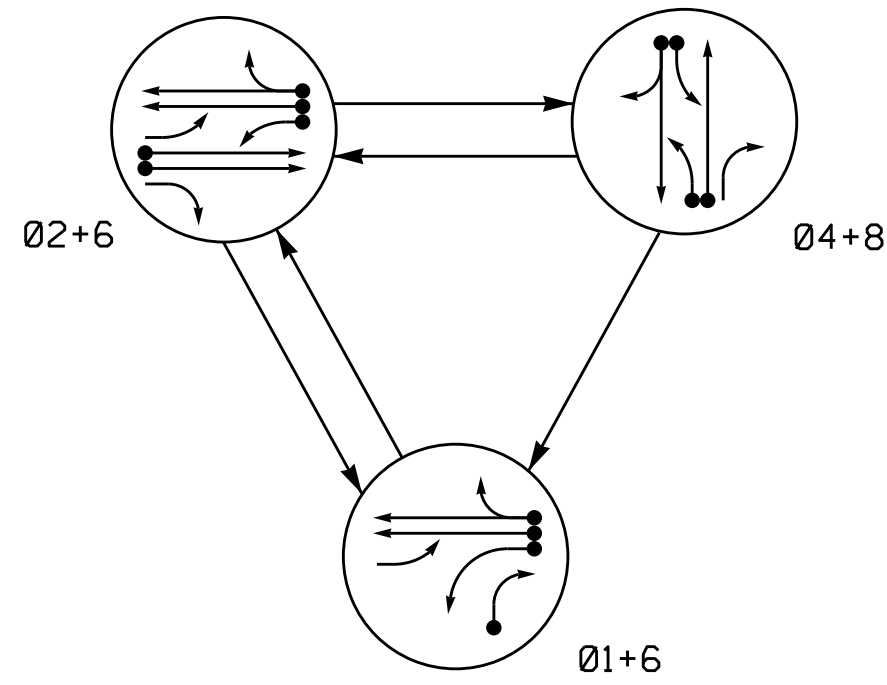


PHASING DIAGRAM



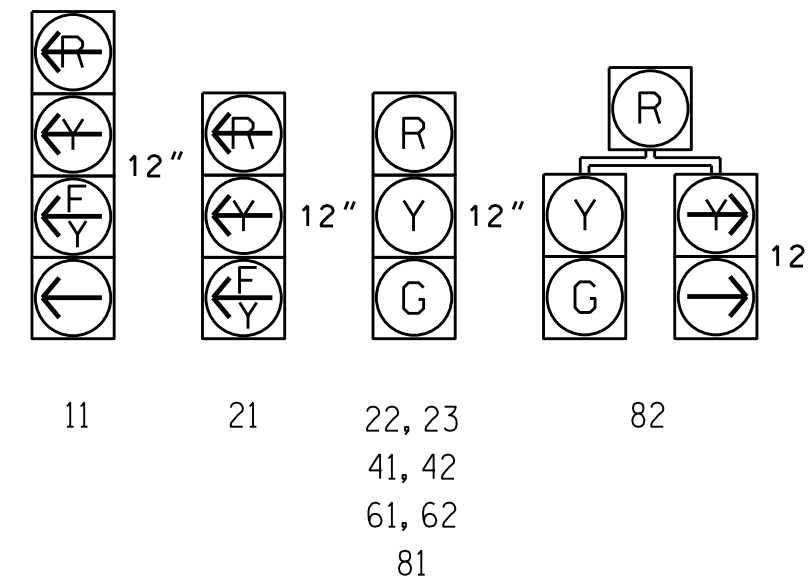
PHASING DIAGRAM DETECTION LEGEND

- ◄● DETECTED MOVEMENT
- ◄◄ UNDETECTED MOVEMENT (OVERLAP)
- ◄- UNSIGNALIZED MOVEMENT
- ◄- - PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	Ø1+6	Ø2+6	Ø4+8	F
11	Y	Y	R	Y
21	Y	Y	R	Y
22, 23	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.

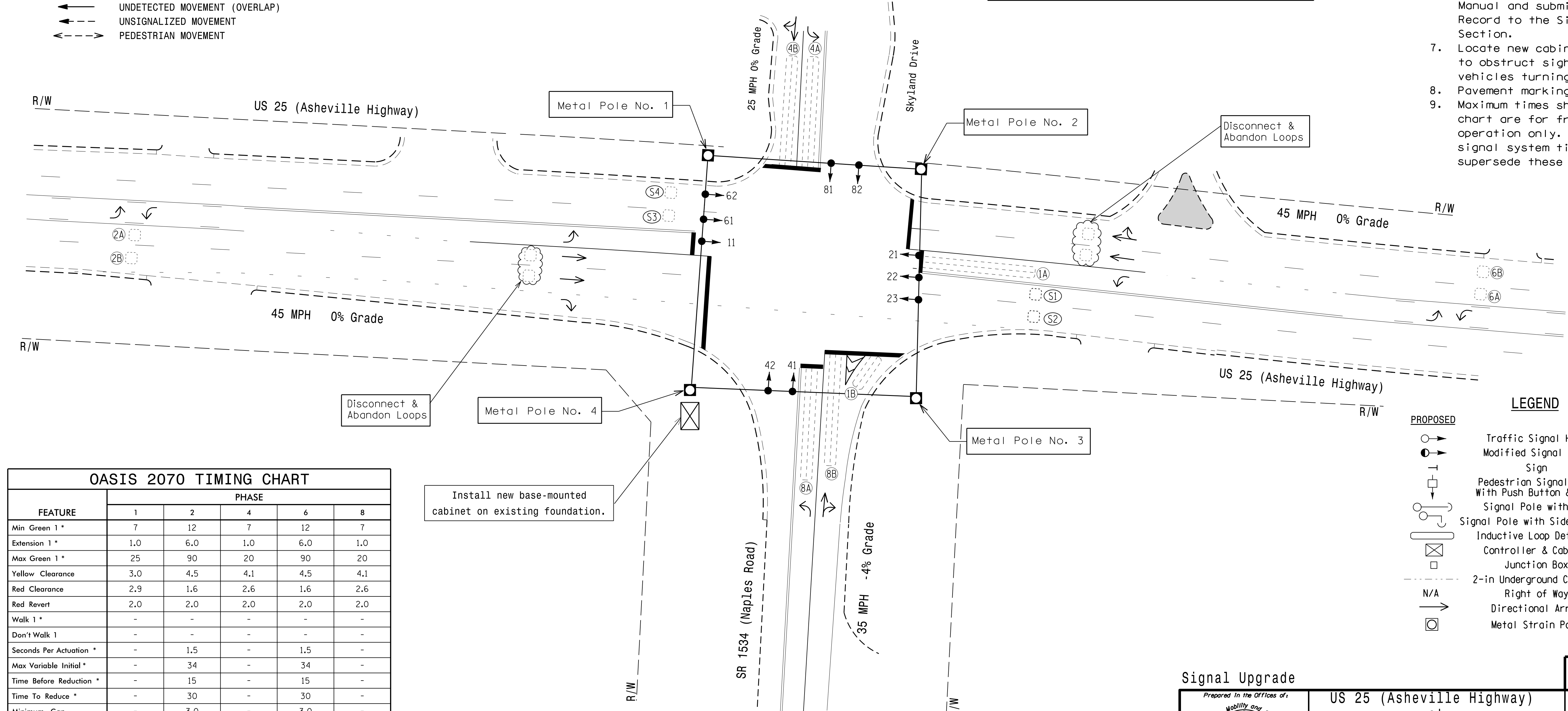


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
1B	6X20	0	2-4-2	-	1	Y	Y	-	-	5	-	Y
2A	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	15	-	Y
6A	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	3	-	Y
8B	6X60	0	2-4-2	-	8	Y	Y	-	-	5	-	Y
S1	6X6	+170	4	-	-	-	-	-	-	-	-	Y
S2	6X6	+170	4	-	-	-	-	-	-	-	-	Y
S3	6X6	+120	4	-	-	-	-	-	-	-	-	Y
S4	6X6	+120	4	-	-	-	-	-	-	-	-	Y

3 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.
- Phase 1 may be lagged.
- Disconnect and abandon existing loops as shown.
- 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.
- Pavement markings are existing.
- 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	6	8
Min Green 1 *	7	12	7	12	7
Extension 1 *	1.0	6.0	1.0	6.0	1.0
Max Green 1 *	25	90	20	90	20
Yellow Clearance	3.0	4.5	4.1	4.5	4.1
Red Clearance	2.9	1.6	2.6	1.6	2.6
Red Revert	2.0	2.0	2.0	2.0	2.0
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 *	-	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

\* 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.

PROPOSED		EXISTING	
○→	Traffic Signal Head	●→	N/A
○→	Modified Signal Head	○→	N/A
⊥	Sign	⊥	N/A
⊥	Pedestrian Signal Head With Push Button & Sign	⊥	N/A
⊥	Signal Pole with Guy	⊥	N/A
⊥	Signal Pole with Sidewalk Guy	⊥	N/A
⊥	Inductive Loop Detector	⊥	N/A
⊥	Controller & Cabinet	⊥	N/A
⊥	Junction Box	⊥	N/A
⊥	2-in Underground Conduit	⊥	N/A
→	Right of Way	→	N/A
→	Directional Arrow	→	N/A
⊠	Metal Strain Pole	⊠	N/A

Signal Upgrade

Prepared In the Offices of:  
  
 US 25 (Asheville Highway) at SR 1534 (Naples Road) / Skyland Drive  
 Division 14 Henderson County Hendersonville  
 PLAN DATE: January 2016 REVIEWED BY: T. Williams  
 PREPARED BY: M. Mahbooba REVIEWED BY:  
 REVISIONS: \_\_\_\_\_ INIT. DATE: \_\_\_\_\_  
 SCALE: 0 30  
 1"=30'  
 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED  
 SEAL  
 S. J. Williams 8/9/2016  
 SIG. INVENTORY NO. 14-1050

09-0105-2016-08-36  
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