PROJECT REFERENCE NO. U-4715 B Sig. 1.0

PHASING DIAGRAM

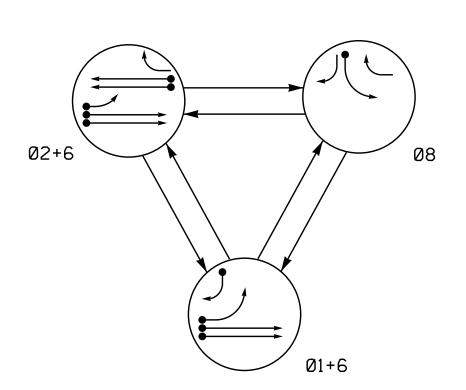


TABLE OF OPERATION					
	PHASE				
SIGNAL FACE	01+6	∞ N+6	∞ ∞	止しなのエ	
11	+	F		-Y	
21	R	G	R	Υ	
22	R	G	\mathbb{R}	Υ	
61, 62	G	G	R	Υ	
81	R	R	G	R	
82	R/	R	G	R	

SI	GNAL FAC	E I.D.
	All Heads L.	E.D.
12"	R Y 12"	R Y G
11	21 61, 62 81	22 82

INDUCTIVE LOOPS DETECTOR PROGRAMMING												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1 Λ	6X40	0	2-1-2		1	Υ	Υ	-	-	15	-	Υ
1 A	0 0 0 0		2-4-2 -	_	6	Υ	Υ	Υ	-	3	-	Υ
1B	6X60	+5	2-4-2	-	1	Υ	Υ	-	-	15	-	Υ
2A/S1	6X6	300	EXIST	-	2	Υ	Υ	-	-	-	Υ	Υ
2B/S2	6X6	300	EXIST	1	2	Υ	Υ	-	1	1	Υ	Υ
6A/S3	6X6	300	EXIST	-	6	Υ	Υ	-	-	-	Υ	Υ
6B/S4	6X6	300	EXIST	-	6	Υ	Υ	-	_	-	Υ	Υ
8.8	6X60	+5	2-4-2	_	8	Υ	Υ	_	_	3	-	Υ

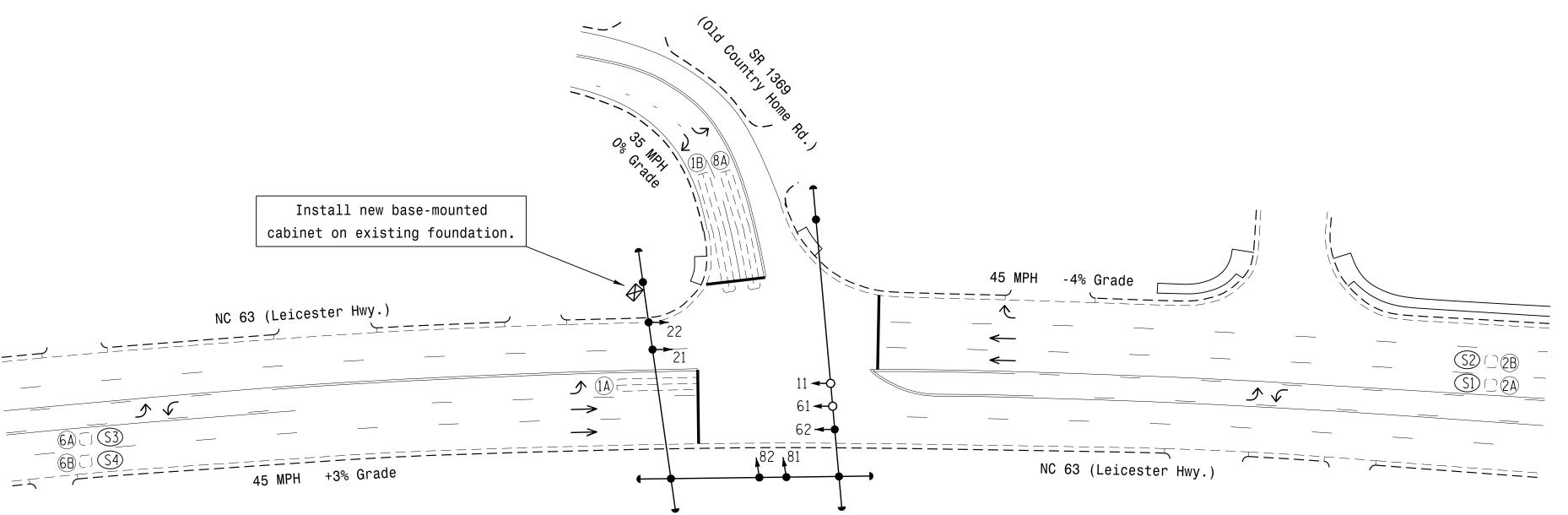
PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP)

UNSIGNALIZED MOVEMENT

← − − > PEDESTRIAN MOVEMENT



OASIS	2070	TIMING	G CHART	_	
	PHASE				
FEATURE	1	2	6	8	
Min Green 1 *	7	12	12	7	
Extension 1 *	2.0	6.0	6.0	1.0	
Max Green 1 *	15	120	120	30	
Yellow Clearance	3.0	4.9	4.9	3.0	
Red Clearance	2.1	1.3	1.3	2.8	
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 *	-	45	45	-	
Minimum Gap	-	3.0	3.0	-	
Recall Mode	-	SOFT RECALL	SOFT 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

3 Phase Fully Actuated Asheville Signal System

<u>NOTES</u>

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Phase 1 may be lagged.
- 4. Reposition existing signal head number 62.
- 5. Set all detector units to presence mode.
- 6. 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.
- 7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 8. Pavement markings are existing.
- 9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

\bigcirc	Traffic Signal Head	•
0	Modified Signal Head	N/A
\dashv	Sign	\dashv
↓	Pedestrian Signal Head With Push Button & Sign	•
O)	Signal Pole with Guy	•
S	ignal Pole with Sidewalk Guy	
	Inductive Loop Detector	$\subset = = \supset$
	Controller & Cabinet	Γ׬ Γ×⊒
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
\longrightarrow	Directional Arrow	\longrightarrow

LEGEND

<u>EXISTING</u>

