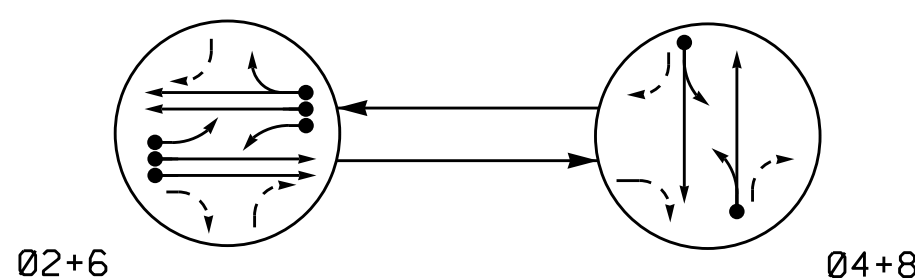


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

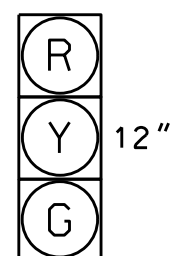
- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←--- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	04+8
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

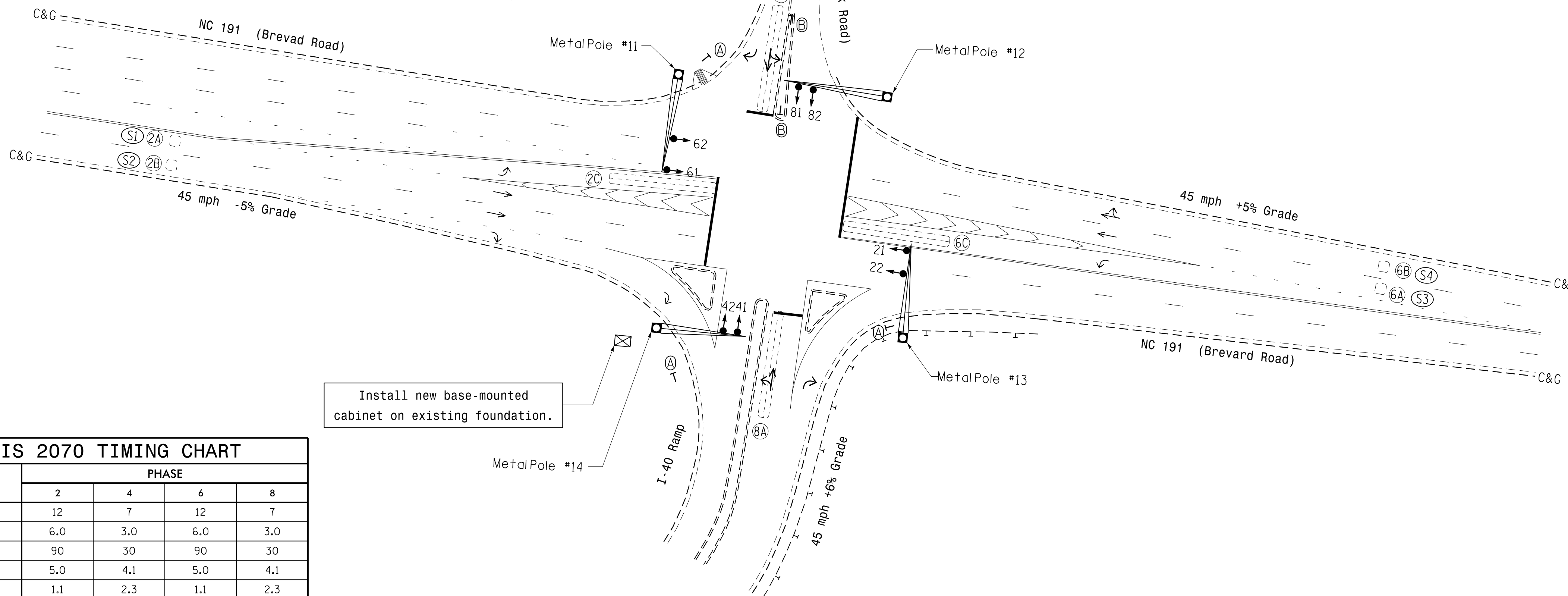
OASIS 2070 LOOP & DETECTOR INSTALLATION

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/S1	6X6	300	4	-	2	Y	Y	-	-	-	Y	Y
2B/S2	6X6	300	4	-	2	Y	Y	-	-	-	Y	Y
2C	6X60	0	2-4-2	-	2	Y	Y	Y	-	3	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	5	-	Y
6A/S3	6X6	300	6	-	6	Y	Y	-	-	-	Y	Y
6B/S4	6X6	300	6	-	6	Y	Y	-	-	-	Y	Y
6C	6X60	0	2-4-2	-	6	Y	Y	Y	-	3	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	-	-	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.
- 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.



Install new base-mounted cabinet on existing foundation.

OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	6.0	3.0	6.0	3.0
Max Green 1 *	90	30	90	30
Yellow Clearance	5.0	4.1	5.0	4.1
Red Clearance	1.1	2.3	1.1	2.3
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 *	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	-	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 |
|----------------------------------|----------|
| ○→ Traffic Signal Head | ●→ N/A |
| ○→ Modified Signal Head | ○→ N/A |
| ○→ Sign | ○→ N/A |
| ○→ Pedestrian Signal Head | ○→ N/A |
| ○→ With Push Button & Sign | ○→ N/A |
| ○→ Signal Pole with Guy | ○→ N/A |
| ○→ Signal Pole with Sidewalk Guy | ○→ N/A |
| ○→ Inductive Loop Detector | ○→ N/A |
| ○→ Controller & Cabinet | ○→ N/A |
| ○→ Junction Box | ○→ N/A |
| ○→ 2-in Underground Conduit | ○→ N/A |
| ○→ Right of Way | ○→ N/A |
| ○→ Directional Arrow | ○→ N/A |
| ○→ Pavement Marking Arrow | ○→ N/A |
| ○→ Metal Pole with Mastarm | ○→ N/A |
| ○→ "YIELD" Sign (R1-2) | ○→ N/A |
| ○→ Keep Right Sign (R4-7A) | ○→ N/A |
| ○→ Wheelchair Ramp | ○→ N/A |

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

NC 191 (Brevard Road) at I-40 Westbound Ramps/ SR 3413 (South Bear Creek Road)

Division 13 Buncombe County Asheville

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

PREPARED BY: C. Pierce REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

8/11/2016

SIG. INVENTORY NO. 13-0802