

PHASING DIAGRAM

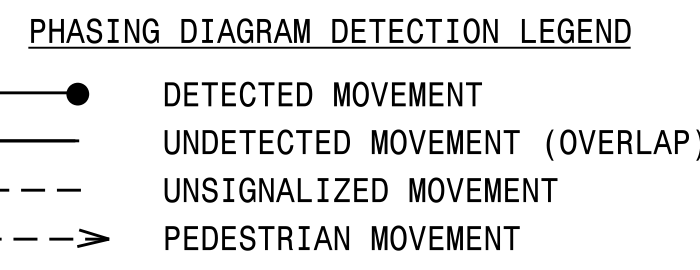
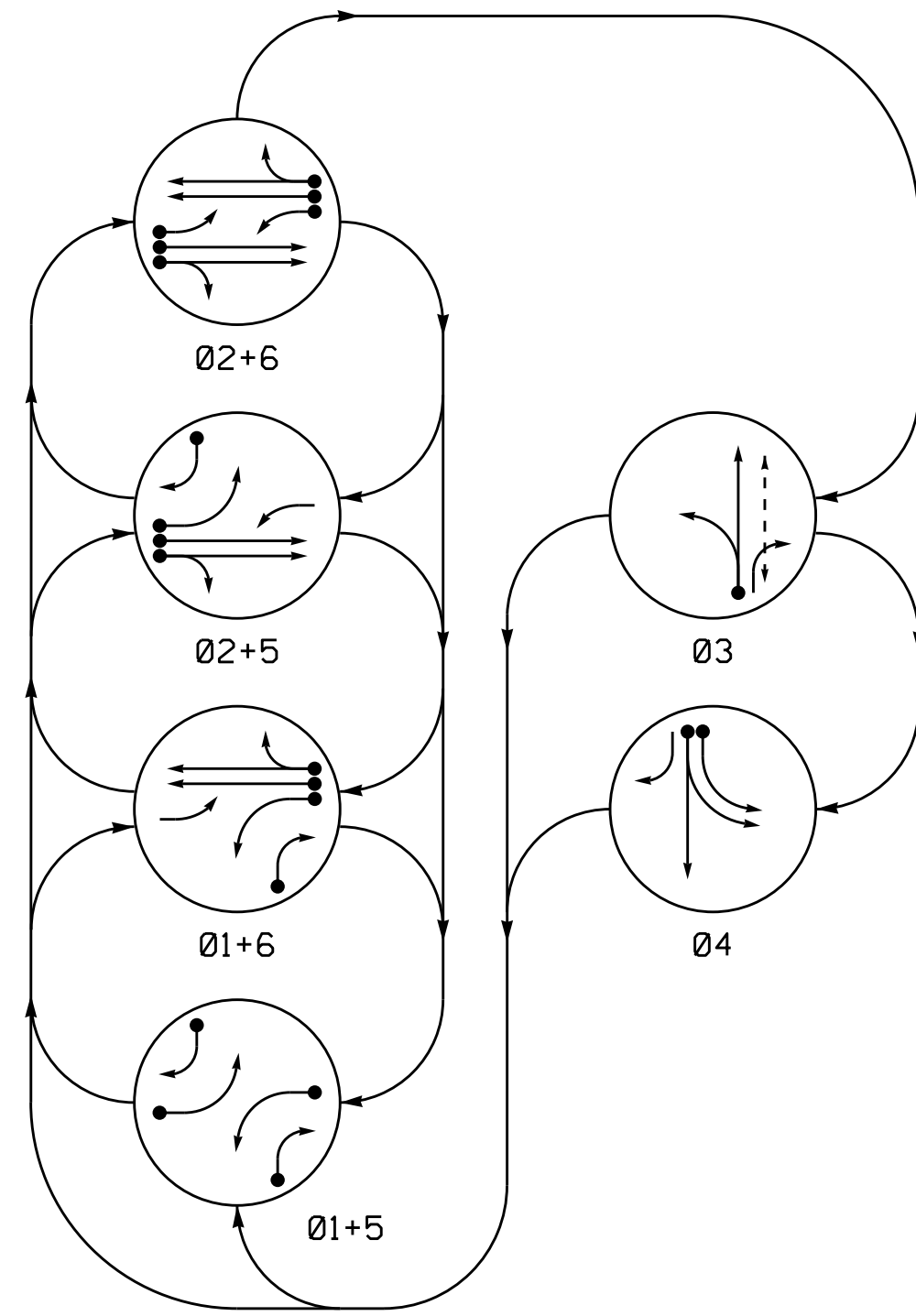
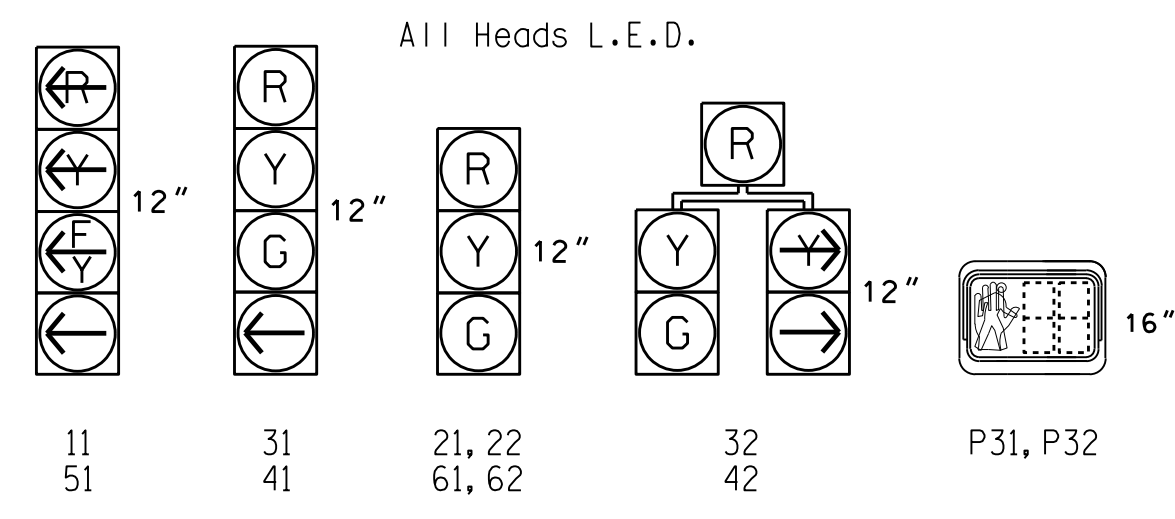


TABLE OF OPERATION

SIGNAL FACE	PHASE						
	01+5	01+6	02+5	02+6	03	04	EXTRA
11	—	—	—	—	—	—	—
21, 22	R	R	G	G	R	R	Y
31	R	R	R	R	G	R	R
32	R	R	R	R	G	R	R
41	R	R	R	R	G	R	R
42	R	R	R	R	G	R	R
51	—	—	—	—	—	—	—
61, 62	R	G	R	G	R	R	Y
P31, P32	DW	DW	DW	DW	W	DW	DRK

SIGNAL FACE I.D.



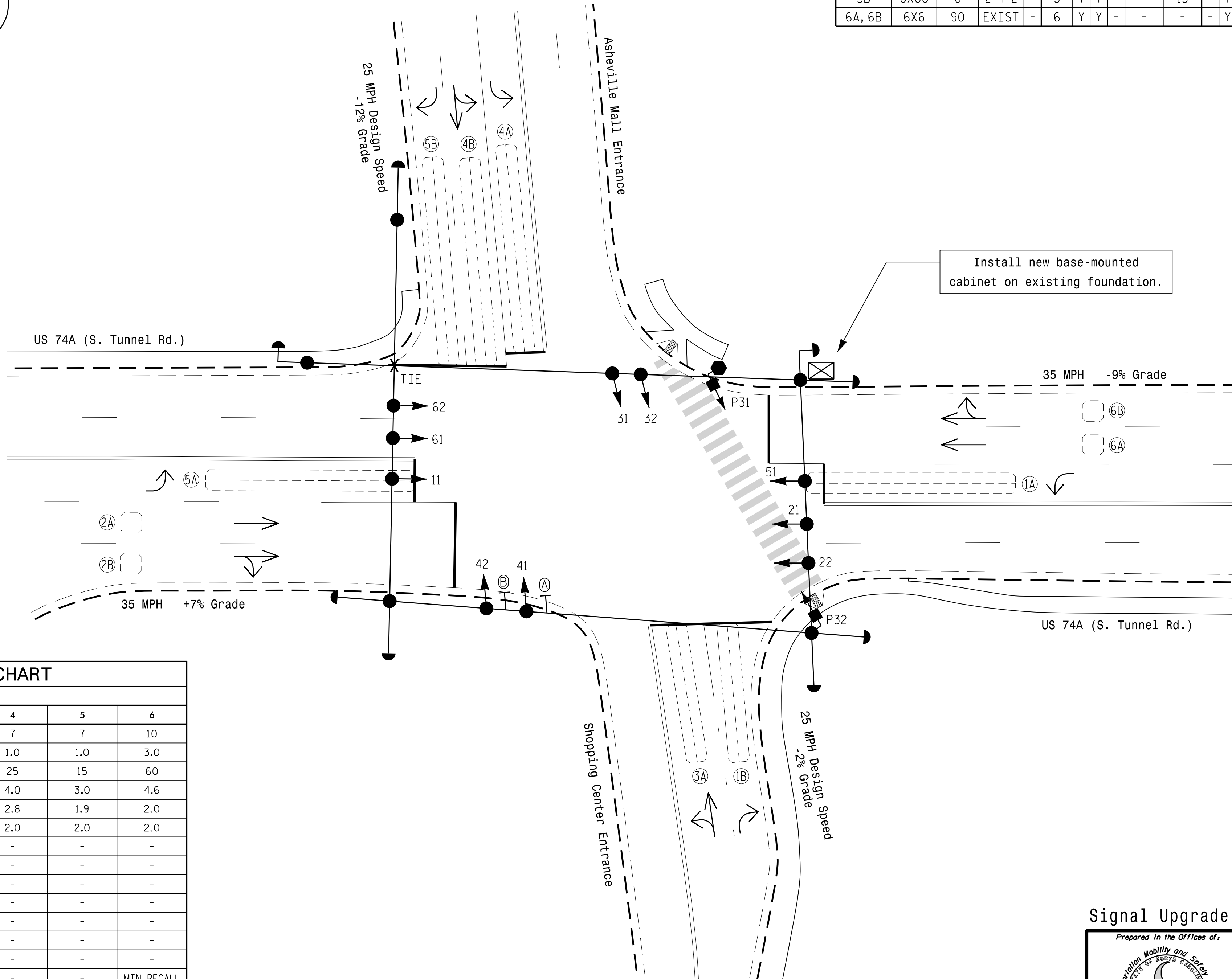
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING			STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION				
1A	6X60	0	2-4-2	-	1	Y	Y	-	15	-	Y
1B	6X40	0	2-4-2	-	6	Y	Y	-	15	-	Y
2A, 2B	6X6	90	EXIST	-	2	Y	Y	-	-	-	Y
3A	6X40	0	2-4-2	-	3	Y	Y	-	3	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	3	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	-	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	15	-	Y
5B	6X60	0	2-4-2	-	5	Y	Y	-	15	-	Y
6A, 6B	6X6	90	EXIST	-	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. Phase 1 and/or phase 5 may be lagged.
3. The order of phase 3 and phase 4 may be reversed.
4. Set all detector units to presence mode.
5. 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.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Program pedestrian heads to count down the flashing "Don't Walk" time only.
9. Pavement markings are existing.
10. 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	1.0	3.0	2.0	1.0	1.0	3.0
Max Green 1*	15	60	25	25	15	60
Yellow Clearance	3.3	4.6	3.3	4.0	3.0	4.6
Red Clearance	2.3	2.0	2.8	2.8	1.9	2.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1*	-	-	7	-	-	-
Don't Walk 1	-	-	18	-	-	-
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 |
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| | N/A |
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Signal Upgrade

	US 74A (S. Tunnel Rd.) at Asheville Mall Entrance/ Shopping Center Entrance		SEAL RICHARD N. ZINSER PROFESSIONAL ENGINEER No. 043914 State of North Carolina	
	Division 13 Buncombe County Asheville	PLAN DATE: June 2016 REVIEWED BY: T.J. Williams		
	PREPARED BY: R.N. Zinser	REVIEWED BY:		REVISIONS:
SCALE: 1"=20'		DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

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