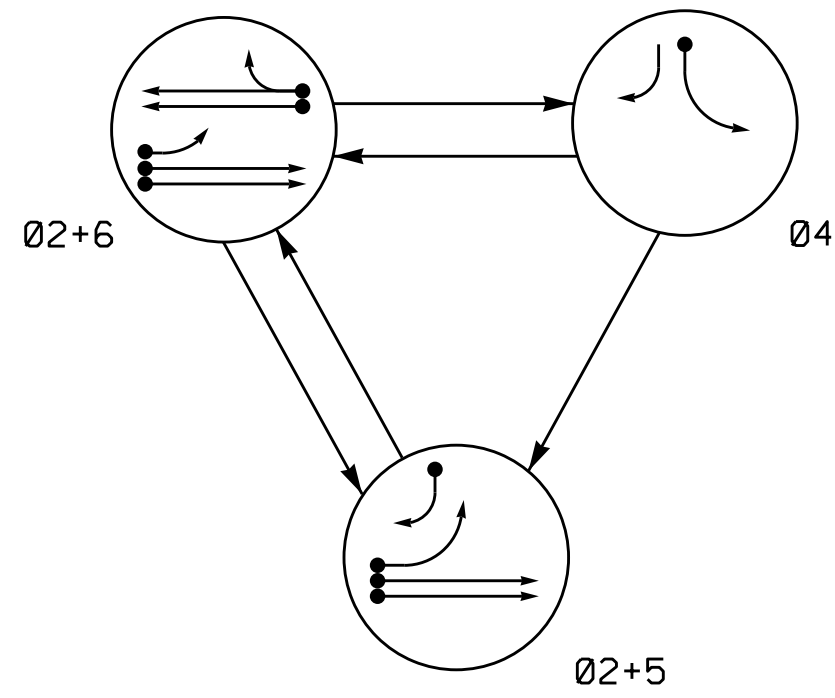


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	02+5	02+6	04	F
21, 22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	←	←	←	←
61, 62	R	G	R	Y

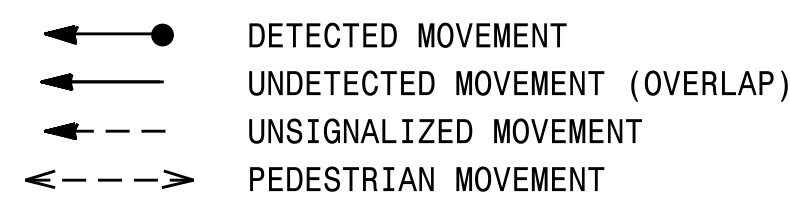
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A/S1	6X6	355	5	-	2	Y	Y	-	-	-	Y	Y
2B/S2	6X6	355	5	-	2	Y	Y	-	-	-	Y	Y
4A	6X60	+28	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X20	15	2-4-2	-	4	Y	Y	-	-	3	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
5B	6X60	+28	2-4-2	-	5	Y	Y	-	-	15	-	Y
5C	6X20	15	2-4-2	-	5	Y	Y	-	-	10	-	Y
6A/S3	6X6	250	4	-	6	Y	Y	-	-	-	Y	Y
6B/S4	6X6	250	4	-	6	Y	Y	-	-	-	Y	Y

3 Phase Fully Actuated Asheville Signal System

NOTES

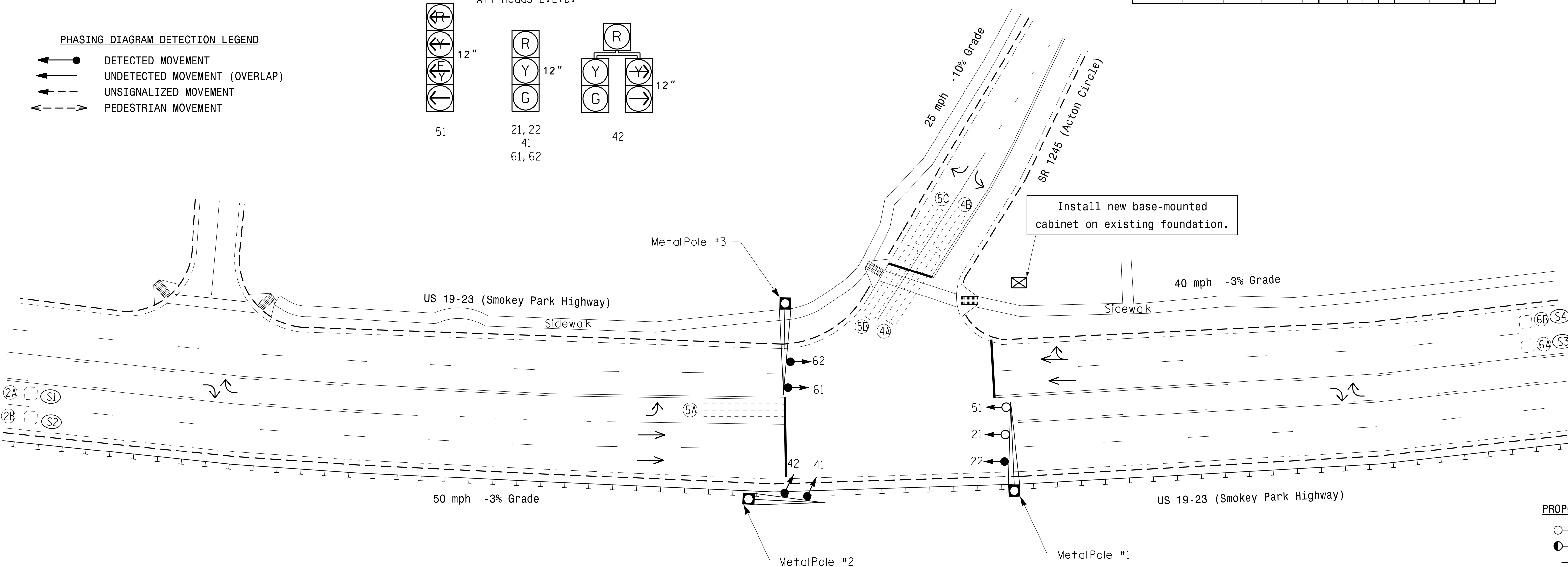
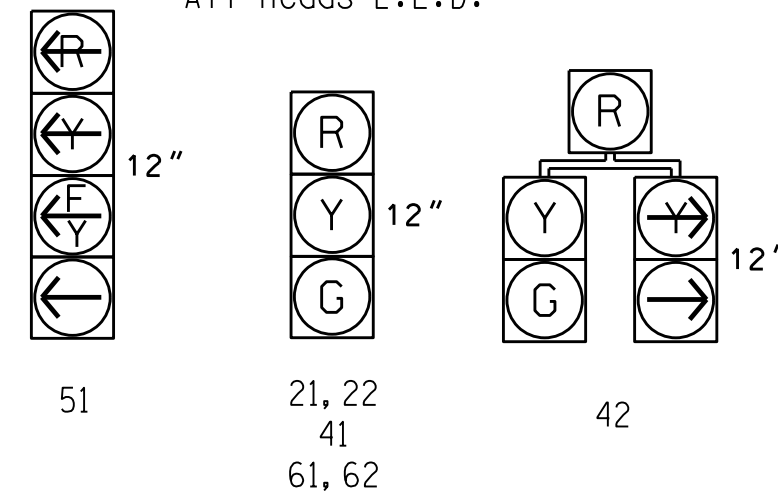
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Reposition existing signal heads numbered 22.
- 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.

PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.

All Heads L.E.D.

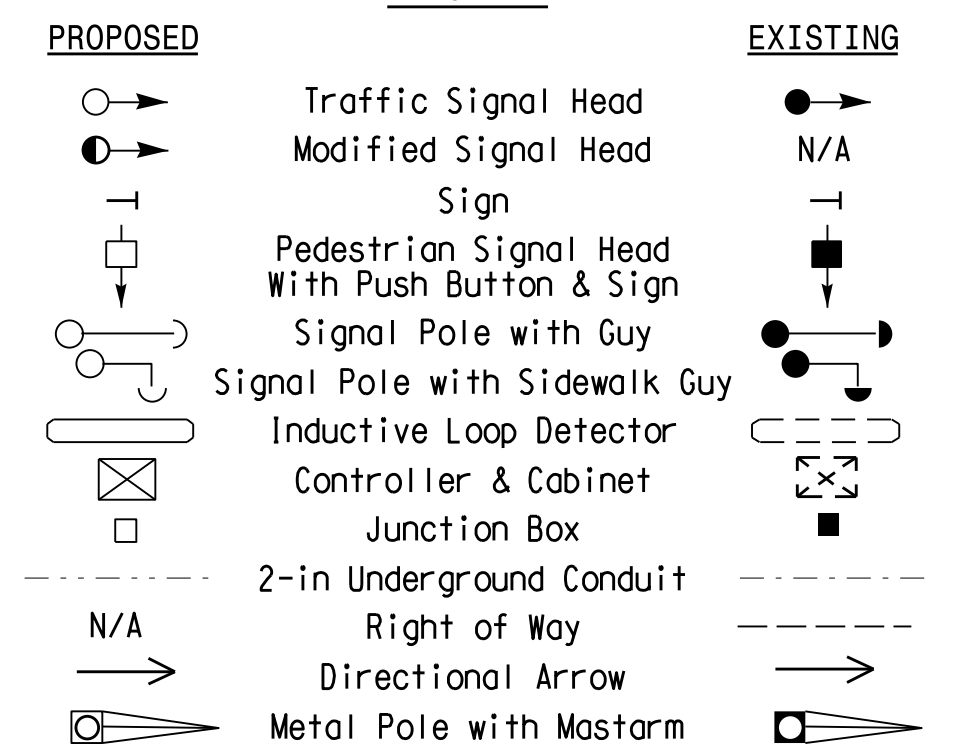


OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	14	7	7	14
Extension 1 *	6.0	2.0	2.0	6.0
Max Green 1 *	70	30	20	70
Yellow Clearance	5.1	3.4	3.0	5.1
Red Clearance	1.2	2.8	3.1	1.2
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	1.5	-	-	1.5
Max Variable Initial *	40	-	-	40
Time Before Reduction *	15	-	-	15
Time To Reduce *	30	-	-	30
Minimum Gap	3.1	-	-	2.9
Recall Mode	MIN RECALL	-	-	MIN RECALL
Vehicle Call Memory	YELLOW	-	-	YELLOW
Dual Entry	-	-	-	-
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



Signal Upgrade

Prepared in the Offices of:  
  
 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.  
 ENGINEERS OF NORTH CAROLINA  
 Signal Design Section  
 750 N. Greenfield Pkwy, Garner, NC 27529

US 19-23 (Smokey Park Highway) at SR 1245 (Acton Circle)

Division 13 Buncombe County Asheville

PLAN DATE: May 2016 REVIEWED BY: T. J. Williams  
 PREPARED BY: C. Pierce REVIEWED BY:

REVISIONS: \_\_\_\_\_ INIT. DATE

SCALE: 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

North Carolina Professional Engineer Seal: T. J. Williams, No. 024393

8/8/2016

SIG. INVENTORY NO. 13-0432

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