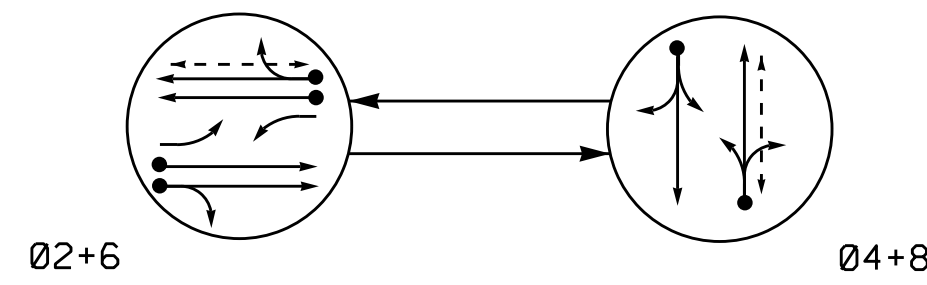


PHASING DIAGRAM



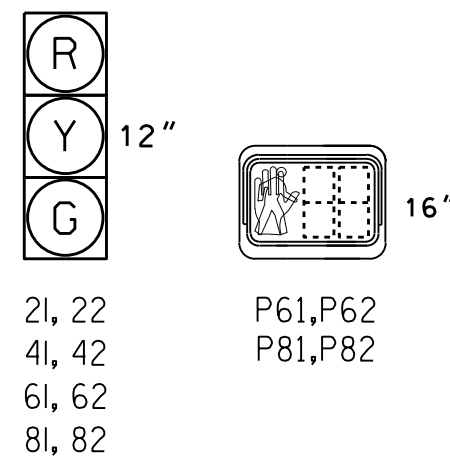
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE		
	02+6	04+8	04+8
2L, 2R	G	R	Y
4L, 4R	R	G	R
6L, 6R	G	R	Y
8L, 8R	R	G	R
P61, P62	W	DW	DRK
P81, P82	DW	W	DRK

SIGNAL FACE I.D.

All Heads L.E.D.

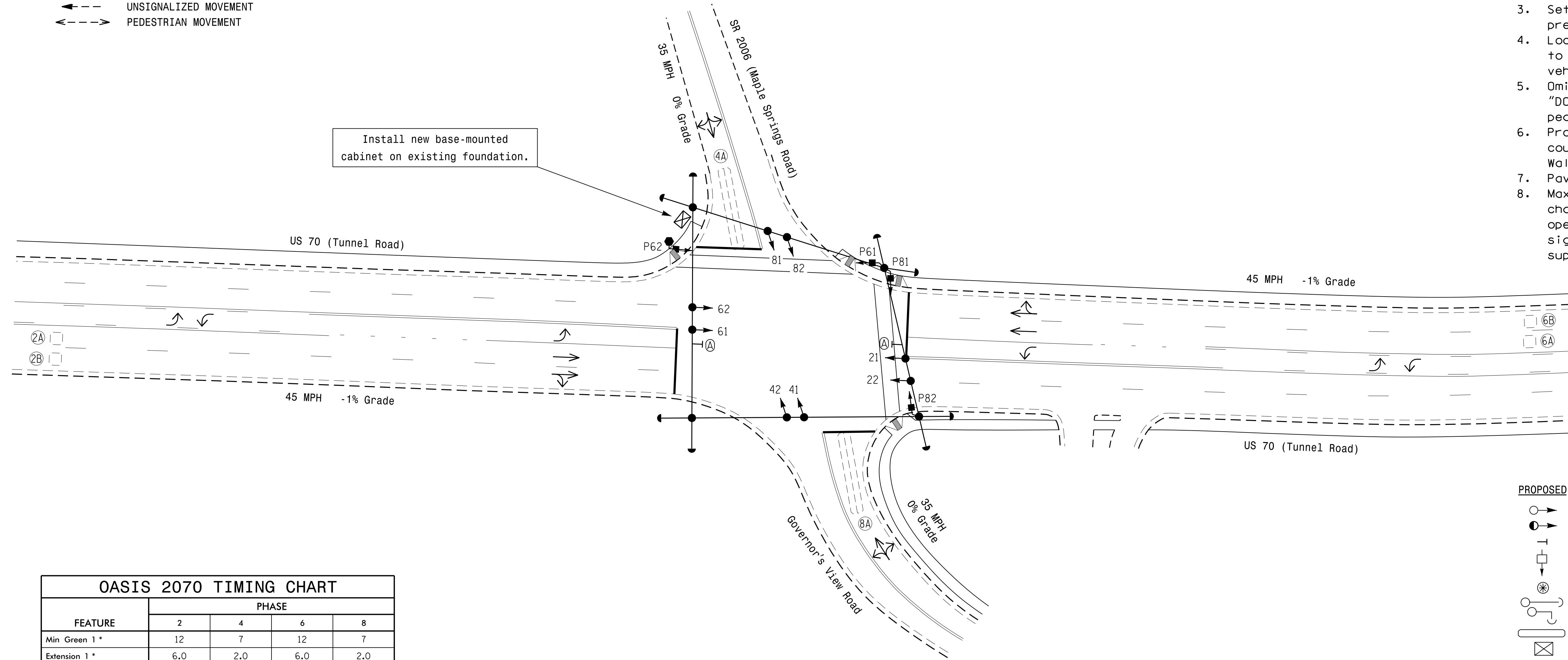


LOOP	INDUCTIVE LOOPS			DETECTOR PROGRAMMING								
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	5	-	Y
6A	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	5	-	Y

2 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.
- Set all detector units to presence mode.
- 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.



Install new base-mounted cabinet on existing foundation.

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	12	7	12	7
Extension 1 *	6.0	2.0	6.0	2.0
Max Green 1 *	90	30	90	30
Yellow Clearance	4.6	3.8	4.6	3.8
Red Clearance	1.6	2.5	1.6	2.5
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	7	7
Don't Walk 1	-	-	20	16
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	-	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 | — Sign |
| ⊥ Pedestrian Signal Head | ⊥ Pedestrian Signal Head With Push Button & Sign |
| ⊙ Pedestrian Push Button | ⊙ N/A |
| ○ Signal Pole with Guy | ● Signal Pole with Sidewalk Guy |
| ⊠ Inductive Loop Detector | ⊠ Inductive Loop Detector |
| ⊠ Controller & Cabinet | ⊠ Junction Box |
| □ 2-in Underground Conduit | □ 2-in Underground Conduit |
| - - - Right of Way | - - - Right of Way |
| → Directional Arrow | → Directional Arrow |
| ○ Type II Signal Pedestal | ● Type II Signal Pedestal |
| N/A Curb Ramp | ⊠ Curb Ramp |
| ⊠ Left Arrow "ONLY" Sign (R3-5L) | ⊠ Left Arrow "ONLY" Sign (R3-5L) |



Signal Upgrade

	<p>US 70 (Tunnel Road) at SR 2006 (Maple Springs Road) / Governor's View Road</p>		<p>SEAL</p>
	<p>Division 13 Buncombe County Asheville</p> <p>PLAN DATE: December 2015 REVIEWED BY: P.L. Alexander</p> <p>PREPARED BY: R.N. Zinser REVIEWED BY:</p>	<p>REVISIONS</p> <p>INIT. DATE</p>	
<p>750 N. Greenfield Pkwy, Garner, NC 27529</p>		<p>SCALE 0 30</p> <p>1"=30'</p>	<p>SIG. INVENTORY NO. 13-0235</p>

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