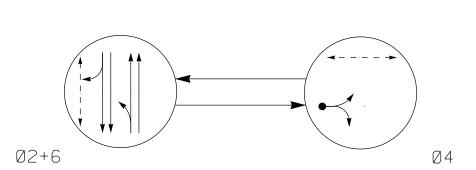
PROJECT REFERENCE NO. Sig. 244.0 U-4715B

PHASING DIAGRAM



DETECTED MOVEMENT UNSIGNALIZED MOVEMENT

SIGNAL FACE I.D. TABLE OF OPERATION All Heads L.E.D. PHASE SIGNAL

ØN+6	Ø 4	FLASI
G	R	Υ
R	G	R
G	R	Υ
DW	W	DRK

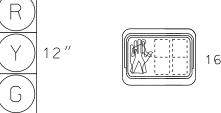
FACE

21,22

41,42

61,62

P41,P42



P41, P42

(4A) !-----

OASIS	2070	LOOP	& DET	EC	TOR	ΙN	ST	AL	LATIC	N CH	AR	Т
INDUCTIVE LOOPS DETECTOR F					PI	ROGRAN	MMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
4 A	6×40	0	EXIST	-	4	Υ	Υ	-	-	-	-	Y

Pole Mounted Cabinet

P61,P62 W DW DRK P61, P62 41, 42 61,62 PHASING DIAGRAM DETECTION LEGEND W - Walk DW - Don't Walk UNDETECTED MOVEMENT (OVERLAP) DRK – Dark PEDESTRIAN MOVEMENT Hillside Street 21 22 sidewalk `Aerial Guy

21, 22

OASIS 20)70 TIN	MING CH	HART			
	PHASE					
FEATURE	2	4	6			
Min Green 1 *	10	7	10			
Extension 1 *	2.0	2.0	2.0			
Max Green 1 *	40	35	40			
Yellow Clearance	4.0	3.0	3.8			
Red Clearance	1.0	1.8	1.0			
Red Revert	2.0	2.0	2.0			
Walk 1 *	-	7	7			
Don't Walk 1	-	9	5			
Seconds Per Actuation *	-	-	-			
Max Variable Initial*	-	-	-			

Simultaneous Gap	ON	ON	ON	
* These values may be field	d adjusted. Do	not adjust Min (Green and Exten	sion times for
phases 2 and 6 lower the	an what is show	n. Min Green f	for all other phas	es should not
be lower than 4 seconds.				

		PHASE	
FEATURE	2	4	6
n Green 1 *	10	7	10
tension 1 *	2.0	2.0	2.0
x Green 1 *	40	35	40
llow Clearance	4.0	3.0	3.8
d Clearance	1.0	1.8	1.0
d Revert	2.0	2.0	2.0
alk 1 *	-	7	7
on't Walk 1	-	9	5
conds Per Actuation *	-	-	-
x Variable Initial*	-	-	-
ne Before Reduction *	-	-	-
ne To Reduce *	-	-	-
nimum Gap	-	-	-
call Mode	MAX RECALL	-	MAX RECALL
hicle Call Memory	YELLOW	-	YELLOW

25 mph +3.8% grade

Raise span 2' to provide 15.5' clearance for signalheads

2 Phase Semi-Actuated (Asheville Signal System)

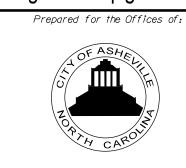
NOTES

- 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. Set all detector units to presence mode.
- 4. 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.
- 5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 6. Pavement markings are existing.
- 7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- 8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND

<u>PROPOSED</u>		EXISTING
\bigcirc	Traffic Signal Head	
O >	Modified Signal Head	N/A
\dashv	Sign	\rightarrow
\downarrow	Pedestrian Signal Head With Push Button & Sign	•
<u> </u>	Signal Pole with Guy	•
S	ignal Pole with Sidewalk Guy	у • • • • • • • • • • • • • • • • • • •
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	. — - — - — -
N/A	Right of Way	
\longrightarrow	Directional Arrow	\longrightarrow

Signal Upgrade



Charlotte Street Hillside Street

Division 13 Buncombe County Asheville PLAN DATE: September 2016 REVIEWED BY: MB Toth

PREPARED BY: AM Encarnacion REVIEWED BY: REVISIONS

INIT. DATE

SIG. INVENTORY NO. COA-09