

PHASING DIAGRAM

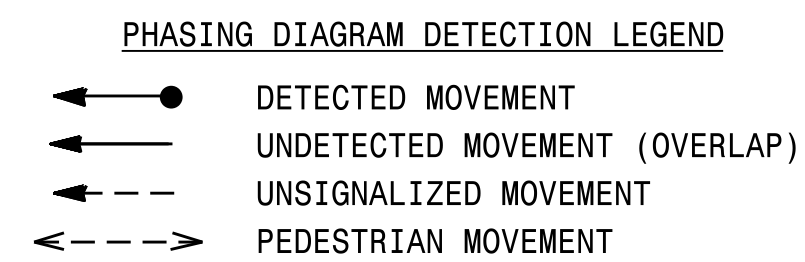
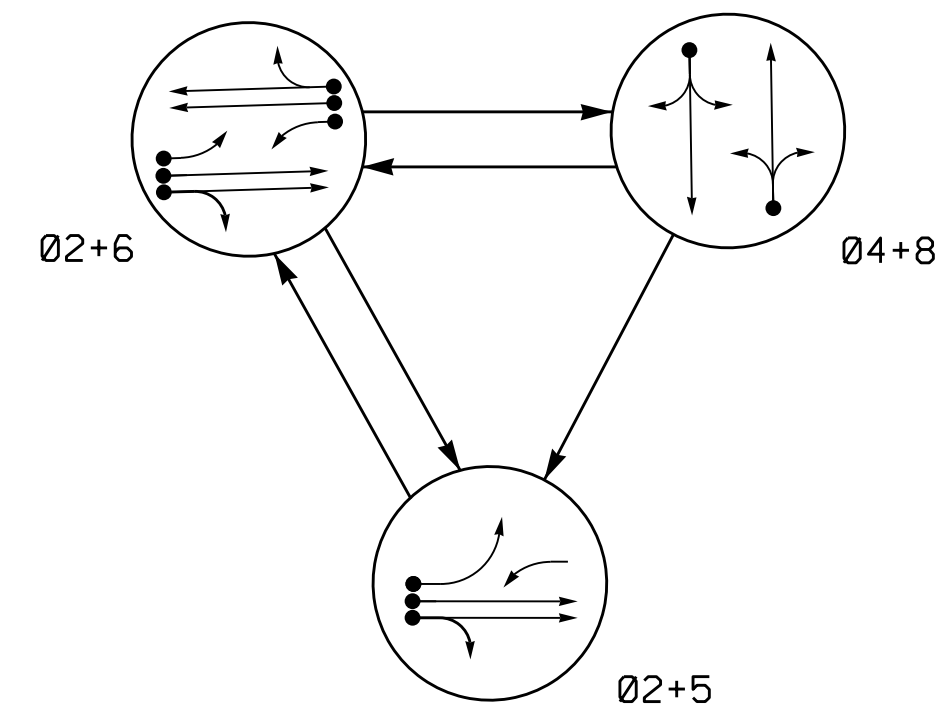
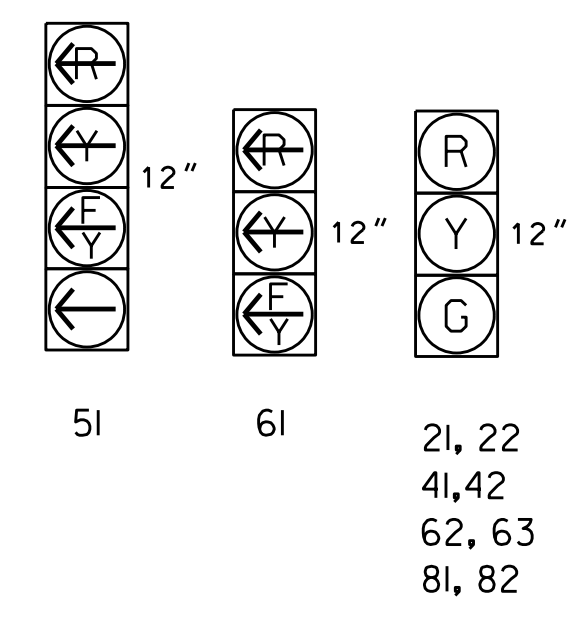


TABLE OF OPERATION

SIGNAL FACE	PHASE				
	05+20	02+6	04+8	FL	HL
2L, 22	G	G	R	Y	
4L, 42	R	R	G	R	
5I	←	←	←	←	←
6I	←	←	←	←	←
62, 63	R	G	R	Y	
8L, 82	R	R	G	R	

SIGNAL FACE I.D.

All Heads L.E.D.



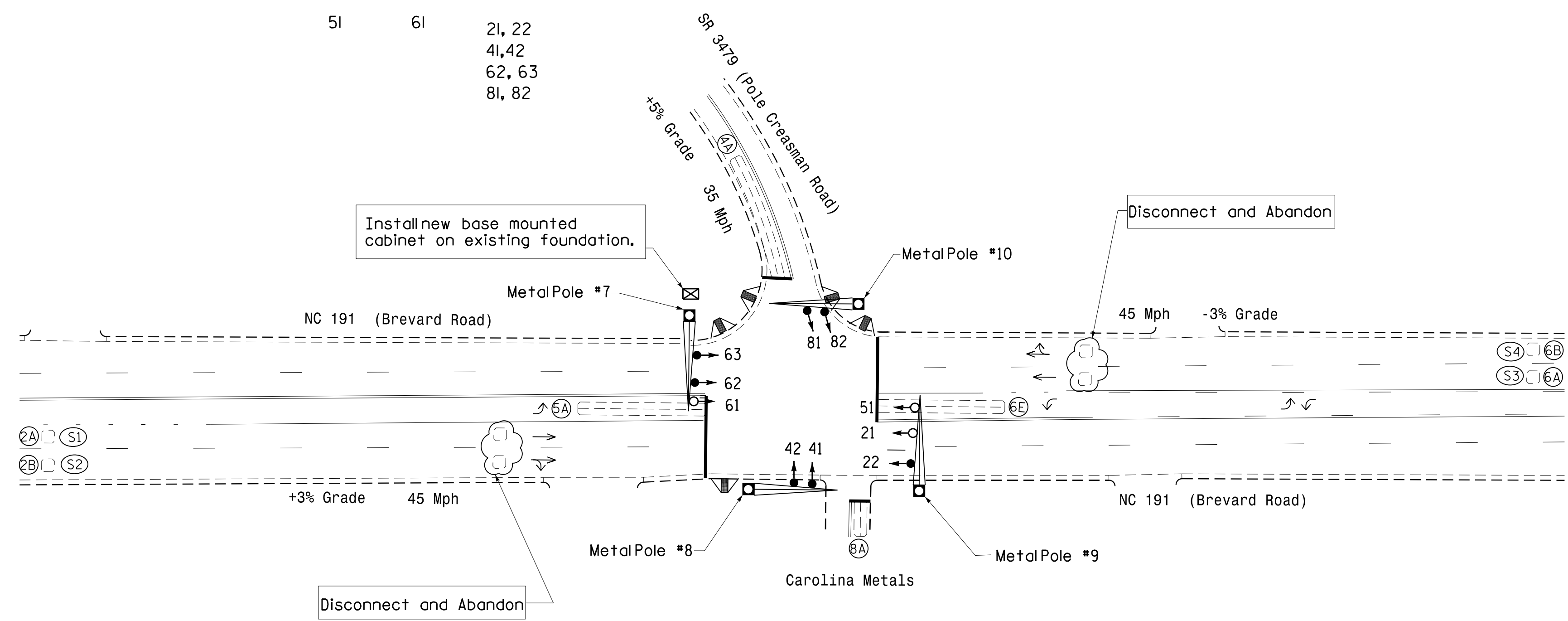
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A/SI	6X6	300	5	-	2	Y	Y	-	-	-	Y	Y
2B/S2	6X6	300	5	-	2	Y	Y	-	-	-	Y	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A/S3	6X6	300	5	-	6	Y	Y	-	-	-	Y	Y
6B/S4	6X6	300	5	-	6	Y	Y	-	-	-	Y	Y
6E	6X60	0	2-4-2	-	6	Y	Y	Y	-	3	-	Y
8A	6X16	0	2-4-2	-	8	Y	Y	-	-	10	-	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.
- Disconnect and abandon loops as shown.
- Phase 5 may be lagged.
- Reposition existing signal heads numbered 22, 62 and 63.
- 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.

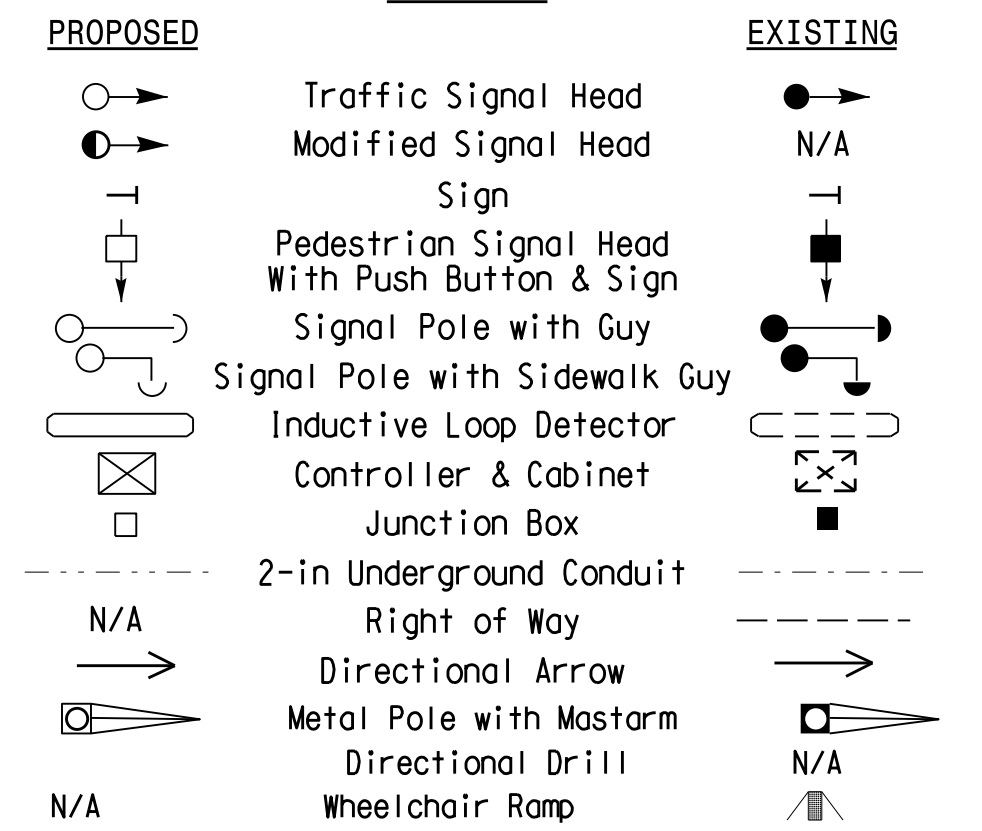


OASIS 2070 TIMING CHART

FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	12	7	7	12	7
Extension 1 *	6.0	1.0	1.0	6.0	1.0
Max Green 1 *	90	25	15	90	25
Yellow Clearance	4.8	3.6	3.0	4.8	3.6
Red Clearance	1.2	2.8	2.1	1.2	2.8
Red Revert	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	3.0	-	-	3.0	-
Recall Mode	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	-	YELLOW	-
Dual Entry	-	ON	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON

* 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.
 ENGINEERS OF NORTH CAROLINA
 750 N. Greenfield Pkwy, Garner, NC 27529

NC 191 (Brevard Road) at SR 3479 (Pole Creasman Road) / Carolina Metals Entrance

Division 13 Buncombe County Asheville

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

PREPARED BY: C. Pierce REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 024393 J. G. WILLIAMS 8/16/2016

SIG. INVENTORY NO. 13-0854

21-MAY-2016 15:15:36
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