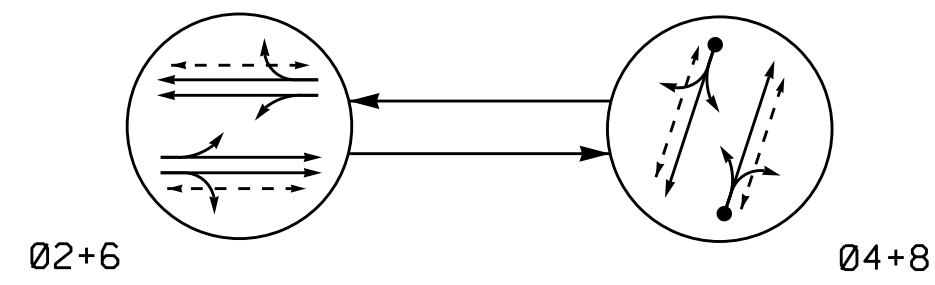


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

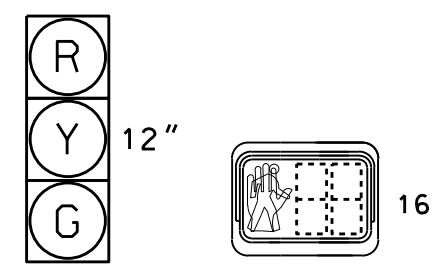
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- - - UNSIGNALIZED MOVEMENT
- ← - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 2+6	Ø 4+8	FLIGHT
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R
P21, P22	W	DW	DRK
P41, P42	DW	W	DRK
P61, P62	W	DW	DRK
P81, P82	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



- 21, 22 P21, P22
- 41, 42 P41, P42
- 61, 62 P61, P62
- 81, 82 P81, P82

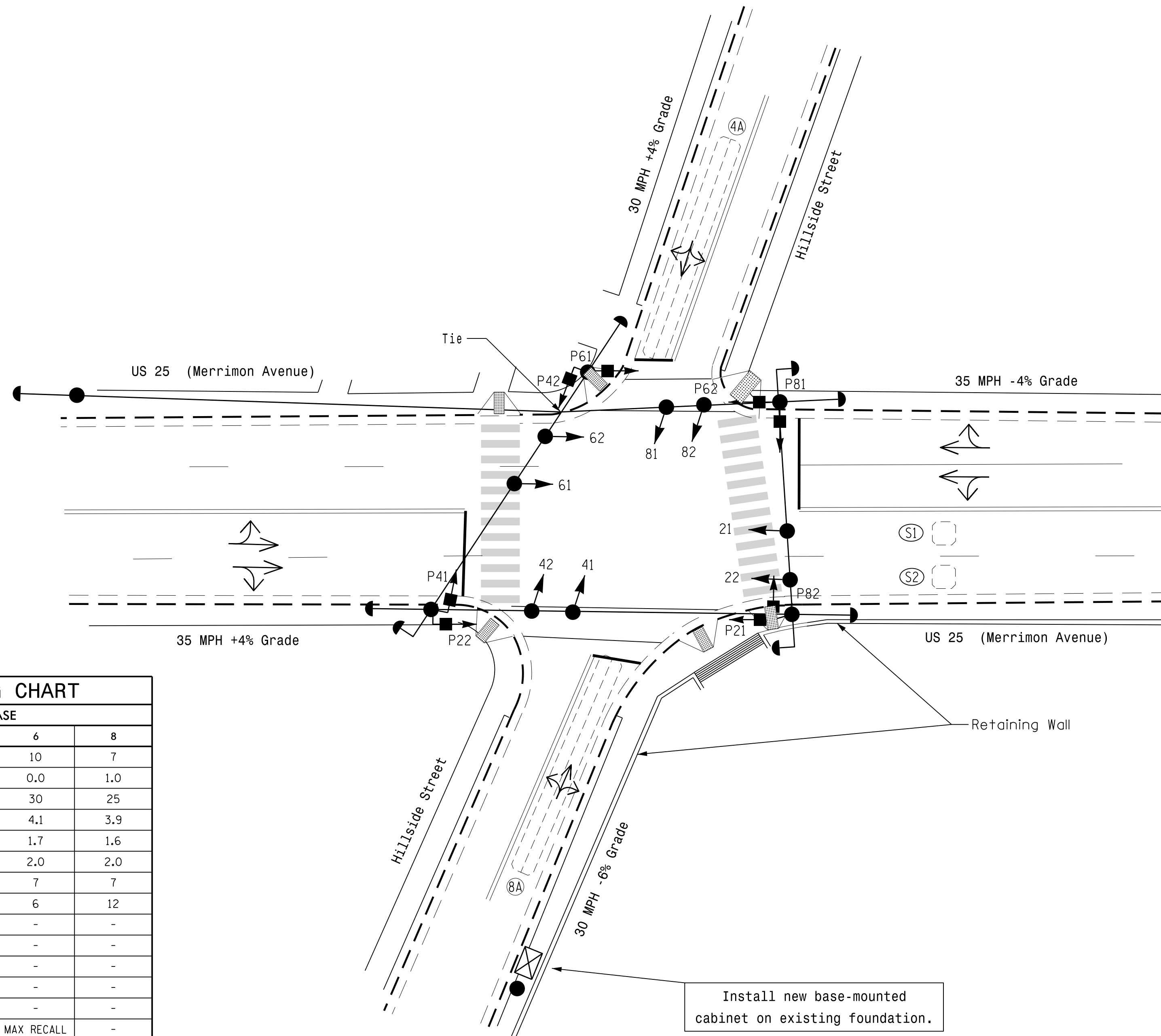
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	5	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	5	-	Y
S1	6X6	+125	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	+125	EXIST	-	-	-	-	-	-	-	-	Y

2 Phase Semi-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.
- Set all detector units to presence mode.
- 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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset # 0223.



FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	1.0	0.0	1.0
Max Green 1 *	30	25	30	25
Yellow Clearance	4.1	3.9	4.1	3.9
Red Clearance	1.7	1.6	1.7	1.6
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	7	7	7	7
Don't Walk 1	11	12	6	12
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX RECALL	-	MAX RECALL	-
Vehicle Call Memory	-	-	-	-
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.

LEGEND

- | PROPOSED | EXISTING |
|--|----------|
| ○ → Traffic Signal Head | ● → N/A |
| ● → 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 | ⊥ |
| ⊥ Controller & Cabinet | ⊥ |
| ⊥ Junction Box | ⊥ |
| ⊥ 2-in Underground Conduit | ⊥ |
| N/A Right of Way | — |
| N/A Directional Arrow | → |
| N/A Curb Ramp | ▲ |

Signal Upgrade

US 25 (Merrimon Avenue) at Hillside Street

Division 13 Buncombe County Asheville

PLAN DATE: December 2015 REVIEWED BY: Z.M. Little

PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 1"=20'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

RICHARD N. ZINSER

8/5/2016

SIG. INVENTORY NO. 13-0223

05-AUG-2016 14:54
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 rnz:insp