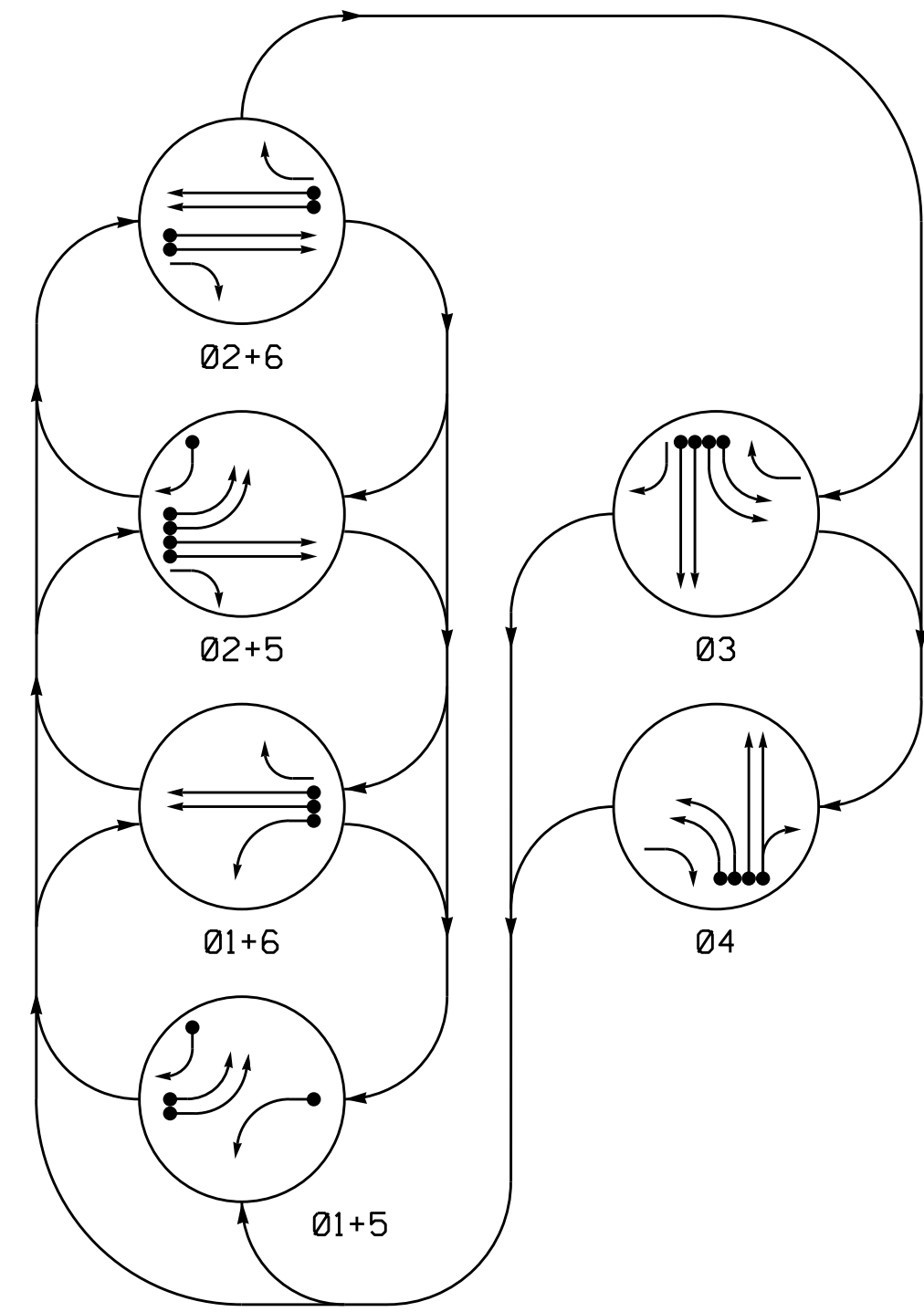


PHASING DIAGRAM



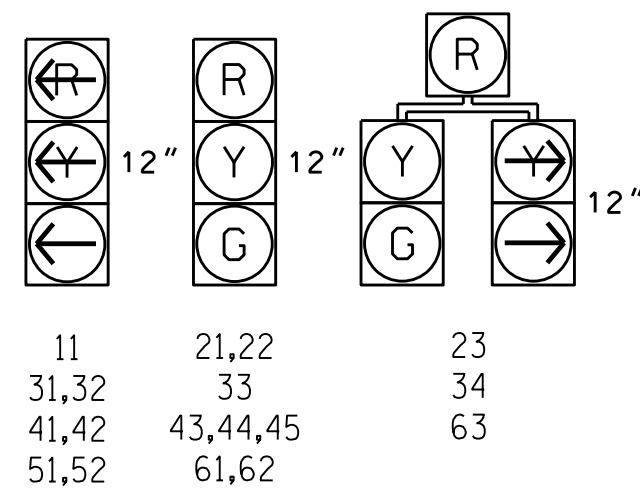
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE						FLS	HS
	01+5	01+6	02+5	02+6	03	04		
11	←	←	←	←	←	←	←	
21,22	R	R	G	G	R	R	Y	
23	R	R	G	G	R	Y	Y	
31,32	←	←	←	←	←	←	←	
33	R	R	R	R	G	R	R	
34	←	←	←	←	R	G	R	
41,42	←	←	←	←	←	←	←	
43,44,45	R	R	R	R	R	G	R	
51,52	←	←	←	←	←	←	←	
61,62	R	G	R	G	R	R	Y	
63	R	G	R	G	Y	R	Y	

SIGNAL FACE I.D.

All Heads L.E.D.

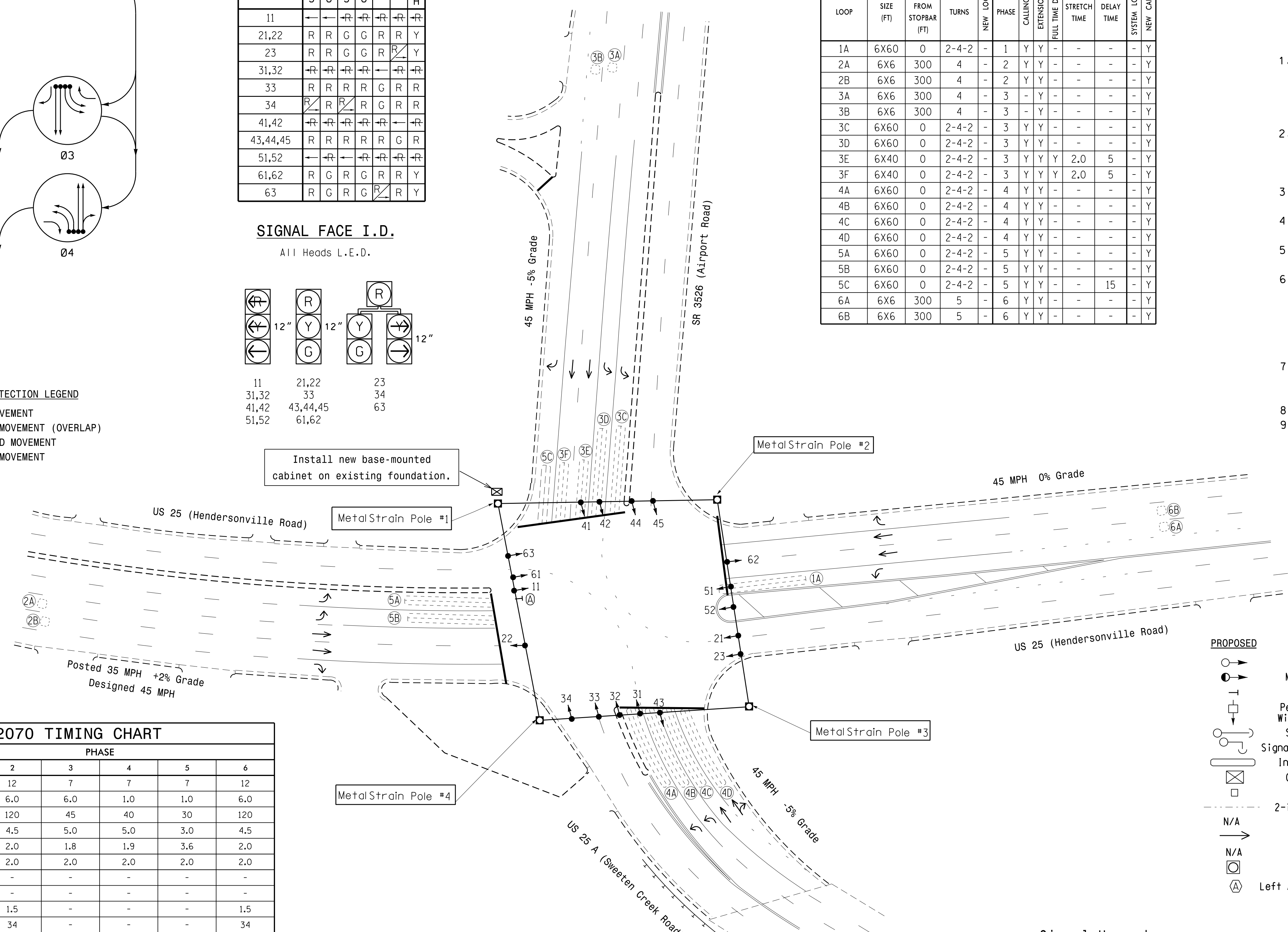


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART											
INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING EXTENSION	STRETCH DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	-	Y
2A	6X6	300	4	-	2	Y	Y	-	-	-	Y
2B	6X6	300	4	-	2	Y	Y	-	-	-	Y
3A	6X6	300	4	-	3	-	Y	-	-	-	Y
3B	6X6	300	4	-	3	-	Y	-	-	-	Y
3C	6X60	0	2-4-2	-	3	Y	Y	-	-	-	Y
3D	6X60	0	2-4-2	-	3	Y	Y	-	-	-	Y
3E	6X40	0	2-4-2	-	3	Y	Y	2.0	5	-	Y
3F	6X40	0	2-4-2	-	3	Y	Y	2.0	5	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	-	Y
4B	6X60	0	2-4-2	-	4	Y	Y	-	-	-	Y
4C	6X60	0	2-4-2	-	4	Y	Y	-	-	-	Y
4D	6X60	0	2-4-2	-	4	Y	Y	-	-	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	-	Y
5B	6X60	0	2-4-2	-	5	Y	Y	-	-	-	Y
5C	6X60	0	2-4-2	-	5	Y	Y	-	15	-	Y
6A	6X6	300	5	-	6	Y	Y	-	-	-	Y
6B	6X6	300	5	-	6	Y	Y	-	-	-	Y

6 Phase Fully Actuated Asheville Signal System

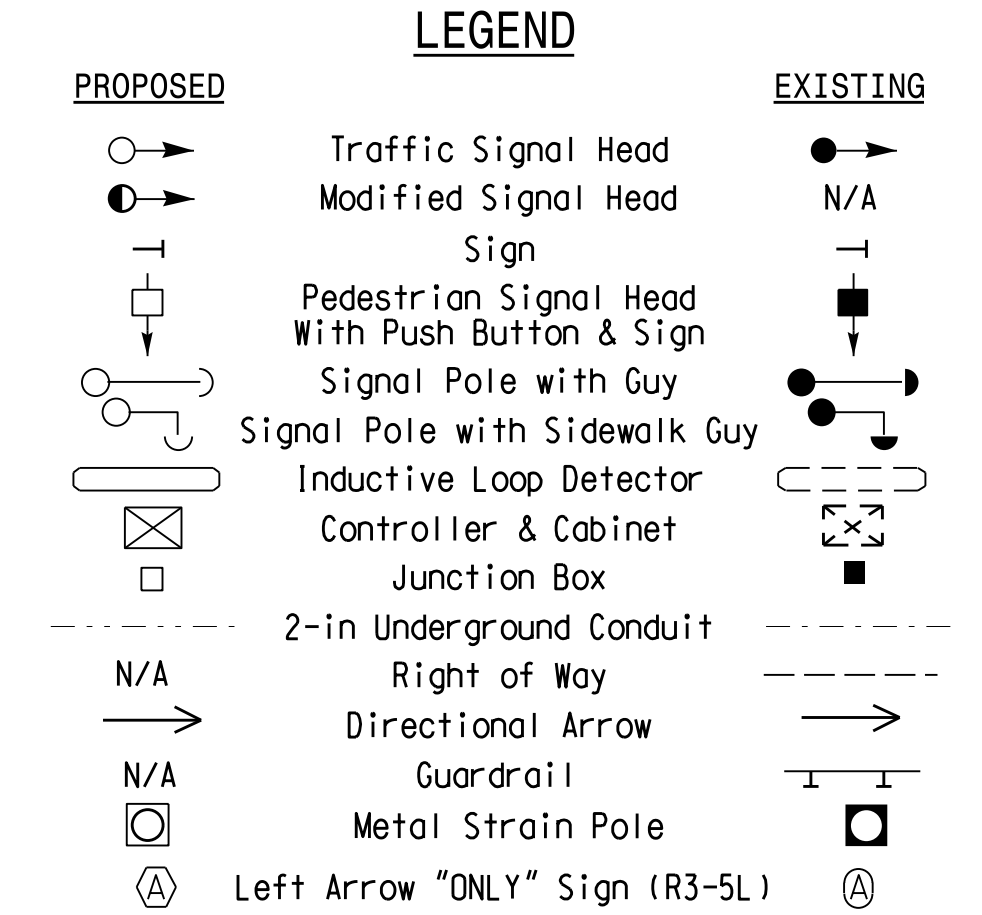
NOTES

- 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 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.
- 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	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1 *	1.0	6.0	6.0	1.0	1.0	6.0
Max Green 1 *	20	120	45	40	30	120
Yellow Clearance	3.0	4.5	5.0	5.0	3.0	4.5
Red Clearance	3.3	2.0	1.8	1.9	3.6	2.0
Red Revert	2.0	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	10	-	-	15
Time To Reduce *	-	40	20	-	-	40
Minimum Gap	-	3.0	3.0	-	-	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 25 (Hendersonville Road) at US 25A (Sweeten Creek Road) / SR 3526 (Airport Road)

Division 13 Buncombe County Asheville

PLAN DATE: December 2015 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 0 40 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER 024393 J. G. WILLIAMS

DocuSigned by: J. G. Williams 8/5/2016

SIG. INVENTORY NO. 13-0285

09-AUG-2016 10:40
 S:\MIS\ASIS\SIG\SIGAL\Signal\Design\Section\Western Region\01\13\HJ-47156 (Asheville) Signal System\Signal Design\13-0285\Sig.dgn, 20160805-dgn
 mmhbooba