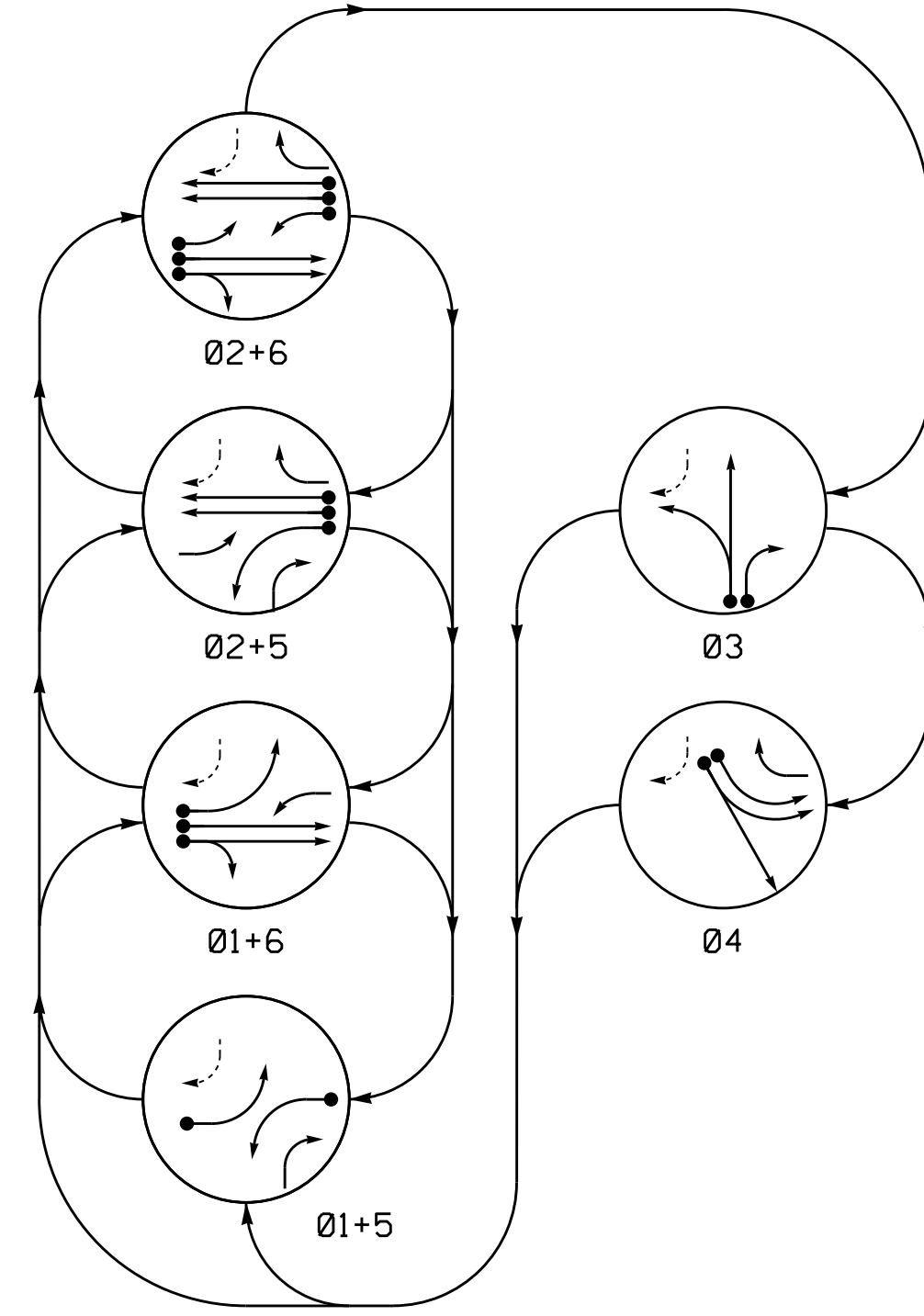


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

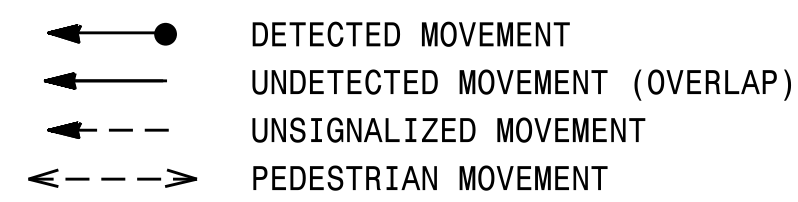
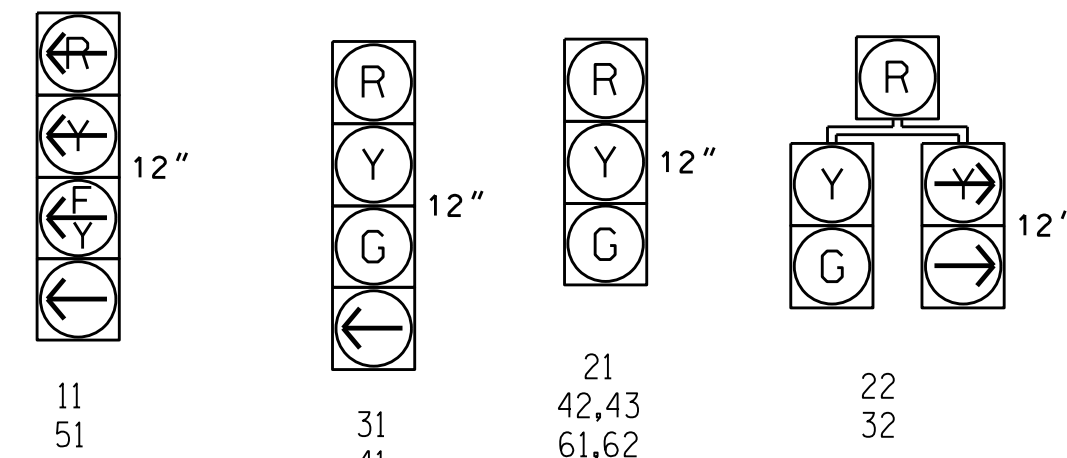


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø 1+5	Ø 1+6	Ø 2+5	Ø 2+6	Ø 3	Ø 4
11	←	←	←	←	←	←
21	R	R	G	G	R	Y
22	R	R	G	G	R	Y
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	R	G
42,43	R	R	R	R	R	G
51	←	←	←	←	←	←
61,62	R	G	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



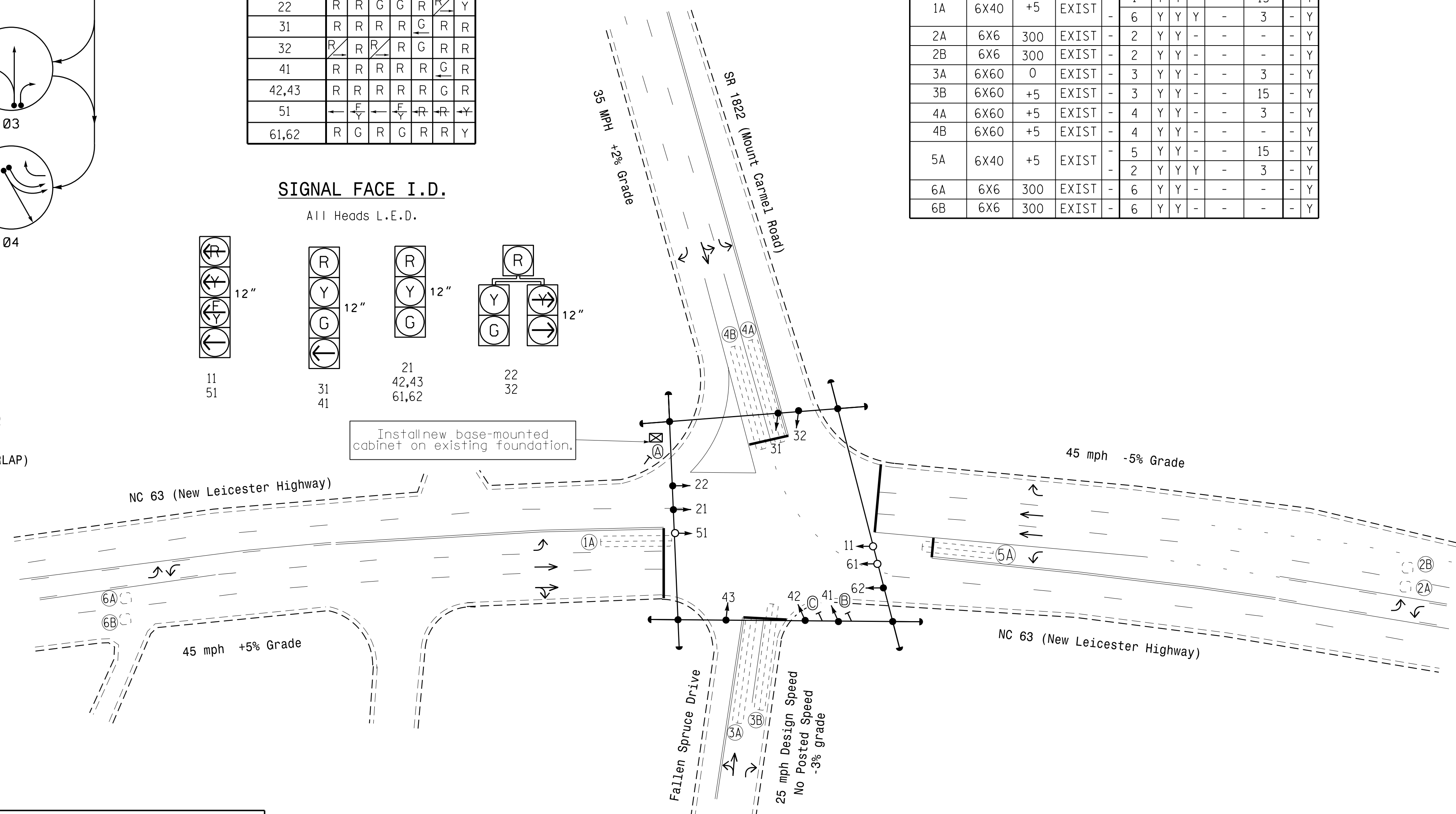
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING							
				PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X40	+5	EXIST	-	1	Y	Y	-	15	-	Y
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	Y
2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	Y
3A	6X60	0	EXIST	-	3	Y	Y	-	-	3	Y
3B	6X60	+5	EXIST	-	3	Y	Y	-	-	15	Y
4A	6X60	+5	EXIST	-	4	Y	Y	-	-	3	Y
4B	6X60	+5	EXIST	-	4	Y	Y	-	-	-	Y
5A	6X40	+5	EXIST	-	5	Y	Y	-	-	15	Y
6A	6X6	300	EXIST	-	2	Y	Y	-	-	3	Y
6B	6X6	300	EXIST	-	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.
- 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.

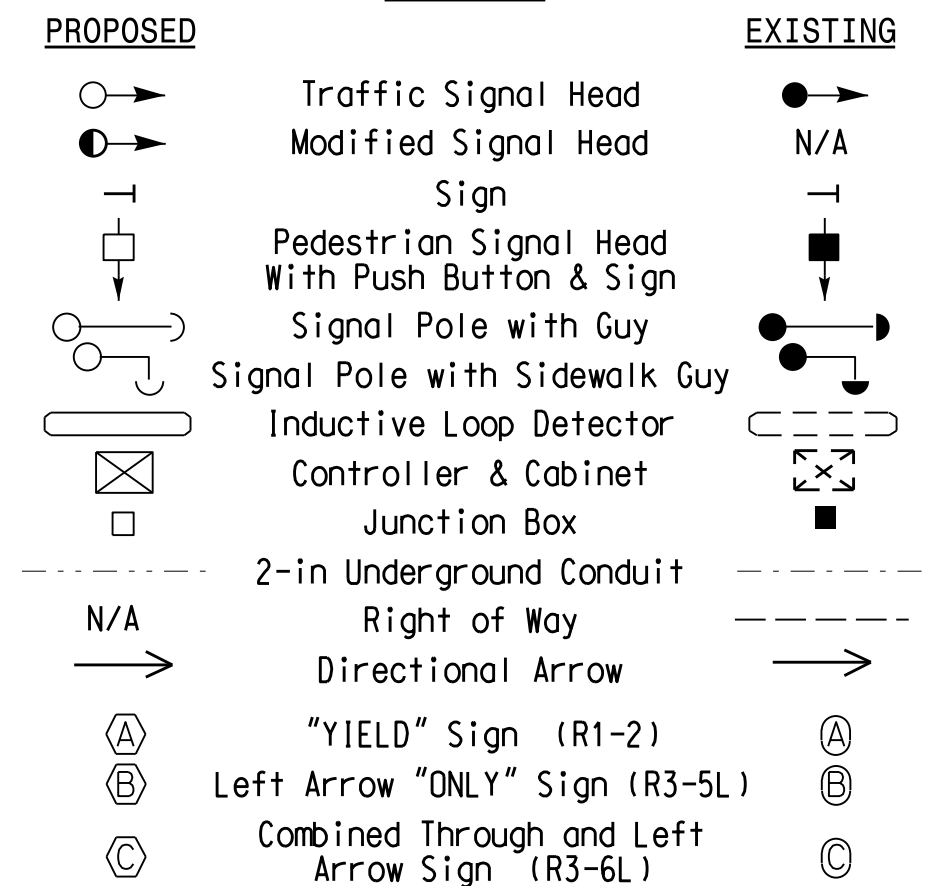


OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1 *	2.0	6.0	1.0	1.0	2.0	6.0
Max Green 1 *	15	90	15	20	15	90
Yellow Clearance	3.0	5.0	3.3	3.7	3.1	5.0
Red Clearance	3.1	2.0	2.6	2.5	3.4	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 *	-	20	-	-	-	20
Time To Reduction *	-	30	-	-	-	30
Minimum Gap	-	3.0	-	-	-	3.0
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	ON	ON	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:

 750 N. Greenfield Pkwy, Garner, NC 27529

NC 63 (New Leicester Highway) at SR 1822 (Mount Carmel Road) / Fallen Spruce Drive

Division 13 Buncombe County Asheville

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

PREPARED BY: C. Pierce REVIEWED BY:

REVISIONS: _____ INIT. DATE: _____

SCALE: 0 40
1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEERS
 24393
 J. O. Williams
 9/22/2016
 SIG. INVENTORY NO. 13-0505

02-SEP-2016 11:30 S:\IT\ASU\13-0505\SIG\13-0505\Sig.dgn System\Signal Design\115-0155 (Ashevi)13-0505\Sig.dgn 2016mdd-dgn