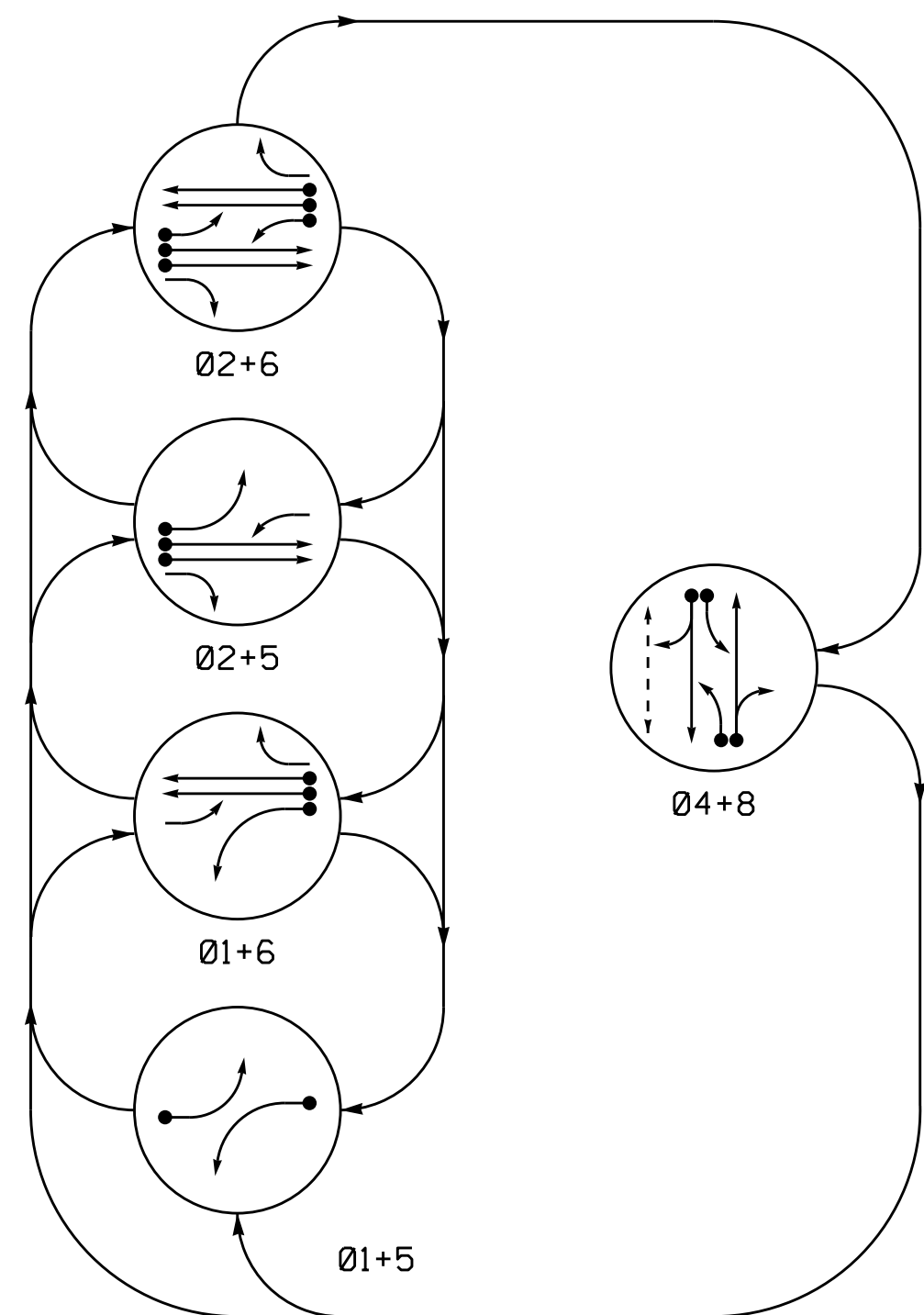


PHASING DIAGRAM

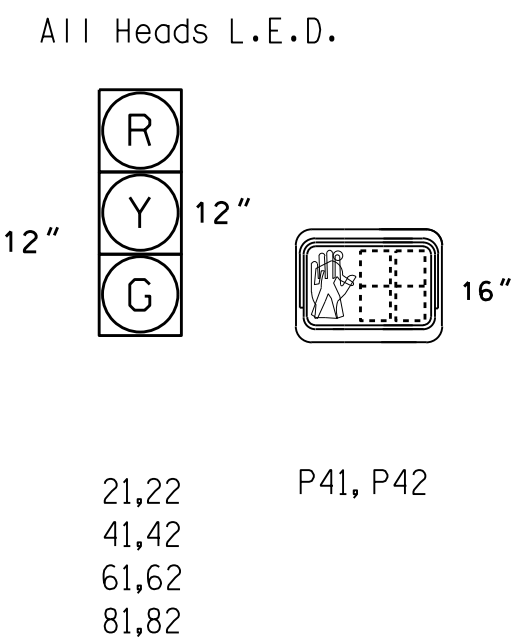


PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE					
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	F
11	---	---	---	---	---	---
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	---	---	---	---	---	---
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R
P41, P42	DW	DW	DW	DW	W	DRK

SIGNAL FACE I.D.

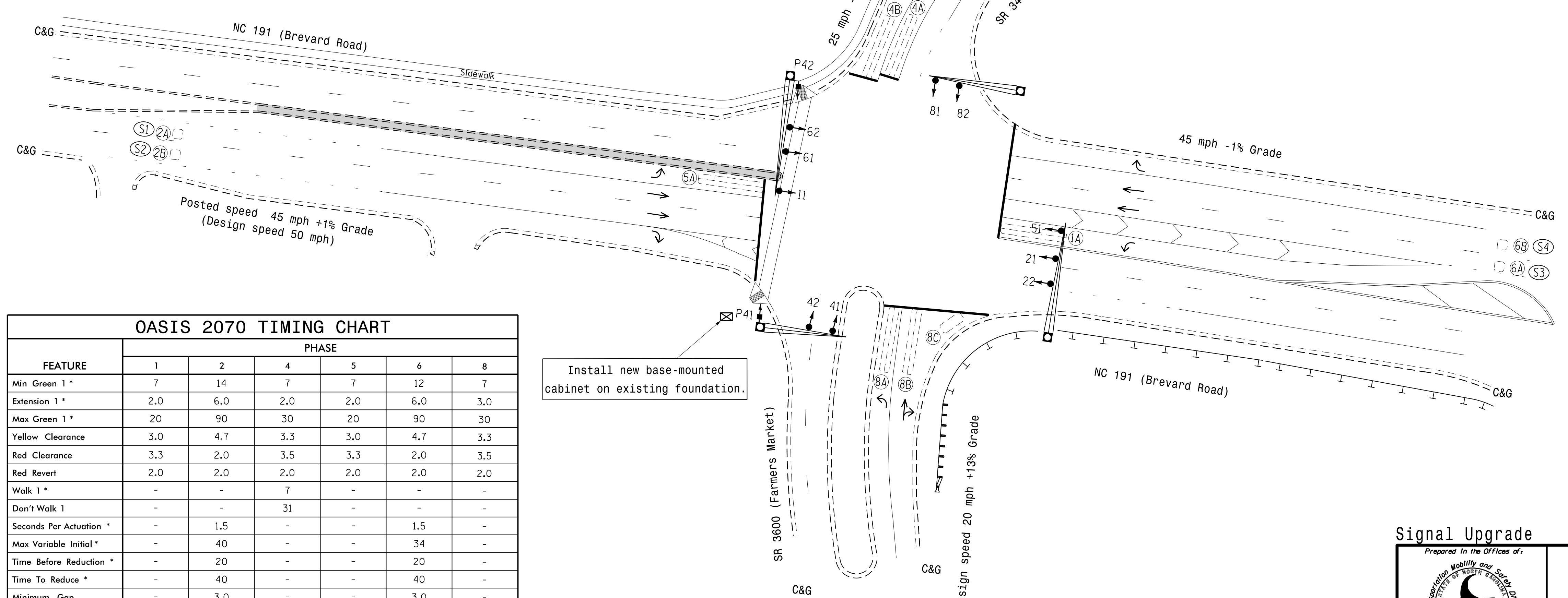


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	LOOP SYSTEM	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A/S1	6X6	355	4	-	2	Y	Y	-	-	-	-	Y
2B/S2	6X6	355	4	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A/S3	6X6	300	6	-	6	Y	Y	-	-	-	-	Y
6B/S4	6X6	300	6	-	6	Y	Y	-	-	-	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	Y
8C	6X15	0	4	-	8	Y	Y	-	-	15	-	Y

5 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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 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	4	5	6	8
Min Green 1 *	7	14	7	7	12	7
Extension 1 *	2.0	6.0	2.0	2.0	6.0	3.0
Max Green 1 *	20	90	30	20	90	30
Yellow Clearance	3.0	4.7	3.3	3.0	4.7	3.3
Red Clearance	3.3	2.0	3.5	3.3	2.0	3.5
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	7	-	-	-
Don't Walk 1	-	-	31	-	-	-
Seconds Per Actuation *	-	1.5	-	-	1.5	-
Max Variable Initial *	-	40	-	-	34	-
Time Before Reduction *	-	20	-	-	20	-
Time To Reduce *	-	40	-	-	40	-
Minimum Gap	-	3.0	-	-	3.0	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-
Dual Entry	-	-	ON	-	-	ON
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.

PROPOSED	EXISTING

Signal Upgrade

750 N. Greenfield Pkwy, Garner, NC 27529

NC 191 (Brevard Road)  
at  
SR 3600 (Farmers Market) /  
SR 3414 (East Oakview Road)

Division 13 Buncombe County Asheville

PLAN DATE: February 2016 PREPARED BY: C. Pierce REVIEWED BY: T. J. Williams

SCALE: 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

DATE: 9/22/2016

SIG. INVENTORY NO. 13-0466

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