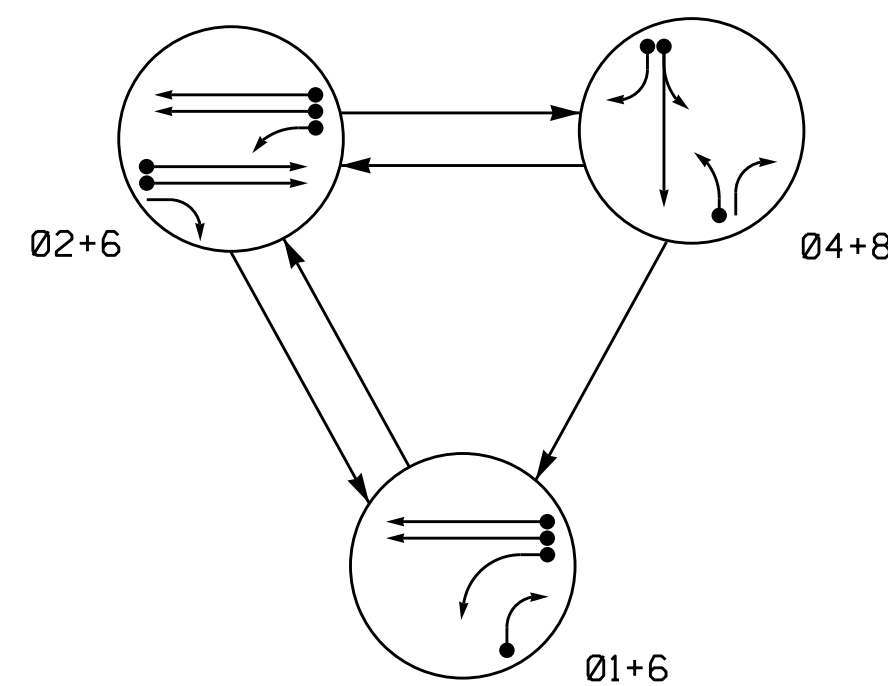
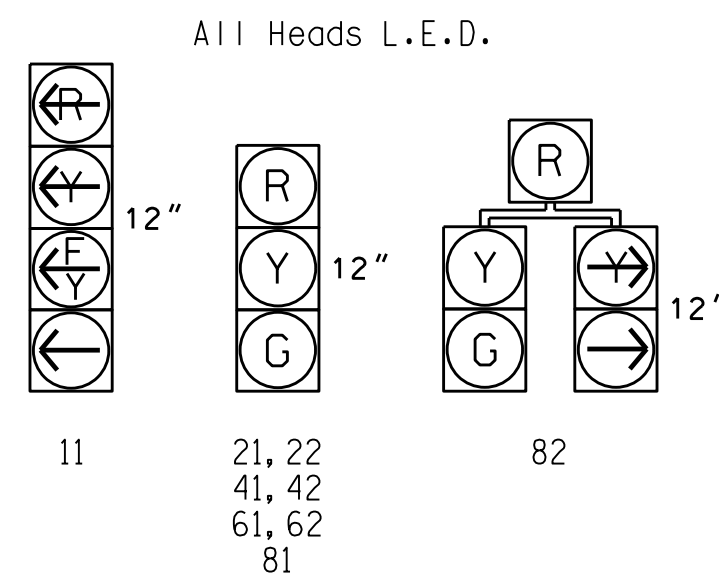


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	04+8	01+6
11	Y	Y	Y	Y
21, 22	R	G	R	Y
41, 42	R	R	G	R
61, 62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R

SIGNAL FACE I.D.



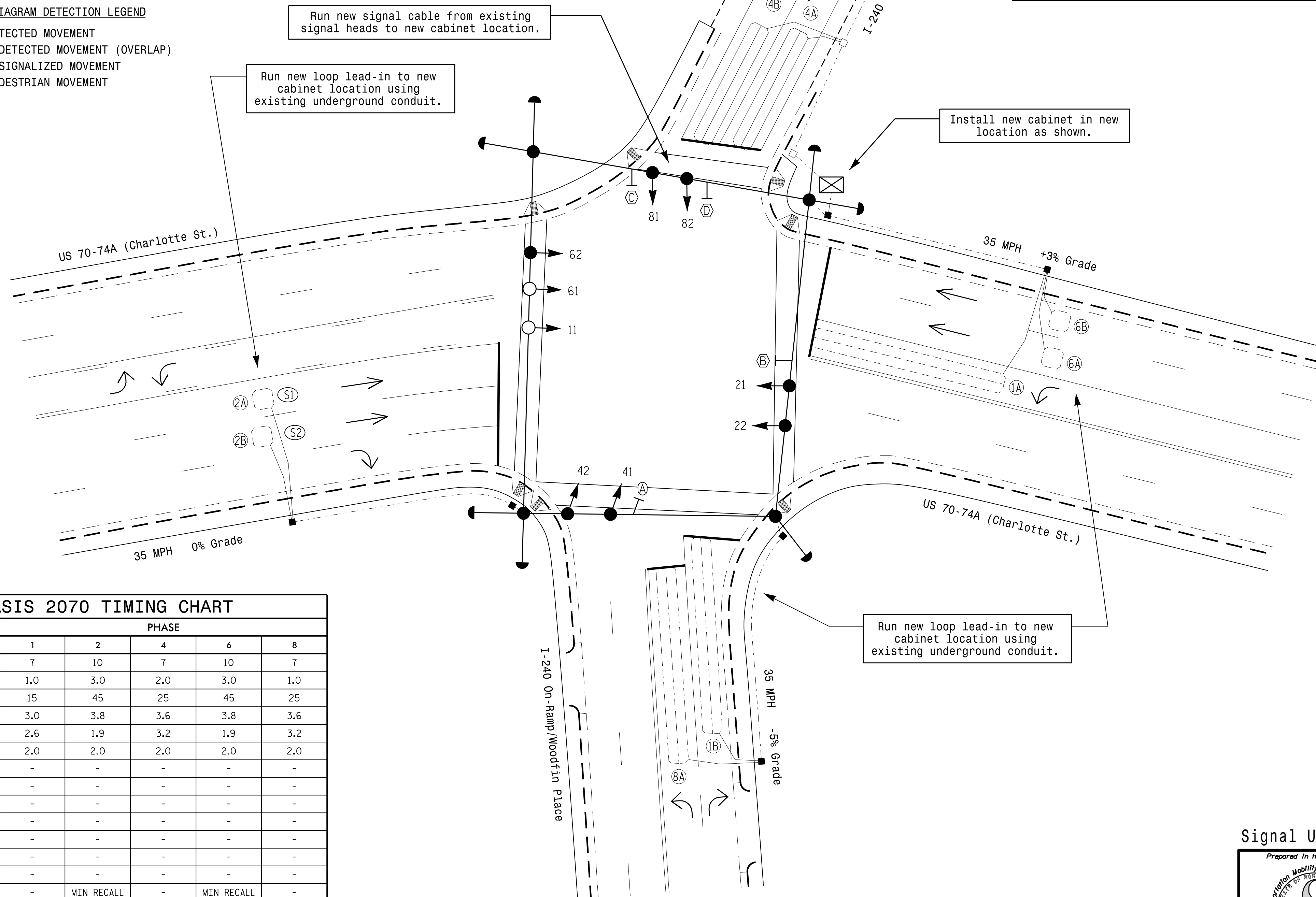
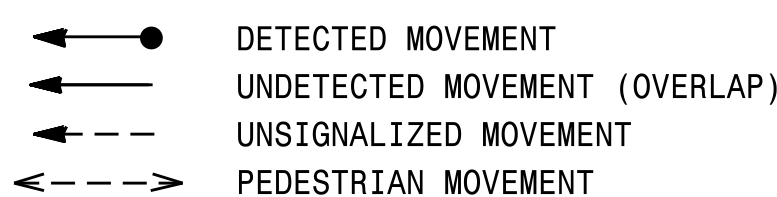
INDUCTIVE LOOPS				DETECTOR PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
1B	6X60	0	2-4-2	-	6	Y	Y	-	-	-	-	Y
2A/S1	6X6	70	EXIST	-	1	Y	Y	-	-	-	-	Y
2B/S2	6X6	70	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	15	-	Y
6A	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X6	70	EXIST	-	6	Y	Y	-	-	-	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	3	-	Y
S3	6X6	150	3	Y	-	-	-	-	-	-	-	Y
S4	6X6	150	3	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 head number 62.
- 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.
- Remove existing southbound "LEFT TURN YIELD ON GREEN" Sign (R10-12).
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

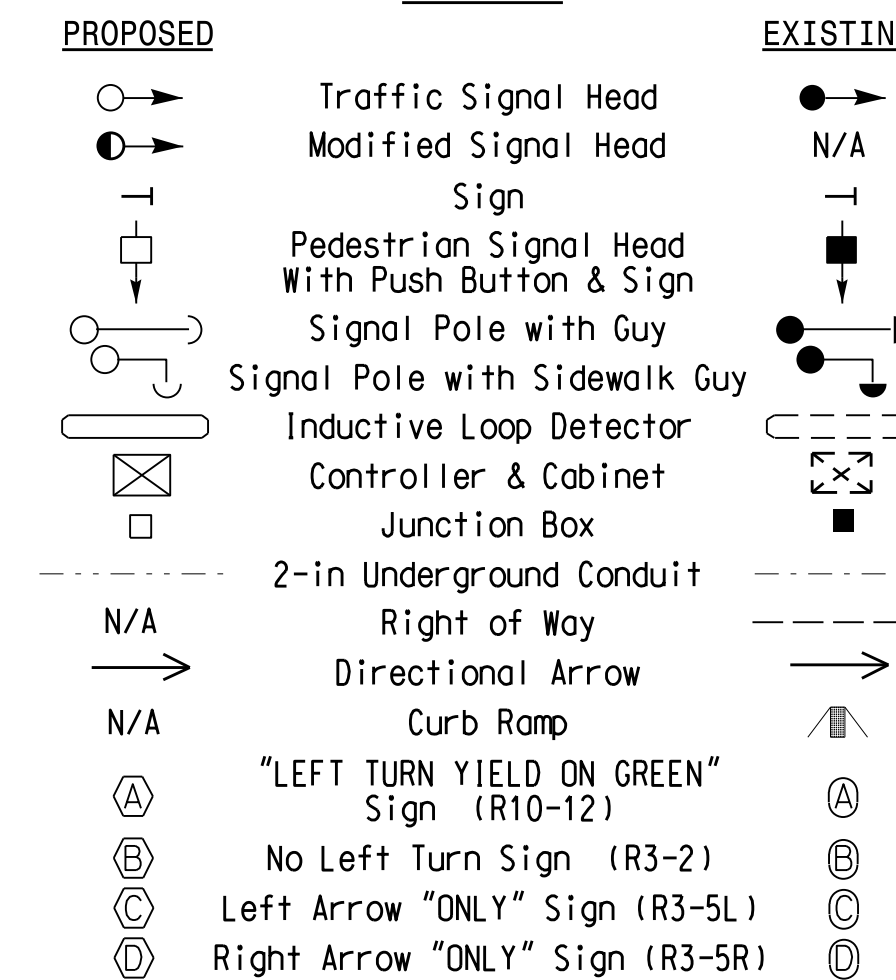


OASIS 2070 TIMING CHART

FEATURE	PHASE				
	1	2	4	6	8
Min Green 1 *	7	10	7	10	7
Extension 1 *	1.0	3.0	2.0	3.0	1.0
Max Green 1 *	15	45	25	45	25
Yellow Clearance	3.0	3.8	3.6	3.8	3.6
Red Clearance	2.6	1.9	3.2	1.9	3.2
Red Revert	2.0	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 RECALL	-
Vehicle Call Memory	-	YELLOW	-	YELLOW	-
Dual Entry	-	-	ON	-	ON
Simultaneous Gap	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.

LEGEND



Signal Upgrade

Prepared in the Offices of:  
  
 750 N. Greenfield Pkwy, Garner, NC 27529

US 70-74A (Charlotte St.) at I-240 On/Off Ramps/Woodfin Place

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, ENGINEER, PROFESSIONAL SEAL 043914

Richard N. Zinser 8/10/2016

SIG. INVENTORY NO. 13-1288

31-AUG-2016 11:46  
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