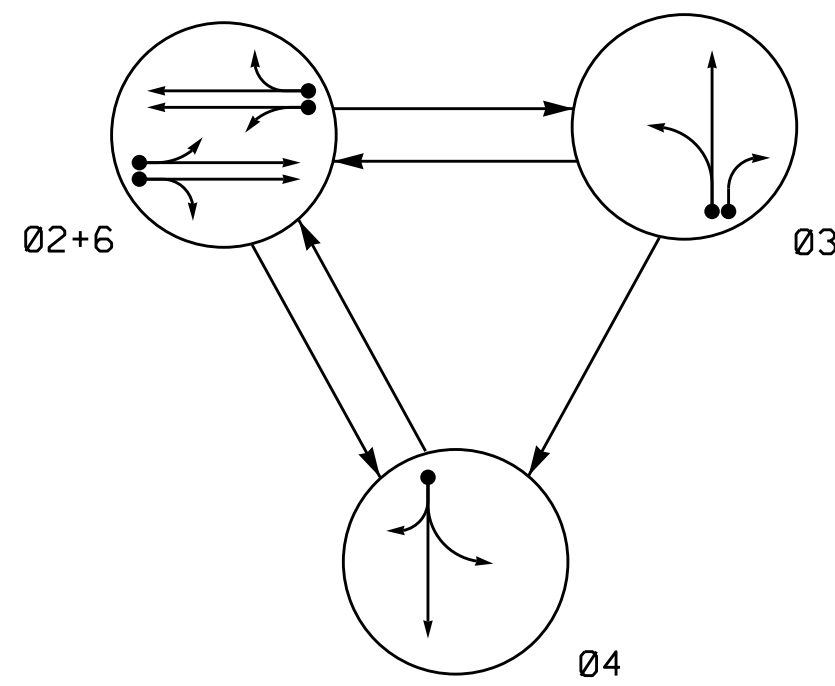


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 2 + 6	Ø 3	Ø 4	FLASH
21, 22	G	R	R	Y
31	R	G	R	R
32	R	G	R	R
41	R	R	G	R
42	R	R	G	R
61, 62	G	R	R	Y

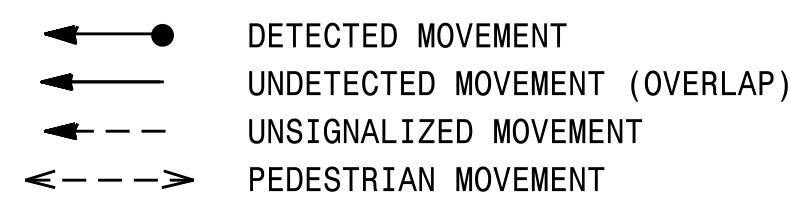
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	Y
3A	6X25	0	2-4-2	-	3	Y	Y	-	-	-	-	Y
3B	6X25	0	2-4-2	-	3	Y	Y	-	-	15	-	Y
4A	6X25	0	2-4-2	-	4	Y	Y	-	-	10	-	Y
6A	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	Y

3 Phase Fully Actuated Asheville Signal System

NOTES

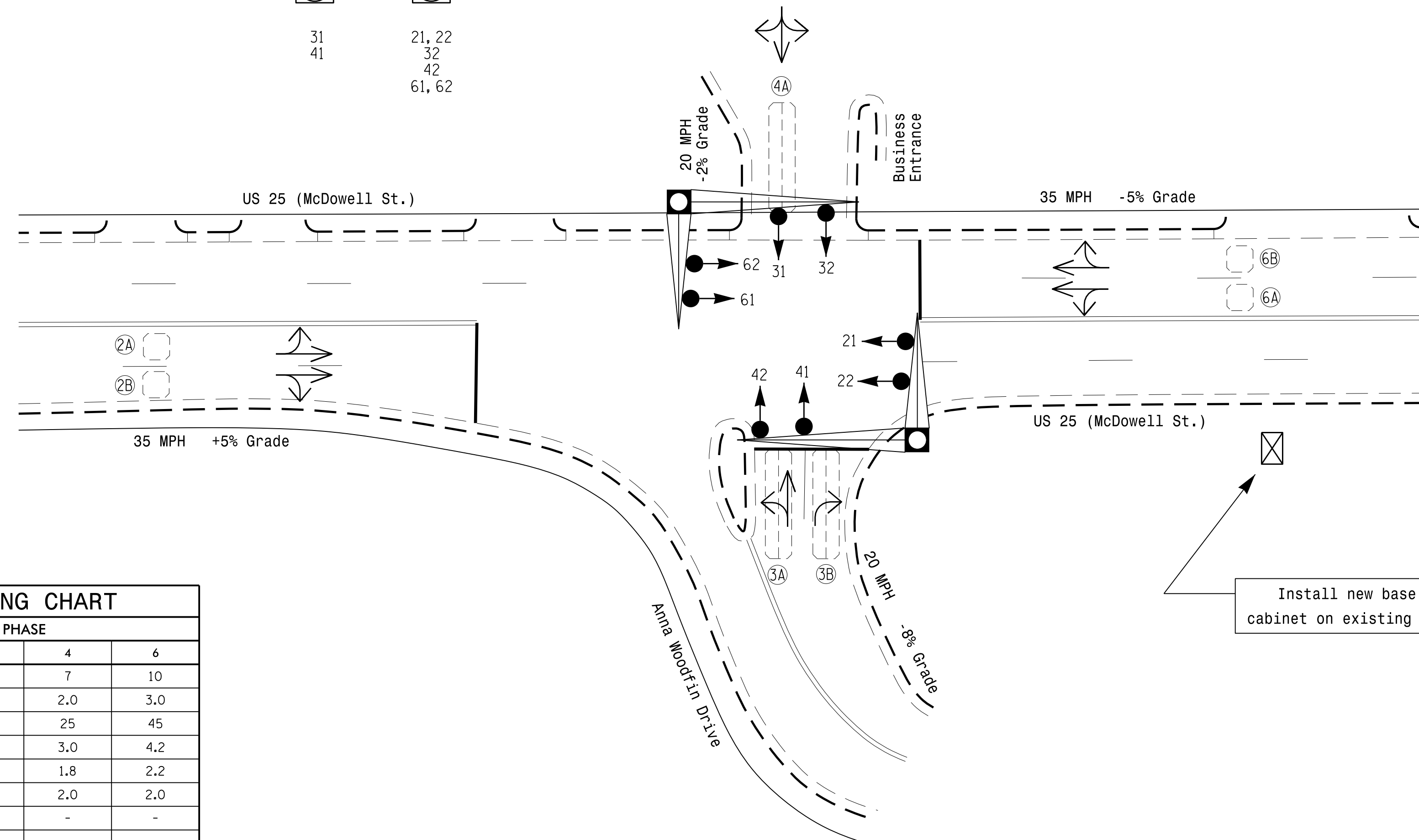
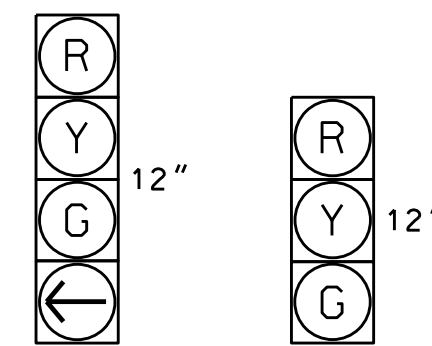
- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- The order of phase 3 and phase 4 may be reversed.
- Set all 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.

PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE I.D.

All Heads L.E.D.

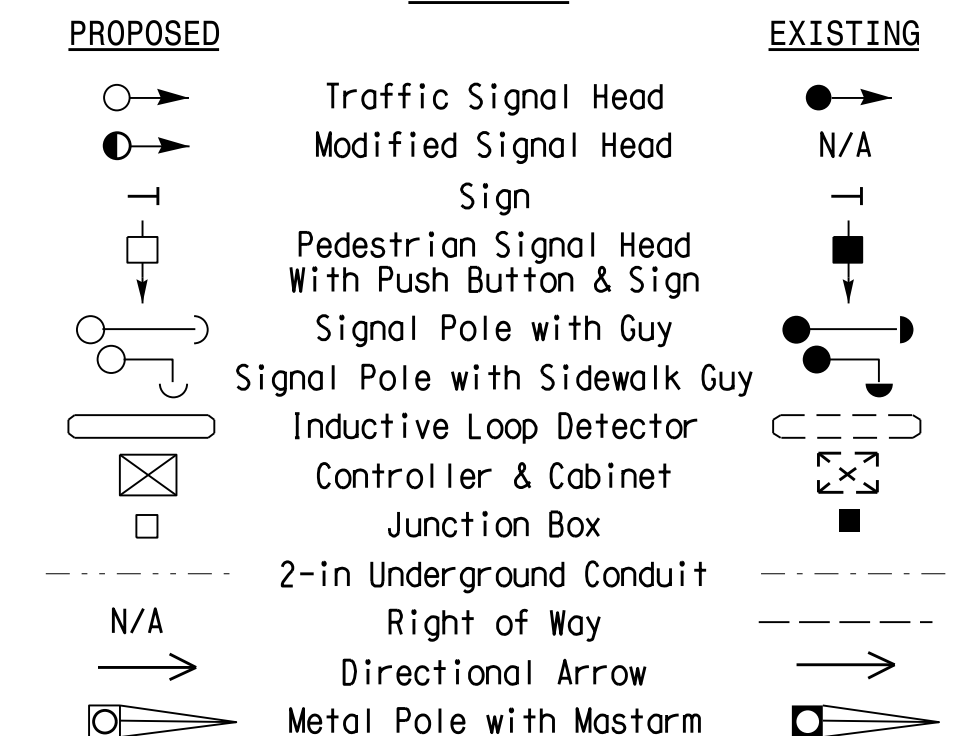


OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	3	4	6
Min Green 1 *	10	7	7	10
Extension 1 *	3.0	2.0	2.0	3.0
Max Green 1 *	45	25	25	45
Yellow Clearance	4.2	3.3	3.0	4.2
Red Clearance	2.2	2.1	1.8	2.2
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	-	-	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



Signal Upgrade

Prepared In the Offices of:

 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC.
 MEMBER OF TRANSPORTATION SIGNAL DESIGN SECTION
 750 N. Greenfield Pkwy, Garner, NC 27529

US 25 (McDowell St.)
 at
 Anna Woodfin Drive/
 Business Entrance

Division 13 Buncombe County Asheville
 PLAN DATE: June 2016 REVIEWED BY: T.J. Williams
 PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 0 20
 1"=20'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 RICHARD N. ZINSER
 043914
 Richard N. Zinser 8/15/2016
 DATE
 SIG. INVENTORY NO. 13-0461

15-AUG-2016 09:55
 S:\ITS\ASU\ITS_Signal\Western Region\01\13\13-0461\13-0461_sig_dsn_2016mdd-dgn
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