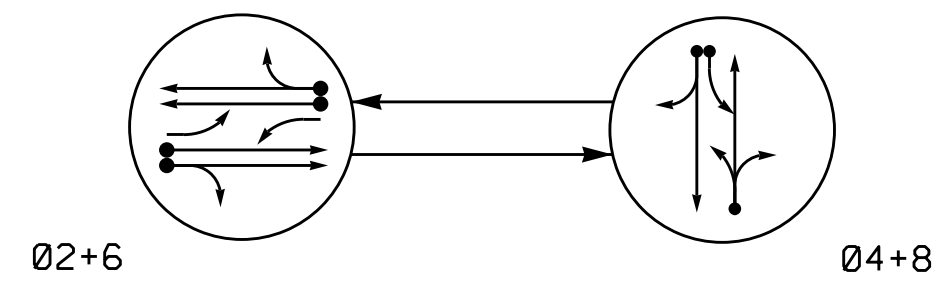


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

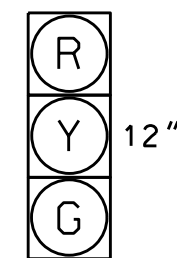
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- - - UNSIGNALIZED MOVEMENT
- ← - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	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

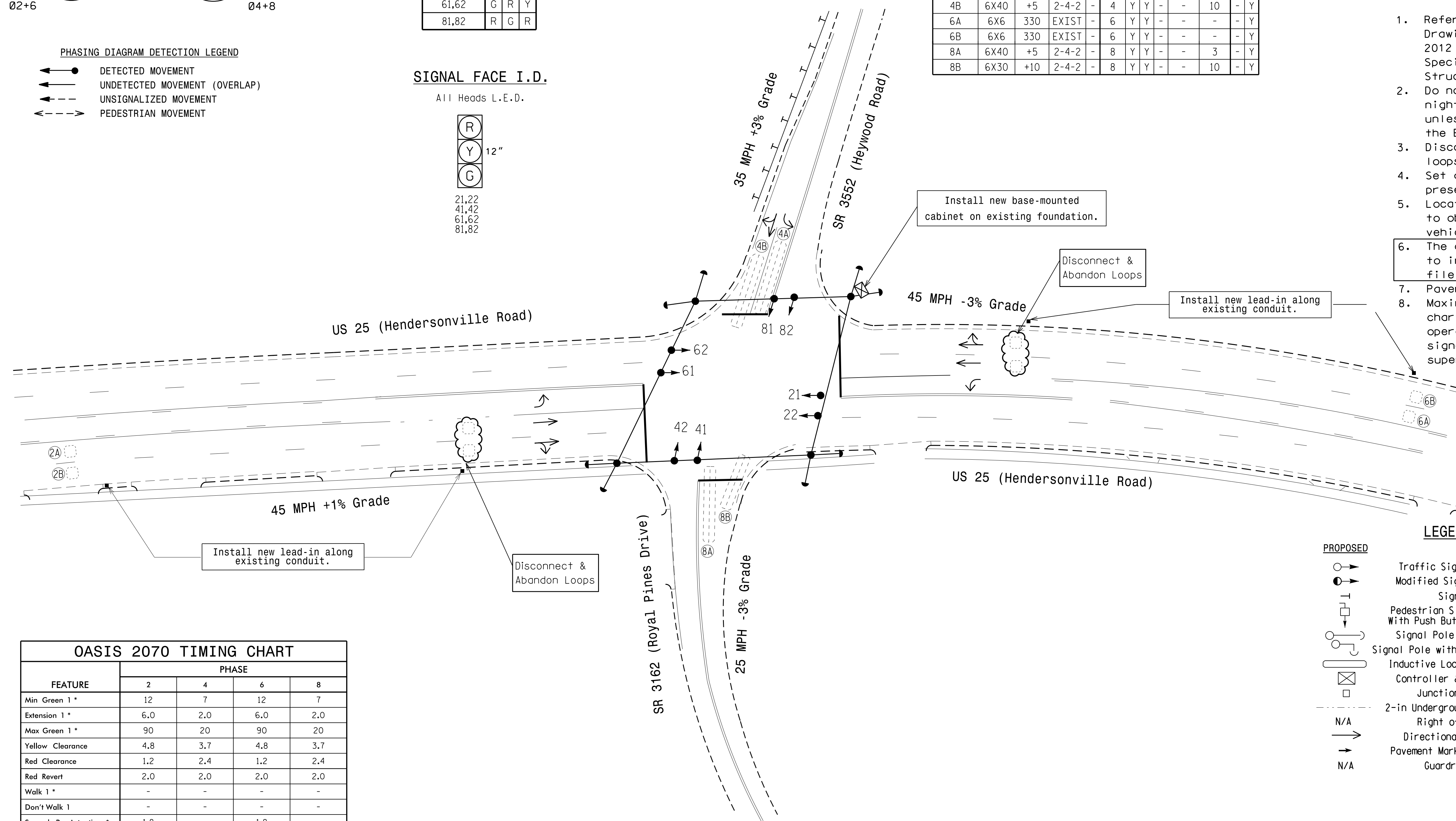
OASIS 2070 LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	330	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6X6	330	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	-	3	Y
4B	6X40	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
6A	6X6	330	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X6	330	EXIST	-	6	Y	Y	-	-	-	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	-	3	Y
8B	6X30	+10	2-4-2	-	8	Y	Y	-	-	10	-	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.
- Disconnect and abandon existing loops as shown.
- 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.



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	6.0	2.0	6.0	2.0
Max Green 1 *	90	20	90	20
Yellow Clearance	4.8	3.7	4.8	3.7
Red Clearance	1.2	2.4	1.2	2.4
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	1.8	-	1.8	-
Max Variable Initial *	37	-	37	-
Time Before Reduction *	15	-	15	-
Time To Reduce *	40	-	40	-
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

* 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 |
|----------|----------|
| | |
| | N/A |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| N/A | |
| | |
| | |
| N/A | |

Signal Upgrade

US 25 (Hendersonville Road)
at
SR 3162 (Royal Pines Drive) /
SR 3552 (Heywood Road)

Division 13 Buncombe County Asheville

PLAN DATE: June 2016 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

PROF. ENGINEER

TIMOTHY J. WILLIAMS

024393

8/15/2016

SIG. INVENTORY NO. 13-0439

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 30

1"=30'

3D: 8/15/2016 1:14:14
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