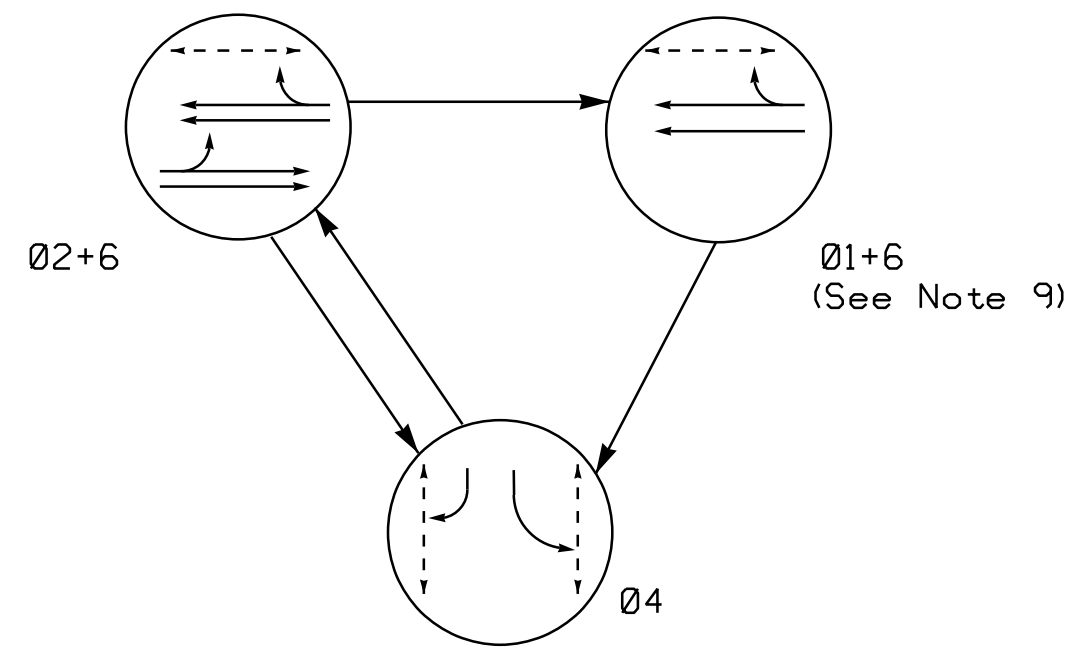


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

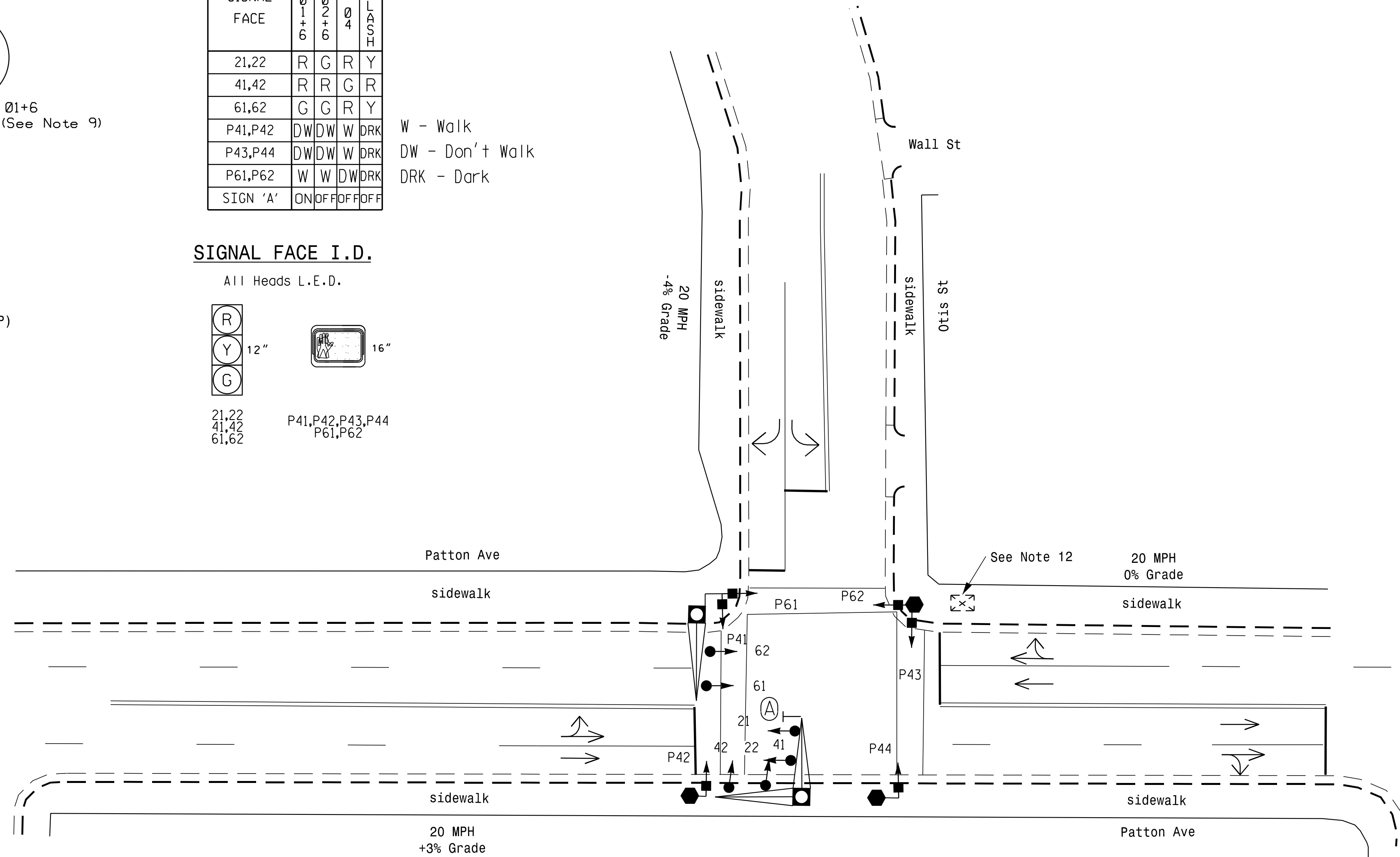
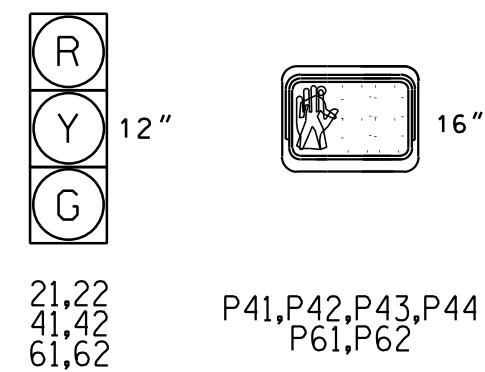
- ←● DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ←- UN SIGNALIZED MOVEMENT
- ←- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	Ø 1+6	Ø 2+6	Ø 4	FLASH
21,22	R	G	R	Y
41,42	R	R	G	R
61,62	G	G	R	Y
P41,P42	DW	DW	W	DRK
P43,P44	DW	DW	W	DRK
P61,P62	W	W	DW	DRK
SIGN 'A'	ON	OFF	OFF	OFF

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

SIGNAL FACE I.D.

All Heads L.E.D.



3 Phase Pre-Timed (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.
- 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.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Program controller to allow an Advance Walk movement before serving the vehicle phase.
- Phase 1 only runs during PM Peak. See special programming on Electrical and Programming Detail Sheets. Omit phase 1 during normal operation.
- Program phase 6 for Rest-in-Walk.
- Yellow Clearance interval for phase 6 may be decreased by 0.2 seconds per week until the required value is reached.
- Locate new cabinet on existing foundation.

FEATURE	PHASE			
	1	2	4	6
Min Green 1 *	7	10	7	10
Extension 1 *	0.0	0.0	0.0	0.0
Max Green 1 *	15	30	20	30
Yellow Clearance	3.0	3.0	3.0	3.0
Red Clearance	2.1	1.9	2.3	1.8
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	11	20
Don't Walk 1	-	-	9	10
Walk Advance **	-	-	3.0	3.0
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX RECALL	MAX RECALL	MAX/PED	MAX/PED
Vehicle Call Memory	-	-	-	-
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.
** See Note 8.

PROPOSED	LEGEND	EXISTING
○	Traffic Signal Head	●
○	Modified Signal Head	N/A
⊥	Sign	⊥
⊥	Pedestrian Signal Head With Push Button & Sign	⊥
○	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	→
⊞	Metal Pole with Mastarm	⊞
(A)	'ONCOMING TRAFFIC HAS EXTENDED GREEN' LED BLANKOUT Sign (W25-1)	(A)
(B)	'TURNING TRAFFIC MUST YIELD TO PEDESTRIANS' Sign (R10-15)	(B)
○	Type II Signal Pedestal	○

Signal Upgrade

City of Asheville
North Carolina

Patton Ave at Otis St

Division 13 Buncombe County Asheville

PLAN DATE: OCT 2016 REVIEWED BY: SMH

PREPARED BY: BGR REVIEWED BY: JBV

REVISIONS INIT. DATE

SEAL

SEAL 022599

James Voso
Professional Engineer
12/13/2016

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

SCALE 0 30
1"=30'