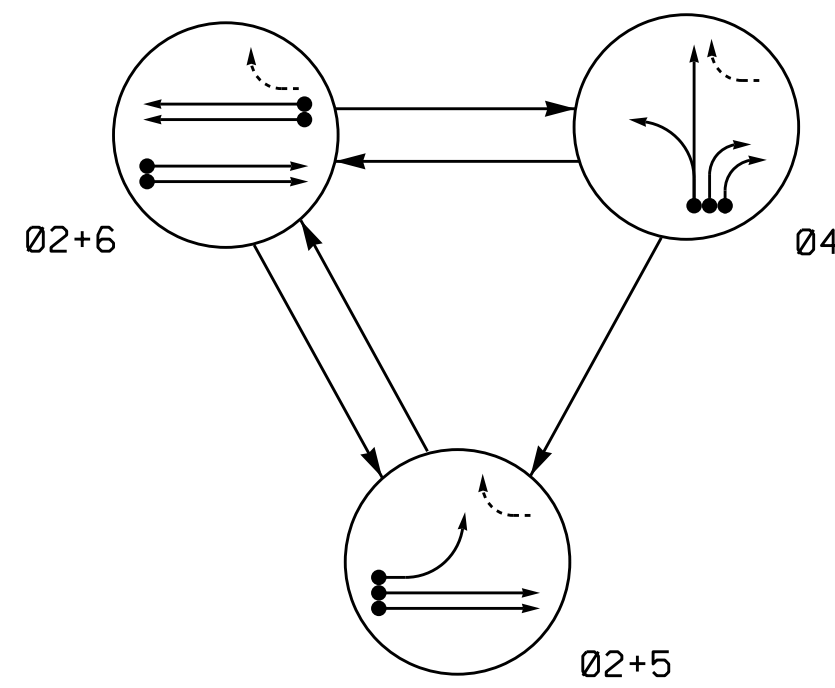


**PHASING DIAGRAM**



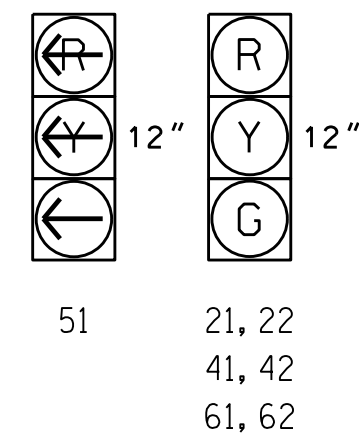
**PHASING DIAGRAM DETECTION LEGEND**

- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ← UN SIGNALIZED MOVEMENT
- ← PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	0 2 + 5	0 2 + 6	0 4	T L
21, 22	G	G	R	Y
41, 42	R	R	G	R
51	←	←	←	←
61, 62	R	G	R	Y

**SIGNAL FACE I.D.**

All Heads L.E.D.

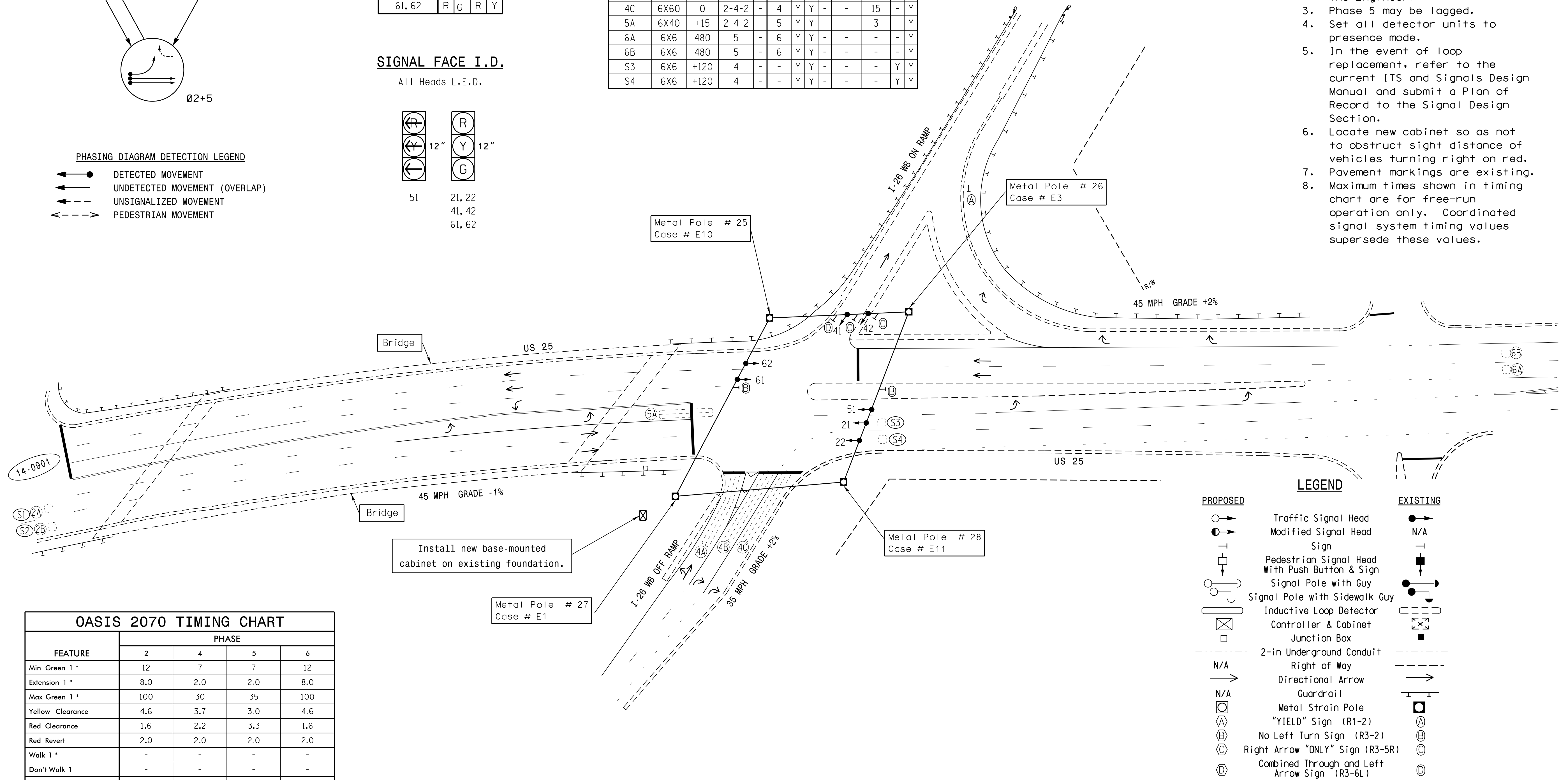


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART											
INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP NEW CARD
2A/S1	6X6	480	5	-	2	Y	Y	-	-	-	Y
2B/S2	6X6	480	5	-	2	Y	Y	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	5	Y
4C	6X60	0	2-4-2	-	4	Y	Y	-	-	15	Y
5A	6X40	+15	2-4-2	-	5	Y	Y	-	-	3	Y
6A	6X6	480	5	-	6	Y	Y	-	-	-	Y
6B	6X6	480	5	-	6	Y	Y	-	-	-	Y
S3	6X6	+120	4	-	-	Y	Y	-	-	-	Y
S4	6X6	+120	4	-	-	Y	Y	-	-	-	Y

**3 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 5 may be lagged.
- 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 *	8.0	2.0	2.0	8.0
Max Green 1 *	100	30	35	100
Yellow Clearance	4.6	3.7	3.0	4.6
Red Clearance	1.6	2.2	3.3	1.6
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 *	52	-	-	52
Time Before Reduction *	15	-	-	15
Time To Reduce *	50	-	-	50
Minimum Gap	6.0	-	-	6.0
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.

**LEGEND**

- | PROPOSED  | EXISTING |
|---|----------|
| ○→ Traffic Signal Head                            | ●→ N/A   |
| ○→ Modified Signal Head                           | ○→ N/A   |
| ○→ Sign   | ○→ N/A   |
| ○→ Pedestrian Signal Head 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    |
| --- Guardrail                                     | --- N/A  |
| ○ Metal Strain Pole                               | ○ N/A    |
| ⊙ "YIELD" Sign (R1-2)                             | ⊙ N/A    |
| ⊙ No Left Turn Sign (R3-2)                        | ⊙ N/A    |
| ⊙ Right Arrow "ONLY" Sign (R3-5R)                 | ⊙ N/A    |
| ⊙ Combined Through and Left Arrow Sign (R3-6L)    | ⊙ N/A    |

**Signal Upgrade**

	<p><b>US 25 at I-26 WB Off Ramp</b></p>		<p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER J. J. Williams 024393 8/8/2016</p>
	<p>Division 14 Henderson County Hendersonville</p> <p>PLAN DATE: December 2015 REVIEWED BY: T. Williams</p> <p>PREPARED BY: M. Mahbooba REVIEWED BY:</p>	<p>750 N. Greenfield Pkwy, Garner, NC 27529</p> <p>SCALE: 0 40 1"=40'</p>	

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