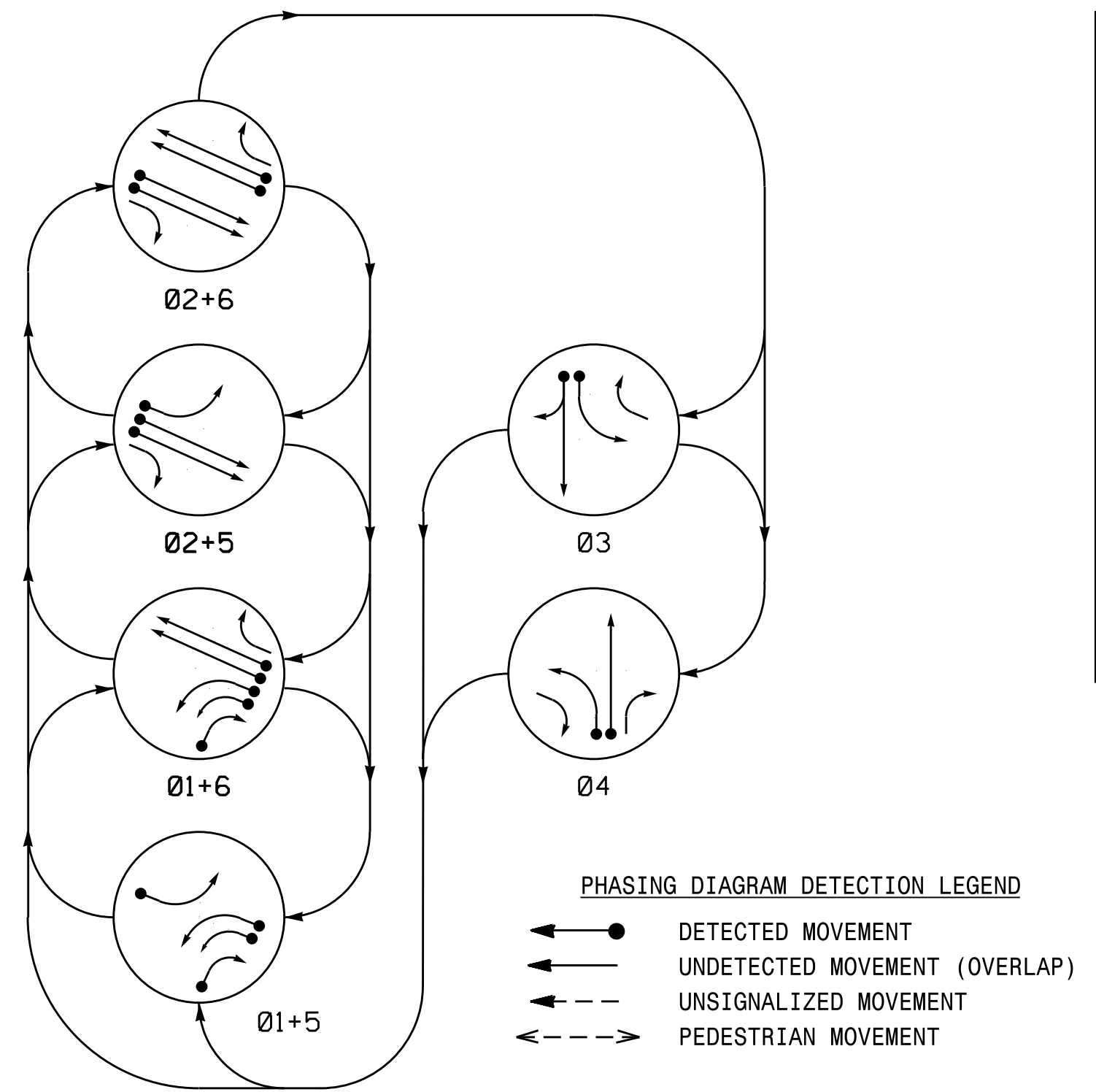
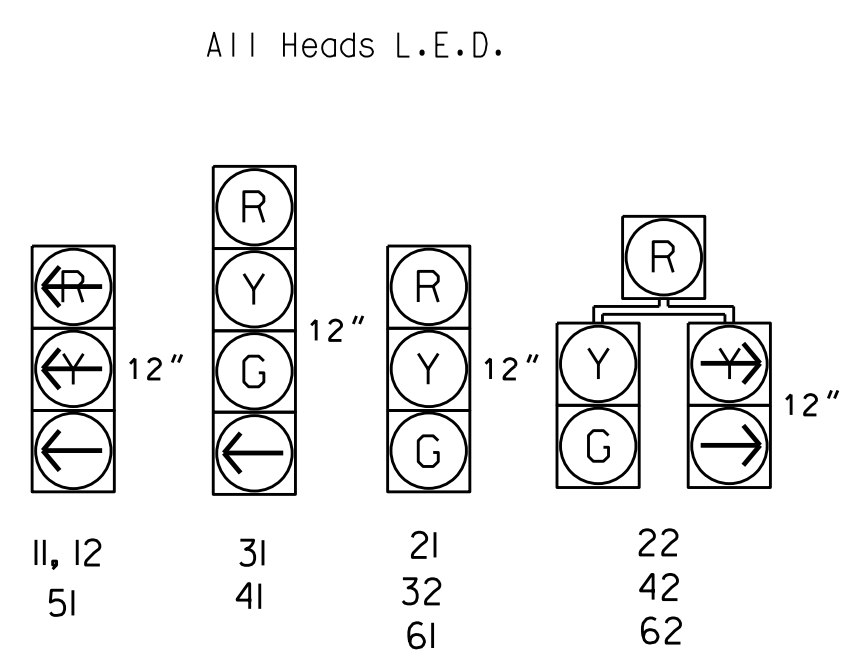


PHASING DIAGRAM



SIGNAL FACE	PHASE						
	01+5	01+6	02+5	02+6	03	04	F L Heads
11, 12	R	R	G	G	R	R	Y
21	R	R	G	G	R	R	Y
22	R	R	G	G	R	R	Y
31	R	R	R	R	G	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	R	G	R
42	R	R	R	R	R	G	R
51	R	G	R	G	R	R	Y
61	R	G	R	G	R	R	Y
62	R	G	R	G	R	R	Y

SIGNAL FACE I.D.



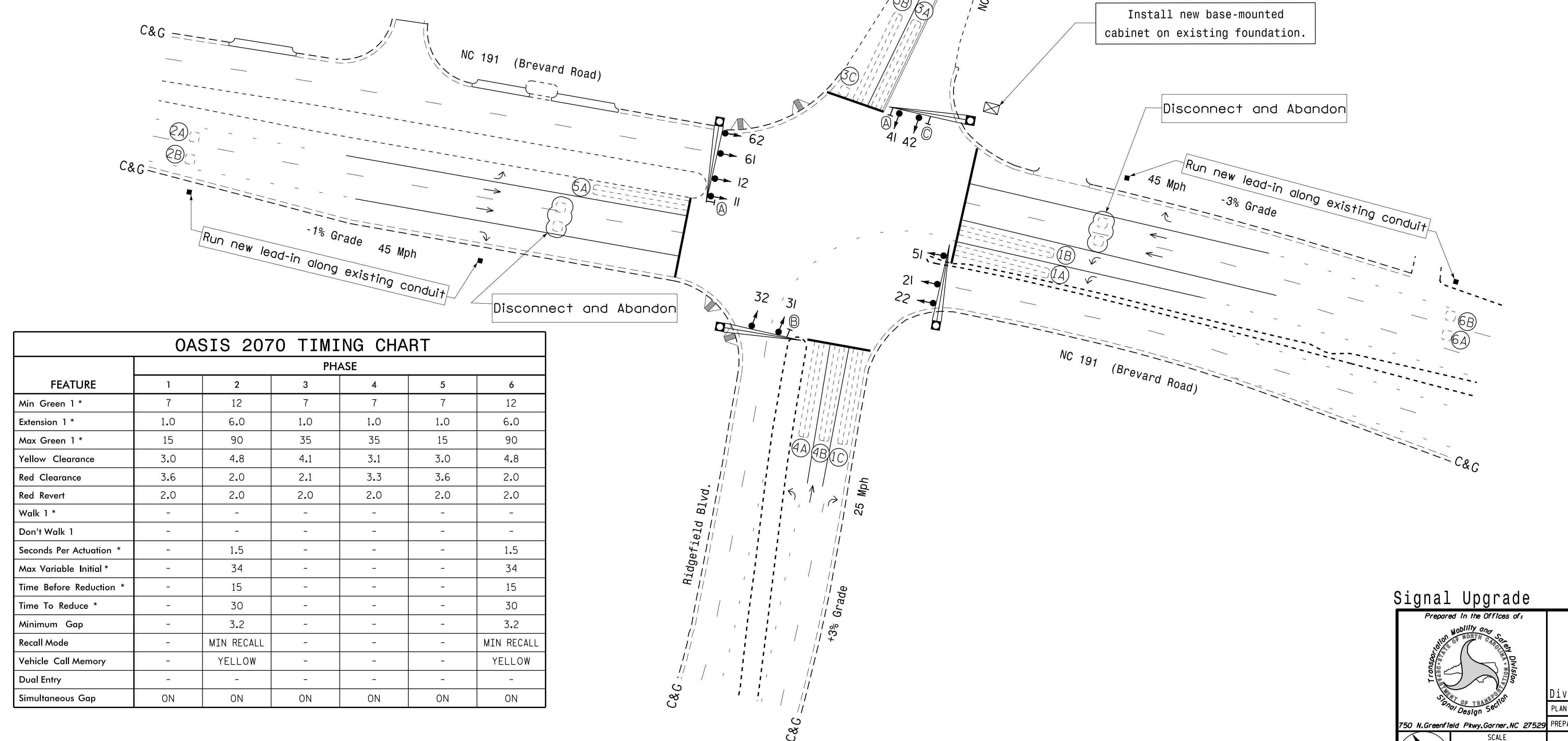
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME			DELAY TIME
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	-	Y
1B	6X60	0	2-4-2	-	1	Y	Y	-	-	-	Y
1C	6X60	0	2-4-2	-	1	Y	Y	-	-	15	Y
2A	6X6	300	5	-	2	Y	Y	-	-	-	Y
2B	6X6	300	5	-	2	Y	Y	-	-	-	Y
3A	6X60	0	2-4-2	-	3	Y	Y	-	-	3	Y
3B	6X60	0	2-4-2	-	3	Y	Y	-	-	5	Y
3C	6X6	0	4	-	3	Y	Y	-	-	20	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	-	Y
5A	6X6	0	2-4-2	-	5	Y	Y	-	-	-	Y
6A	6X6	300	5	-	6	Y	Y	-	-	-	Y
6B	6X6	300	5	-	6	Y	Y	-	-	-	Y

6 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 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- 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					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1 *	1.0	6.0	1.0	1.0	1.0	6.0
Max Green 1 *	15	90	35	35	15	90
Yellow Clearance	3.0	4.8	4.1	3.1	3.0	4.8
Red Clearance	3.6	2.0	2.1	3.3	3.6	2.0
Red Revert	2.0	2.0	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	-	3.2	-	-	-	3.2
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON	ON

PROPOSED	EXISTING
	N/A

* 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:

 NC 191 (Brevard Road) at NC 112 (Sardis Road) / Ridgefield Blvd.
 Division 13 Buncombe County Asheville
 PLAN DATE: July 2016 REVIEWED BY: R. N. Zinser
 PREPARED BY: C. Pierce REVIEWED BY:
 SCALE 1"=40'
 REVISIONS: _____ INIT. DATE: _____
 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 TIMOTHY J. WILLIAMS
 9/12/2016
 SIG. INVENTORY NO. 13-0457

19-066-2016 09-16
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