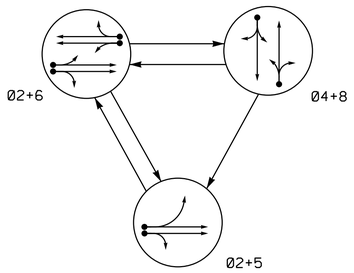
PROJECT REFERENCE NO.	SHEET NO.
U-4715 B	Sig. 64.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

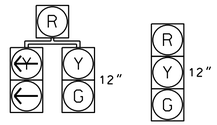
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 02+5	PHASE 02+6	PHASE 04+8	FLASH
21	G	G	R	Y
22	G	G	R	Y
41, 42	R	R	G	R
61, 62	R	G	R	Y
81, 82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	70	4	-	2	Y	Y	-	-	-	-	Y
2B	6X6	70	4	-	2	Y	Y	-	-	-	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
5A	6X15	50	4	-	5	Y	Y	-	-	10	-	Y
6A	6X6	70	4	-	6	Y	Y	-	-	-	-	Y
6B	6X6	70	4	-	6	Y	Y	-	-	-	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	5	-	Y

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6	PHASE 8
Min Green 1 *	10	7	7	10	7
Extension 1 *	3.0	1.0	2.0	3.0	2.0
Max Green 1 *	60	25	15	60	25
Yellow Clearance	4.2	3.8	3.0	4.2	3.8
Red Clearance	1.3	2.2	1.9	1.3	2.2
Red Revert	5.0	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	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.

3 Phase
Fully 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. Enable Backup Protect for phase 2 to allow the controller to clear from phase 2+6 to phase 2+5 by progressing through an all red display.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
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.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
Ⓐ	"LEFT TURN YIELD ON GREEN" Sign (R10-12)	Ⓐ
Ⓑ	"STOP HERE ON RED" Sign (R10-6)	Ⓑ
Ⓒ	"NO TURN ON RED" Sign (R10-11)	Ⓒ

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

US 19-23-74A (Patton Avenue) at Deaverview Road / Funeral Home

Division 13 Buncombe County Asheville

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

PREPARED BY: C. Pierce REVIEWED BY:

SCALE 0 20 1"=20'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 24393 ENGINEER TIMOTHY J. WILLIAMS

DocuSigned by: T. J. Williams 9/19/2016
07AD792BE8D34CA DATE

SIG. INVENTORY NO. I3-0276

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