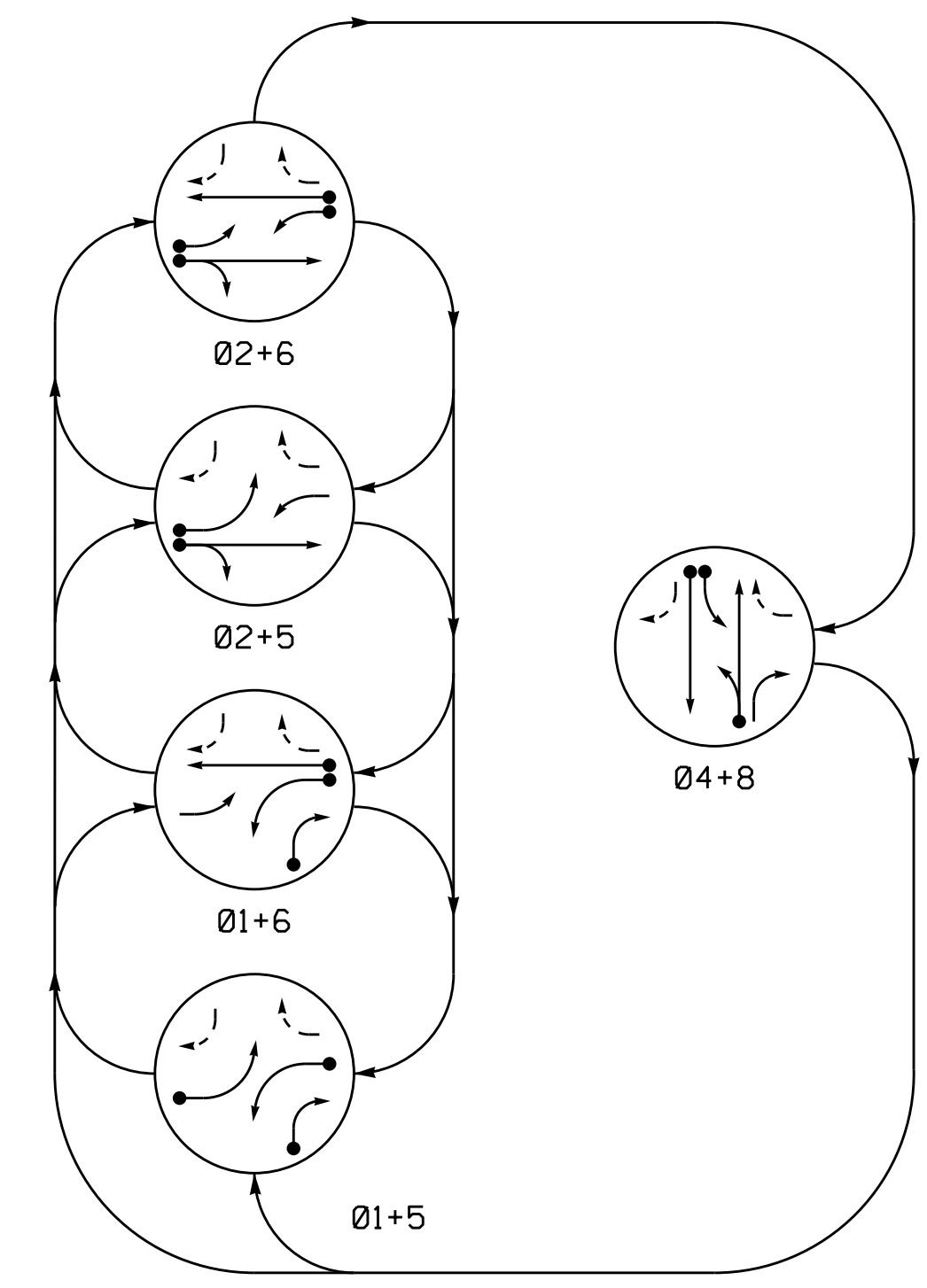


PHASING DIAGRAM

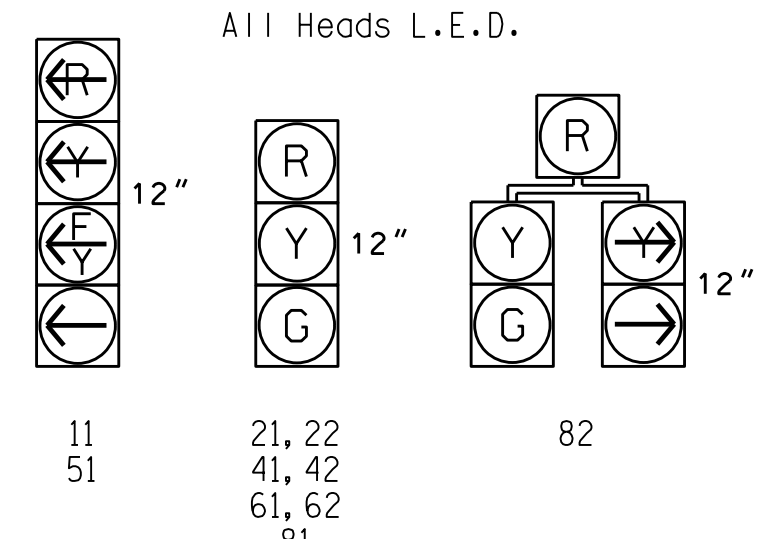


**PHASING DIAGRAM DETECTION LEGEND**  
 ● DETECTED MOVEMENT  
 ○ UNDETECTED MOVEMENT (OVERLAP)  
 - - - UNSIGNALIZED MOVEMENT  
 - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	04+8	F L H S D L H S D L
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.



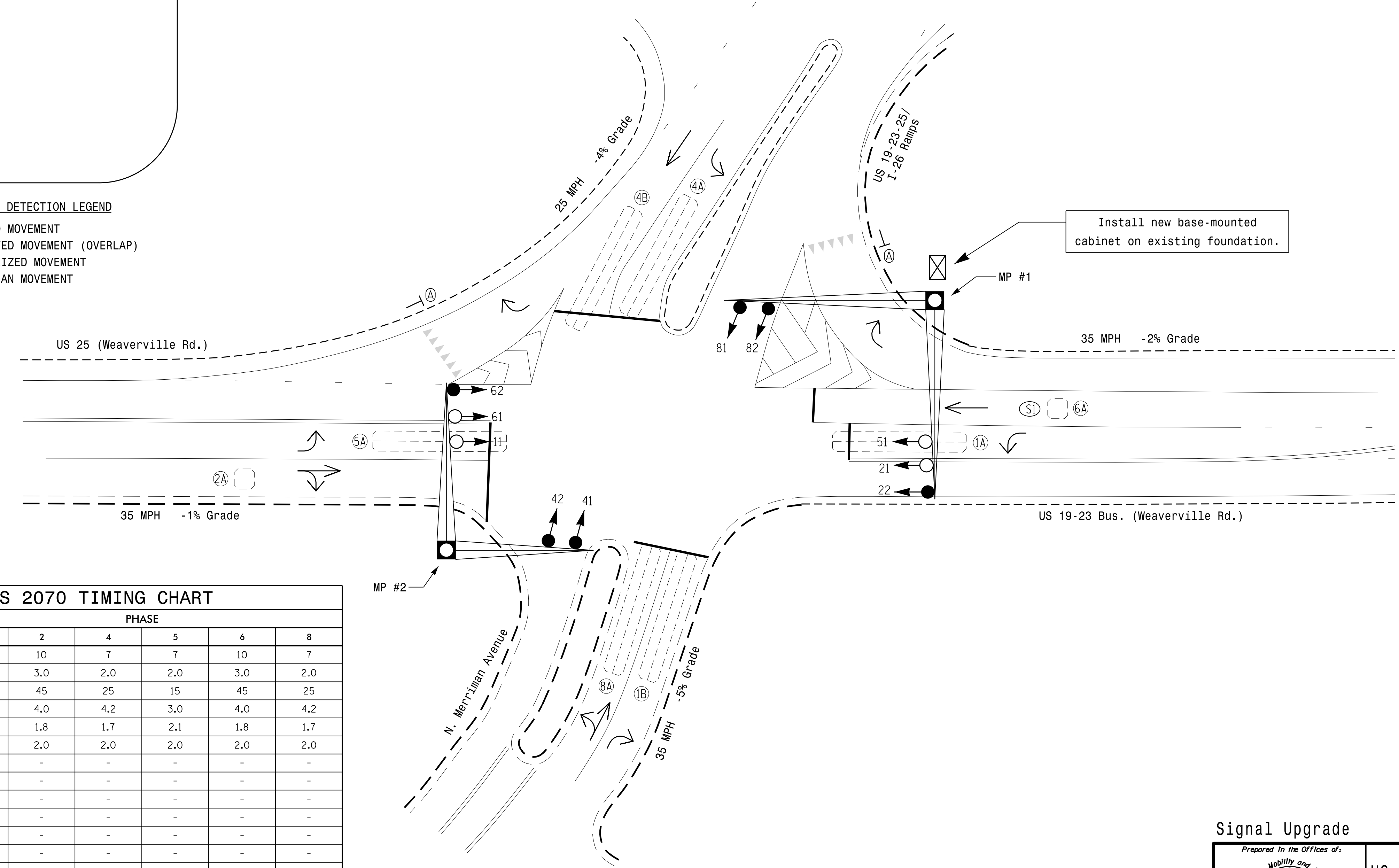
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
1A	6X40	+5	2-4-2	-	1	Y	Y	-	15	-	Y
1B	6X40	+5	2-4-2	-	6	Y	Y	-	15	-	Y
2A	6X6	70	EXIST	-	2	Y	Y	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	5	-	Y
5A	6X40	+5	2-4-2	-	5	Y	Y	-	15	-	Y
6A/S1	6X40	70	2-4-2	-	6	Y	Y	-	-	-	Y
8A	6X6	0	EXIST	-	8	Y	Y	-	-	-	Y

5 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 1 and/or phase 5 may be lagged.
- Reposition existing signal heads numbered 22 and 62.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

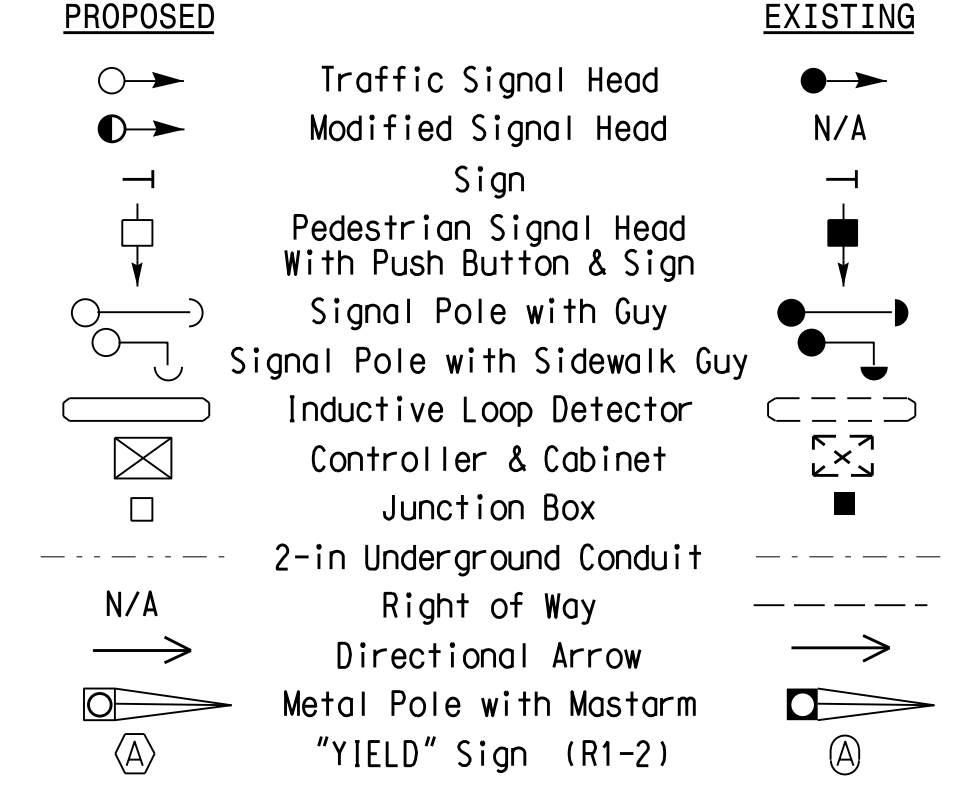


OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green 1 *	7	10	7	7	10	7
Extension 1 *	2.0	3.0	2.0	2.0	3.0	2.0
Max Green 1 *	15	45	25	15	45	25
Yellow Clearance	3.0	4.0	4.2	3.0	4.0	4.2
Red Clearance	2.8	1.8	1.7	2.1	1.8	1.7
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
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.

LEGEND



Signal Upgrade

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

US 25 (Weaverville Rd.) / US 19-23 Bus. (Weaverville Rd.) at N. Merrimon Avenue / US 19-23-25 & I-26 Ramps  
 Division 13 Buncombe County Asheville  
 PLAN DATE: June 2016 REVIEWED BY: T.J. Williams  
 PREPARED BY: R.N. Zinser REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
 NORTH CAROLINA PROFESSIONAL ENGINEER  
 RICHARD N. ZINSER  
 043914  
 8/12/2016  
 DATE

SCALE 1"=20'

SIG. INVENTORY NO. 13-0553

13-0553-2016-08-58  
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 R.N.Z.