

PHASING DIAGRAM

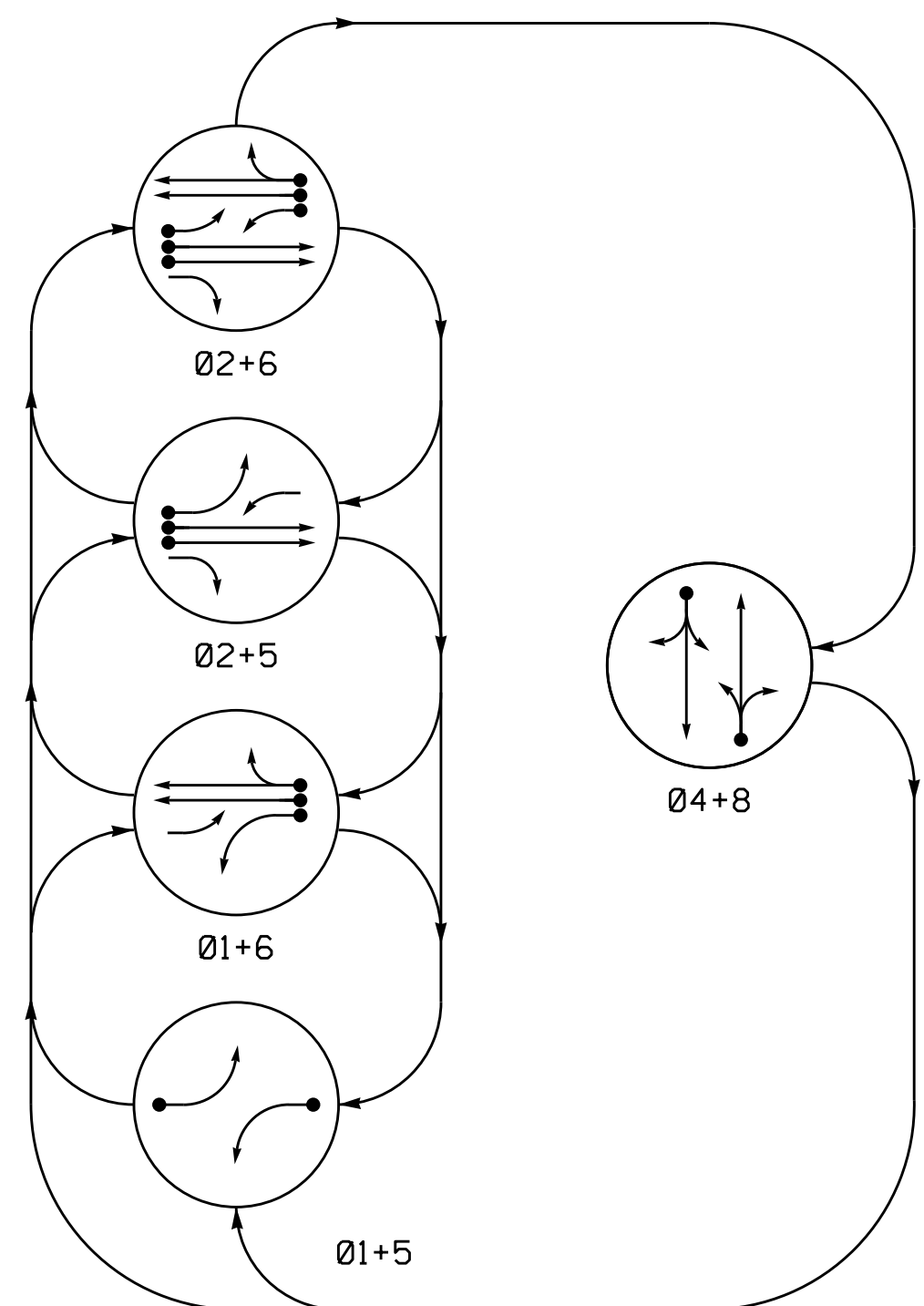
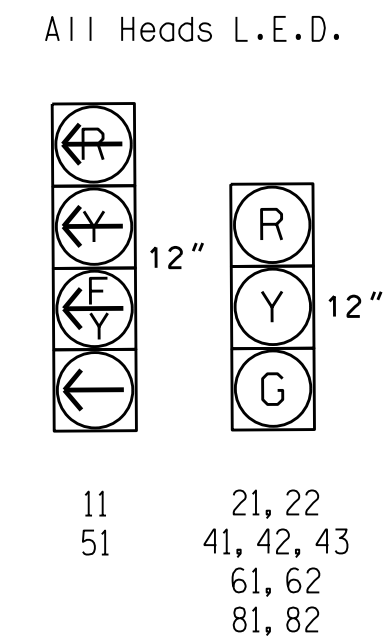


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	Ø4+8
11	←	←	←	←	←	←
21, 22	R	R	G	G	R	Y
41, 42, 43	R	R	R	R	G	R
51	←	←	←	←	←	←
61, 62	R	G	R	G	R	Y
81, 82	R	R	R	R	G	R

SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

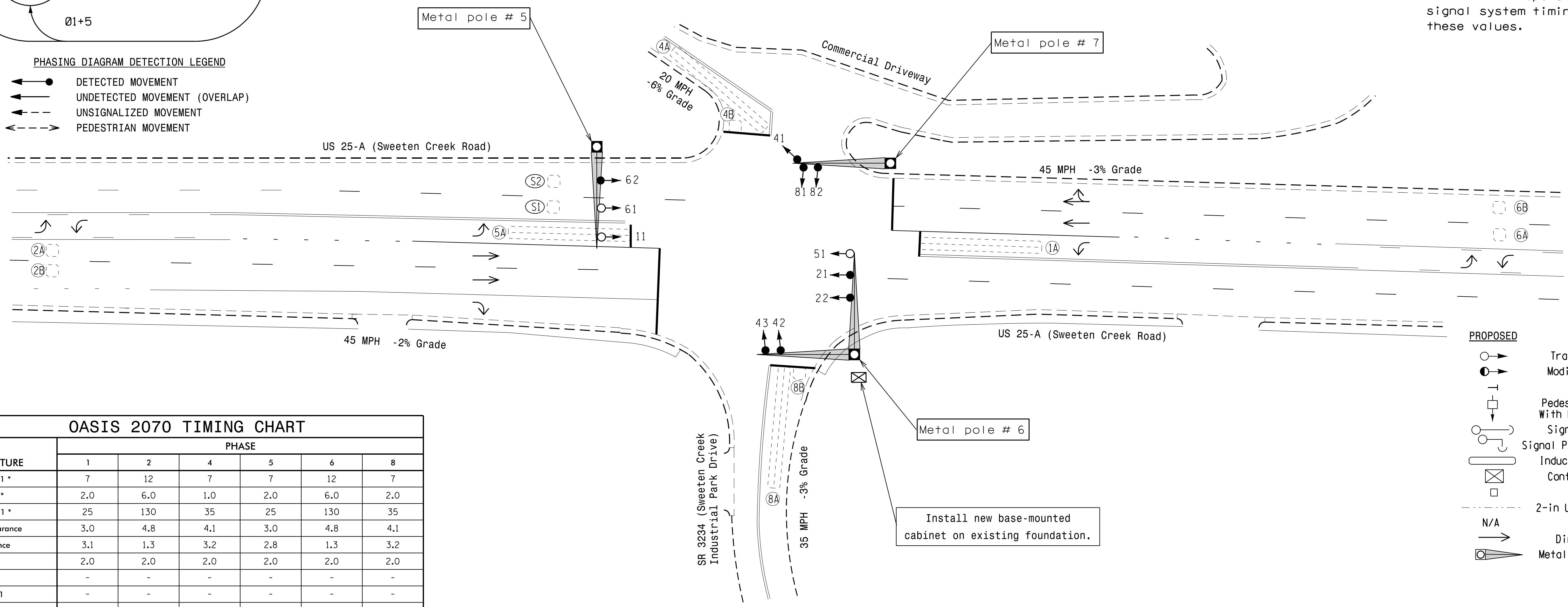
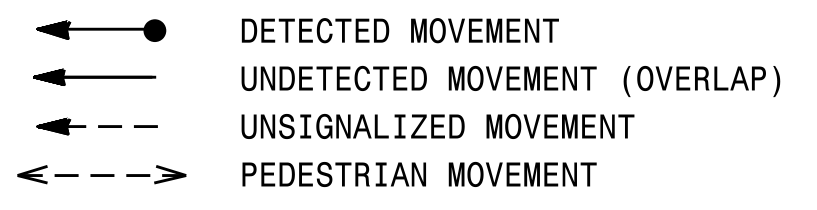
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING							
				PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X60	0	2-4-2	-	1	Y	Y	-	15	-	Y
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	Y
2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	10	-	Y
4B	6X6	0	2-4-2	-	4	Y	Y	-	20	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	15	-	Y
6A	6X6	300	EXIST	-	6	Y	Y	-	-	-	Y
6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	-	Y
8B	6X6	0	2-4-2	-	8	Y	Y	-	20	-	Y
S1	6X6	+164	EXIST	-	-	-	-	-	-	-	Y
S2	6X6	+164	EXIST	-	-	-	-	-	-	-	Y

5 Phase Fully Actuated Asheville Signal System

NOTES

1. Refer to "Roadway Standard Drawing 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. Phase 1 and/or phase 5 may be lagged.
4. Reposition existing signal head numbered 62.
5. Set all detector units to presence mode.
6. 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.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. Pavement markings are existing.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

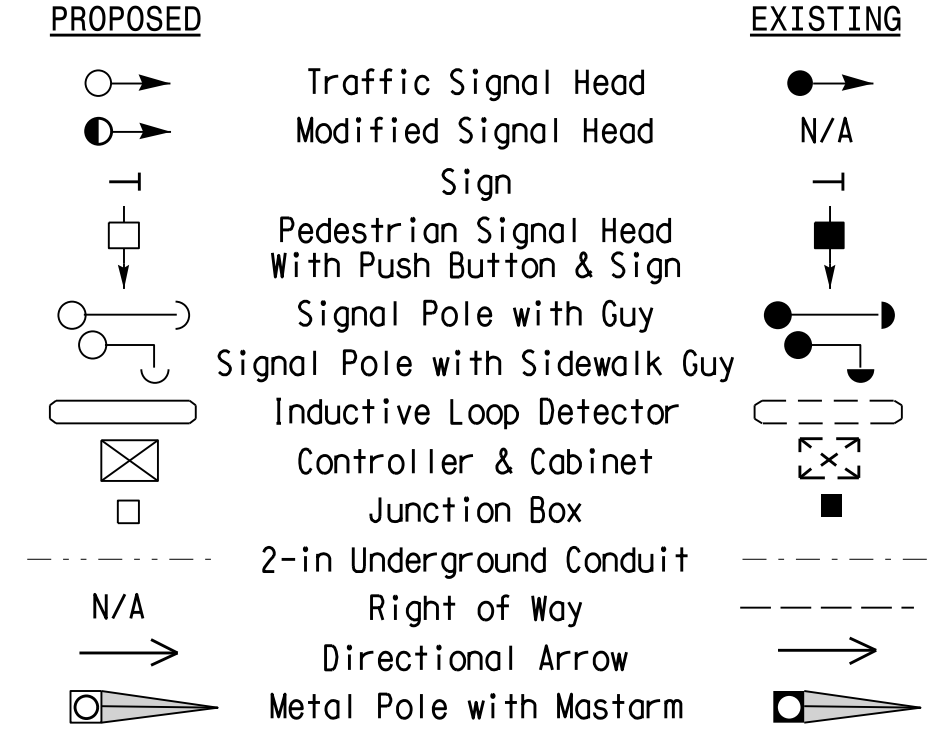


OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green 1 *	7	12	7	7	12	7
Extension 1 *	2.0	6.0	1.0	2.0	6.0	2.0
Max Green 1 *	25	130	35	25	130	35
Yellow Clearance	3.0	4.8	4.1	3.0	4.8	4.1
Red Clearance	3.1	1.3	3.2	2.8	1.3	3.2
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.8	-	-	1.8	-
Max Variable Initial *	-	34	-	-	34	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	30	-	-	30	-
Minimum Gap	-	3.0	-	-	3.0	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-
Dual Entry	-	-	ON	-	-	ON
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

US 25-A (Sweeten Creek Road) at SR 3234 (Industrial Park Drive) / Commercial Drive

Division 13 Buncombe County Asheville

PLAN DATE: April 2016 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

REVISIONS: \_\_\_\_\_ INIT. DATE

SCALE: 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 024393

ENGINEER: T. Williams DATE: 9/8/2016

SIG. INVENTORY NO. 13-0673

07-050-2016-1411  
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 Design: T. Williams  
 Signal Design Section  
 9/8/2016 10:00:00 AM  
 T. Williams