

PHASING DIAGRAM

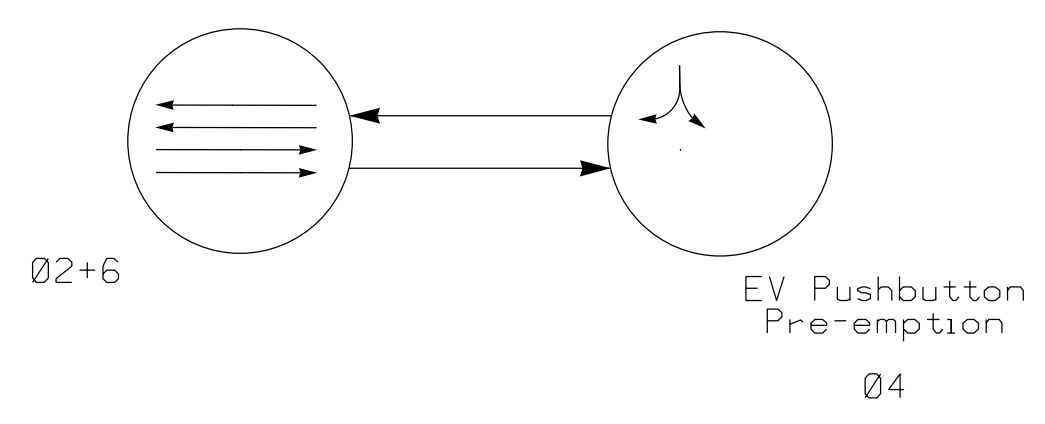
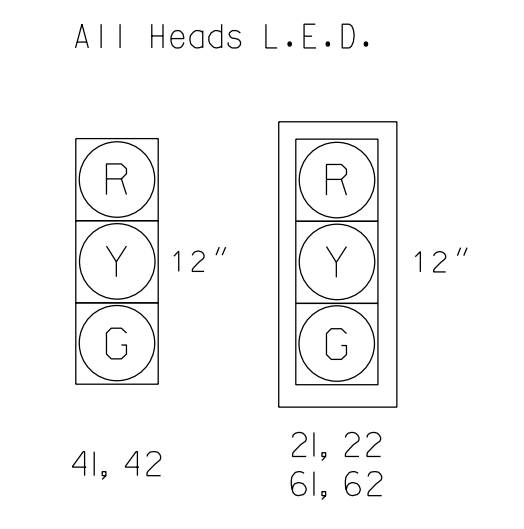


TABLE OF OPERATION

SIGNAL FACE	PHASE		
	N	E	F
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y

SIGNAL FACE I.D.



OASIS 2070 EV PREEMPT

FUNCTION	PRE 2
Interval 1 - Dwell Green	255
Interval 1 - Dwell Yellow	3.0
Interval 1 - Dwell Red	2.1
Interval 5 - Exit Green	1
Interval 5 - Yellow	0.0
Interval 5 - Red	0.0
Exit Phase(s)	-
Priority	MED
Delay Time	0.0
Min Green Before Pre	1
Ped Clear Before Pre	0
Yellow Clear Before Pre	0.0*
Red Clear Before Pre	0.0*
Dwell Min Time	30
Enable Backup Protection	Y
Ped Clear Through Yellow	N
Omit Overlaps	-
Preempt Extend**	-

* Time defaults to time used for phase during normal operation

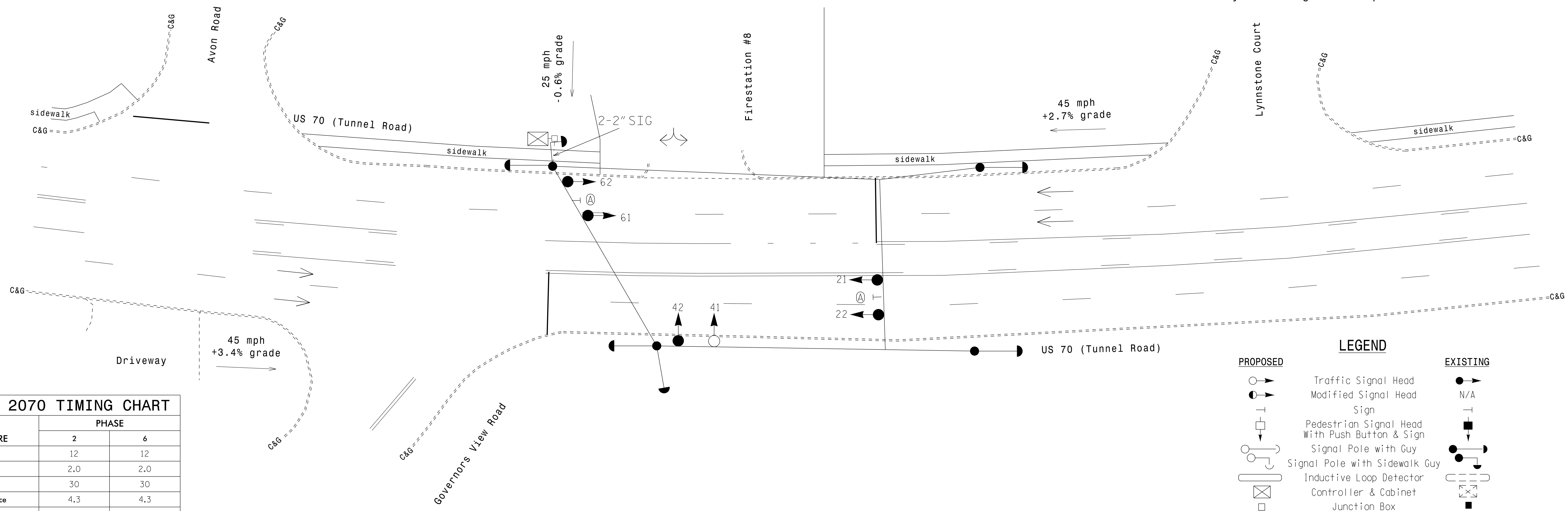
**2 Phase
Pre-timed w/EV Pushbutton Preemption
(Asheville Signal System)**

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. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
4. The emergency preemption push button is located in the fire station.
5. Preemption timings shown are based on existing timing. Timings may be adjusted by City Traffic Engineer.
6. Pavement markings are existing.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

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



OASIS 2070 TIMING CHART

FEATURE	PHASE	
	2	6
Min Green 1 *	12	12
Extension 1 *	2.0	2.0
Max Green 1 *	30	30
Yellow Clearance	4.3	4.3
Red Clearance	1.6	1.3
Red Revert	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	-	-
Simultaneous Gap	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

- | | | | |
|--|-------------------------------|--|----------|
| | Traffic Signal Head | | EXISTING |
| | Modified Signal Head | | N/A |
| | Pedestrian Signal Head | | N/A |
| | Signal Pole with Sign | | N/A |
| | Signal Pole with Sidewalk Guy | | N/A |
| | Inductive Loop Detector | | N/A |
| | Controller & Cabinet | | N/A |
| | Junction Box | | N/A |
| | 2-in Underground Conduit | | N/A |
| | Right of Way | | N/A |
| | Directional Arrow | | N/A |
| | "EMERGENCY SIGNAL" Sign | | N/A |

Signal Upgrade

City of Asheville
North Carolina

**US 70 (Tunnel Road)
at
Firestation #8**

Division 13 Buncombe County Asheville

PLAN DATE: May 2016 REVIEWED BY: MB Toth

PREPARED BY: AM Encarnacion REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA
PROFESSIONAL
ENGINEER
MELISSA B. TOOTH

12/16/2016
DATE

SIG. INVENTORY NO. COA-06

SCALE 1"=20'

ATKINS 1616 EAST MILLBROOK ROAD, SUITE 310
RALEIGH, NORTH CAROLINA 27609
(919) 876-6888 NCBEE'S #F-0326

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