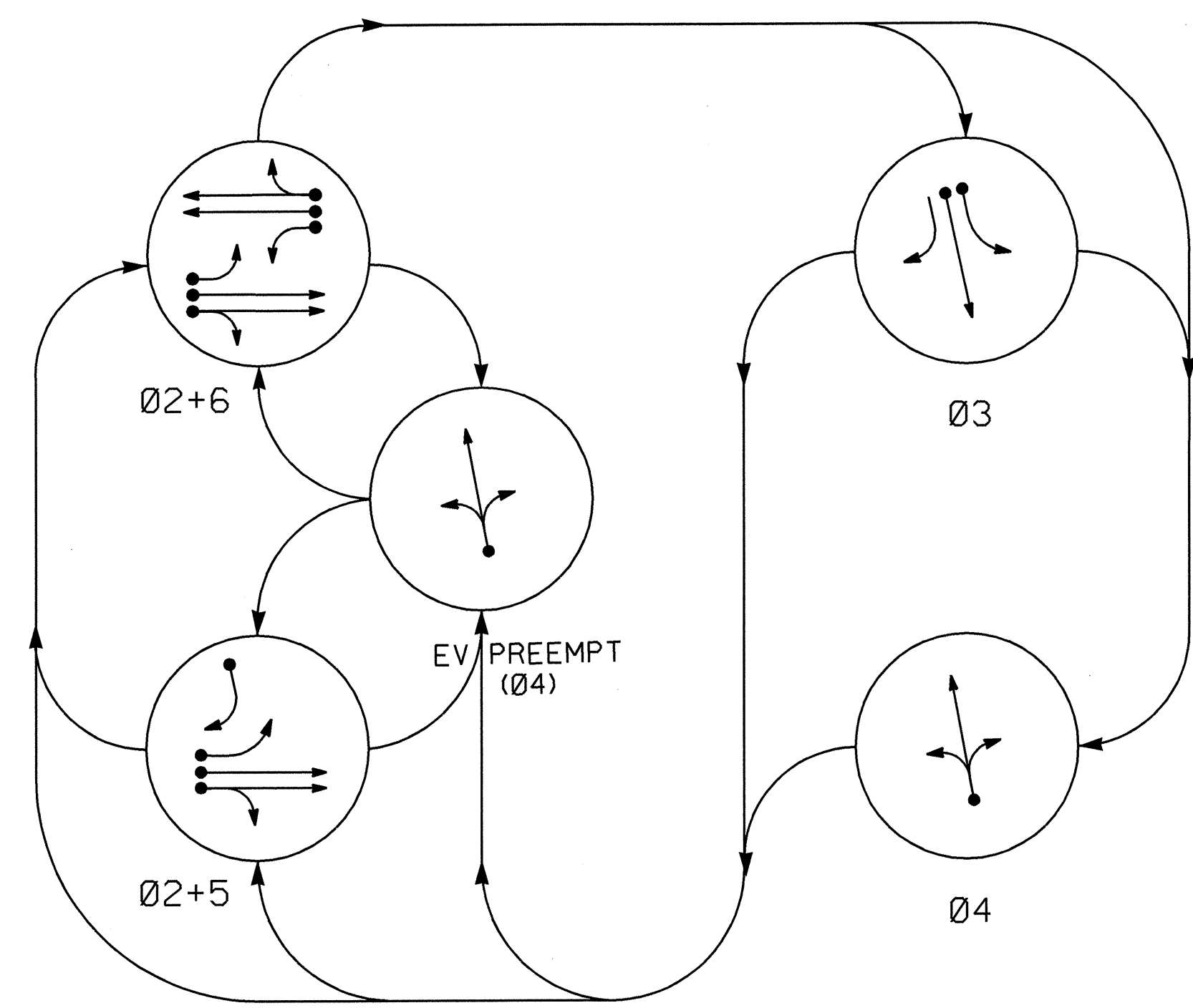
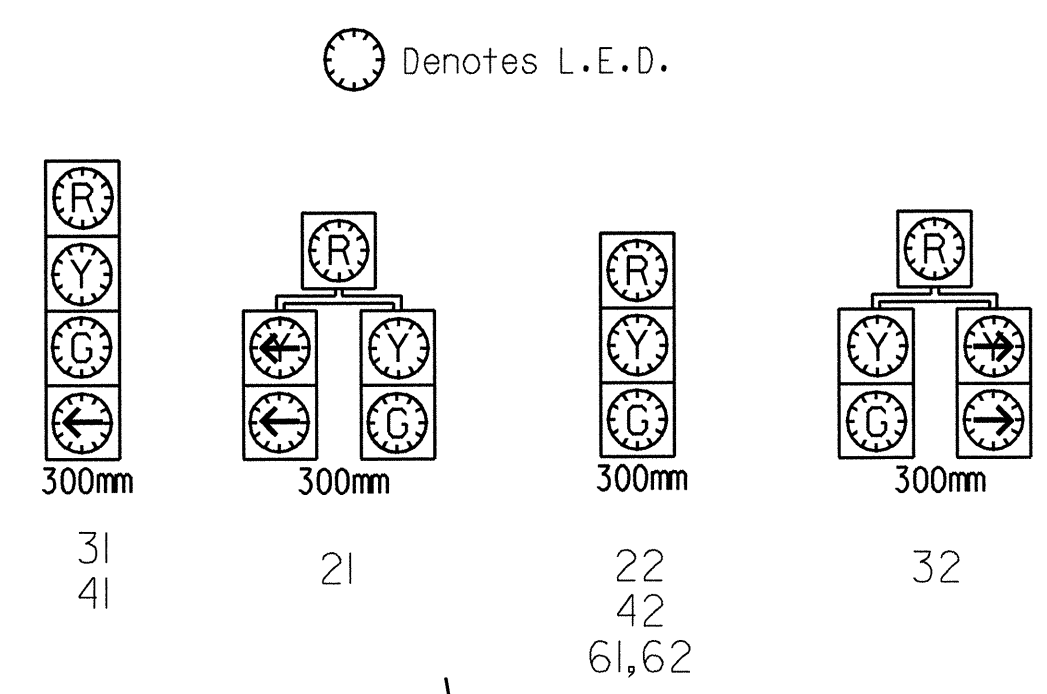


PHASING DIAGRAM



SIGNAL FACE	PHASE				
	Ø 2+5	Ø 2+6	Ø 3	Ø 4	EV PRE
21	G	R	R	R	Y
22	G	R	R	R	Y
31	R	R	G	R	R
32	R	R	G	R	R
41	R	R	R	G	R
42	R	R	R	G	R
61,62	R	G	R	R	Y

SIGNAL FACE I.D.



2070 LOOP & DETECTOR INSTALLATION												
INDUCTIVE LOOPS				DETECTOR PROGRAMMING								
LOOP	SIZE (M)	TURNS	DISTANCE FROM STOPBAR (M)	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	SYSTEM LOOP	STRETCH TIME	DELAY TIME	NEW CARD
2A	1.8X1.8	5	90	Y	2	Y	Y	-	-	-	-	-
2B	1.8X1.8	5	90	Y	2	Y	Y	-	-	-	-	-
3A	1.8X1.8	2-4-2	0	Y	3	Y	Y	-	-	-	3	-
3B	1.8X1.8	2-4-2	0	Y	3	Y	Y	-	-	-	-	-
4A	1.8X1.8	2-4-2	0	Y	4	Y	Y	-	-	-	3	-
5A	1.8X1.8	2-4-2	0	Y	5	Y	Y	-	-	-	15	-
5B	1.8X1.8	2-4-2	0	Y	5	Y	Y	-	-	-	10	Y
5C	1.8X4.5	4	0	Y	5	Y	Y	-	-	-	10	Y
6A	1.8X1.8	4	90	Y	6	Y	Y	-	-	-	-	-
6B	1.8X1.8	4	90	Y	6	Y	Y	-	-	-	-	-
6C	1.8X1.8	2-4-2	0	Y	6	Y	Y	-	-	-	3	-

4 Phase Actuated With EV Preempt (Isolated)

NOTES

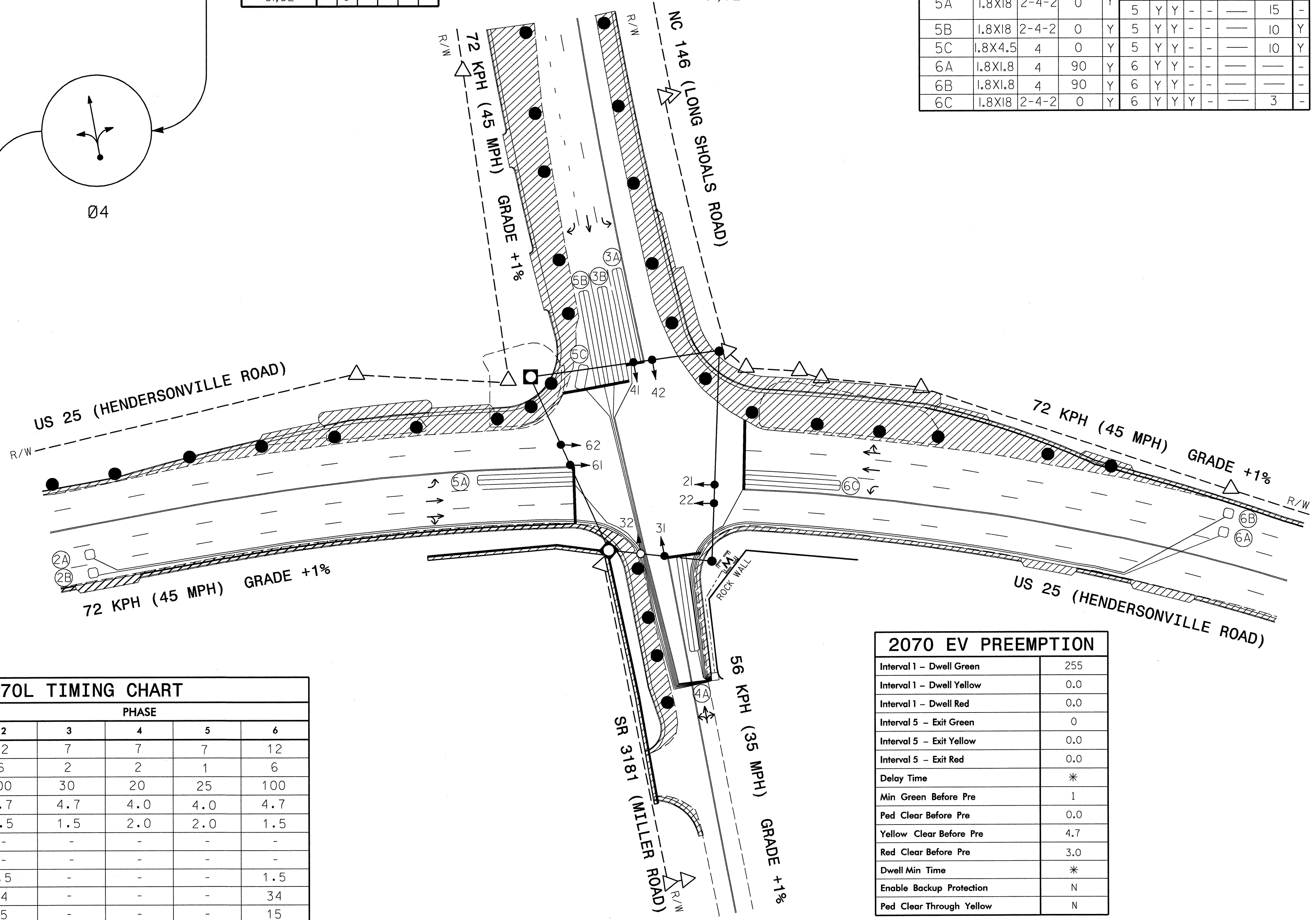
- REFER TO "ROADWAY STANDARD DRAWINGS NCDOT", DATED JANUARY 2002 AND "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" DATED JANUARY 2002.
- OMIT PHASE 5 DURING PHASE 6 ON.
- PROGRAM CONTROLLER TO CLEAR FROM PHASE 2+6 TO PHASE 2+5 BY PROGRESSING THROUGH PHASE 4.
- LOCATE EMERGENCY VEHICLE PREEMPTION SWITCH IN THE FIRE STATION.
- THE DIVISION TRAFFIC ENGINEER WILL DETERMINE THE DELAY BEFORE PREEMPT AND PREEMPT DWELL MIN GREEN TIME FOR THE EMERGENCY VEHICLE PREEMPTION TIMING.
- REPOSITION EXISTING SIGNAL HEAD NUMBERED 31.
- SET ALL DETECTOR UNITS TO PRESENCE MODE.

PLAN QUANTITIES

Pay Item	Meters
Signal Cable	40
Messenger Cable	-
Lead-in Cable	235

PHASING DIAGRAM DETECTION LEGEND

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



FEATURE	PHASE				
	2	3	4	5	6
Min Green 1*	12	7	7	7	12
Extension 1*	6	2	2	1	6
Max Green 1*	100	30	20	25	100
Yellow Clearance	4.7	4.7	4.0	4.0	4.7
Red Clearance	1.5	1.5	2.0	2.0	1.5
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	-	-	-	-	-
Simultaneous Gap	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.

2070 EV PREEMPTION	
Interval 1 - Dwell Green	255
Interval 1 - Dwell Yellow	0.0
Interval 1 - Dwell Red	0.0
Interval 5 - Exit Green	0
Interval 5 - Exit Yellow	0.0
Interval 5 - Exit Red	0.0
Delay Time	*
Min Green Before Pre	1
Ped Clear Before Pre	0.0
Yellow Clear Before Pre	4.7
Red Clear Before Pre	3.0
Dwell Min Time	*
Enable Backup Protection	N
Ped Clear Through Yellow	N

* SEE NOTE 5

LEGEND	
PROPOSED	EXISTING
Traffic Signal Head	●
Modified Signal Head	N/A
Sign	—
Pedestrian Signal Head With Push Button & Sign	—
Signal Pole with Guy	—
Signal Pole with Sidewalk Guy	—
Inductive Loop Detector	—
Junction Box	—
50mm Underground Conduit	—
Right of Way with Marker	—
Directional Arrow	—
Metal Strain Pole	—
Master Controller & Cabinet	—
Construction Zone	N/A
Construction Barrels	N/A

TEMPORARY SIGNAL 2 - PHASE II - TCP 29

<p>PLANS PREPARED BY : RUMMEL KLEPPER & KAHL, LLP <i>consulting engineers</i> 5800 FARINGDON PLACE SUITE 105 RALEIGH, NORTH CAROLINA 27609-3960 FOR DIVISION OF HIGHWAYS</p>	<p>Prepared for the Offices of: 122 N. McDowell St., Raleigh, NC 27603</p>	<p>US 25 (HENDERSONVILLE ROAD) AT NC 146 (LONG SHOALS ROAD)</p>		<p>SEAL DONALD W. MORTON 2-26-04</p>						
		<p>DIVISION 13 BUNCOMBE COUNTY ASHEVILLE PLAN DATE: 02-08-04 REVIEWED BY: D. MORTON PREPARED BY: C.B. HOLDEN R&K PROJECT NO. 302-079-SIG4</p>			<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>INIT.</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	INIT.	DATE	
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