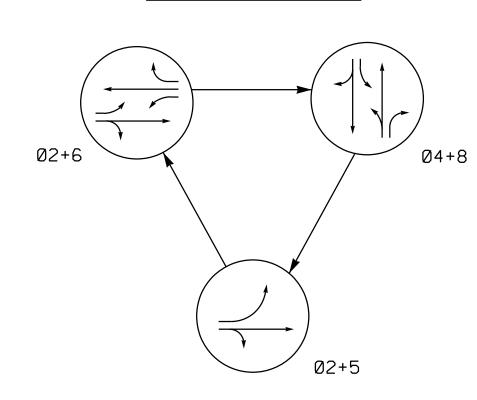
# PHASING DIAGRAM



#### PHASING DIAGRAM DETECTION LEGEND

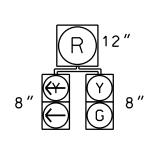
✓ DETECTED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP)

<−−> PEDESTRIAN MOVEMENT

TABLE OF	0PE	ERA	TIO	N
PHASE				
SIGNAL FACE	®N+15	ØN+6	04+8	டப்பு
21	91	G	R	Y
22	G	G	R	Y
41	R	R	G	R
61,62	R	G	R	Υ
81	R	R	G	R

# SI



21

ON

OASIS 2070E TIMING CHART							
	PHASE						
FEATURE	2	4	5	6	8		
Min Green 1 *	10	7	7	10	7		
Extension 1 *	0.0	0.0	0.0	0.0	0.0		
Max Green 1 *	40	30	20	40	30		
Yellow Clearance	3.3	3.0	3.3	3.3	3.6		
Red Clearance	2.1	2.4	2.1	2.8	2.1		
Red Revert	2.0	2.0	2.0	2.0	2.0		
Walk 1 *	-	-	-	-	-		
Don't Walk 1	-	-	-	-	-		
Seconds Per Actuation *	-	ı	-	-	-		
Max Variable Initial *	-	1	-	-	-		
Time Before Reduction *	ı	ı	-	-	-		
Time To Reduce *	ı	ı	-	-	-		
Minimum Gap	-	ı	-	-	-		
Recall Mode	MAX RECALL						
Vehicle Call Memory	-	-	-	-	-		
Dual Entry	-	-	-	-	-		

\* 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 FACE						
All Heads L.E.	.D.					
R R 12"	G	Flintst				
41 61,62 81	22	Sidewa				
		*17.85 Mary Sidemaly	62 62	U.S. Cellular Center		
	Basilica of Saint Lawrence		777			
	Ouzs	) <u> </u>	81 A	Sia 2º 0	Grade	
	a.r	sidewalk 61		sidewalk	Grade	
	Haywood St	side	22-	7 <u>0</u> 8		Vanderbilk Pi
		TO A THE STATE OF				Variders
		SideWa San Note of				
	25 MPH 3% Grad	see Note 9'	′ /	Haywo		
	.5%	$\frac{A_{V_0}}{\sqrt{\frac{s_i d_0 w_{all}}{\sqrt{\frac{s_i d_0 w_aa_i d_0 w_{all}}{\frac{s_i d_0 w_aa_i d_0 w_aa_$	77 P.	Haywood St		
		$\begin{array}{c c} P_{aige} & P_{aige} \\ \hline & & \\ & &$				
			goe goe			

### 3 Phase Pre-Timed (Asheville Signal System)

PROJECT REFERENCE NO.

U-4715B

#### <u>NOTES</u>

- 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. Omit phase 5 during phase 6 on.
- 9. Locate new cabinet on existing foundation. Provide a pedestal mounted meter and disconnect.

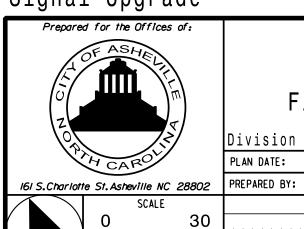
# <u>LEGEND</u>

<u>PROPOSED</u>		<u>EXISTING</u>
$\bigcirc$	Traffic Signal Head	<b></b>
<b>O</b>	Modified Signal Head	N/A
$\overline{}$	Sign	$\dashv$
$\Rightarrow$	Pedestrian Signal Head With Push Button & Sign	•
$\bigcirc \longrightarrow$	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	$\subseteq = = \supset$
	Controller & Cabinet	K K Z
	Junction Box	
	- 2-in Underground Conduit	
N/A	Right of Way	
$\longrightarrow$	Directional Arrow	$\longrightarrow$
0	- Metal Pole with Mastarm	
$\bigcirc$	Signal Pedestal	
$\langle \! \! \Delta \! \! \rangle$	'MOVEMENT PROHIBITION AND LANE CONTROL' Sign (R3-8)	A
<b>B</b>	'LEFT TURN MUST TURN LEFT' Sign (R3-7)	B
<b>©</b>	'RIGHT TURN ON RED AFTER STOP' Sign (R6-2)	©

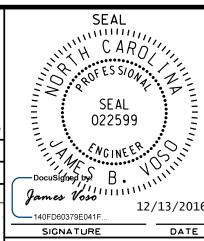
## Signal Upgrade



FAX (828) 254-4562



Haywood St at								
F	lint	St	•	•	Paige	Ave		
Division 13 Buncombe County				Ash	e v			
PLAN DATE:	JUNE	2016	)	REVII	EWED BY:	SMH		



Simultaneous Gap

REVIEWED BY: