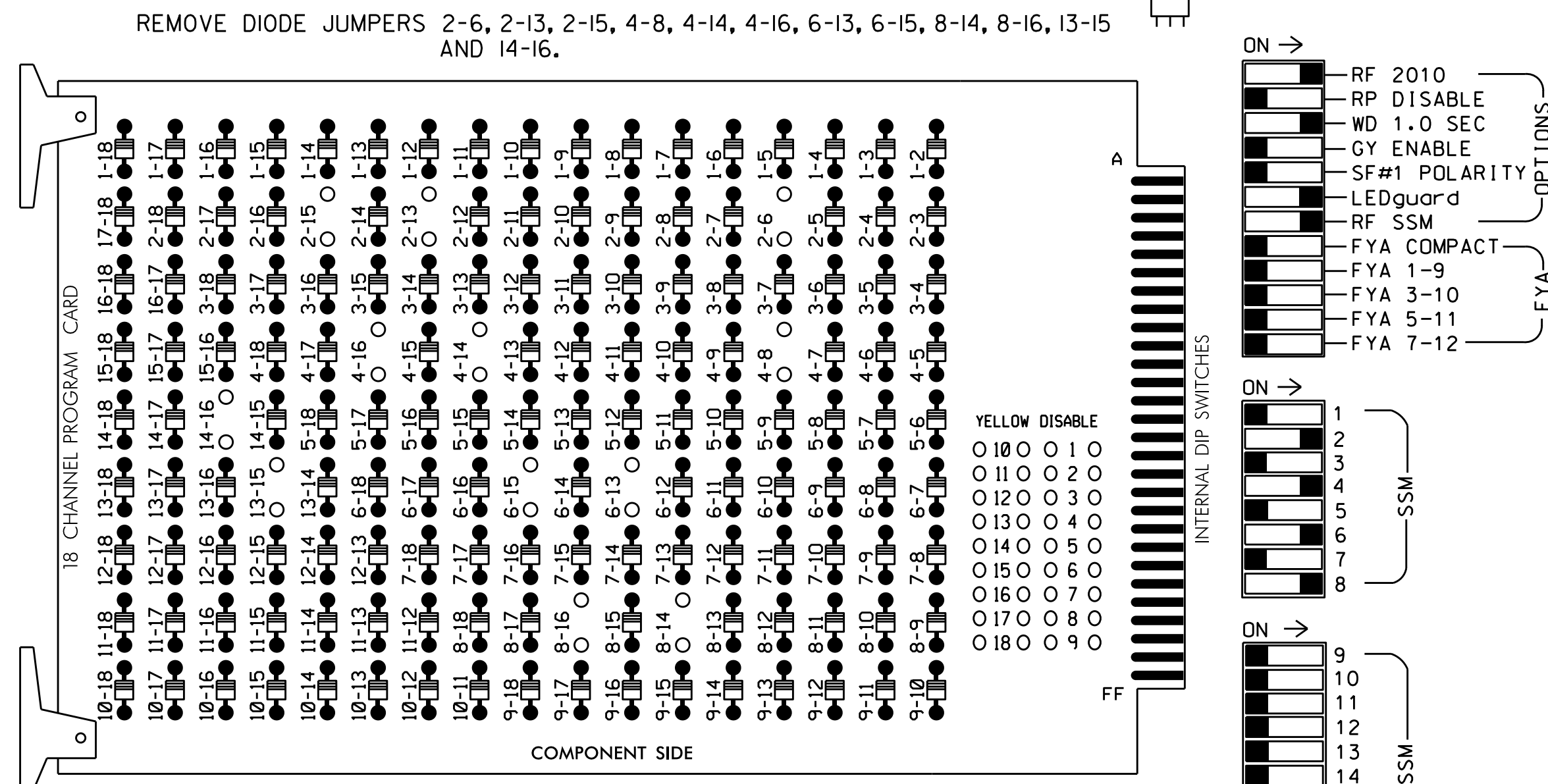


EDI MODEL 2018ECLIP-NC CONFLICT MONITOR PROGRAMMING DETAIL

(remove jumpers and set switches as shown)



REMOVE DIODE JUMPERS 2-6, 2-13, 2-15, 4-8, 4-14, 4-16, 6-13, 6-15, 8-14, 8-16, 13-15 AND 14-16.

REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
3. Ensure that Red Enable is active at all times during normal operation.
4. Integrate monitor with Ethernet network in cabinet.

■ = DENOTES POSITION OF SWITCH

NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all unused vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the Signal Plans.
2. Program phases 4 and 8 for Dual Entry.
3. Enable Simultaneous Gap-Out for all phases.
4. Program phases 2 and 6 for Start Up In Green.
5. Program phases 2, 4, 6 and 8 for 'STARTUP PED CALL'.
6. Program phases 2 and 6 for Yellow Flash.
7. The cabinet and controller are part of the Asheville Signal System.

EQUIPMENT INFORMATION

CONTROLLER.....2070E
 CABINET.....336
 SOFTWARE.....ECONOLITE OASIS
 CABINET MOUNT.....POLE
 OUTPUT FILE POSITIONS...12
 LOAD SWITCHES USED.....S2,S3,S5,S6,S8,S9,S11,S12
 PHASES USED.....2,2 PED,4,4 PED,6,6 PED,8,8 PED
 OVERLAPS.....NONE

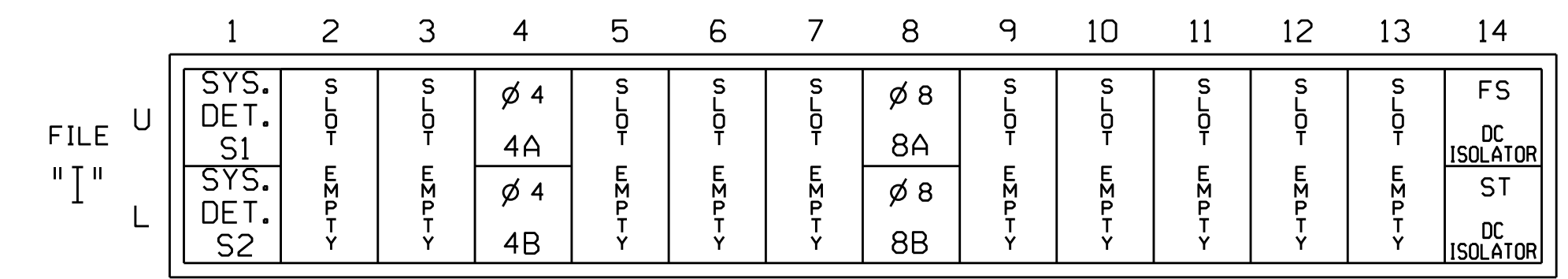
SIGNAL HEAD HOOK-UP CHART

LOAD SWITCH NO.	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	
CMU CHANNEL NO.	1	2	13	3	4	14	5	6	15	7	8	16	
PHASE	1	2	2 PED	3	4	4 PED	5	6	6 PED	7	8	8 PED	
SIGNAL HEAD NO.	NU	21,22	P21, P22	NU	41,42	P41, P42	NU	61,62	P61, P62	NU	81,82	P81, P82	
RED		128			101			134				107	
YELLOW		129			102			135				108	
GREEN		130			103			136				109	
RED ARROW													
YELLOW ARROW													
GREEN ARROW													
Hand					113			104			119		110
Walker					115			106			121		112

NU = Not Used

INPUT FILE POSITION LAYOUT

(front view)



EX. : 1A, 2A, ETC. = LOOP NO.'S

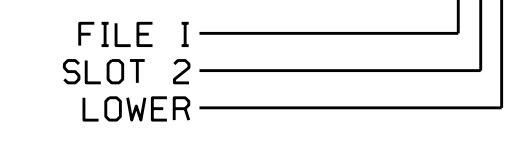
FS = FLASH SENSE
 ST = STOP TIME

INPUT FILE CONNECTION & PROGRAMMING CHART

LOOP NO.	LOOP TERMINAL	INPUT FILE POS.	PIN NO.	INPUT ASSIGNMENT NO.	DETECTOR NO.	NEMA PHASE	CALL	EXTEND	FULL TIME DELAY	STRETCH TIME	DELAY TIME
*S1	TB21-1,2	I1U	56	18	1	SYS					
*S2	TB23-1,2	I1L	47	9	22	SYS					
4A	TB21-7,8	I4U	41	3	4	4	Y	Y			3
4B	TB23-7,8	I4L	45	7	14	4	Y	Y			10
8A	TB22-1,2	I8U	42	4	8	8	Y	Y			3
8B	TB24-1,2	I8L	46	8	18	8	Y	Y			10

* System detector only. Remove the vehicle phase assigned to this detector in the default programming.

INPUT FILE POSITION LEGEND: I2L



THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 13-0264
 DESIGNED: April 2016
 SEALED: 11/09/2016
 REVISED:

COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

ELECTRICAL DETAIL

Prepared In the Offices of:
 Transportation Mobility and Safety Solutions
 Signal Management System

750 N. Greenfield Pkwy, Garner, NC 27529

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 030530
 JACUARY M. LITTLE

Division 13 Buncombe County Asheville
 PLAN DATE: November 2016 REVIEWED BY: BAS
 PREPARED BY: A. F. Aslami REVIEWED BY:

REVISIONS INIT. DATE

DocuSigned by:
 Jacuary M. Little 11/14/2016
 DATE

SIG. INVENTORY NO. 13-0264

10-1004-2016 13-56
 S:\IT\SSU\13-56\Sig\Signal\work\hous\sig_Maps\Aslami\130264_sml.ele_xxx.dgn
 oas:am1