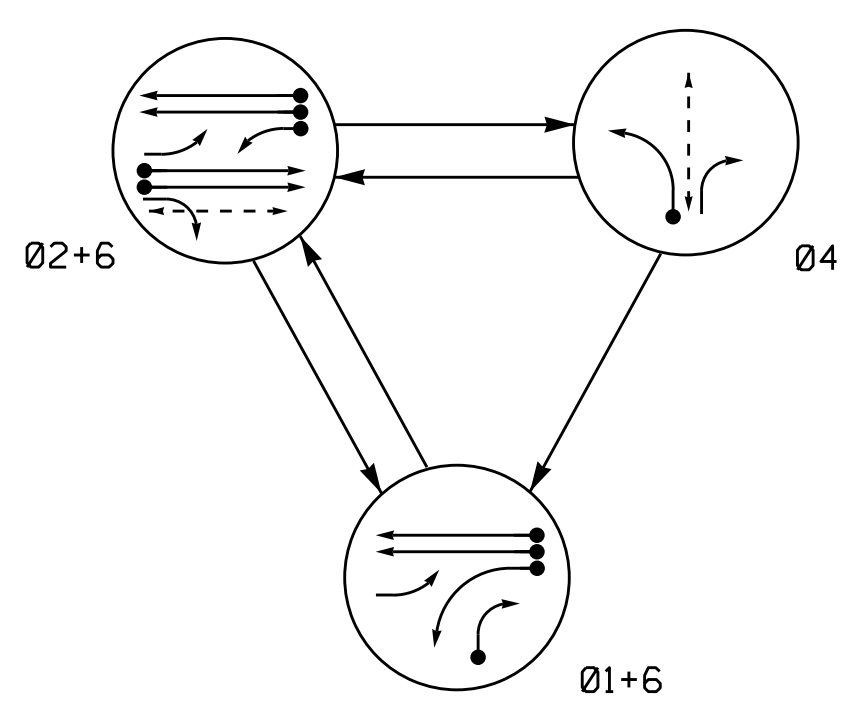
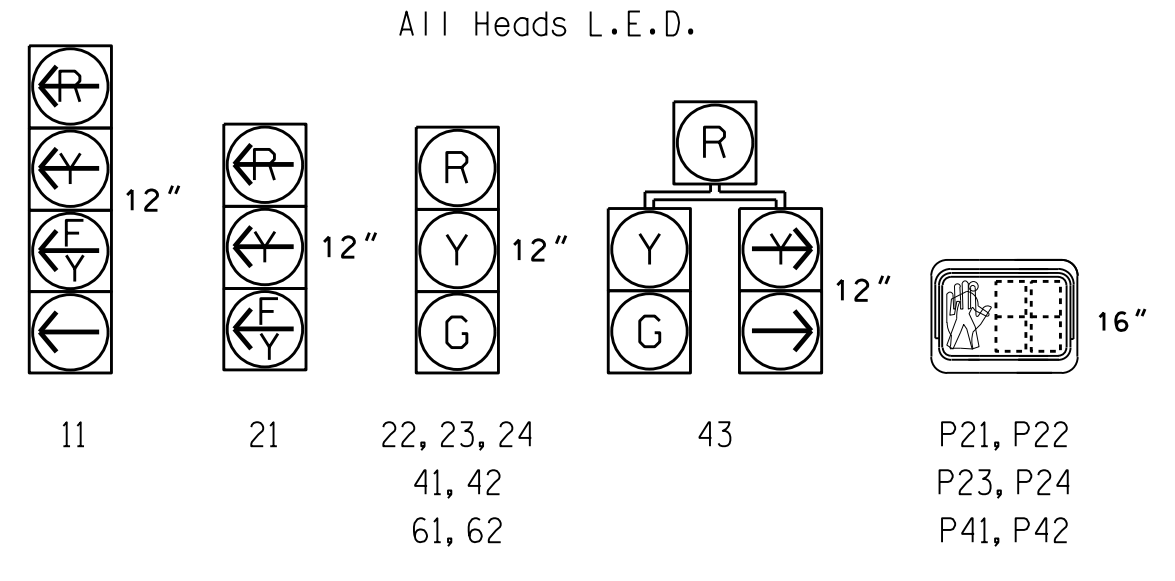


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4	FLASH
11	F	F	R	Y
21	F	F	R	Y
22, 23, 24	R	G	R	Y
41, 42	R	R	G	R
43	R	G	R	Y
61, 62	G	G	R	Y
P21, P22	DW	W	DW	DRK
P23, P24	DW	W	DW	DRK
P41, P42	DW	DW	W	DRK

SIGNAL FACE I.D.



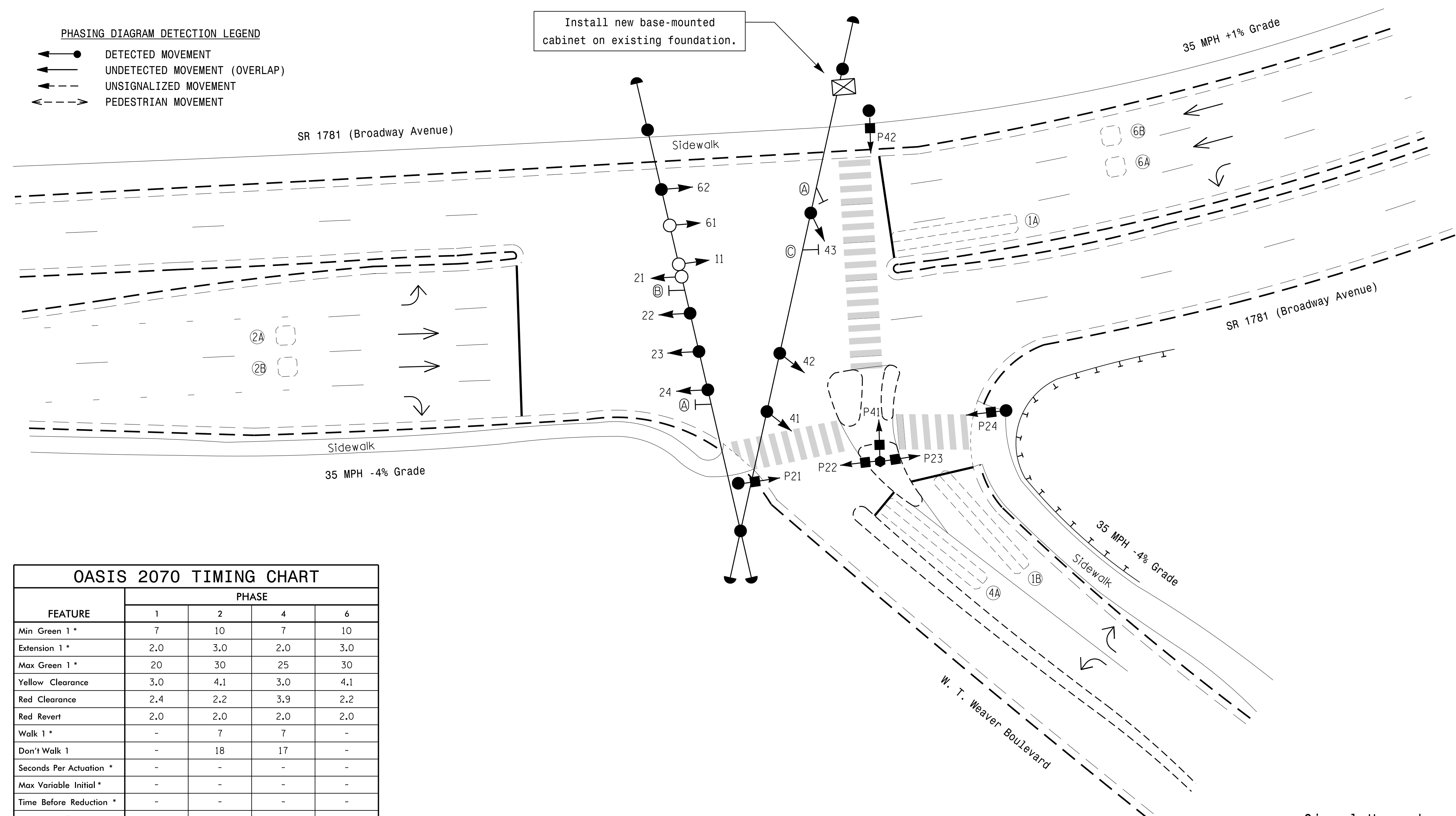
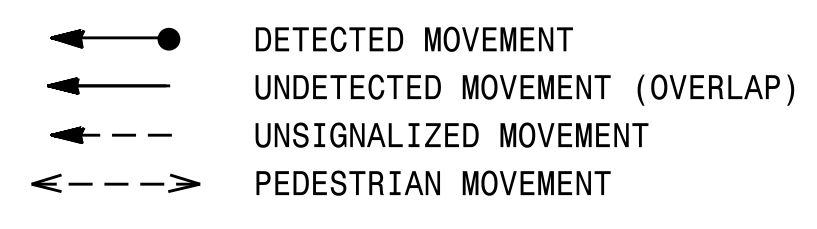
INDUCTIVE LOOPS				DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING EXTENSION FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y Y	-	15	-	Y
1B	6X40	0	2-4-2	-	1	Y Y	-	15	-	Y
2A,2B	6X6	70	EXISTING	-	2	Y Y	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y Y	-	-	-	Y
6A,6B	6X6	70	EXISTING	-	6	Y Y	-	-	-	Y

3 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 may be lagged.
- Reposition existing signal heads numbered 22, 23, 24, and 62.
- 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.
- Remove existing "LEFT TURN YIELD ON GREEN" Sign (R10-12).
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

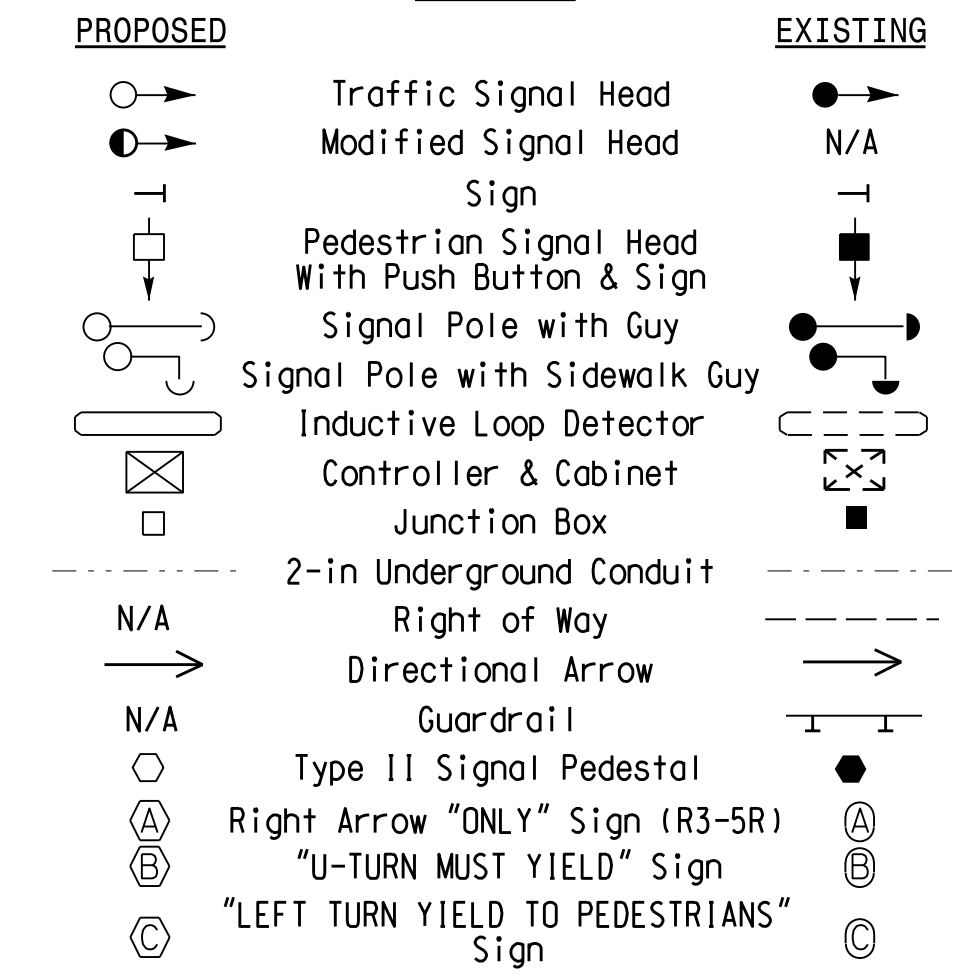


OASIS 2070 TIMING CHART

FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	10	7	10
Extension 1 *	2.0	3.0	2.0	3.0
Max Green 1 *	20	30	25	30
Yellow Clearance	3.0	4.1	3.0	4.1
Red Clearance	2.4	2.2	3.9	2.2
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	7	7	-
Don't Walk 1	-	18	17	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	-	MIN RECALL	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	YELLOW
Dual Entry	-	-	-	-
Simultaneous Gap	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.

LEGEND



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Signal Upgrade

Prepared in the Offices of:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N. Greenfield Pkwy, Garner, NC 27529

SR 1781 (Broadway Avenue) at W. T. Weaver Boulevard

Division 13 Buncombe County Asheville

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

PREPARED BY: R.N. Zinser REVIEWED BY:

REVISIONS: _____ INIT: _____ DATE: _____

SCALE: 1"=20'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

Richard N. Zinser 8/11/2016
F138897347248F
SIG. INVENTORY NO. 13-0525