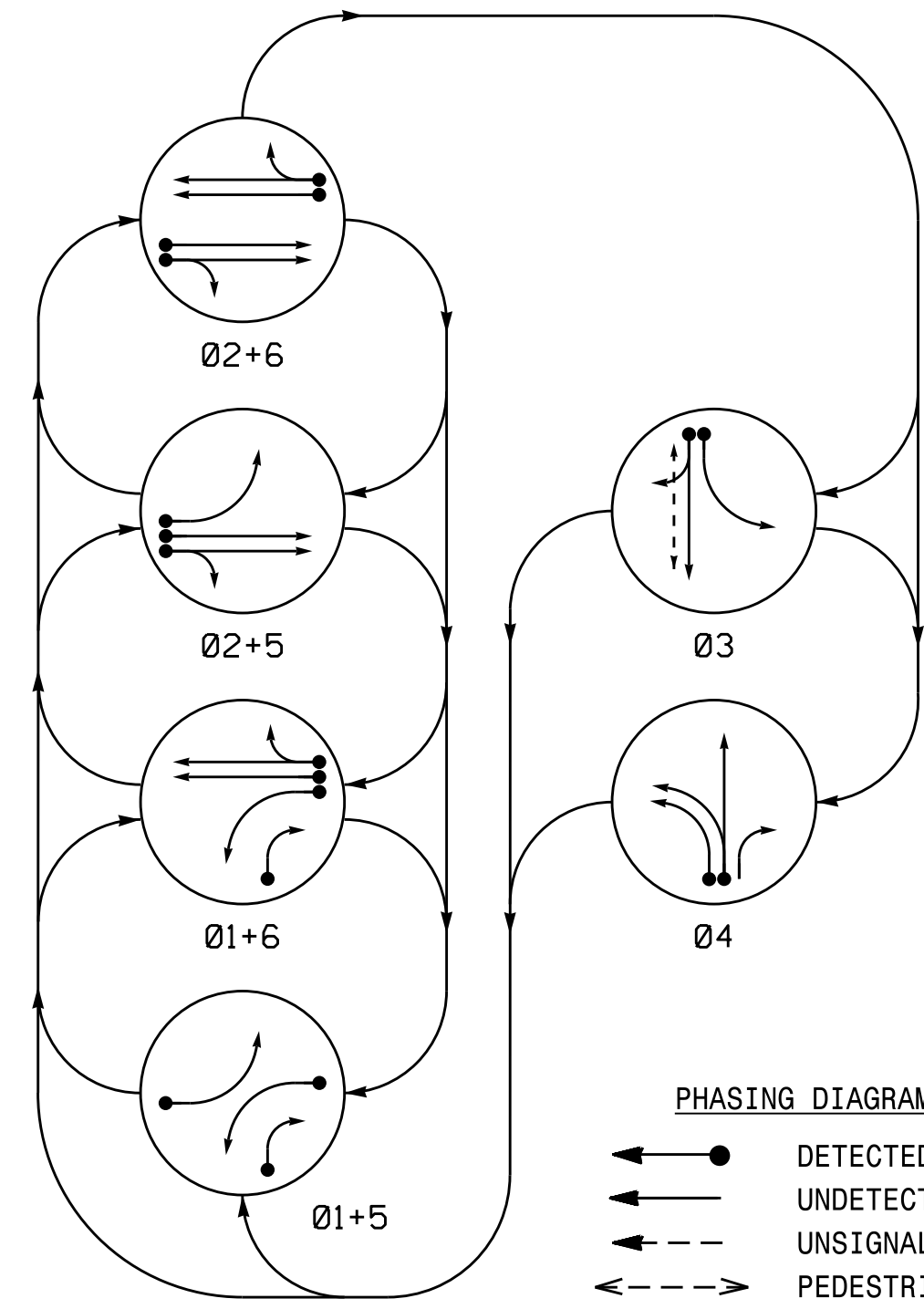


6 Phase Fully Actuated Asheville Signal System

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 1 and/or 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.

PHASING DIAGRAM

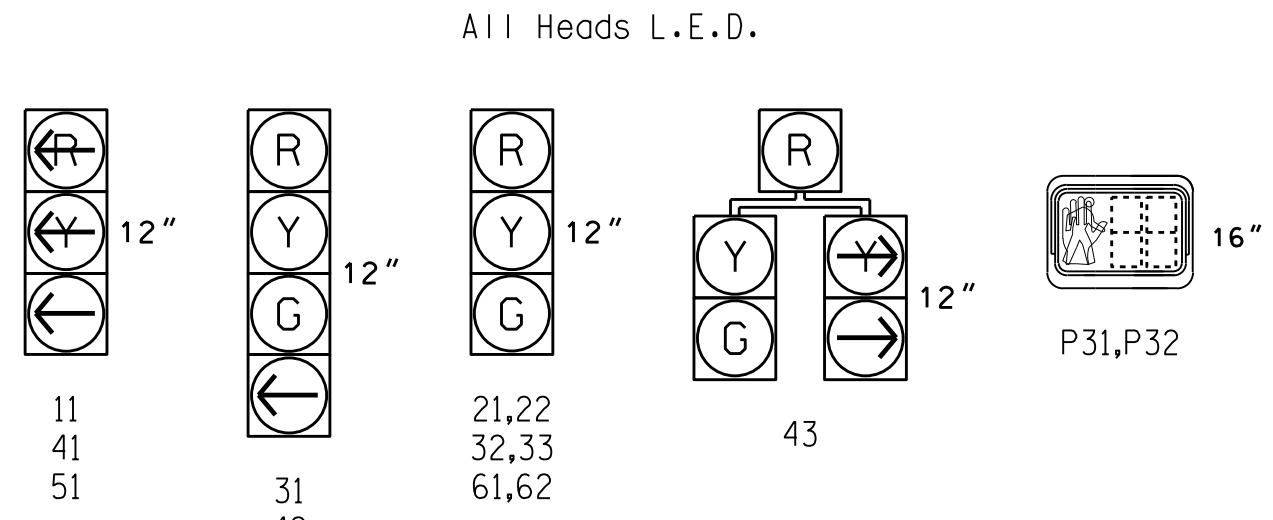


PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

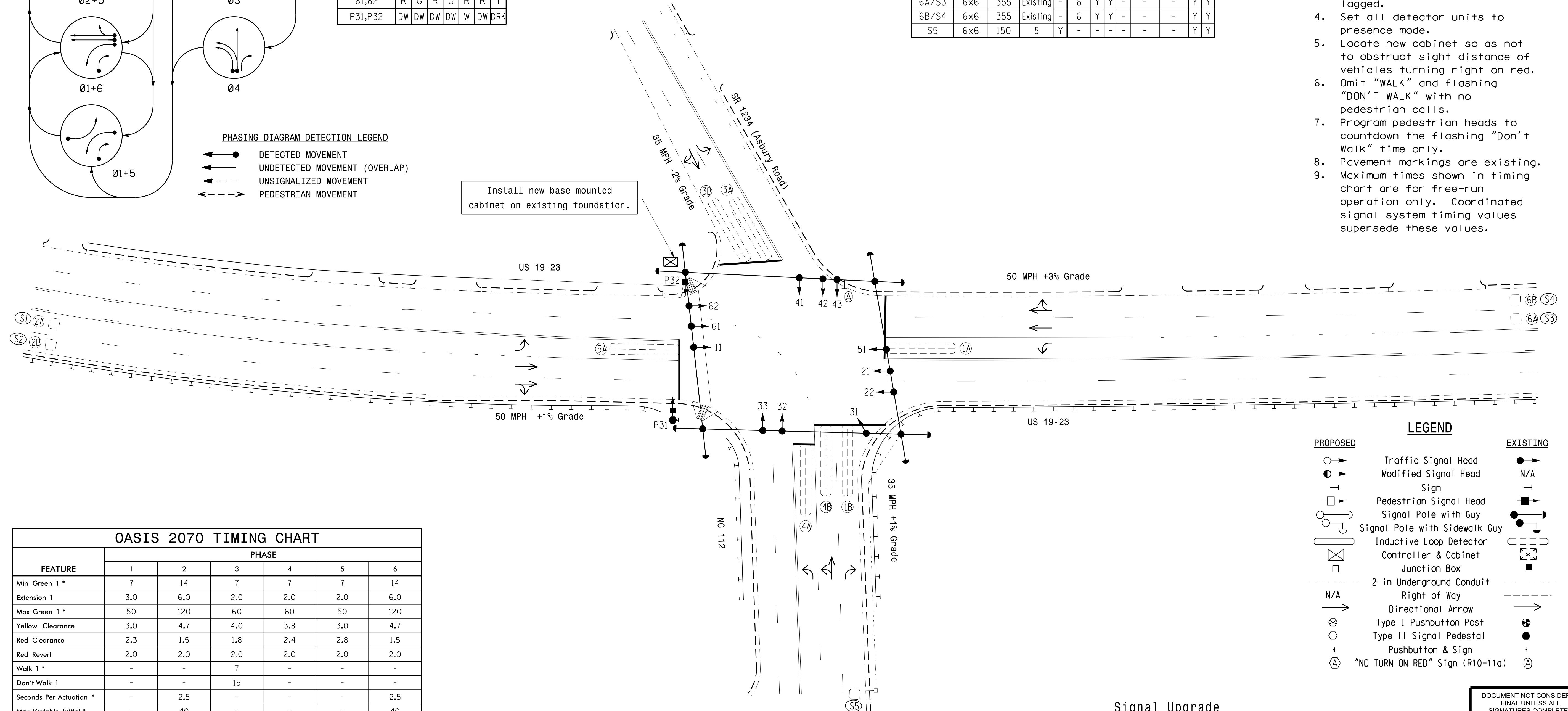
SIGNAL FACE	PHASE					
	01+5	02+6	03	04	05	06
11	←	←	←	←	←	←
21,22	R	R	G	G	R	R
31	R	R	R	R	G	R
32,33	R	R	R	R	G	R
41	←	←	←	←	←	←
42	R	R	R	R	R	G
43	R	R	R	R	R	G
51	←	←	←	←	←	←
61,62	R	G	R	G	R	R
P31,P32	DW	DW	DW	DW	W	DRK

SIGNAL FACE I.D.



LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
1A	6x40	0	2-4-2	-	1	Y	Y	-	3	-	Y
1B	6x40	0	2-4-2	-	1	Y	Y	-	-	-	Y
2A/S1	6x6	355	Existing	-	2	Y	Y	-	-	-	Y
2B/S2	6x6	355	Existing	-	2	Y	Y	-	-	-	Y
3A	6x40	0	2-4-2	-	3	Y	Y	-	-	3	-
3B	6x40	0	2-4-2	-	3	Y	Y	-	-	10	-
4A	6x40	0	2-4-2	-	4	Y	Y	-	-	3	-
4B	6x40	0	2-4-2	-	4	Y	Y	-	-	-	-
5A	6x40	0	2-4-2	-	5	Y	Y	-	-	3	-
6A/S3	6x6	355	Existing	-	6	Y	Y	-	-	-	Y
6B/S4	6x6	355	Existing	-	6	Y	Y	-	-	-	Y
S5	6x6	150	5	Y	-	-	-	-	-	-	Y

Install new base-mounted cabinet on existing foundation.



OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green 1 *	7	14	7	7	7	14
Extension 1	3.0	6.0	2.0	2.0	2.0	6.0
Max Green 1 *	50	120	60	60	50	120
Yellow Clearance	3.0	4.7	4.0	3.8	3.0	4.7
Red Clearance	2.3	1.5	1.8	2.4	2.8	1.5
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	7	-	-	-
Don't Walk 1	-	-	15	-	-	-
Seconds Per Actuation *	-	2.5	-	-	-	2.5
Max Variable Initial *	-	40	-	-	-	40
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	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.

PROPOSED		EXISTING	
○	Traffic Signal Head	●	N/A
○	Modified Signal Head	○	N/A
○	Sign	○	N/A
○	Pedestrian Signal Head	○	N/A
○	Signal Pole with Guy	○	N/A
○	Signal Pole with Sidewalk Guy	○	N/A
○	Inductive Loop Detector	○	N/A
○	Controller & Cabinet	○	N/A
○	Junction Box	○	N/A
○	2-in Underground Conduit	○	N/A
○	Right of Way	○	N/A
○	Directional Arrow	○	N/A
○	Type I Pushbutton Post	○	N/A
○	Type II Signal Pedestal	○	N/A
○	Pushbutton & Sign	○	N/A
○	"NO TURN ON RED" Sign (R10-11a)	○	N/A

Signal Upgrade

Prepared in the Offices of:

US 19-23 at NC 112 / SR 1234 (Asbury Road)

Division 13 Buncombe County Enka

PLAN DATE: March 2016 REVIEWED BY: T. J. Williams

PREPARED BY: C. Pierce REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 0 30 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 24393

TIMOTHY J. WILLIAMS

8/9/2016

SIG. INVENTORY NO. 13-0282

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