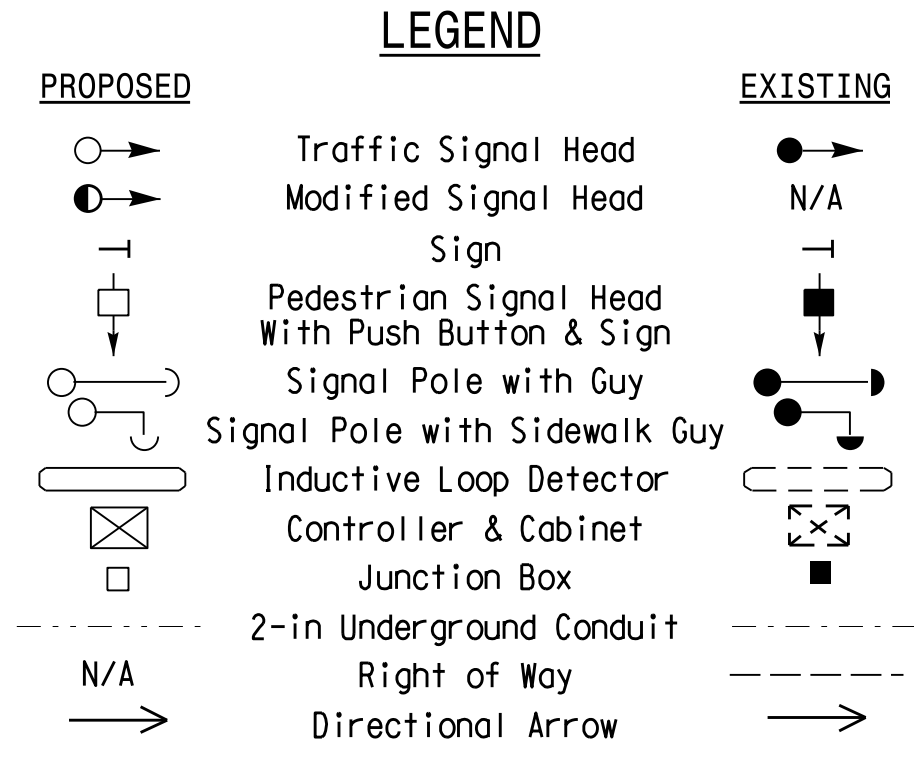
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Reposition existing signal heads numbered 22 & 62.
5. Set all detector units to presence mode.
6. 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.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Pavement markings are existing.
9. 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	1.0	2.0	6.0	2.0
Max Green 1 *	15	90	20	15	90	20
Yellow Clearance	3.0	4.8	3.3	3.0	4.8	3.3
Red Clearance	2.1	1.0	3.1	1.8	1.0	3.1
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

Prepared for the Offices of:

US 25 (Hendersonville Road) at Golds Gym Entrance / Publix Entrance

Division 13 Buncombe County Asheville

PLAN DATE: January 2016 REVIEWED BY: P. Alexander

PREPARED BY: M. Mahbooba REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 0 40
1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

 TIMOTHY J. WILLIAMS
 ENGINEER
 8/17/2016
 DATE
 SIG. INVENTORY NO. 13-0430

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 mmahbooba