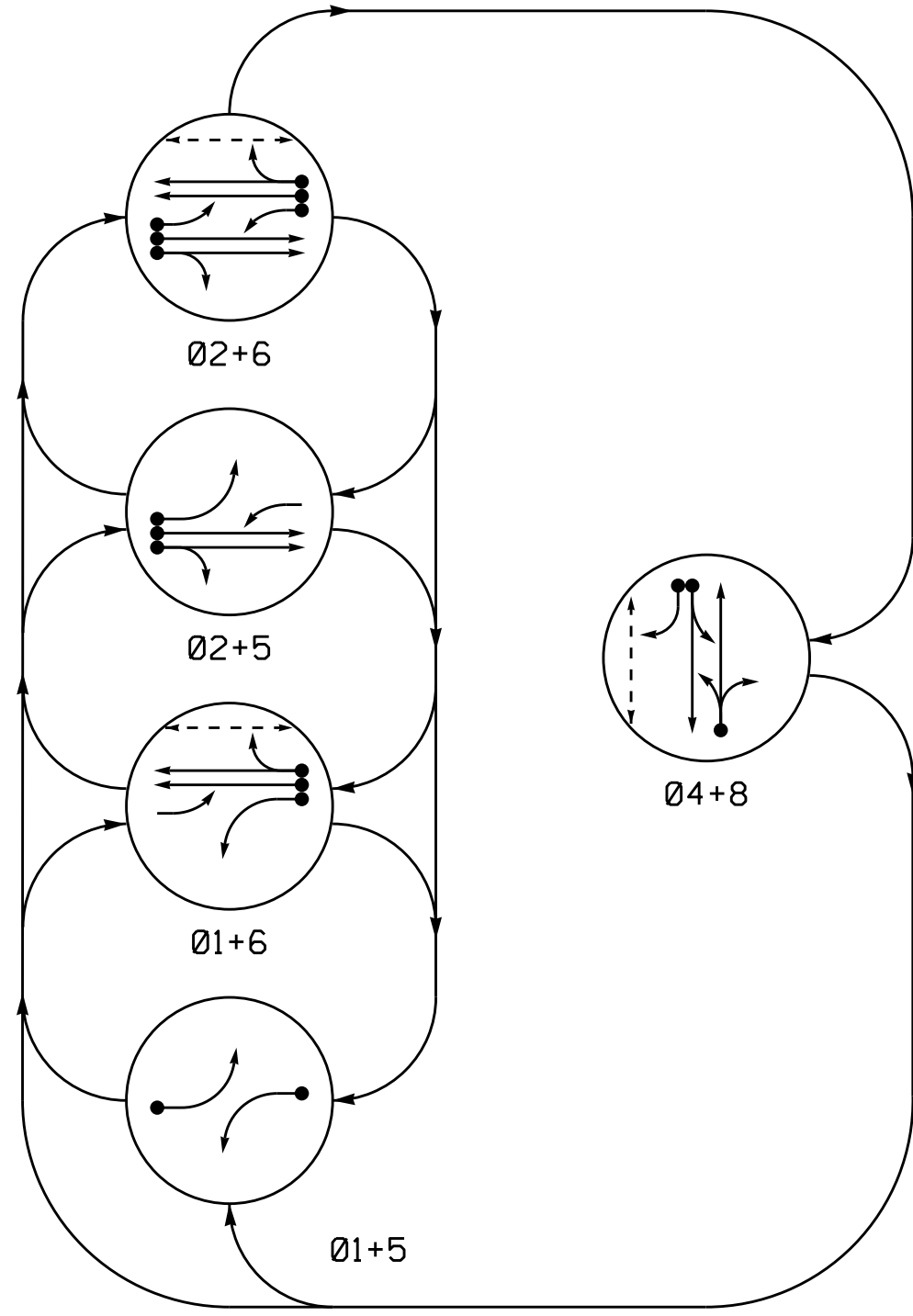


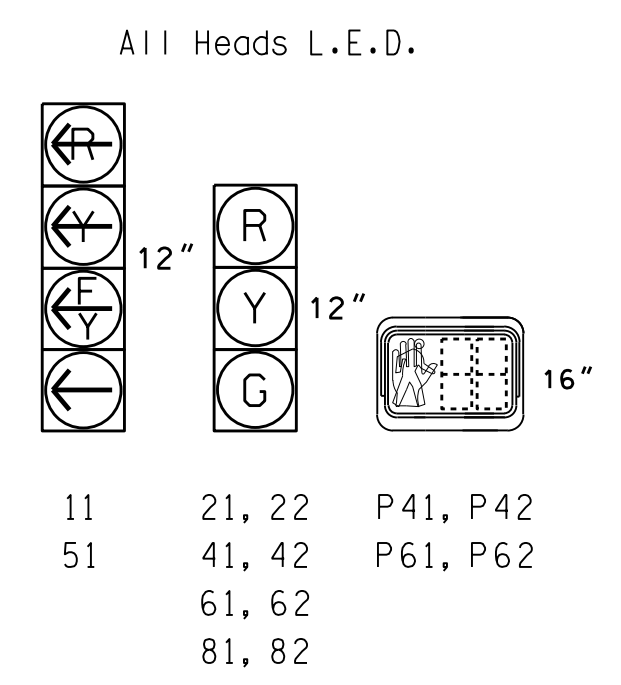
PHASING DIAGRAM



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

SIGNAL FACE	PHASE						
	01+5	01+6	02+5	02+6	04+8	E/O/S/F	
11							
21, 22	R	R	G	G	R	Y	
41, 42	R	R	R	R	G	R	
51							
61, 62	R	G	R	G	R	Y	
81, 82	R	R	R	R	G	R	
P41, P42	DW	DW	DW	DW	W	DRK	
P61, P62	DW	W	DW	W	DW	DRK	

SIGNAL FACE I.D.

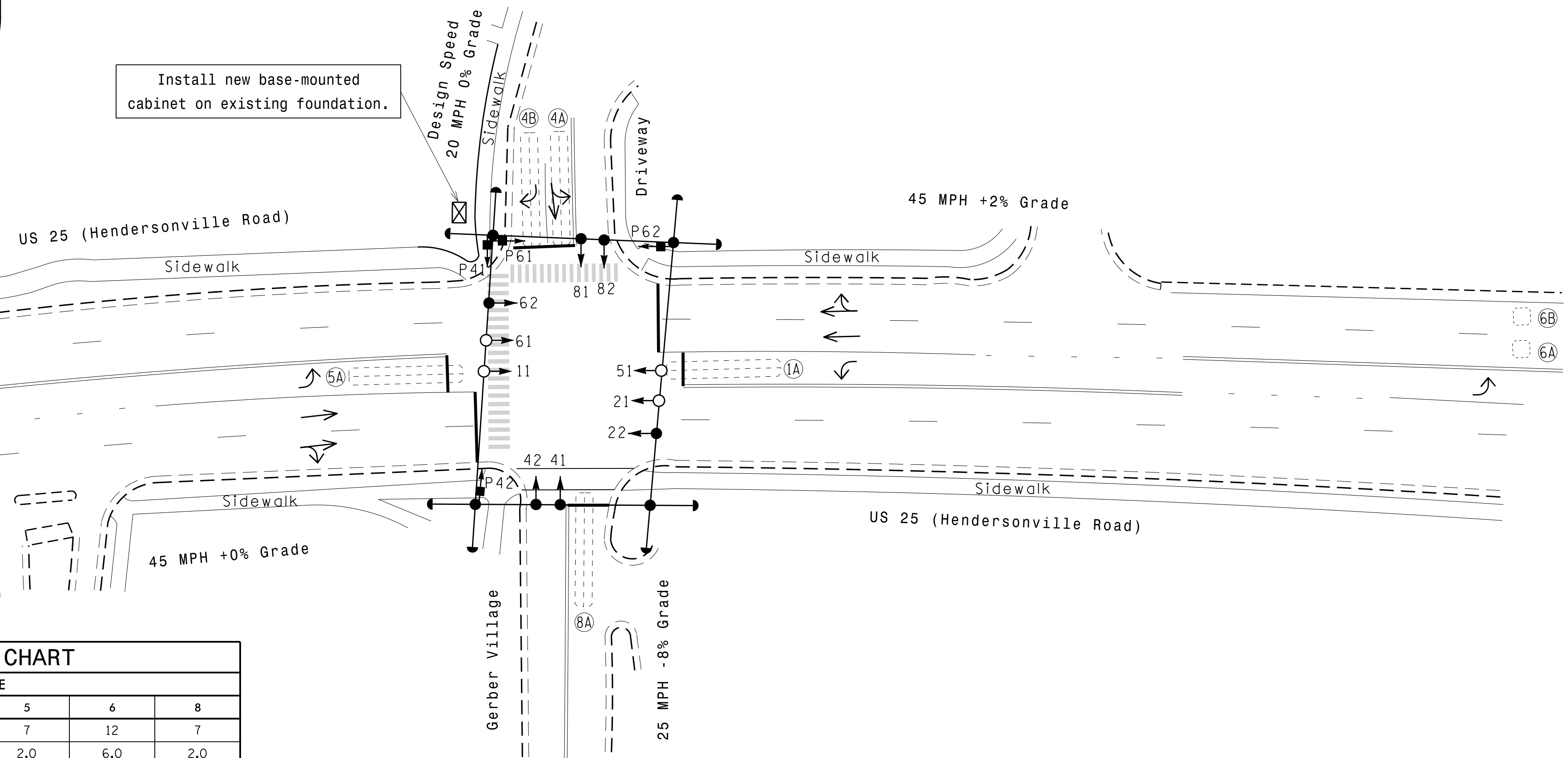


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			STRETCH TIME
1A	6X40	+5	2-4-2	-	1	Y	Y	-	15	-	Y
2A	6X6	300	5	-	2	Y	Y	-	-	-	Y
2B	6X6	300	5	-	2	Y	Y	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	3	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	10	-	Y
5A	6X40	+5	2-4-2	-	5	Y	Y	-	15	-	Y
6A	6X6	300	5	-	2	Y	Y	-	3	-	Y
6B	6X6	300	5	-	6	Y	Y	-	-	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	5	-	Y

5 Phase Fully Actuated Asheville Signal System

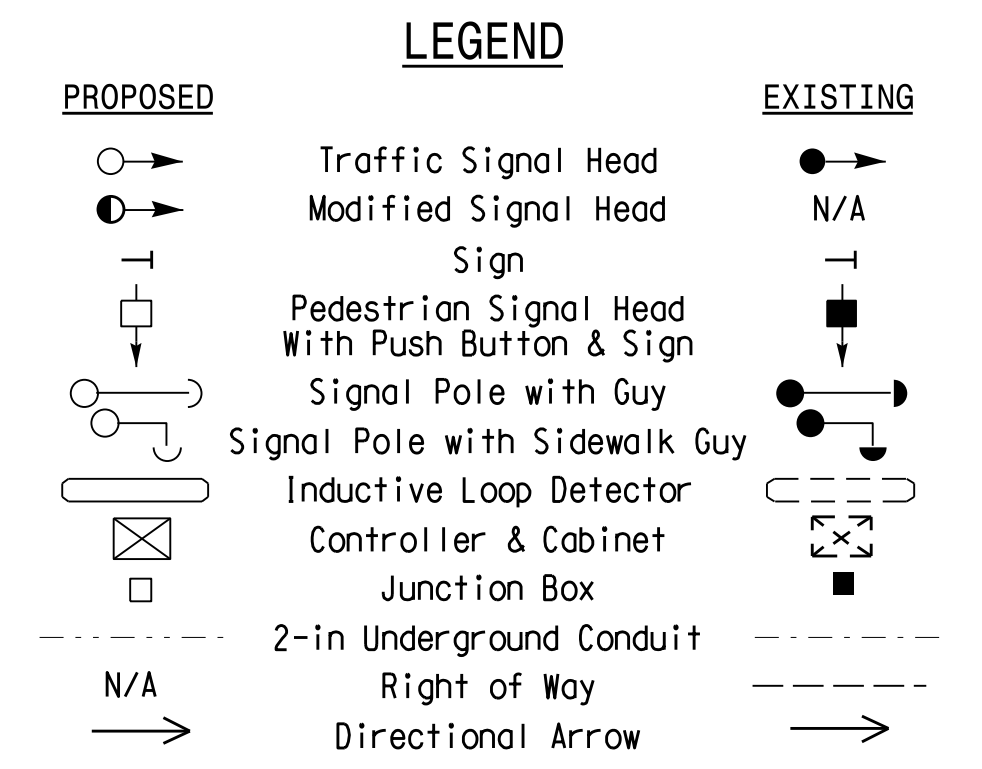
NOTES

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 and/or phase 5 may be lagged.
4. Reposition existing signal heads 22 & 62.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Pavement markings are existing.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE						
	1	2	4	5	6	8	
Min Green 1 *	7	12	7	7	12	7	
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0	
Max Green 1 *	15	90	20	15	90	20	
Yellow Clearance	3.0	4.5	3.7	3.0	4.5	3.7	
Red Clearance	2.1	1.0	2.8	2.1	1.0	2.8	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	-	7	-	7	-	
Don't Walk 1	-	-	19	-	13	-	
Seconds Per Actuation *	-	15	-	-	15	-	
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	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.



Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529
 SCALE 0 30
 1"=30'

US 25 (Hendersonville Road) at Gerber Village / Driveway

Division 13 Buncombe County Asheville

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

PREPARED BY: M. Mahbooba REVIEWED BY:

REVISIONS: INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL J. WILLIAMS PROFESSIONAL ENGINEER 024393

8/17/2016

SIG. INVENTORY NO. 13-1217

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