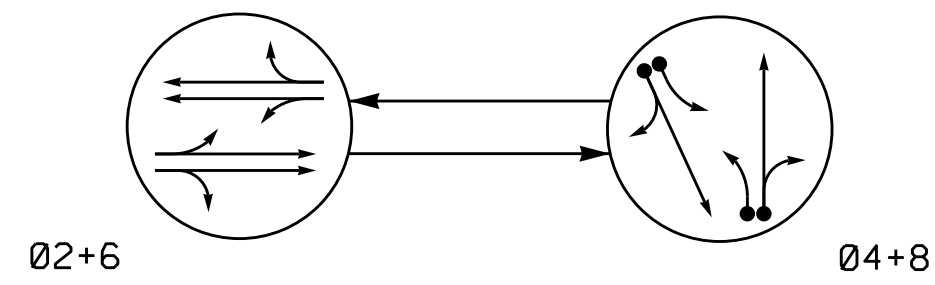


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

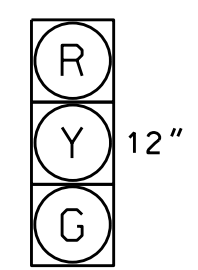
- ● DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- - - UNSIGNALIZED MOVEMENT
- - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	100% T
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
41, 42
61, 62
81, 82

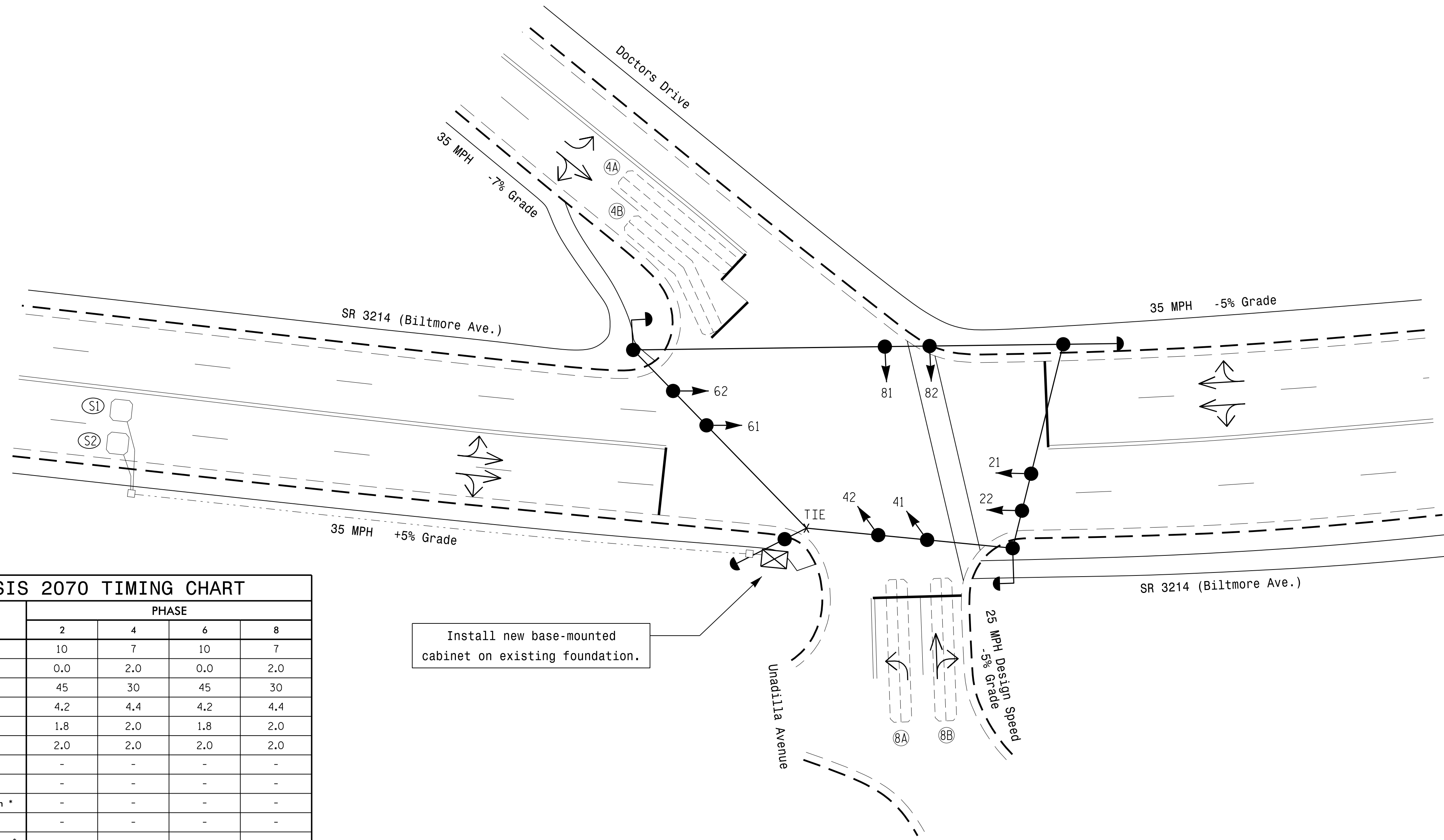
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				LOOP SYSTEM	NEW CARD	
					PHASE	CALLING	EXTENSION FULL TIME DELAY	STRETCH TIME			DELAY TIME
4A	6X40	0	2-4-2	-	4	Y	Y	-	3	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	10	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	3	-	Y
8B	6X40	+5	2-4-2	-	8	Y	Y	-	10	-	Y
S1	6X6	150	3	Y	-	-	-	-	-	-	Y
S2	6X6	150	3	Y	-	-	-	-	-	-	Y

2 Phase Semi-Actuated Asheville Signal System

NOTES

1. Refer to "Roadway Standard Drawings 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. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Pavement markings are existing.
6. 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	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	2.0	0.0	2.0
Max Green 1 *	45	30	45	30
Yellow Clearance	4.2	4.4	4.2	4.4
Red Clearance	1.8	2.0	1.8	2.0
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	MAX RECALL	-	MAX RECALL	-
Vehicle Call Memory	-	-	-	-
Dual Entry	-	ON	-	ON
Simultaneous Gap	ON	ON	ON	ON

Install new base-mounted cabinet on existing foundation.

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → Traffic Signal Head
○ → Modified Signal Head	○ → Modified Signal Head
○ → Sign	○ → Sign
○ → Pedestrian Signal Head With Push Button & Sign	○ → Pedestrian Signal Head With Push Button & Sign
○ → Signal Pole with Guy	○ → Signal Pole with Guy
○ → Signal Pole with Sidewalk Guy	○ → Signal Pole with Sidewalk Guy
□ → Inductive Loop Detector Controller & Cabinet	□ → Inductive Loop Detector Controller & Cabinet
□ → Junction Box	□ → Junction Box
□ → 2-in Underground Conduit	□ → 2-in Underground Conduit
- - - Right of Way	- - - Right of Way
→ Directional Arrow	→ Directional Arrow

* 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

SR 3214 (Biltmore Ave.) at Doctors Drive/Unadilla Avenue

Division 13 Buncombe County Asheville

PLAN DATE: May 2016 REVIEWED BY: P.L. Alexander

PREPARED BY: R.N. Zinser REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 20 1"=20'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

RICHARD N. ZINSER ENGINEER 043914

9/8/2016

SIG. INVENTORY NO. 13-0383

08-SEP-2016 09:53 SR3214SR3214 Signal System Eastern Region 01/13/16 13:41-4715B Asheville Signal System Design Design 13-0383*130383*sig_dsn_2016mdd-dgn.rnz.zinser