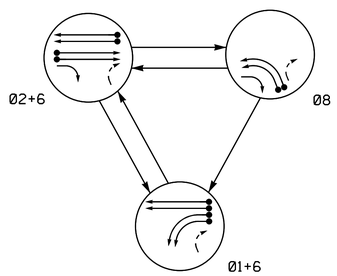
PROJECT REFERENCE NO.	SHEET NO.
U-4715 B	Sig.151.0

PHASING DIAGRAM



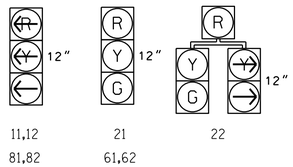
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION				
SIGNAL FACE	PHASE Ø1+6	PHASE Ø2+6	PHASE Ø8	FLASH
11,12	~~←~~	~~R~~	~~R~~	~~R~~
21	R	G	R	Y
22	R	G	R/	Y
61,62	G	G	R	Y
81,82	~~R~~	~~R~~	~~←~~	~~R~~

SIGNAL FACE I.D.

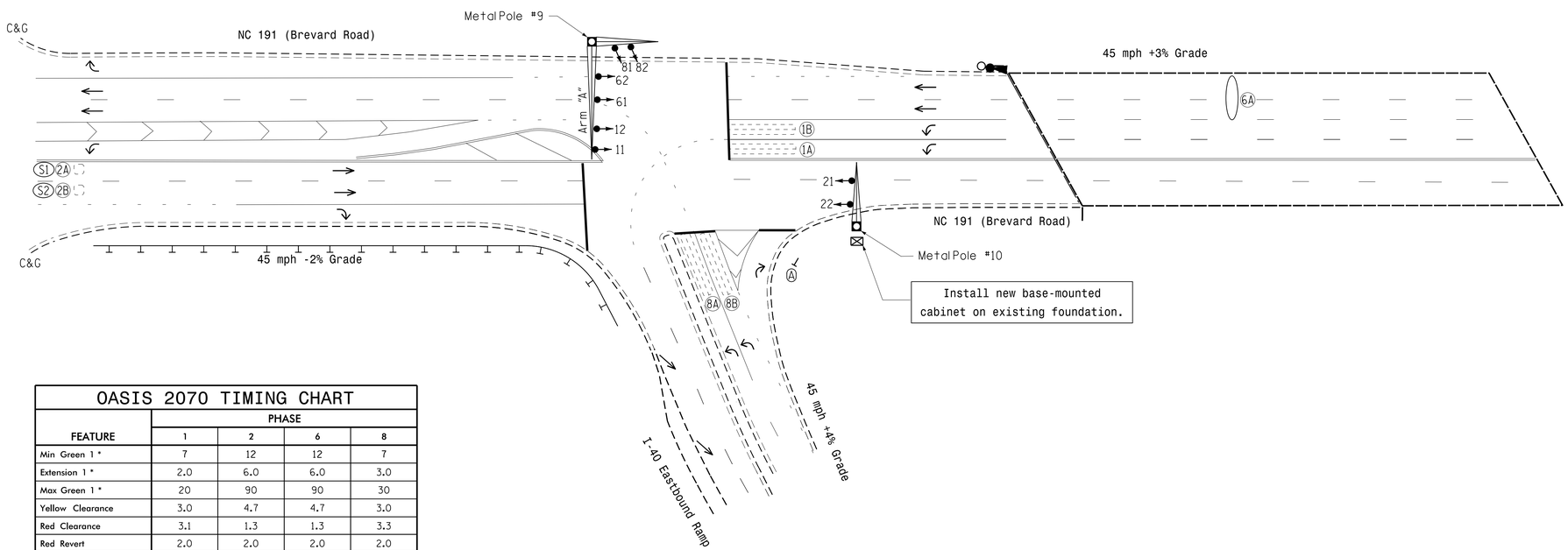
All Heads L.E.D.



11,12 81,82 | 21 61,62 | 22

OASIS 2070 LOOP & DETECTOR INSTALLATION											
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
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	-	-	Y
1B	6X40	0	2-4-2	-	1	Y	Y	-	-	-	-	Y
2A/S1	6X6	300	5	-	2	Y	Y	-	-	-	Y	Y
2B/S2	6X6	300	5	-	2	Y	Y	-	-	-	Y	Y
6A	**	300	**	-	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	5	-	Y

** Microwave Detection Zone



OASIS 2070 TIMING CHART				
FEATURE	PHASE 1	PHASE 2	PHASE 6	PHASE 8
Min Green 1 *	7	12	12	7
Extension 1 *	2.0	6.0	6.0	3.0
Max Green 1 *	20	90	90	30
Yellow Clearance	3.0	4.7	4.7	3.0
Red Clearance	3.1	1.3	1.3	3.3
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	1.5	2.0	-
Max Variable Initial *	-	34	34	-
Time Before Reduction *	-	20	20	-
Time To Reduce *	-	40	40	-
Minimum Gap	-	3.0	3.0	-
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.

3 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. Set all detector units to presence mode.
4. Phase 1 may be lagged.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
	Pavement Marking Arrow	
DD	Directional Drill (2-2" Polyethylene Conduits)	N/A
	Metal Pole with Mastarm	
	Microwave Detection Zone	
	Out of Pavement Detector	
A	"YIELD" Sign (R1-2)	A

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

NC 191 (Brevard Road) at I-40 Eastbound Ramps

Division 13 Buncombe County Asheville

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

PREPARED BY: C. Pierce REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

NORTH CAROLINA PROFESSIONAL SEAL 24393 ENGINEER TIMOTHY J. WILLIAMS

DocuSigned by: T. J. Williams 8/9/2016

SIGNATURE DATE

SIG. INVENTORY NO. 13-0801

08-AUG-2016 13:08
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