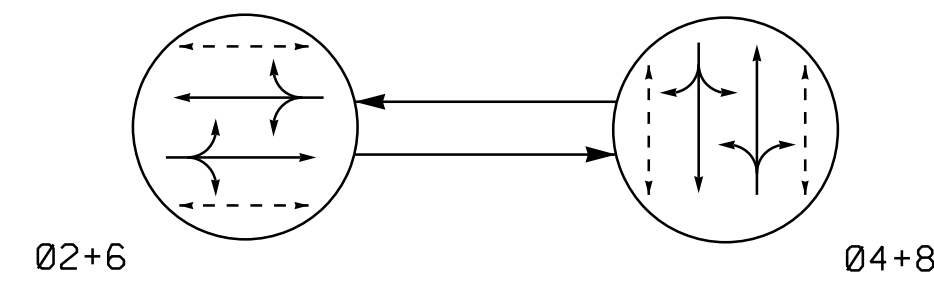


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- ←●→ DETECTED MOVEMENT
- ←→ UNDETECTED MOVEMENT (OVERLAP)
- ←- - -> UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

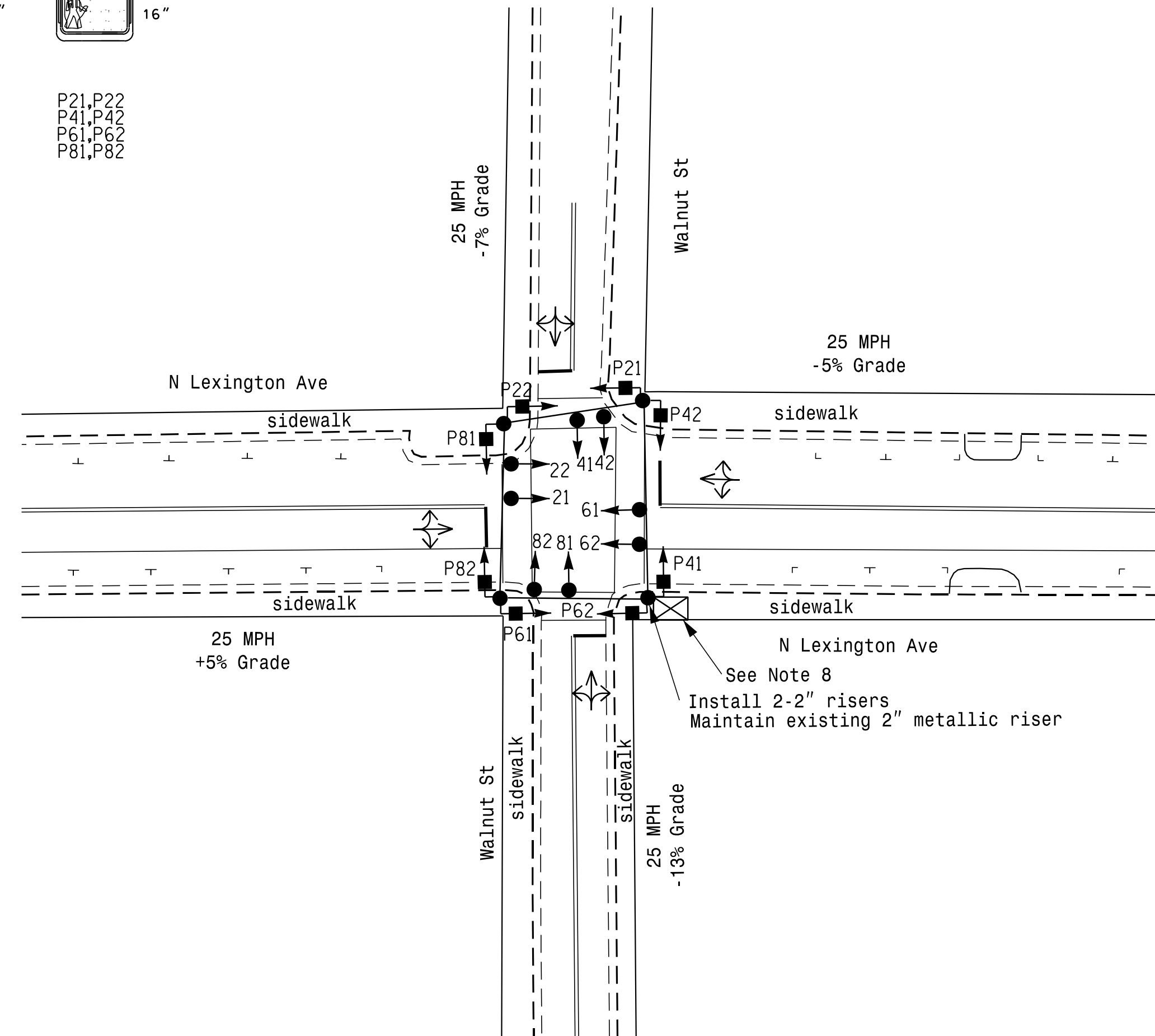
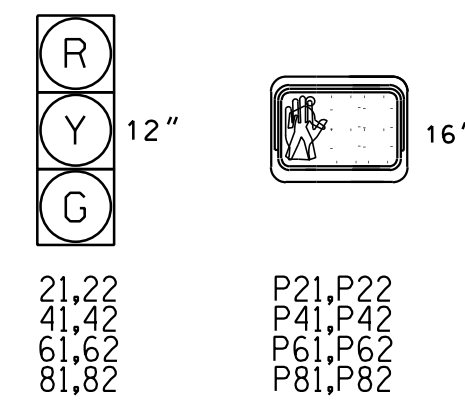
TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	FLASH
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

W - Walk
DW - Don't Walk
DRK - Dark

SIGNAL FACE I.D.

All Heads L.E.D.

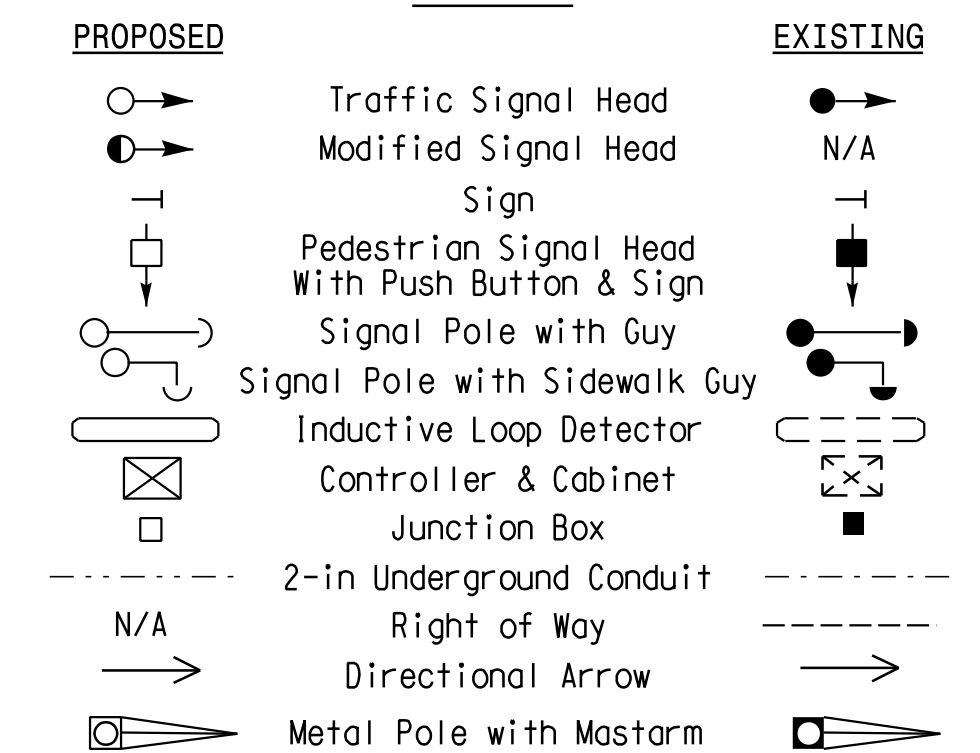


2 Phase Pre-Timed (Asheville Signal System)

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. Set all detector units to presence mode.
4. 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.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Locate new cabinet on existing foundation. Provide a pedestal mounted meter and disconnect.
9. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
10. Program controller to allow an Advance Walk movement before serving the vehicle phase.
11. Program Phase 2 and 6 for Rest-in-Walk.
12. Yellow clearance intervals for Phases 2,4,6, and 8 may be decreased by 0.2 seconds per week until the required value is reached.

LEGEND



FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	0.0	0.0	0.0
Max Green 1 *	40	25	40	25
Yellow Clearance	3.5	4.2	3.0	3.6
Red Clearance	1.2	1.7	1.4	1.7
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	36	14	35	17
Don't Walk 1	4	11	5	8
Walk Advance **	3.0	3.0	3.0	3.0
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX/PED	MAX/PED	MAX/PED	MAX/PED
Vehicle Call Memory	-	-	-	-
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	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.
** See Note 10.

Signal Upgrade

	<p>N Lexington Ave at Walnut St</p>		
	<p>Division 13 Buncombe County Asheville</p>	<p>PLAN DATE: JUNE 2016 REVIEWED BY: SMH</p>	
<p>161 S. Charlotte St. Asheville, NC 28802</p>	<p>SCALE 0 30 1"=30'</p>	<p>REVISIONS</p>	<p>INIT. DATE</p>
<p>SIGNATURE</p>			<p>DATE</p>
<p>SIG. INVENTORY NO. COA-0204</p>			<p>12/13/2016</p>