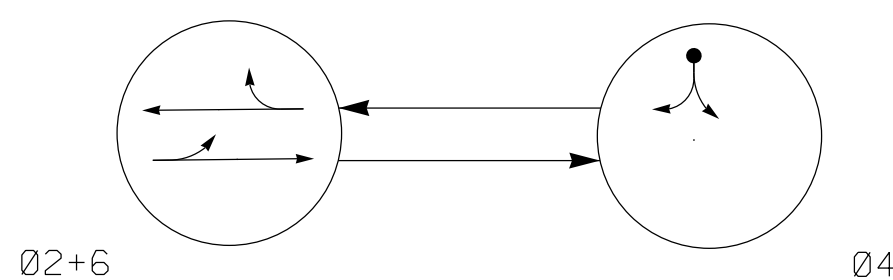


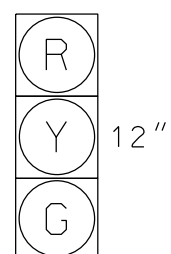
PHASING DIAGRAM



| SIGNAL FACE | PHASE | | |
|-------------|-------|----|-------|
| | 02+6 | 04 | FLASH |
| 21,22,23 | G | R | Y |
| 41,42 | R | G | R |
| 61,62,63 | G | R | Y |

SIGNAL FACE I.D.

All Heads L.E.D.



21,22,23
41,42
61,62,63

| 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 |
| 4A | EXIST | EXIST | EXIST | - | 4 | - | - | - | - | - | - | Y |

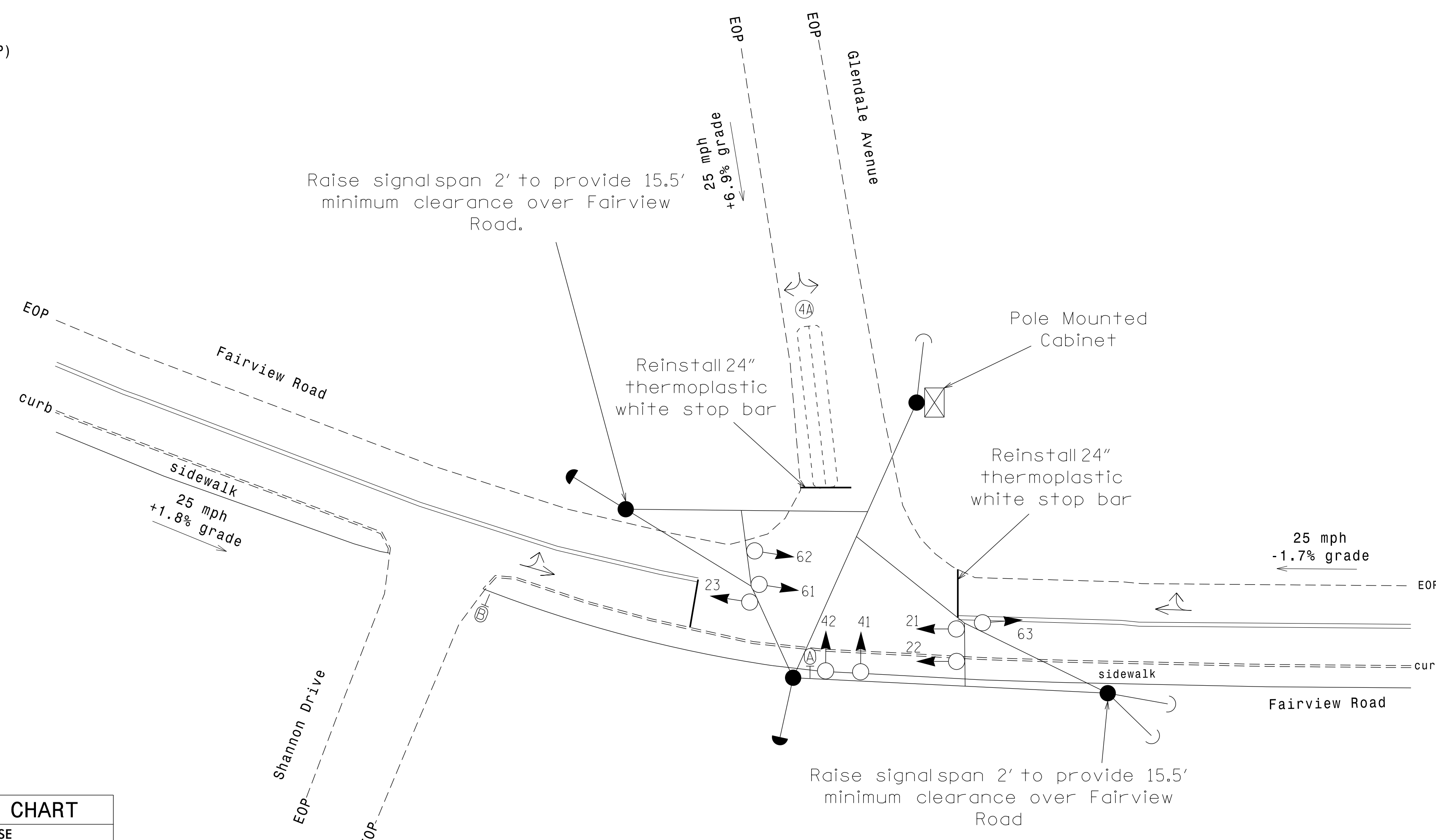
2 Phase
Semi-Actuated
(Asheville Signal System)

PHASING DIAGRAM DETECTION LEGEND

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

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. 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.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing except where noted on plan.
7. 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 | 6 |
| Min Green 1 * | 10 | 7 | 10 |
| Extension 1 * | 2.0 | 3.0 | 2.0 |
| Max Green 1 * | 40 | 35 | 40 |
| Yellow Clearance | 3.1 | 3.0 | 3.3 |
| Red Clearance | 1.5 | 1.4 | 1.1 |
| Red Revert | 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 | MAX RECALL | - | MAX RECALL |
| Vehicle Call Memory | YELLOW | - | YELLOW |
| Dual Entry | - | - | - |
| Simultaneous Gap | 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.

| PROPOSED | EXISTING |
|----------|----------|
| | |
| | N/A |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| N/A | |
| | |
| | |
| | |

Signal Upgrade

| | | | |
|-------------------|--|---|---------------------------|
| | Fairview Road at Glendale Avenue Division 13 Buncombe County Asheville | | |
| | PLAN DATE: September 2016 PREPARED BY: RA Feige | REVIEWED BY: AM Encarnacion REVIEWED BY: MB Toth | |
| SCALE: 1"=20' | | REVISIONS: | SIG. INVENTORY NO. COA-II |

15-DEC-2016 15:02
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 15-DEC-2016 15:02
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