PHASING DIAGRAM

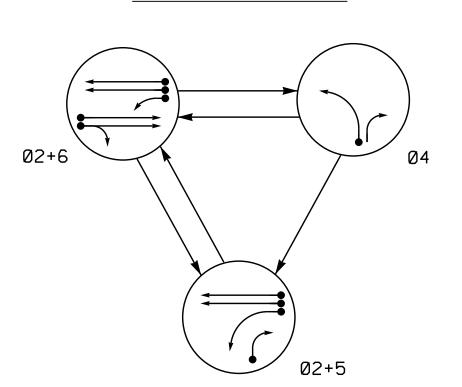
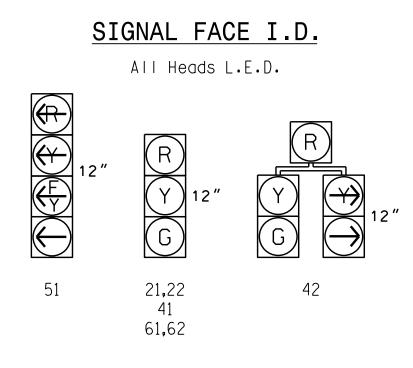


TABLE OF	0PE	ERA [*]	TIO	N			
	PHASE						
SIGNAL FACE	0 0 0 2 2 0 + + 4 5 6			エのひ「1			
21,22	G	G	R	Υ			
41	R	R	G	R			
42	$\mathbb{R}/$	R	G	R			
51	·	╙	#	→			
61,62	R	G	R	Y			



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
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
2A,2B	6×6	70	EXISTING	-	2	Υ	Υ	-	-	1	ı	Υ
4A	6×60	0	2-4-2	-	4	Υ	Υ	-	-	3	ı	Υ
5A	6×40	0	2-4-2	-	5	Υ	Υ	-	-	15	ı	Υ
					2	Υ	Υ	-	-	-	ı	Υ
5B	6×60	0	2-4-2	-	5	Υ	Υ	_	-	15	_	Υ
6A,6B	6×6	70	EXISTING	-	6	Υ	Υ	-	_	_	ı	Υ

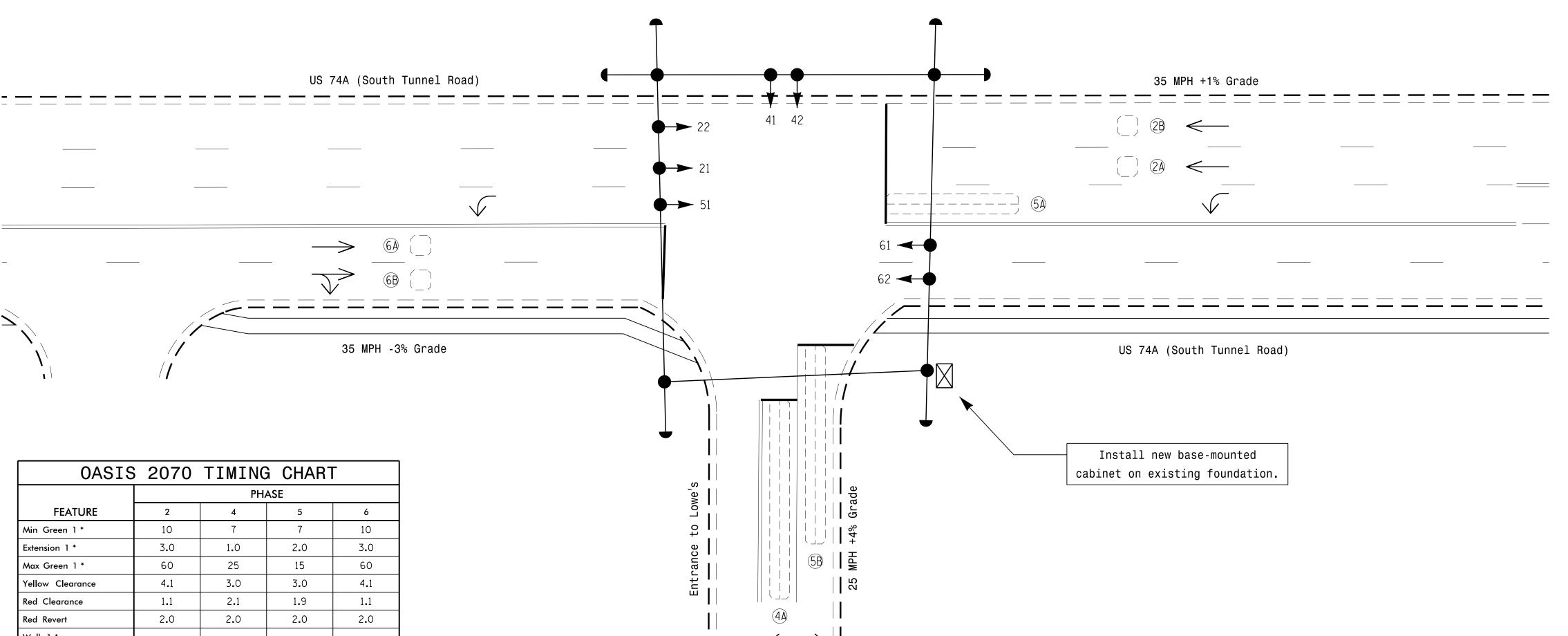
PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP)

UNSIGNALIZED MOVEMENT

← − − > PEDESTRIAN MOVEMENT



3 Phase Fully Actuated 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. Phase 5 may be lagged.
- 4. Set all detector units to presence mode.
- 5. 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.
- 6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 7. Pavement markings are existing.
- 8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

<u>EXISTING</u> <u>PROPOSED</u> Traffic Signal Head \bigcirc Modified Signal Head 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

Right of Way Directional Arrow

LEGEND

Yellow Clearance	4.1	3.0	3.0	4.1					
Red Clearance	1.1	2.1	1.9	1.1					
Red Revert	2.0	2.0	2.0	2.0					
Walk 1 *	-	-	-	-					
Don't Walk 1	-	-	-	_					
Seconds Per Actuation *	-	-	-	_					
Max Variable Initial *	-	-	-	-					
Time Before Reduction *	-	-	-	-					
Time To Reduce *	-	-	-	-					
Minimum Gap	-	-	-	-					
Recall Mode	MIN RECALL	-	-	MIN RECA					
Vehicle Call Memory	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.

Signal Upgrade US 74A (South Tunnel Road) Division 13 Buncombe County PLAN DATE: 750 N.Greenfleid Pkwy.Garner.NC 27529 PREPARED BY: R.N. Zinser REVIEWED BY:

1"=20'

REVISIONS

Entrance to Lowe's June 2016 REVIEWED BY: P.L. Alexander INIT. DATE

043914 SIG. INVENTORY NO.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL

SIGNATURES COMPLETED