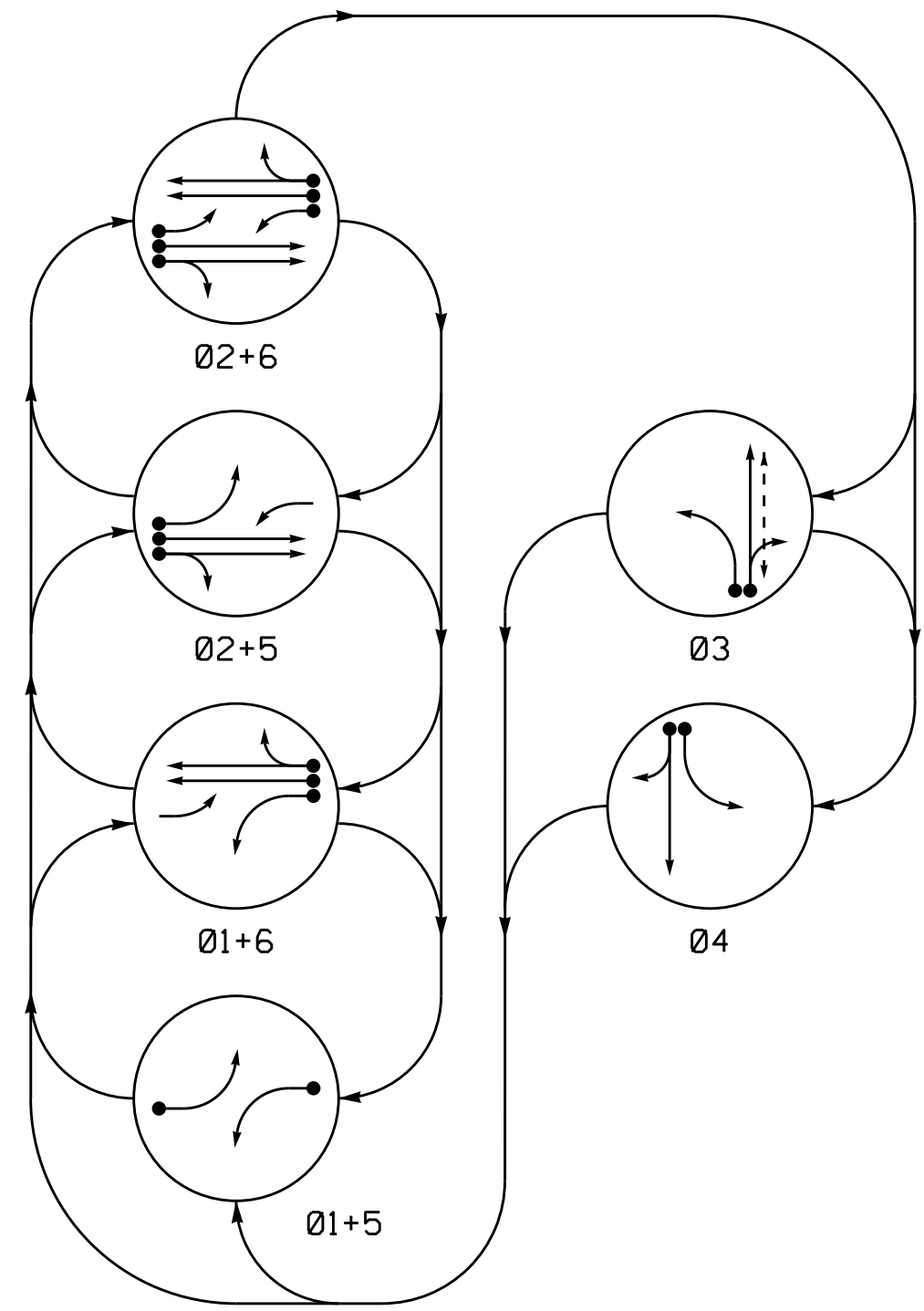


PHASING DIAGRAM



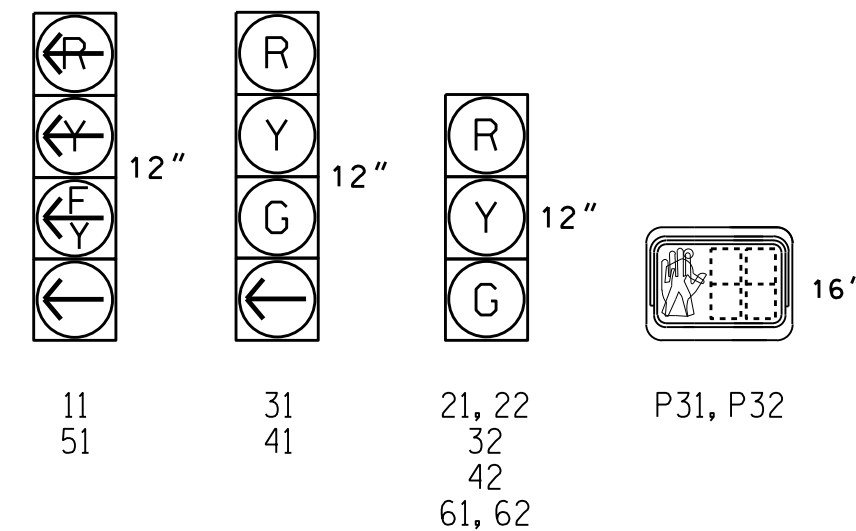
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE					
	Ø 1 + 5	Ø 1 + 6	Ø 2 + 5	Ø 2 + 6	Ø 3	Ø 4
11	←	←	→	→	←	←
21, 22	R	R	G	G	R	Y
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	←	←	→	→	←	←
61, 62	R	G	R	G	R	Y
P31, P32	DW	DW	DW	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.

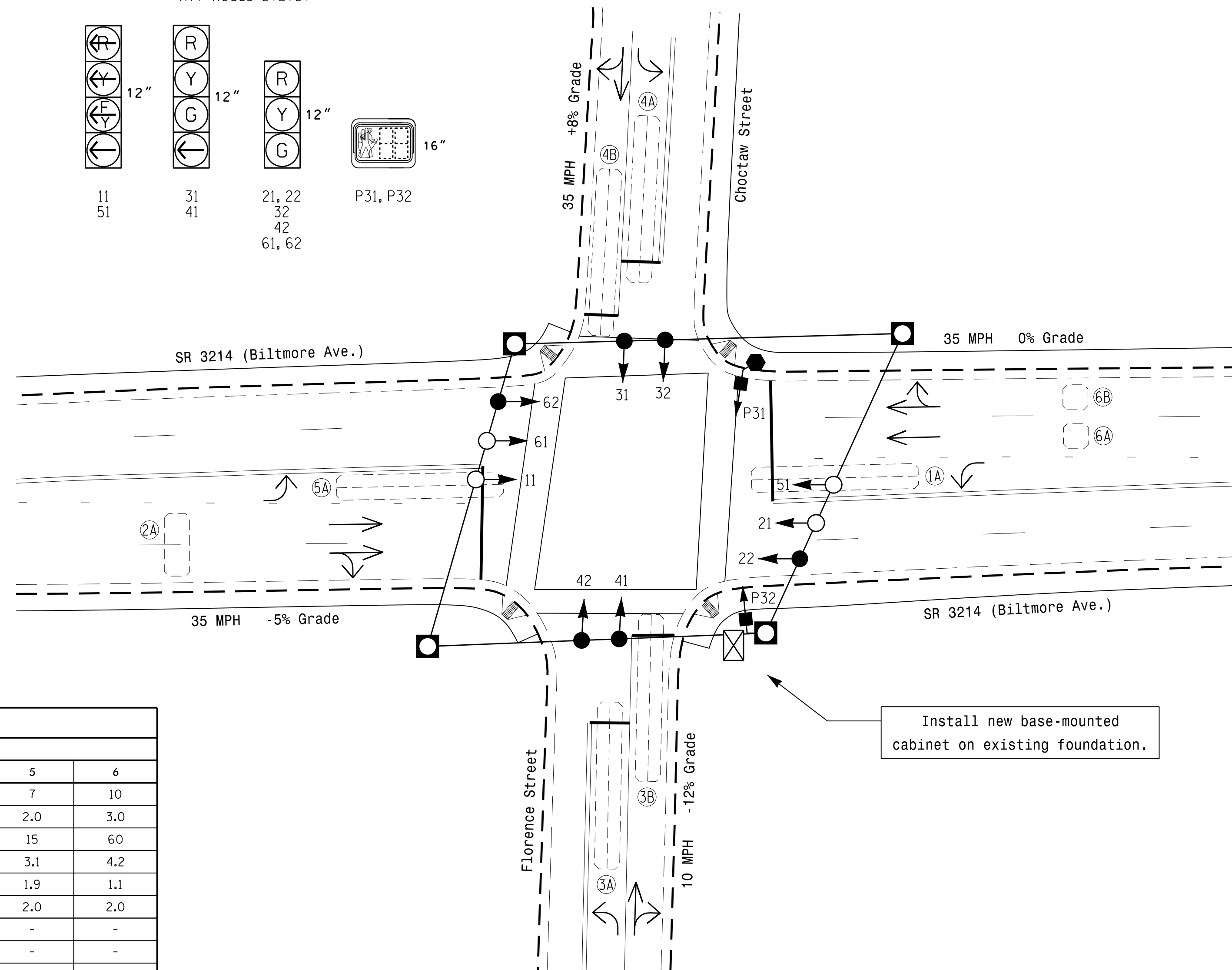


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X40	+5	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A	6X16	70	EXIST	-	2	Y	Y	-	-	-	-	Y
3A	6X40	+5	2-4-2	-	3	Y	Y	-	-	3	-	Y
3B	6X40	+5	2-4-2	-	3	Y	Y	-	-	10	-	Y
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X40	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X40	+5	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A	6X6	70	4	-	6	Y	Y	-	-	-	-	Y
6B	6X6	70	4	-	6	Y	Y	-	-	-	-	Y

6 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. Phase 1 and/or phase 5 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Reposition existing signal heads numbered 22 and 62.
6. Set all detector units to presence mode.
7. 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.
8. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
9. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
10. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
11. Remove existing "LEFT TURN YIELD ON GREEN" Signs (R10-12).
12. Pavement markings are existing.
13. 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					
	1	2	3	4	5	6
Min Green 1 *	7	10	7	7	7	10
Extension 1	2.0	3.0	2.0	2.0	2.0	3.0
Max Green 1 *	15	60	20	20	15	60
Yellow Clearance	3.0	4.2	3.0	3.4	3.1	4.2
Red Clearance	1.9	1.1	3.8	1.9	1.9	1.1
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	7	-	-	-
Don't Walk 1	-	-	14	-	-	-
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	-	-	-	-	-	-
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

- | | |
|-----------------|-----------------|
| PROPOSED | EXISTING |
| ○ | ● |
| ○→ | N/A |
| ⊖ | ⊖ |
| ⊖ | ⊖ |
| ⊖ | ⊖ |
| ⊖ | ⊖ |
| ⊖ | ⊖ |
| ⊖ | ⊖ |
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| ⊖ | ⊖ |
| ⊖ | ⊖ |
| ⊖ | ⊖ |
| ⊖ | ⊖ |
| ⊖ | ⊖ |
| N/A | → |
| → | → |
| ⊖ | ⊖ |
| ○ | ● |
| N/A | ⊖ |

Signal Upgrade

Prepared in the Offices of:

 SR 3214 (Biltmore Ave.) at Choctaw Street/Florence Street
 Division 13 Buncombe County Asheville
 PLAN DATE: June 2016 REVIEWED BY: T.J. Williams
 PREPARED BY: R.N. Zinser REVIEWED BY: _____
 SCALE: 1" = 20'
 DATE: 8/10/2016
 SIG. INVENTORY NO. 13-0394