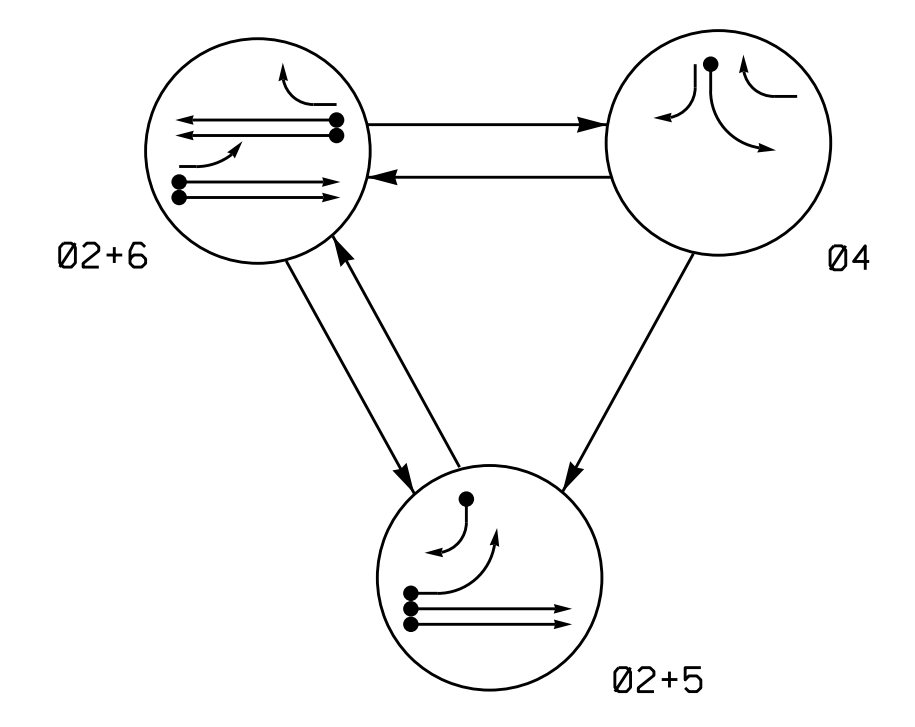


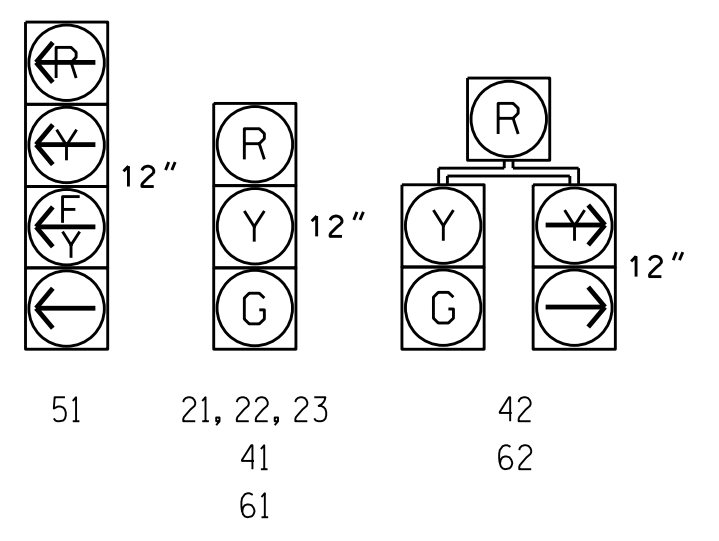
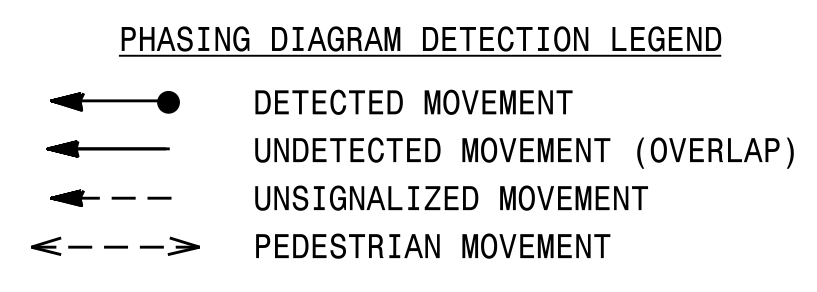
3 Phase Fully Actuated Asheville Signal System

PHASING DIAGRAM



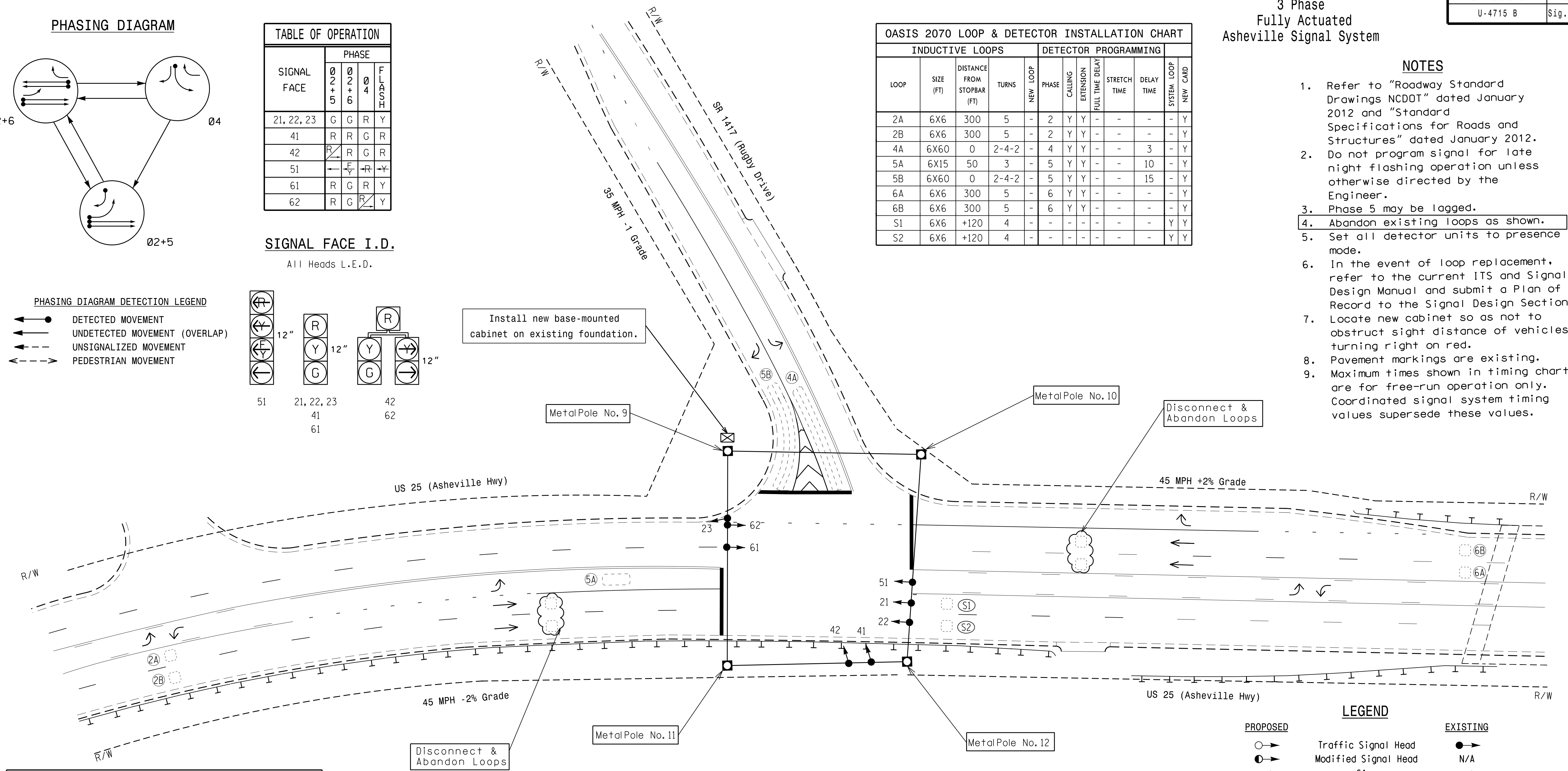
SIGNAL FACE	PHASE			
	02+5	02+6	04	FLYING
21, 22, 23	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	-	F	R	Y
61	R	G	R	Y
62	R	G	R	Y

SIGNAL FACE I.D.
All Heads L.E.D.



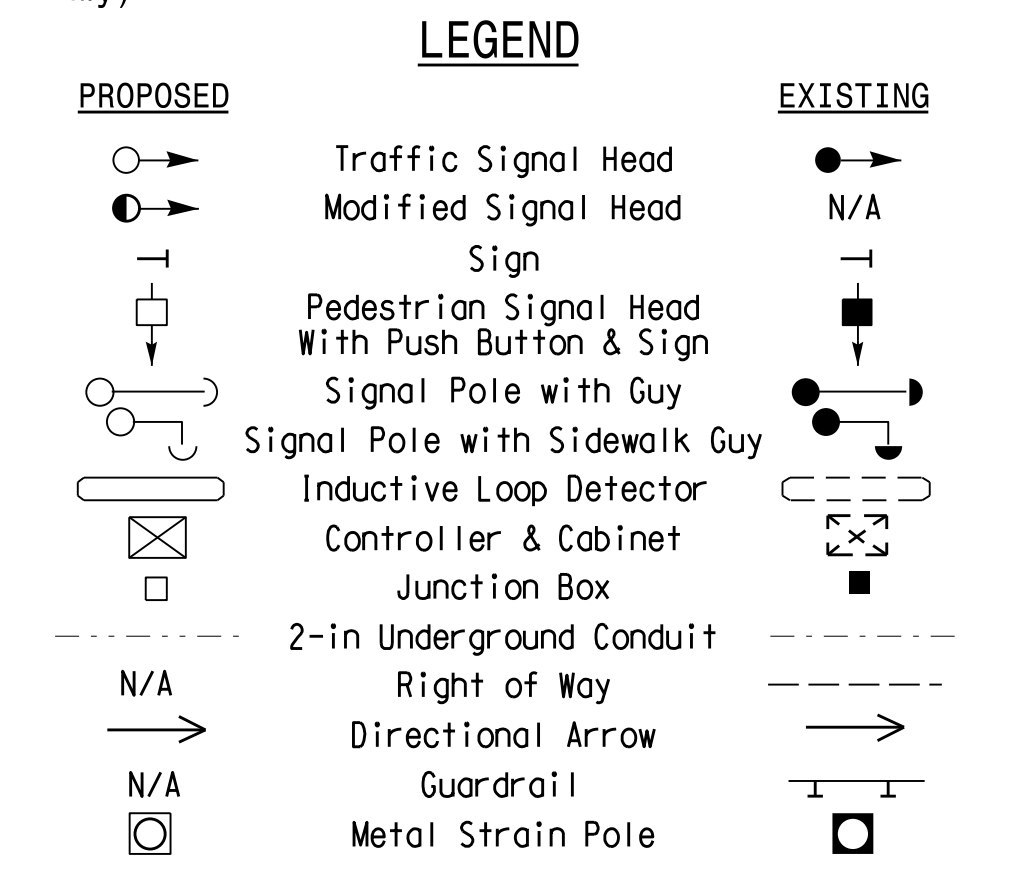
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	-	3	Y
5A	6X15	50	3	-	5	Y	Y	-	-	10	-	Y
5B	6X60	0	2-4-2	-	5	Y	Y	-	-	-	15	Y
6A	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
S1	6X6	+120	4	-	-	-	-	-	-	-	-	Y
S2	6X6	+120	4	-	-	-	-	-	-	-	-	Y

- 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.
 - Abandon existing loops as shown.
 - Set all detector units to presence mode.
 - In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
 - 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			
	2	4	5	6
Min Green 1 *	12	7	7	12
Extension 1 *	6.0	1.0	1.0	6.0
Max Green 1 *	90	20	15	90
Yellow Clearance	4.7	3.0	3.0	4.7
Red Clearance	1.4	2.3	3.1	1.4
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 *	15	-	-	15
Time To Reduce *	30	-	-	30
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.



Signal Upgrade

Prepared in the Offices of:

US 25 (Asheville Hwy) at SR 1417 (Rugby Drive)

Division 14 Henderson County Hendersonville

PLAN DATE: January 2016 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 30 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 24393 THOMAS J. WILLIAMS

DocuSigned by: S. J. Williams 8/8/2016

SIG. INVENTORY NO. 14-0852

08-AUG-2016 09:51 S:\TSS\115\Sig\Signal\Western Region\01\13\41-1715B (Asheville) Signal System\Signal Design\Signal Design\4-0852\4-0852-sig.dgn 20160808.srg.dgn mmahbooba