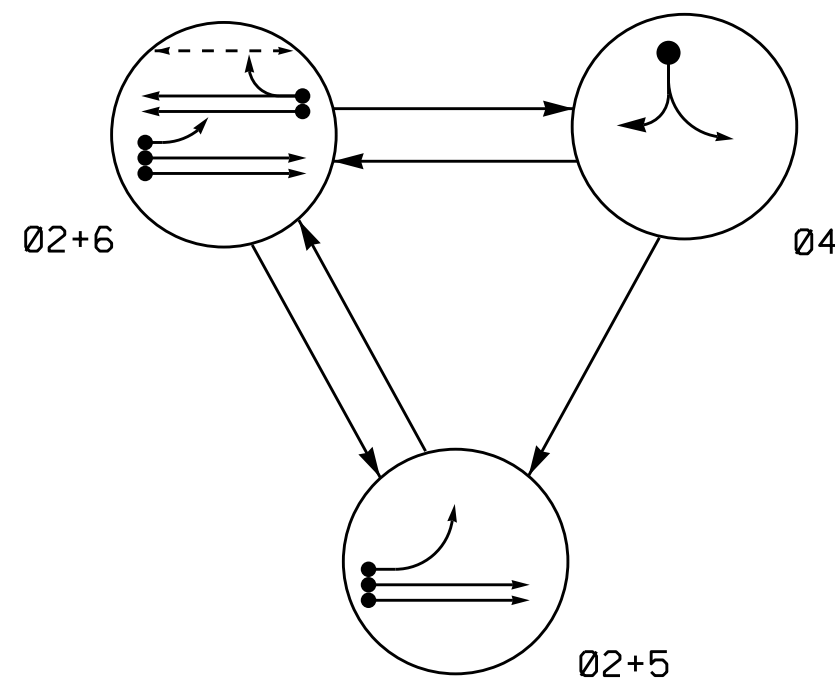


PHASING DIAGRAM

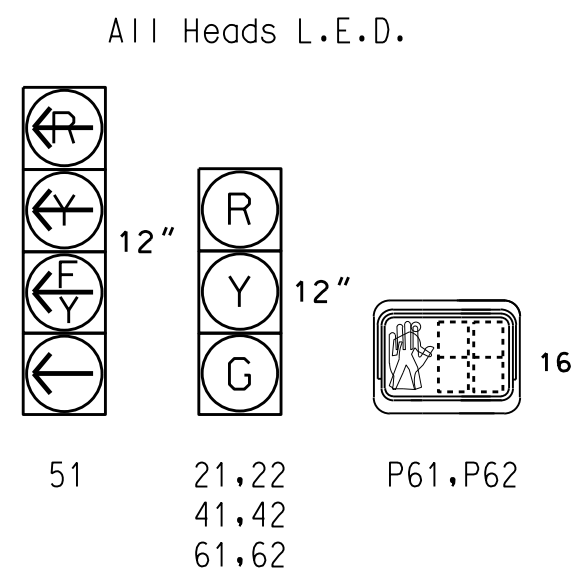


PHASING DIAGRAM DETECTION LEGEND

- ◄● DETECTED MOVEMENT
- ◄○ UNDETECTED MOVEMENT (OVERLAP)
- ◄--- UNSIGNALIZED MOVEMENT
- ◄--- PEDESTRIAN MOVEMENT

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

SIGNAL FACE I.D.



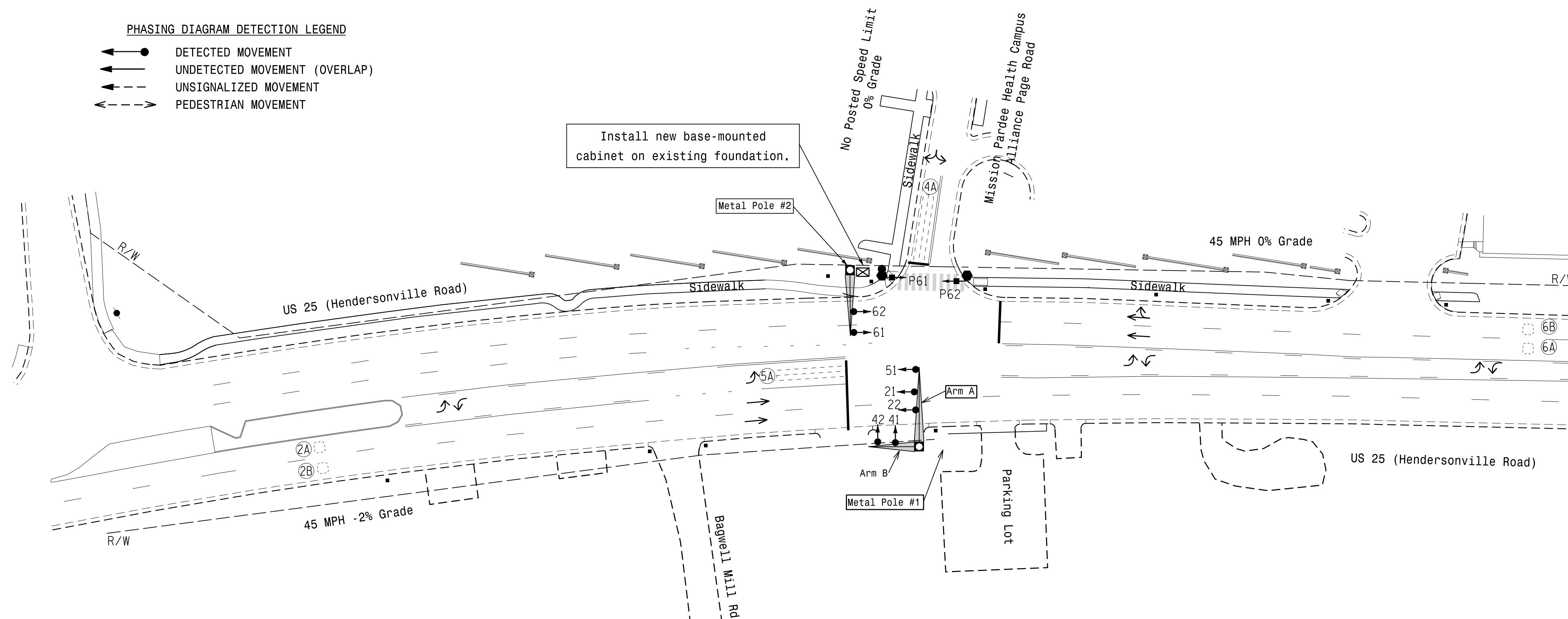
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	300	4	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	4	-	2	Y	Y	-	-	-	-	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	5	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A	6X6	300	4	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	4	-	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.



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	20	15	90
Yellow Clearance	4.7	3.0	3.0	4.7
Red Clearance	1.2	2.6	2.4	1.2
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	7
Don't Walk 1	-	-	-	7
Seconds Per Actuation *	1.5	-	-	1.5
Max Variable Initial *	34	-	-	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.

LEGEND

- | PROPOSED | EXISTING |
|--|---------------------------------|
| ○→ Traffic Signal Head | ●→ N/A |
| ◐→ Modified Signal Head | ◐→ N/A |
| ⊥ Sign | ⊥ N/A |
| ⊥ Pedestrian Signal Head With Push Button & Sign | ⊥ N/A |
| ○ Signal Pole with Guy | ● Signal Pole with Guy |
| ⊥ Signal Pole with Sidewalk Guy | ⊥ Signal Pole with Sidewalk Guy |
| ⊗ Inductive Loop Detector | ⊗ Inductive Loop Detector |
| ⊠ Controller & Cabinet | ⊠ Junction Box |
| □ 2-in Underground Conduit | □ 2-in Underground Conduit |
| → Right of Way | → Right of Way |
| → Directional Arrow | → Directional Arrow |
| — Directional Drill | — Directional Drill |
| ○ Pedestrian Signal Pedestal | ● Pedestrian Signal Pedestal |
| ⊠ Metal Pole with Mastarm | ⊠ Metal Pole with Mastarm |
| ⊠ Wheelchair Ramp | ⊠ Wheelchair Ramp |

Signal Upgrade

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

US 25 (Hendersonville Road) at Mission Pardee Health Campus / Alliance Page Road

Division 14 Henderson County Fletcher

PLAN DATE: May 2016 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DocuSigned by: S. J. Williams 8/9/2016

SIG. INVENTORY NO. 14-1278

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