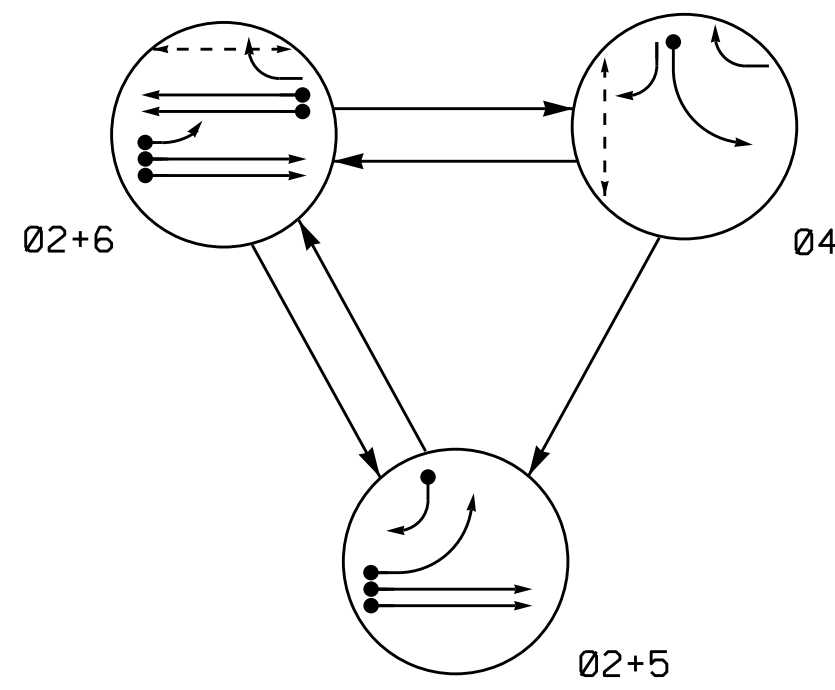


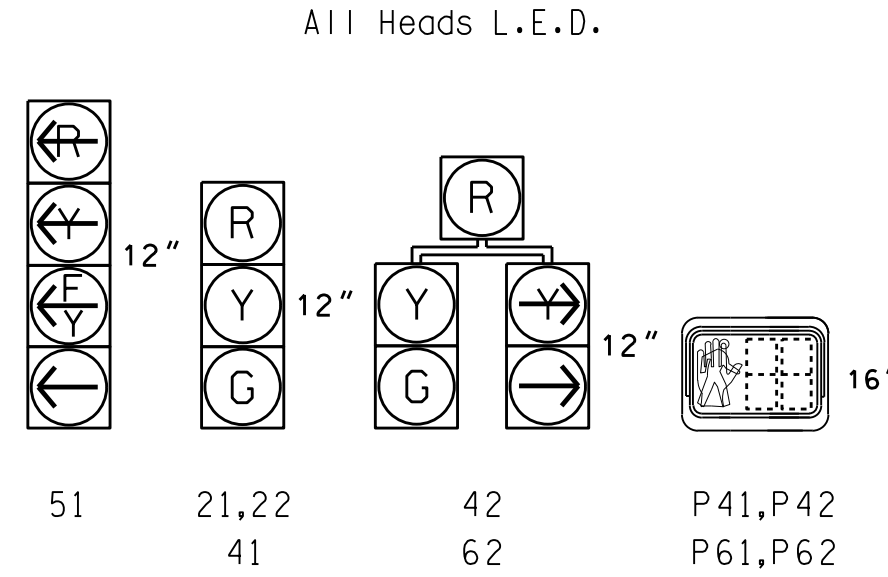
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND
 ● ← DETECTED MOVEMENT
 ○ ← UNDETECTED MOVEMENT (OVERLAP)
 - - ← UNSIGNALIZED MOVEMENT
 - - ← PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	Ø 2+5	Ø 2+6	Ø 4	F L R
21, 22	G	G	R	Y
41	R	R	G	R
42	R	R	G	R
51	-	F	R	Y
61	R	G	R	Y
62	R	G	R	Y
P41, P42	DW	DW	W	DRK
P61, P62	DW	W	DW	DRK

SIGNAL FACE I.D.

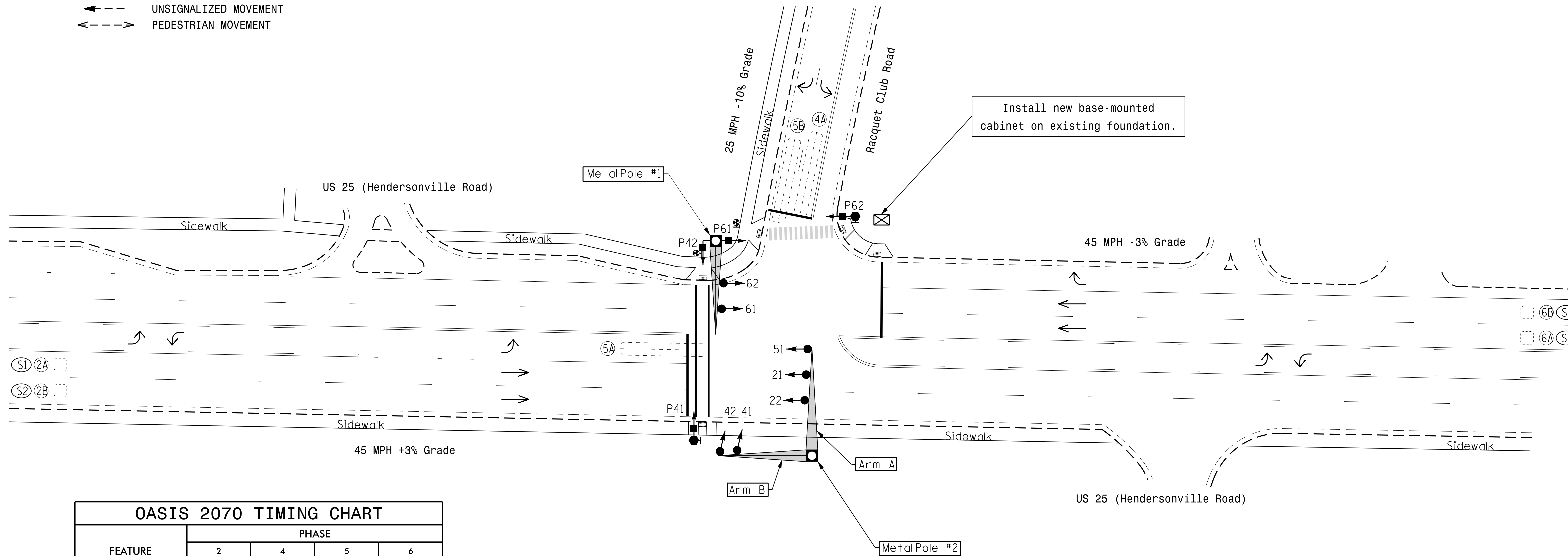


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART											
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A/S1	6x6	291	5	-	2	Y	Y	-	-	Y	Y
2B/S2	6x6	291	5	-	2	Y	Y	-	-	Y	Y
4A	6x40	0	2-4-2	-	4	Y	Y	-	-	3	-
5A	6x40	+9	2-4-2	-	5	Y	Y	-	-	15	-
5B	6x40	+5	2-4-2	-	5	Y	Y	-	-	15	-
6A/S3	6x6	300	5	-	6	Y	Y	-	-	-	Y
6B/S4	6x6	300	5	-	6	Y	Y	-	-	-	Y

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. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. Pavement markings are existing.
9. 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.

FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	12	7	7	12
Extension 1 *	6.0	2.0	2.0	6.0
Max Green 1 *	90	25	15	90
Yellow Clearance	4.8	3.0	3.0	4.8
Red Clearance	1.5	2.6	2.9	1.5
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	7
Don't Walk 1	-	16	-	6
Seconds Per Actuation *	1.5	-	-	1.5
Max Variable Initial *	33	-	-	34
Time Before Reduction *	15	-	-	15
Time To Reduce *	30	-	-	30
Minimum Gap	3.0	-	-	3.0
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.

PROPOSED	LEGEND	EXISTING
○ →	Traffic Signal Head	● →
○ →	Modified Signal Head	N/A
+	Pushbutton & Sign	+
□ →	Pedestrian Signal Head	□ →
○ →	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	→
⊕	Type I Pushbutton Post	⊕
○	Type II Signal Pedestal	○
⊕	Metal Pole with Mastarm	⊕

Signal Upgrade

Prepared in the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

US 25 (Hendersonville Road) at Racquet Club Road

Division 13 Buncombe County Asheville

PLAN DATE: April 2016 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

8/10/2016

DATE

SIG. INVENTORY NO. 13-1195

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