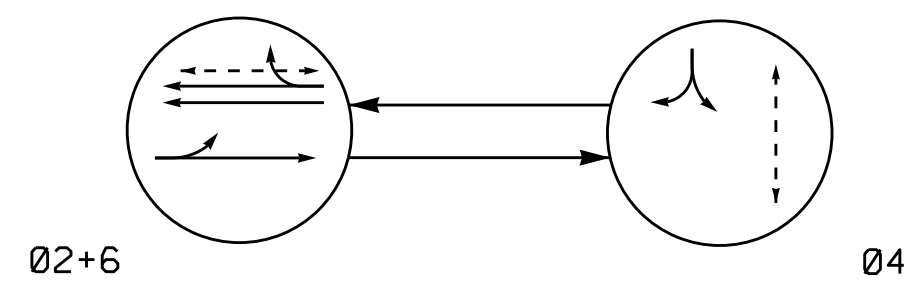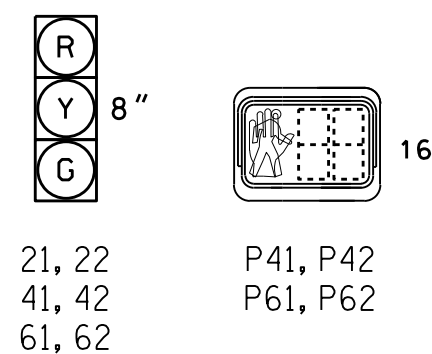## PHASING DIAGRAM

Ø2+6   Ø4

PHASING DIAGRAM DETECTION LEGEND

- •——— DETECTED MOVEMENT
- ——— UNDETECTED MOVEMENT (OVERLAP)
- - - - UNSIGNALIZED MOVEMENT
- <- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	PHASE Ø4	FLASH
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
P41, P42	DW	W	DRK
P61, P62	W	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.
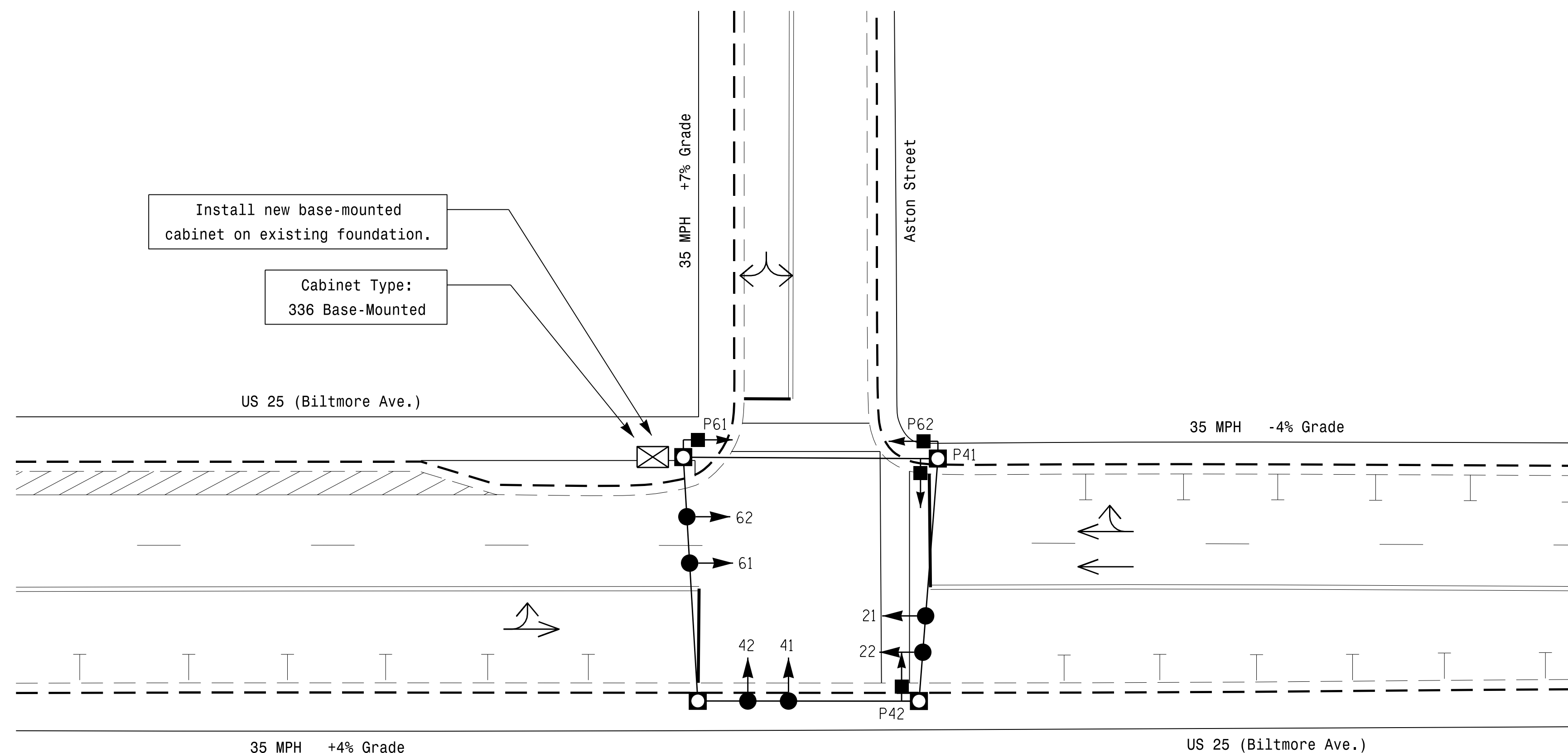
R
Y
G 8"

21, 22
41, 42
61, 62

P41, P42
P61, P62   16"

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. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
4. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
5. Pavement markings are existing.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

Install new base-mounted cabinet on existing foundation.

Cabinet Type:
336 Base-Mounted

US 25 (Biltmore Ave.)

35 MPH +7% Grade

Aston Street

35 MPH -4% Grade

P61   P62   P41

62
61

21
22

42   41

P42

35 MPH +4% Grade

US 25 (Biltmore Ave.)

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	•→
◐→	Modified Signal Head	N/A
⊢	Sign	⊣
⊕	Pedestrian Signal Head With Push Button & Sign	■
○—	Signal Pole with Guy	•—
○⌐	Signal Pole with Sidewalk Guy	•⌐
▭	Inductive Loop Detector	▭
⊠	Controller & Cabinet	⊠
□	Junction Box	■
— · —	2-in Underground Conduit	— · —
N/A	Right of Way	——
→	Directional Arrow	⟶
◎	Metal Strain Pole	□

OASIS 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6
Min Green 1 *	39	10	39
Extension 1 *	0.0	0.0	0.0
Max Green 1 *	39	10	39
Yellow Clearance	4.1	3.0	4.1
Red Clearance	1.3	1.9	1.3
Walk 1 *	-	7	7
Don't Walk 1	-	13	8
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	MIN RECALL	MIN/PED RECALL	MIN/PED RECALL
Vehicle Call Memory	-	-	-
Dual Entry	-	-	-
Simultaneous Gap	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

Prepared In the Offices of:

Transportation Mobility and Safety Division
Signal Design Section

750 N.Greenfield Pkwy,Garner,NC 27529

US 25 (Biltmore Ave.) at Aston Street

Division 13	Buncombe County	Asheville
PLAN DATE: January 2016	REVIEWED BY: P.L. Alexander	
PREPARED BY: R.N. Zinser	REVIEWED BY:	

REVISIONS	INIT.	DATE

SCALE
0   20
1"=20'

SEAL

NORTH CAROLINA
SEAL
043914
ENGINEER
RICHARD N. ZINSER

R.N. Zinser
F13869734722248F...
12/12/2016
DATE

SIG. INVENTORY NO.   13-0250