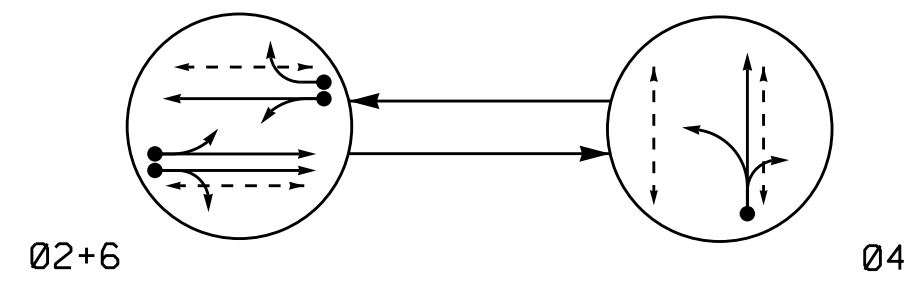


PHASING DIAGRAM



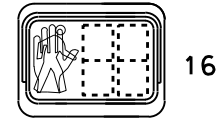
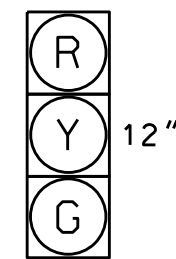
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE		
	02+6	04	05
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
P21, P22	W	DW	DRK
P41, P42	DW	W	DRK
P43, P44	DW	W	DRK
P61, P62	W	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



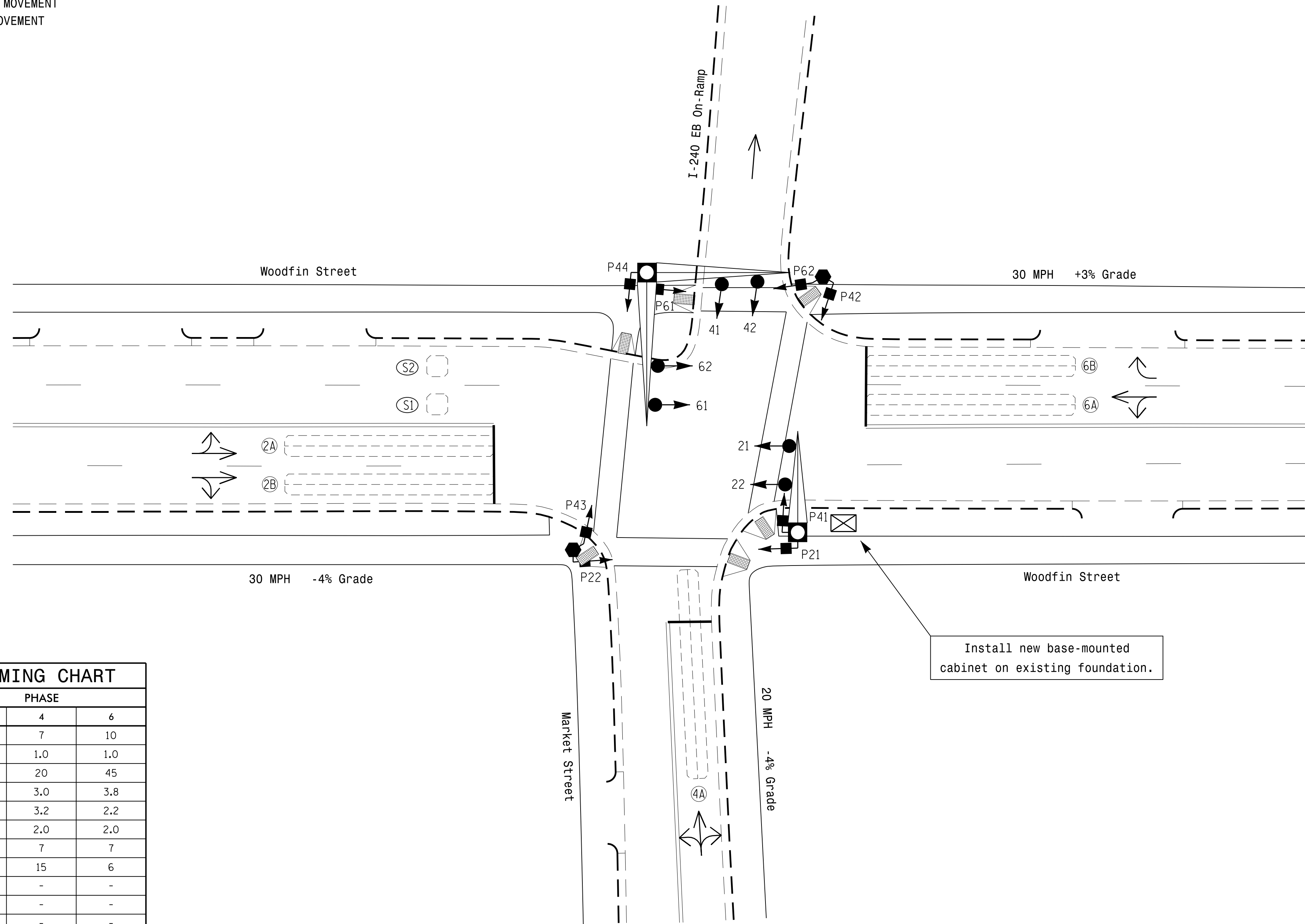
- 21, 22
- 41, 42
- 61, 62
- P21, P22
- P41, P42
- P43, P44
- P61, P62

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	LOOP SYSTEM	NEW CARD
2A	6X60	0	2-4-2	-	2	Y	Y	-	-	-	Y
2B	6X60	0	2-4-2	-	2	Y	Y	-	-	-	Y
4A	6X60	+15	2-4-2	-	4	Y	Y	-	10	-	Y
6A	6X60	0	2-4-2	-	6	Y	Y	-	-	-	Y
6B	6X60	0	2-4-2	-	6	Y	Y	-	-	-	Y
S1	6X6	+120	4	-	-	-	-	-	-	-	Y
S2	6X6	+120	4	-	-	-	-	-	-	-	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.
- 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.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 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	6
Min Green 1 *	10	7	10
Extension 1 *	1.0	1.0	1.0
Max Green 1 *	45	20	45
Yellow Clearance	3.8	3.0	3.8
Red Clearance	2.2	3.2	2.2
Red Revert	2.0	2.0	2.0
Walk 1 *	7	7	7
Don't Walk 1	7	15	6
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	MIN RECALL	-	MIN 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.

LEGEND

- | PROPOSED | EXISTING |
|--|----------|
| ○ → Traffic Signal Head | ● → N/A |
| ○ → 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 | → |
| ○ Metal Pole with Mastarm | ○ |
| ○ Type II Signal Pedestal | ○ |
| N/A Curb Ramp | ▲ |

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

Woodfin Street at Market Street/I-240 EB On-Ramp

Division 13 Buncombe County Asheville

PLAN DATE: April 2016 REVIEWED BY: P.L. Alexander

PREPARED BY: R.N. Zinser REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

Richard N. Zinser 8/3/2016

SIG. INVENTORY NO. 13-0253

03-AUG-2016 11:32
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