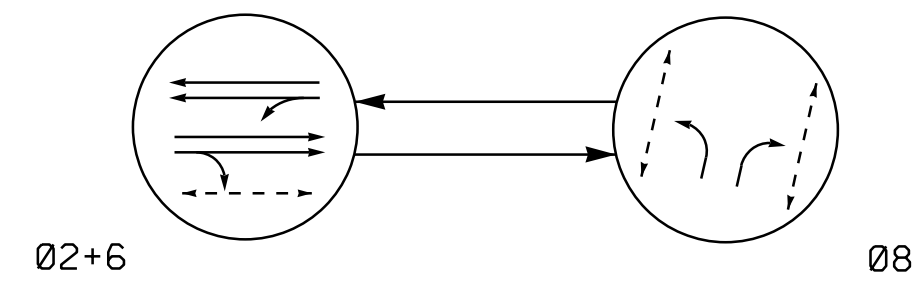


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←- - -→ UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

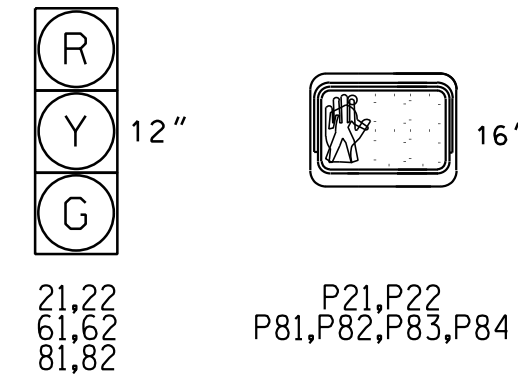
TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	08	F
21,22	G	R	Y
61,62	G	R	Y
81,82	R	G	R
P21,P22	W	DW	DRK
P81,P82	DW	W	DRK
P83,P84	DW	W	DRK

W - Walk
DW - Don't Walk
DRK - Dark

SIGNAL FACE I.D.

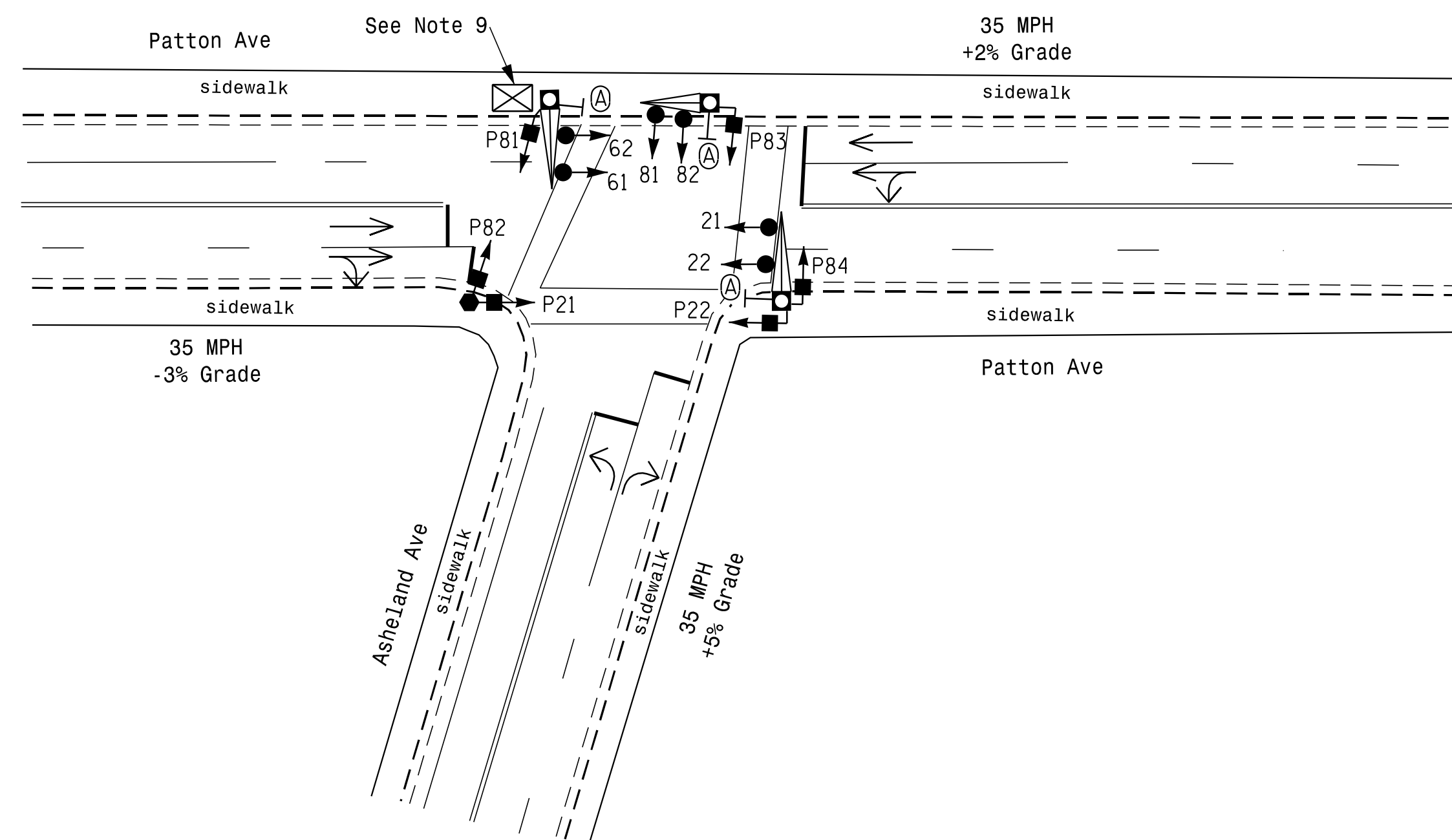
All Heads L.E.D.



2 Phase
Pre-Timed
(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. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Locate new cabinet on existing foundation.
10. Program controller to allow an Advance Walk movement before serving the vehicle phase.
11. Program phase 2 for Rest-in-Walk.



OASIS 2070E TIMING CHART

FEATURE	PHASE		
	2	6	8
Min Green 1 *	10	10	7
Extension 1 *	0.0	0.0	0.0
Max Green 1 *	30	30	20
Yellow Clearance	3.0	3.0	3.0
Red Clearance	2.4	1.8	1.9
Red Revert	2.0	2.0	2.0
Walk 1 *	20	-	8
Don't Walk 1	10	-	12
Walk Advance **	3.0	0.0	3.0
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	MAX/PED	MAX/PED	MAX/PED
Vehicle Call Memory	-	-	-
Dual Entry	-	-	-
Simultaneous Gap	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.
** See Note 10.

LEGEND

- | PROPOSED | EXISTING |
|---|---|
| ○ → Traffic Signal Head | ● → Traffic Signal Head |
| ● → Modified Signal Head | N/A |
| ⊥ Sign | ⊥ Sign |
| ⊥ Pedestrian Signal Head With Push Button & Sign | ⊥ Pedestrian Signal Head With Push Button & Sign |
| ○ 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 | ⊠ Controller & Cabinet |
| ⊠ Junction Box | ⊠ Junction Box |
| --- 2-in Underground Conduit | --- 2-in Underground Conduit |
| N/A Right of Way | --- Right of Way |
| → Directional Arrow | → Directional Arrow |
| ⊠ Metal Pole with Mastarm | ⊠ Metal Pole with Mastarm |
| ⊠ 'YIELD TO PEDESTRIANS WHEN TURNING' Sign (R10-15) | ⊠ 'YIELD TO PEDESTRIANS WHEN TURNING' Sign (R10-15) |
| ○ Type II Signal Pedestal | ● Type II Signal Pedestal |

Signal Upgrade

<p>City of Asheville 161 S. Charlotte St., Asheville, NC 28802</p>	<p>Patton Ave at AsheLand Ave</p>		
	<p>Division 13 Buncombe County Asheville</p> <p>PLAN DATE: MAY 2016 REVIEWED BY: SMH</p> <p>PREPARED BY: BGR REVIEWED BY: JBV</p>	<p>REVISIONS</p> <p>INIT. DATE</p>	

Mattern & Craig
CONSULTING ENGINEERS • SURVEYORS
FIRM LICENSE No. C-1154
12 BROAD STREET
ASHEVILLE, NORTH CAROLINA 28801
(828) 254-2201
FAX (828) 254-4562

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