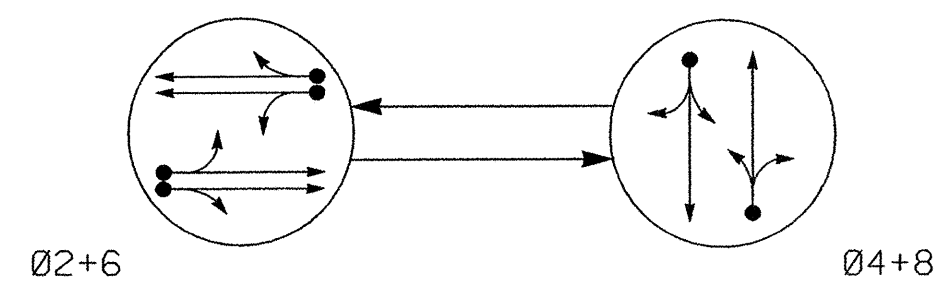


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE		
	02+6	04+8	F L S A H
21,22	G	R	Y
41,42	R	G	R
61,62	G	R	Y
81,82	R	G	R

PLAN QUANTITIES	
Pay Item	Feet
Signal Cable	600
Messenger Cable	00
Lead-in Cable	580

2070L LOOP & DETECTOR INSTALLATION												
INDUCTIVE LOOPS						DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	TURNS	DISTANCE FROM STOPBAR (FT)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
2A	6X60	2-4-2	0	Y	2	Y	Y	-	-	-	-	Y
2B	6X60	2-4-2	0	Y	2	Y	Y	-	-	-	-	Y
4A	6X60	2-4-2	+15	Y	4	Y	Y	-	-	-	10	Y
6A	6X60	2-4-2	0	Y	6	Y	Y	-	-	-	-	Y
6B	6X60	2-4-2	0	Y	6	Y	Y	-	-	-	-	Y
8A	6X60	3	0	-	8	Y	Y	-	-	-	-	Y

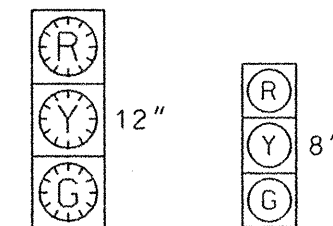
2 Phase Fully Actuated (Merrimon Avenue Closed Loop Signal System)

NOTES

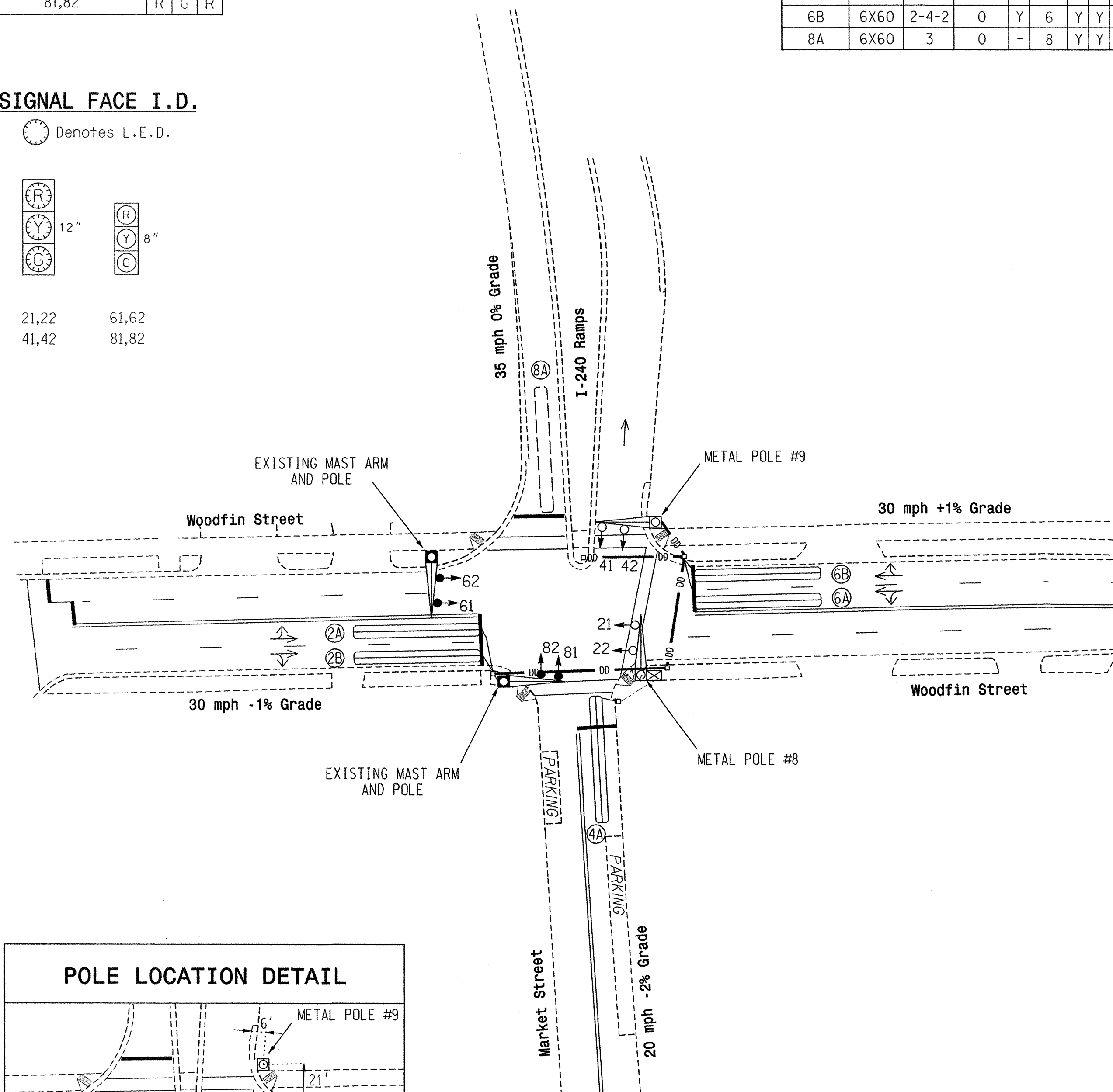
- Refer to "Roadway Standard Drawings NCDOT," dated January 2002, and "Standard Specifications for Roads and Structures" dated January 2002.
- Do not program signal for late night flashing operation unless otherwise directed by the engineer.
- Set all detector units to presence mode.
- Place cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
- Closed loop system data:
Controller Asset #: 0253
- All vehicular signal heads shall be dark green in color.

SIGNAL FACE I.D.

Denotes L.E.D.

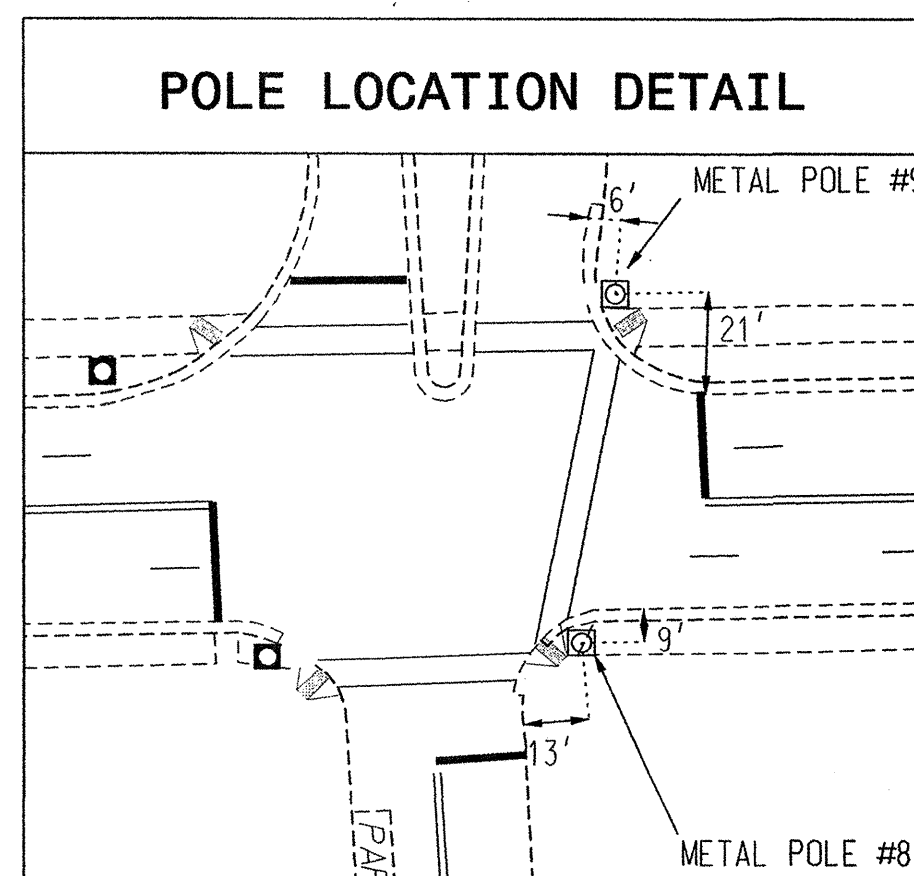


21,22	61,62
41,42	81,82



FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	1.0	1.0	1.0	1.0
Max Green 1 *	30	20	30	30
Yellow Clearance	4.0	4.0	4.0	4.0
Red Clearance	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

* 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.



PROPOSED	EXISTING
	N/A
N/A	
	N/A

Signal Upgrade Temporary

Mattern & Craig
CONSULTING ENGINEERS • SURVEYORS

12 BROAD STREET
ASHEVILLE, NORTH CAROLINA 28801
(828) 254-2201
FAX (828) 254-4562

	<p>Woodfin Street at Market Street/I-240 EB On-Ramp</p>	
	<p>Division 13 Buncombe County Asheville</p>	<p>Division 13 Buncombe County Asheville</p>
<p>PLAN DATE: April 2004</p>	<p>REVIEWED BY: Voso</p>	<p>PREPARED BY: Richardson</p>
<p>REVISIONS</p>	<p>INIT.</p>	<p>DATE</p>
<p>SCALE: 0 40 1"=40'</p>	<p>SIGNATURE: James B. Voso</p>	<p>DATE: 12/17/04</p>