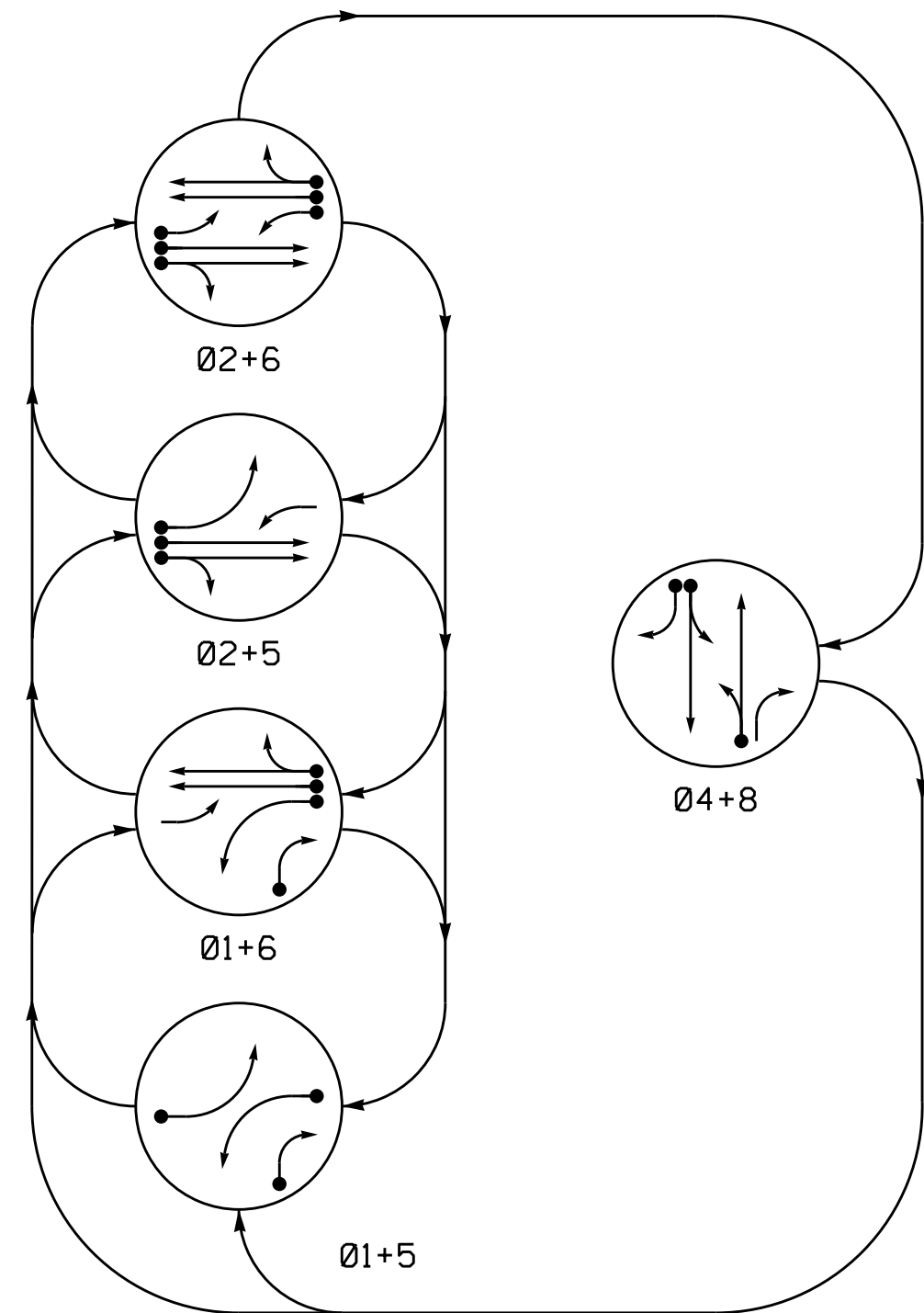


PHASING DIAGRAM



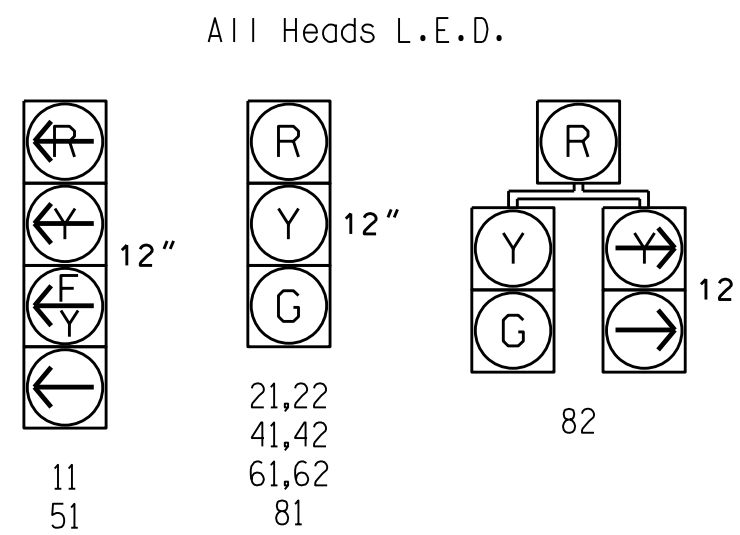
PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø 1 + 5	Ø 1 + 6	Ø 2 + 5	Ø 2 + 6	Ø 4 + 8	F L R
11	←	←	←	←	←	←
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62	R	G	R	G	R	Y
81	R	R	R	R	G	R
82	R	R	R	R	G	R

SIGNAL FACE I.D.



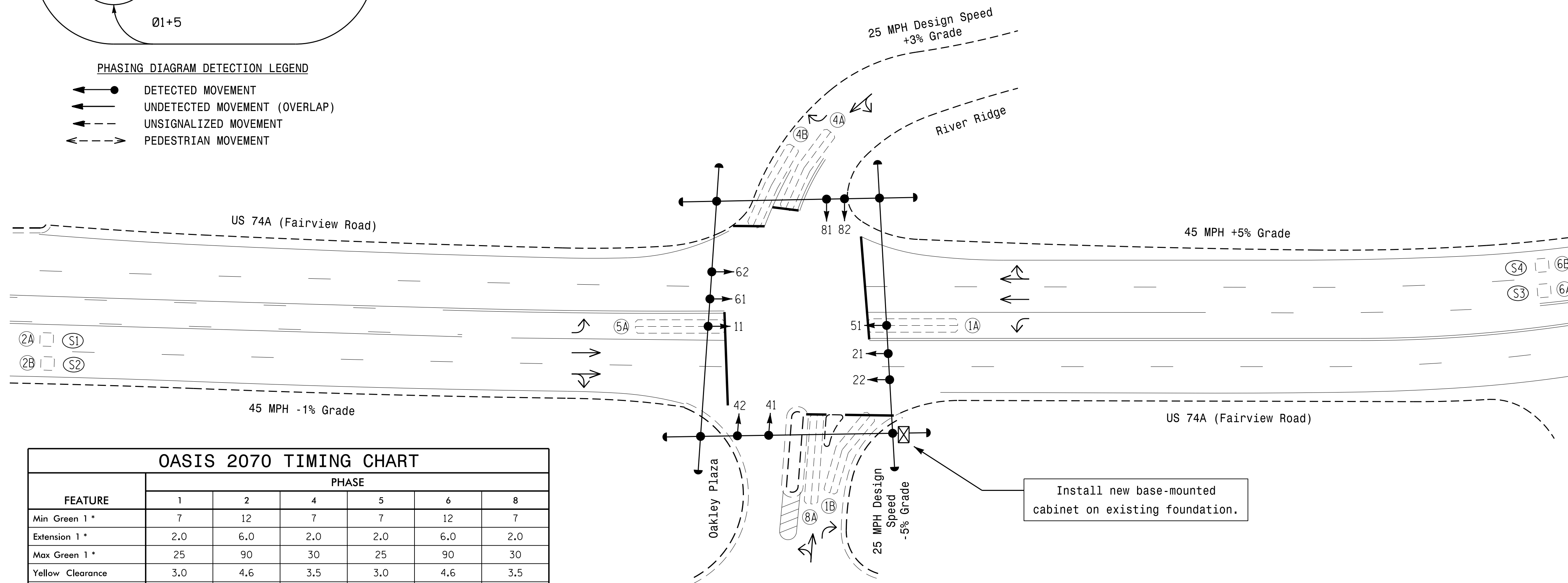
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING			STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION				
1A	6x40	0	2-4-2	-	1	Y	Y	-	15	-	Y
1B	6x40	0	2-4-2	-	6	Y	Y	-	3	-	Y
2A/S1	6x6	300	Existing	-	2	Y	Y	-	-	-	Y
2B/S2	6x6	300	Existing	-	2	Y	Y	-	-	-	Y
4A	6x40	0	2-4-2	-	4	Y	Y	-	3	-	Y
4B	6x40	0	2-4-2	-	4	Y	Y	-	15	-	Y
5A	6x40	0	2-4-2	-	5	Y	Y	-	15	-	Y
6A/S3	6x6	300	Existing	-	6	Y	Y	-	-	-	Y
6B/S4	6x6	300	Existing	-	6	Y	Y	-	-	-	Y
8A	6x40	0	2-4-2	-	8	Y	Y	-	3	-	Y

5 Phase Fully Actuated Asheville Signal System

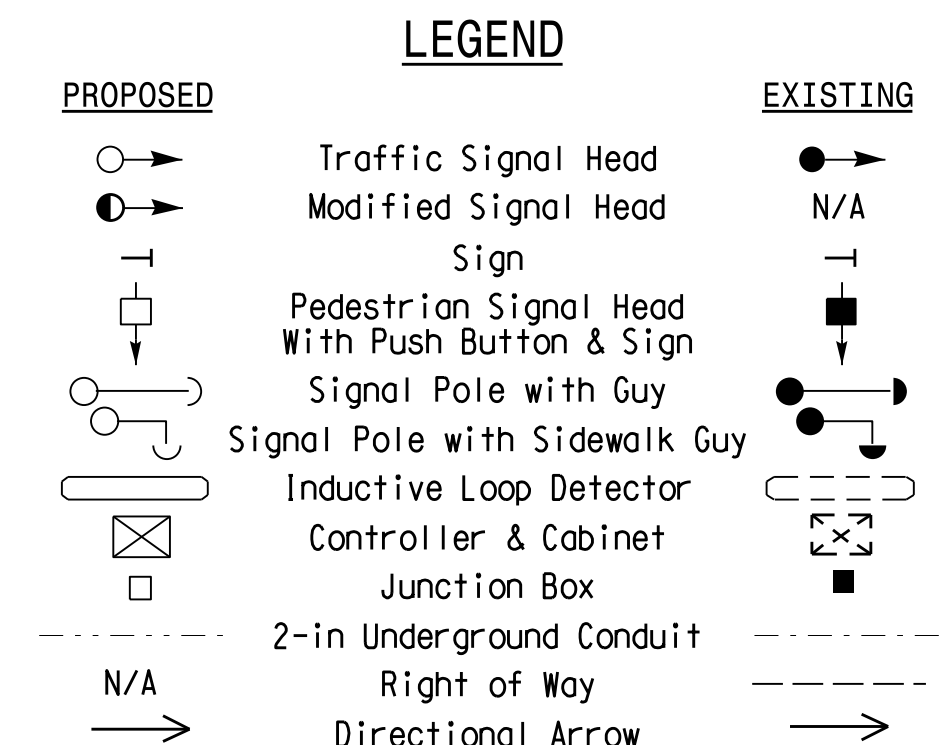
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	OASIS 2070 TIMING CHART					
	1	2	4	5	6	8
Min Green 1 *	7	12	7	7	12	7
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	25	90	30	25	90	30
Yellow Clearance	3.0	4.6	3.5	3.0	4.6	3.5
Red Clearance	1.8	1.2	2.5	1.6	1.2	2.5
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	1.5	-
Max Variable Initial *	-	34	-	-	34	-
Time Before Reduction *	-	15	-	-	15	-
Time To Reduce *	-	50	-	-	50	-
Minimum Gap	-	3.0	-	-	3.0	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-
Dual Entry	-	-	ON	-	-	ON
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.



Signal Upgrade

US 74A (Fairview Road) at Oakley Plaza / River Ridge

Division 13 Buncombe County Asheville

PLAN DATE: June 2016 REVIEWED BY: T.J. Williams

PREPARED BY: R.N. Zinser REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

DATE: 8/3/2016

SIG. INVENTORY NO. 13-0522

03-AUG-2016 13:11 S:\TSS\US74A\SIG\SIG\Signal System\Signal Design\116 Signal System\Signal Design\13-0522\sig_dsn_2016mdd-dgn.rvt:rnz