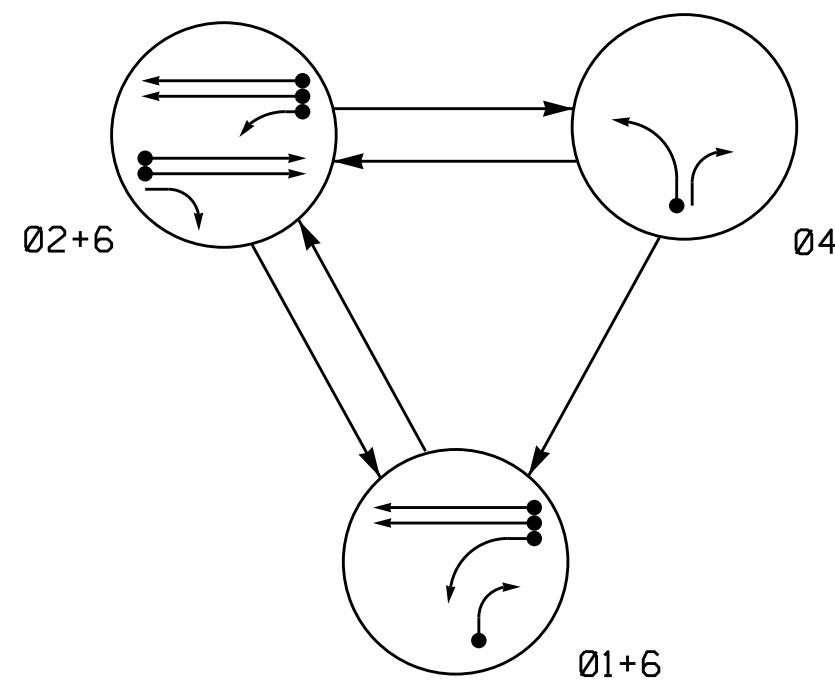


PHASING DIAGRAM

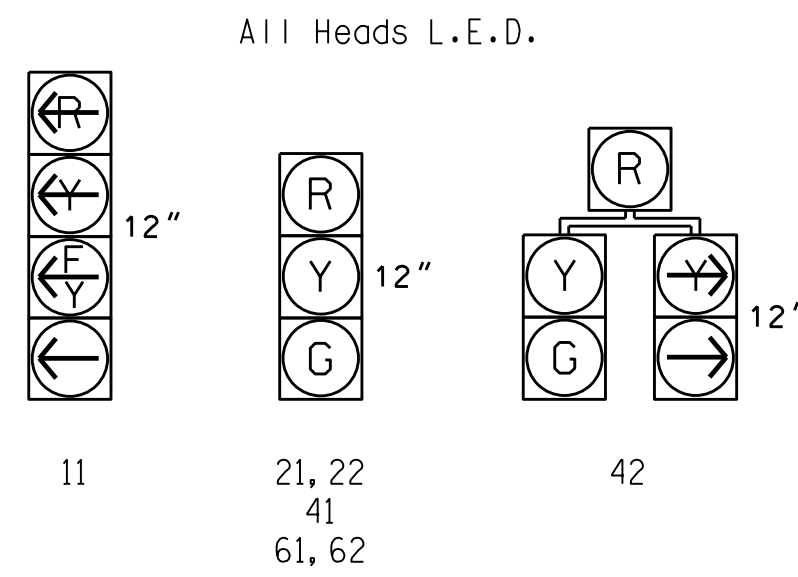


PHASING DIAGRAM DETECTION LEGEND

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←---→ UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4	F L
11	←	→	←	→
21,22	R	G	R	Y
41	R	R	G	R
42	R	R	G	R
61, 62	G	G	R	Y

SIGNAL FACE I.D.

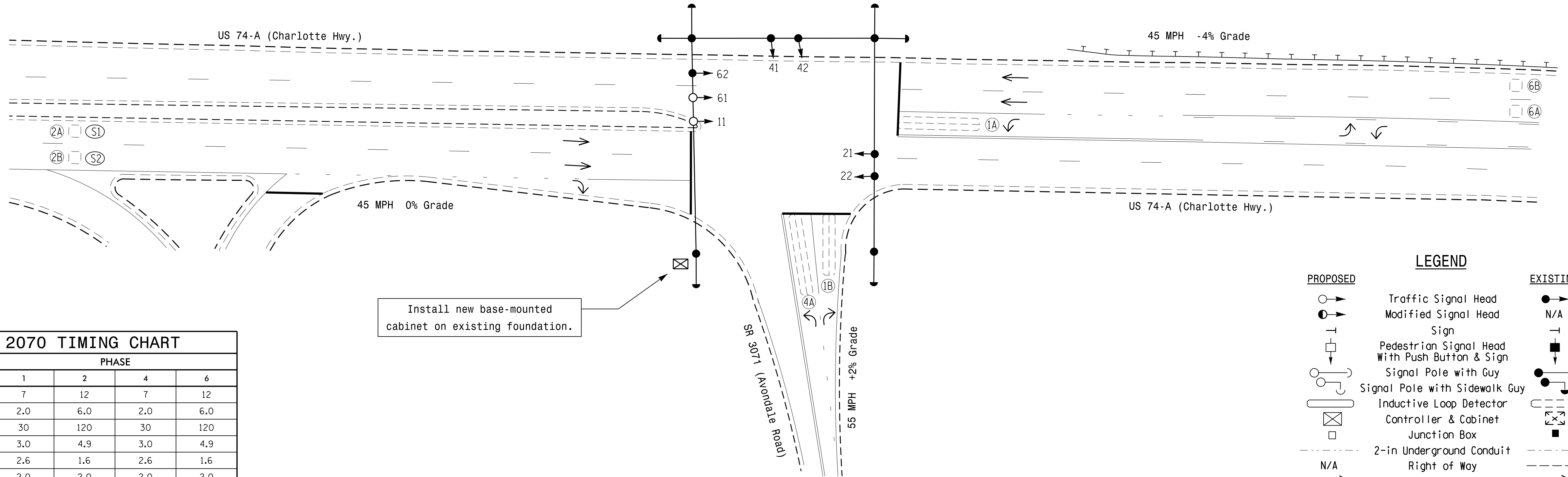


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
1B	6X30	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A/S1	6X6	300	4	-	2	Y	Y	-	-	-	-	Y
2B/S2	6X6	300	4	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
6A	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	5	-	6	Y	Y	-	-	-	-	Y

3 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 may be lagged.
- Reposition existing signal head number 62
- 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.



OASIS 2070 TIMING CHART				
FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	12	7	12
Extension 1 *	2.0	6.0	2.0	6.0
Max Green 1 *	30	120	30	120
Yellow Clearance	3.0	4.9	3.0	4.9
Red Clearance	2.6	1.6	2.6	1.6
Red Revert	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 *	-	30	-	30
Minimum Gap	-	3.0	-	3.0
Recall Mode	-	MIN RECALL	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	YELLOW
Dual Entry	-	-	-	-
Simultaneous Gap	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 |
|--|--|
| ○→ Traffic Signal Head | ●→ Traffic Signal Head |
| ○→ Modified Signal Head | N/A |
| ○→ Pedestrian Signal Head | N/A |
| ○→ Sign | N/A |
| ○→ Signal Pole with Push Button & Sign | ○→ Signal Pole with Push Button & Sign |
| ○→ Signal Pole with Guy | ○→ Signal Pole with Guy |
| ○→ Signal Pole with Sidewalk Guy | ○→ Signal Pole with Sidewalk Guy |
| □→ Inductive Loop Detector | □→ Inductive Loop Detector |
| □→ Controller & Cabinet | □→ Controller & Cabinet |
| □→ Junction Box | □→ Junction Box |
| - - - 2-in Underground Conduit | - - - 2-in Underground Conduit |
| N/A Right of Way | - - - Right of Way |
| N/A Directional Arrow | → Directional Arrow |
| N/A Guardrail | — — — Guardrail |

Signal Upgrade

US 74-A (Charlotte Highway)
at
SR 3071 (Avondale Road)

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

8/10/2016

SIG. INVENTORY NO. 13-0554

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 R.N. Zinser