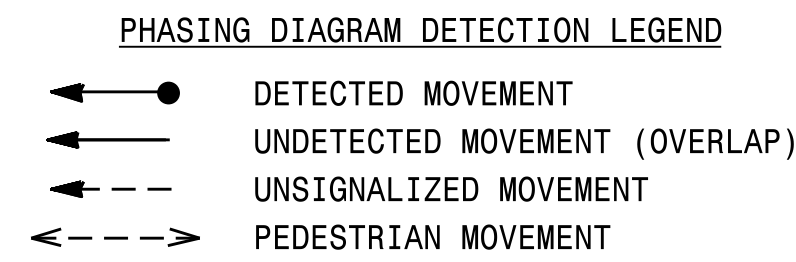
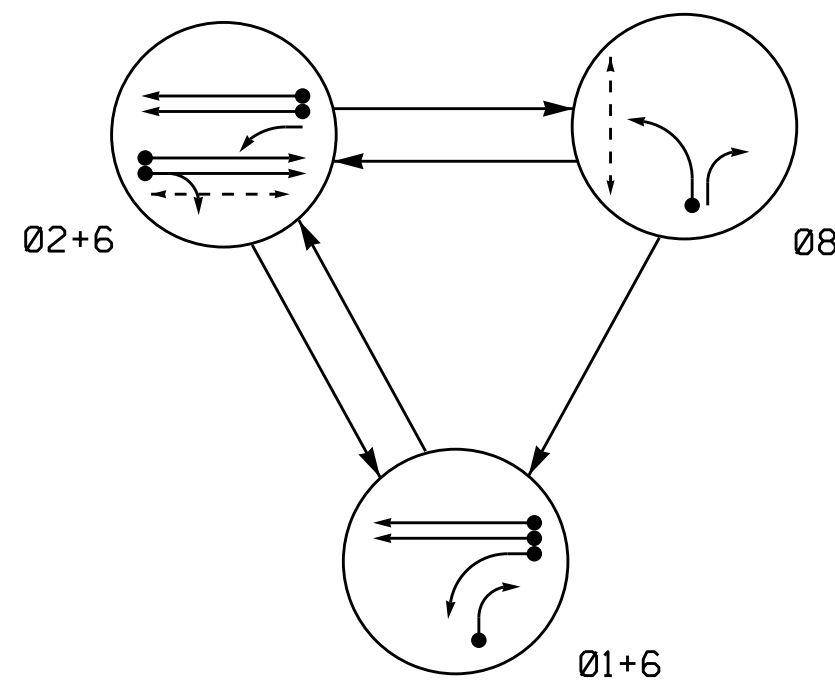
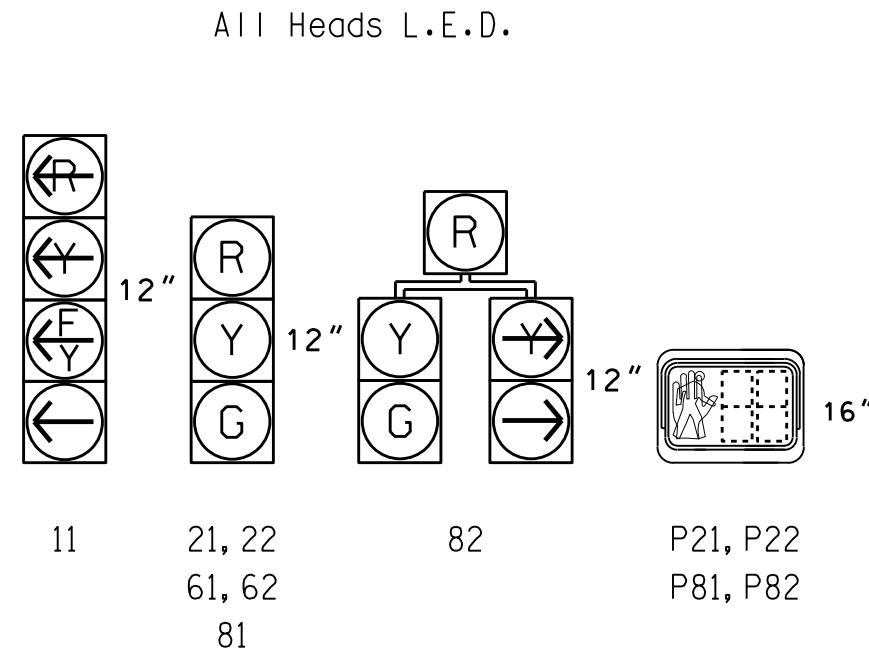


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	08	F L R
11	←	←	←	←
21, 22	R	G	R	Y
61, 62	G	G	R	Y
81	R	R	G	R
82	R	R	G	R
P21, P22	DW	W	DW	DRK
P81, P82	DW	DW	W	DRK

SIGNAL FACE I.D.

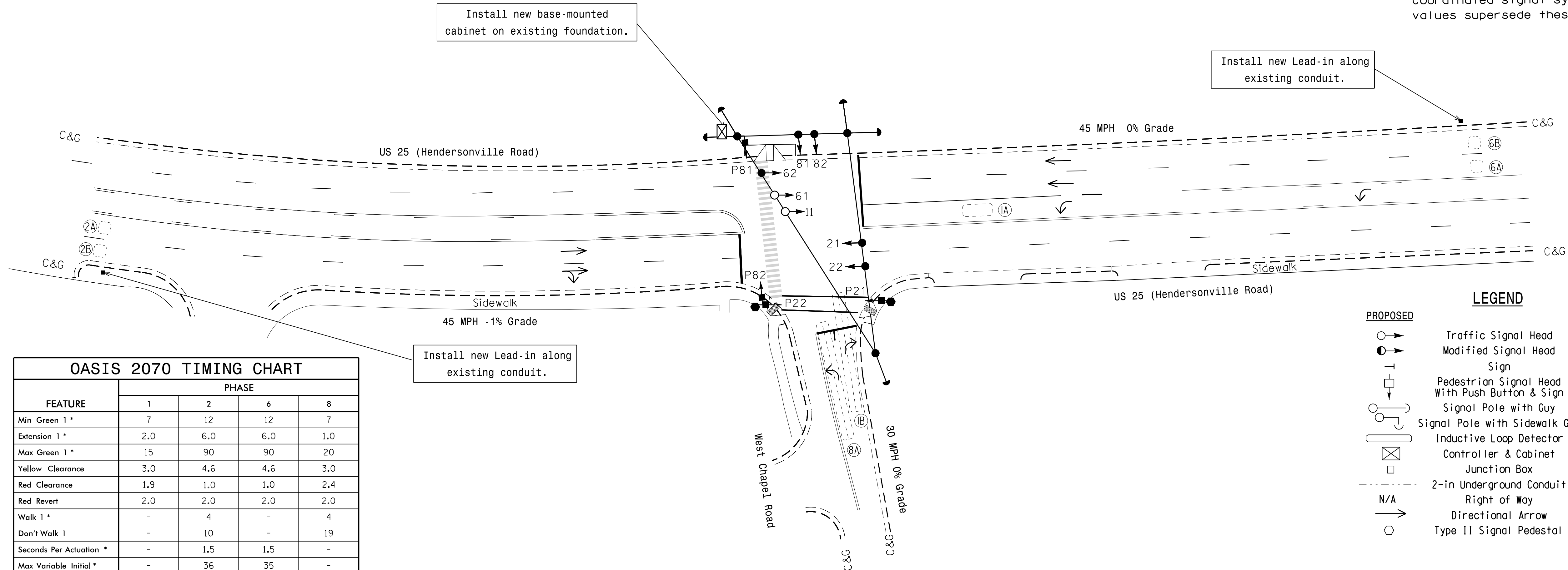


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART											
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME			DELAY TIME
1A	6X15	50	EXIST	-	1	Y	Y	-	10	-	Y
1B	6X60	+18	2-4-2	-	1	Y	Y	-	15	-	Y
2A	6X6	315	EXIST	-	2	Y	Y	-	-	-	Y
2B	6X6	315	EXIST	-	2	Y	Y	-	-	-	Y
6A	6X6	305	EXIST	-	6	Y	Y	-	-	-	Y
6B	6X6	305	EXIST	-	6	Y	Y	-	-	-	Y
8A	6X60	+5	2-4-2	-	8	Y	Y	-	3	-	Y

3 Phase Fully Actuated Asheville Signal System

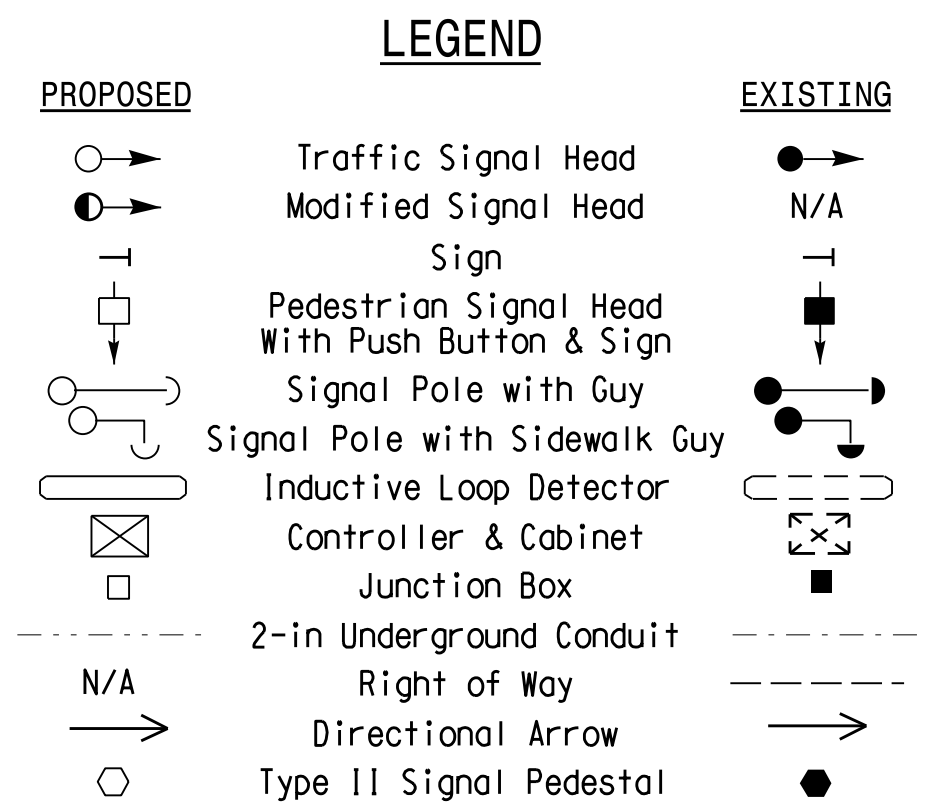
NOTES

- 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.
- Phase 1 may be lagged.
- Reposition existing head numbered 62.
- 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.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.
- Maximum times shown in timing Chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE			
	1	2	6	8
Min Green 1 *	7	12	12	7
Extension 1 *	2.0	6.0	6.0	1.0
Max Green 1 *	15	90	90	20
Yellow Clearance	3.0	4.6	4.6	3.0
Red Clearance	1.9	1.0	1.0	2.4
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	4	-	4
Don't Walk 1	-	10	-	19
Seconds Per Actuation *	-	1.5	1.5	-
Max Variable Initial *	-	36	35	-
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

* 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.



Signal Upgrade

Prepared in the Offices of:

US 25 (Hendersonville Road) at West Chapel Road
 Division 13 Buncombe County Asheville
 PLAN DATE: February 2016 REVIEWED BY: T. Williams
 PREPARED BY: M. Mahbooba REVIEWED BY:
 SCALE 1"=30'
 750 N. Greenfield Pkwy, Garner, NC 27529
 DocuSigned by: S. J. Williams 8/9/2016
 SEAL 024393
 SEAL 024393
 S. J. WILLIAMS ENGINEER
 S. J. WILLIAMS
 SIG. INVENTORY NO. 13-0602

09-AUG-2016 1:25:06
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 mmhbooba