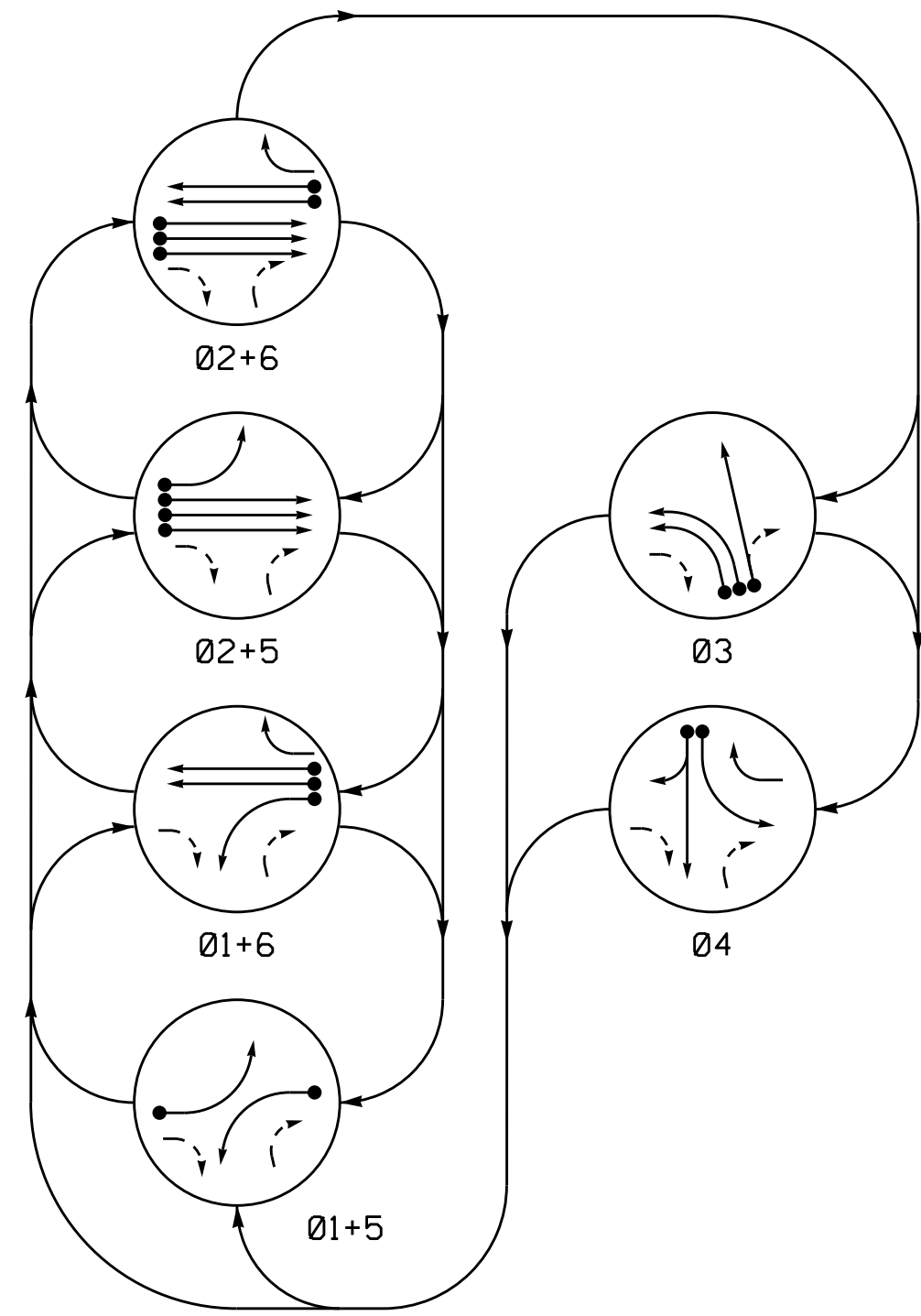


PHASING DIAGRAM



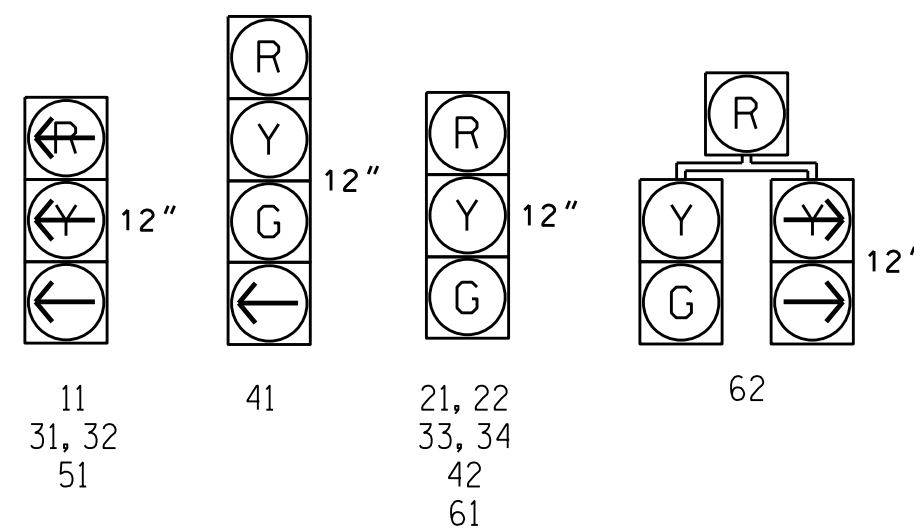
PHASING DIAGRAM DETECTION LEGEND

- → DETECTED MOVEMENT
- → UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	→	→	→	→	→	→
21, 22	R	R	G	G	R	R
31, 32	→	→	→	→	→	→
33, 34	R	R	R	R	G	R
41	R	R	R	R	R	G
42	R	R	R	R	R	G
51	→	→	→	→	→	→
61	R	G	R	G	R	Y
62	R	G	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.

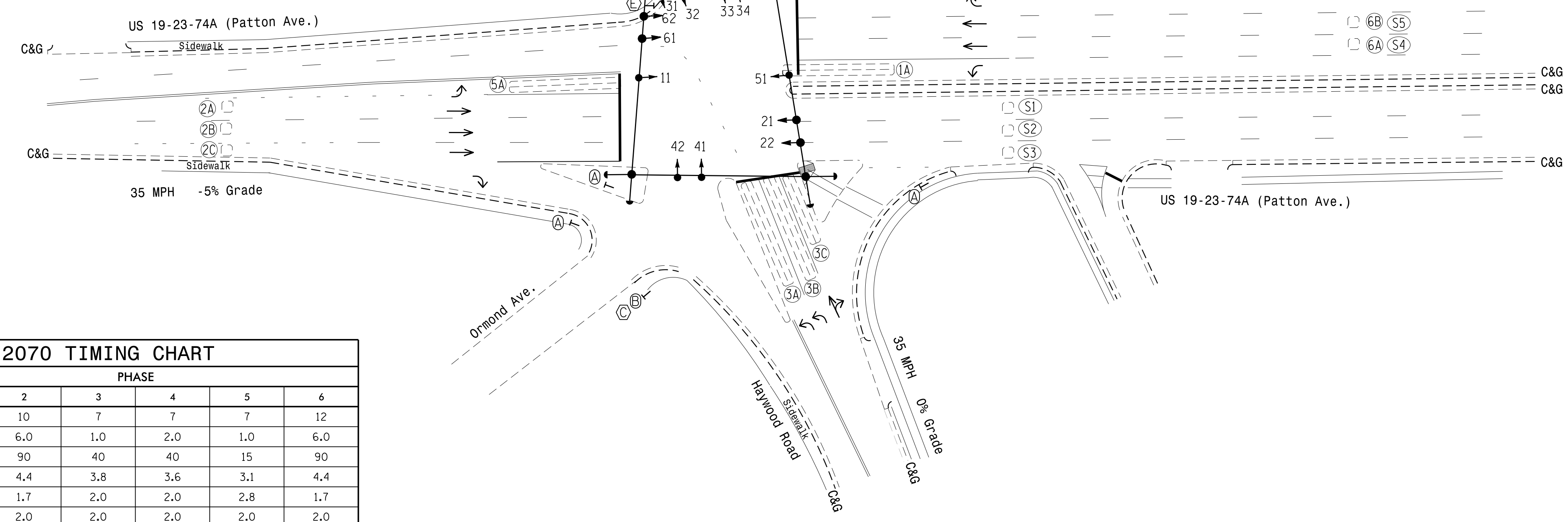


OASIS 2070 LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X60	+5	2-4-2	-	1	Y	Y	-	-	-	-	Y
2A	6X6	215	EXISTING	-	2	Y	Y	-	-	-	-	Y
2B	6X6	215	EXISTING	-	2	Y	Y	-	-	-	-	Y
2C	6X6	215	EXISTING	-	2	Y	Y	-	-	-	-	Y
3A	6X60	0	2-4-2	-	3	Y	Y	-	-	-	-	Y
3B	6X60	0	2-4-2	-	3	Y	Y	-	-	-	-	Y
3C	6X40	0	2-4-2	-	3	Y	Y	-	-	-	-	Y
4A	6X60	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X60	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X60	+5	2-4-2	-	5	Y	Y	-	-	3	-	Y
6A/S4	6X6	300	EXISTING	-	6	Y	Y	-	-	-	-	Y
6B/S5	6X6	300	EXISTING	-	6	Y	Y	-	-	-	-	Y
S1	6X6	+200	EXISTING	-	-	-	-	-	-	-	-	Y
S2	6X6	+200	EXISTING	-	-	-	-	-	-	-	-	Y
S3	6X6	+200	EXISTING	-	-	-	-	-	-	-	-	Y

6 Phase Fully Actuated Asheville Signal System

- 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 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- 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.



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
○ →	Pavement Marking Arrow	○ →	N/A
○ →	"YIELD" Sign (R1-2)	○ →	(A)
○ →	"STOP" Sign (R1-1)	○ →	(B)
○ →	No Left Turn Sign (R3-2)	○ →	(C)
○ →	"RIGHT LANE MUST TURN RIGHT" Sign (R3-7)	○ →	(D)
○ →	Right Arrow "ONLY" Sign (R3-5R)	○ →	(E)

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	10	7	7	7	12
Extension 1 *	1.0	6.0	1.0	2.0	1.0	6.0
Max Green 1 *	15	90	40	40	15	90
Yellow Clearance	3.0	4.4	3.8	3.6	3.1	4.4
Red Clearance	2.6	1.7	2.0	2.0	2.8	1.7
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-
Seconds Per Actuation *	-	1.2	-	-	-	1.5
Max Variable Initial *	-	26	-	-	-	34
Time Before Reduction *	-	15	-	-	-	15
Time To Reduce *	-	30	-	-	-	30
Minimum Gap	-	2.5	-	-	-	3.0
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW
Dual Entry	-	-	-	-	-	-
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

US 19-23-74A (Patton Ave) at Johnson Blvd./Haywood Rd

Division 13 Buncombe County Asheville

PLAN DATE: June 2016 REVIEWED BY: T. J. Williams

PREPARED BY: C. Pierce REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

8/16/2016

SIG. INVENTORY NO. 13-0214

15-AUG-2016 13:22 S:\TJASU\15-Sig\Signal\Western Region\01\15-Sig\Signal System\Signal Design\15-0214\30214_sig.dgn 20160819.dgn