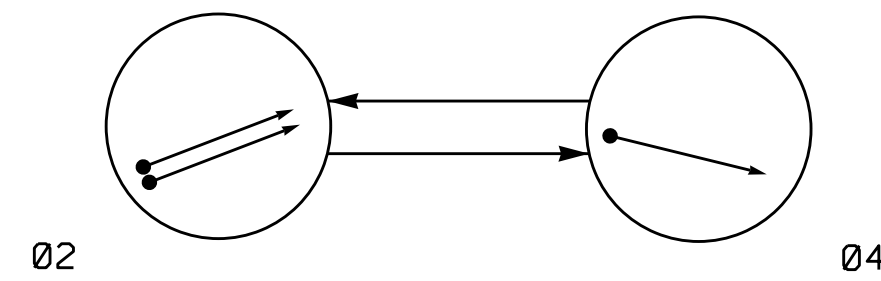


PHASING DIAGRAM

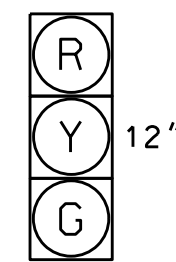


PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 — UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 - - - PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	02	04	F L
21, 22	G	R	Y
41, 42	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



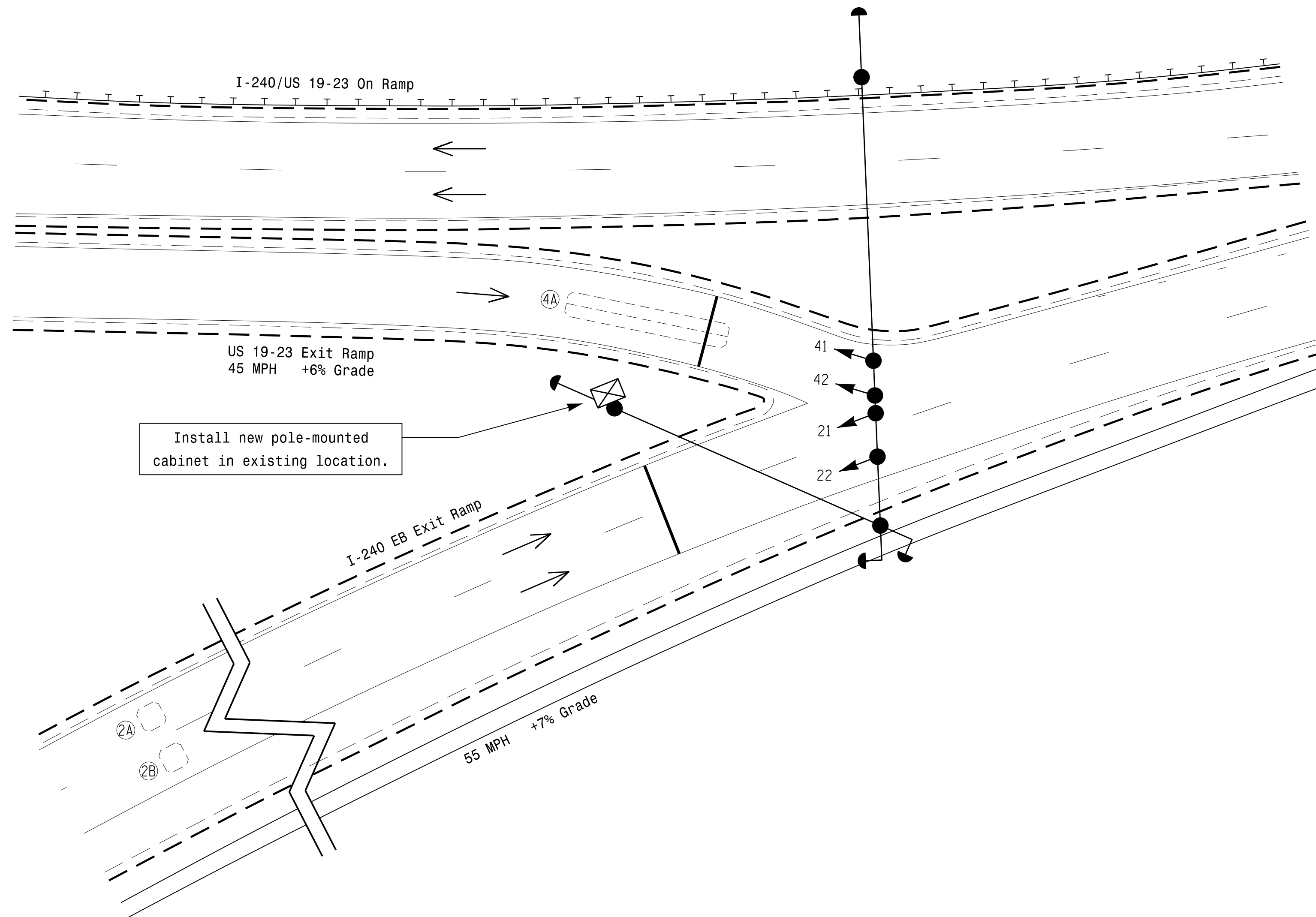
21, 22
41, 42

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART											
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP
2A, 2B	6X6	420	EXIST	-	2	Y	Y	-	-	-	Y
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	-	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.
- 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 pole-mounted cabinet in existing location.

FEATURE	PHASE	
	2	4
Min Green 1 *	14	7
Extension 1 *	6.0	2.0
Max Green 1 *	90	30
Yellow Clearance	4.5	4.1
Red Clearance	1.0	1.0
Red Revert	2.0	2.0
Walk 1 *	-	-
Don't Walk 1	-	-
Seconds Per Actuation *	1.5	-
Max Variable Initial *	46	-
Time Before Reduction *	15	-
Time To Reduce *	30	-
Minimum Gap	3.4	-
Recall Mode	MIN RECALL	-
Vehicle Call Memory	YELLOW	-
Dual Entry	-	-
Simultaneous Gap	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 4 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

PROPOSED	LEGEND	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	⊠
⊠	Controller & Cabinet	⊠
⊠	Junction Box	⊠
- - -	2-in Underground Conduit	- - -
- - -	Right of Way	- - -
→	Directional Arrow	→

Signal Upgrade

I-240 EB Exit Ramp at I-240/US 19-23 Ramps

Division 13 Buncombe County Asheville

PLAN DATE: June 2016 REVIEWED BY: P.L. Alexander

PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS INIT. DATE

SCALE 1"=20'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

SEAL 043914

Richard N. Zinser ENGINEER

9/1/2016

SIG. INVENTORY NO. 13-1029

01-SEP-2016 10:28
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