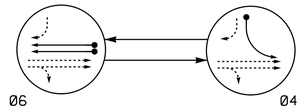
PROJECT REFERENCE NO.	SHEET NO.
U-4715 B	Sig. 74.0

DEFAULT PHASING DIAGRAM



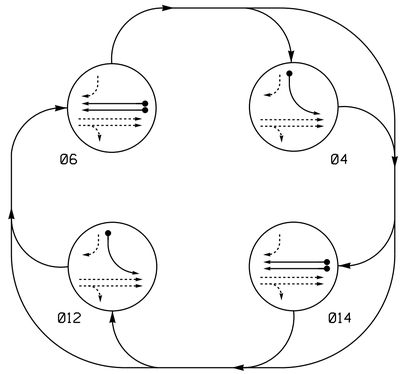
PHASING DIAGRAM DETECTION LEGEND

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

DEFAULT PHASING TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø6	PHASE Ø4	FLASH
41,42	R	G	R
61,62	G	R	Y

ALTERNATE PHASING TABLE OF OPERATION					
SIGNAL FACE	PHASE Ø6	PHASE Ø4	PHASE Ø14	PHASE Ø12	FLASH
41,42	R	G	R	G	R
61,62	G	R	G	R	Y

ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

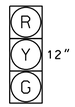
2 Phase
Fully Actuated
w/ 4 Phase Alternate Operation
Asheville Signal System

NOTES

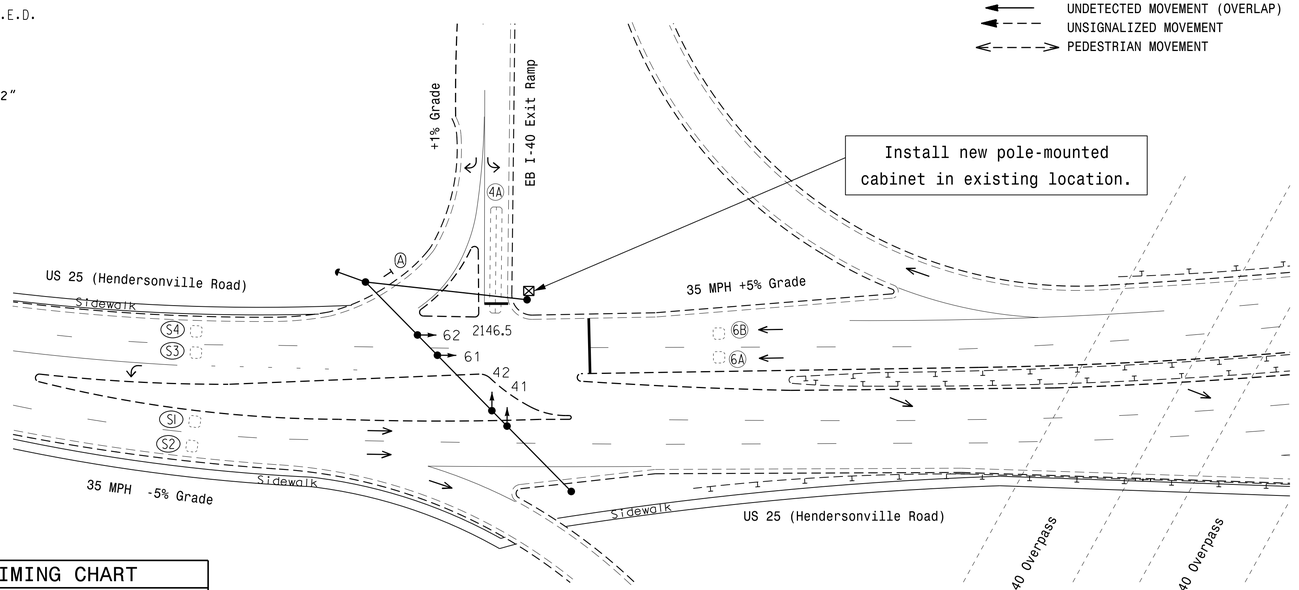
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. In the event 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.
7. The Division Traffic Engineer will determine the hours of use for each phasing plan.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

Signal Face I.D.

All Heads L.E.D.



41,42
61,62



Legend

Proposed		Existing
○→	Traffic Signal Head	●→
◐→	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 with Marker	—△—
→	Directional Arrow	→
N/A	Guardrail	
Ⓐ	"YIELD" Sign (R1-2)	Ⓐ

OASIS 2070 TIMING CHART

FEATURE	PHASE 4	PHASE 6	PHASE 12	PHASE 14
Min Green 1 *	7	10	7	10
Extension 1 *	2.0	3.0	2.0	3.0
Max Green 1 *	15	40	30	40
Yellow Clearance	3.0	3.6	3.0	3.6
Red Clearance	2.4	1.1	2.4	1.1
Red Revert	2.0	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	-	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 phase 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

OASIS 2070 LOOP & DETECTOR INSTALLATION

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	6x60	+5	2-4-2	-	4/12	Y	Y	-	-	-	-	Y
6A,6B	6x6	70	EXISTING	-	6/14	Y	Y	-	-	-	-	Y
S1	6x6	✳	4	-	-	-	-	-	-	-	Y	Y
S2	6x6	✳	4	-	-	-	-	-	-	-	Y	Y
S3	6x6	+200	4	-	-	-	-	-	-	-	Y	Y
S4	6x6	+200	4	-	-	-	-	-	-	-	Y	Y

✳ As shown on plans.

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 25 (Hendersonville Road) at EB I-40 Exit Ramp

Division 13 Buncombe County Asheville

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

PREPARED BY: M. Mahbooba REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 024393 ENGINEER TIMOTHY J. WILLIAMS

DocuSigned by: T. J. Williams 11/1/2016
97AD792EBE954CA DATE

SIG. INVENTORY NO. 13-0291