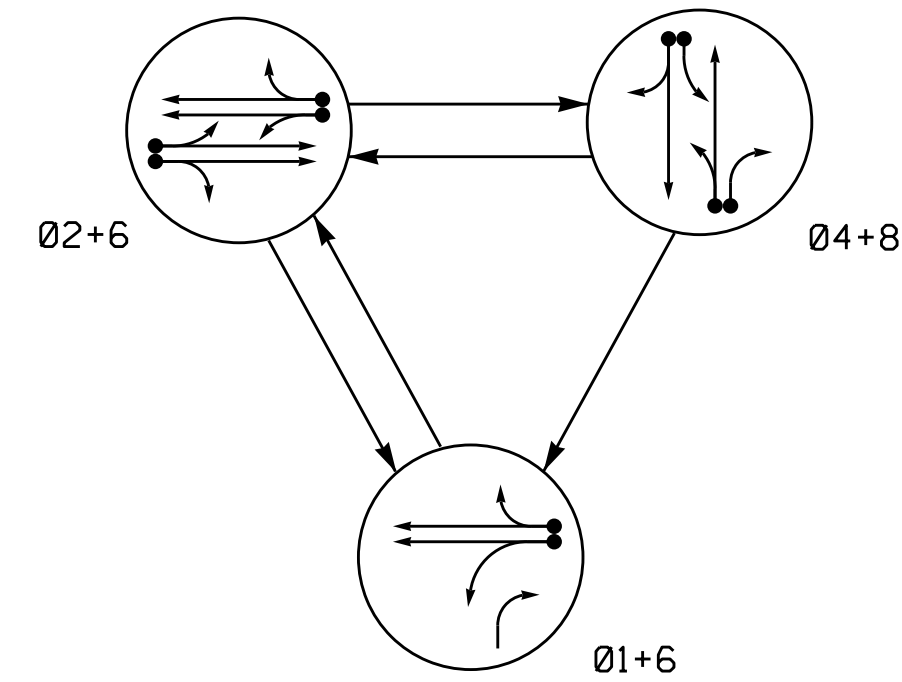


3 Phase Fully Actuated Asheville Signal System

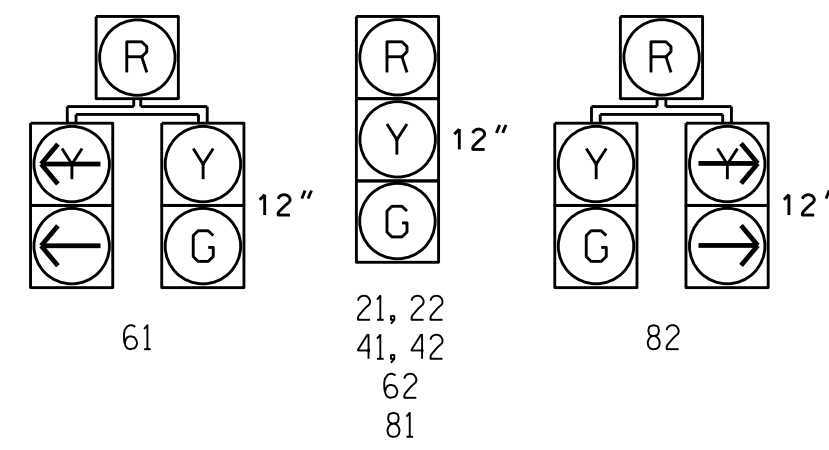
PHASING DIAGRAM



SIGNAL FACE	PHASE				
	01+6	02+6	04+8	FL	HS
21, 22	R	G	R	Y	
41, 42	R	R	G	R	
61		G	G	R	Y
62		G	G	R	Y
81	R	R	G	R	
82	R	R	G	R	

SIGNAL FACE I.D.

All Heads L.E.D.



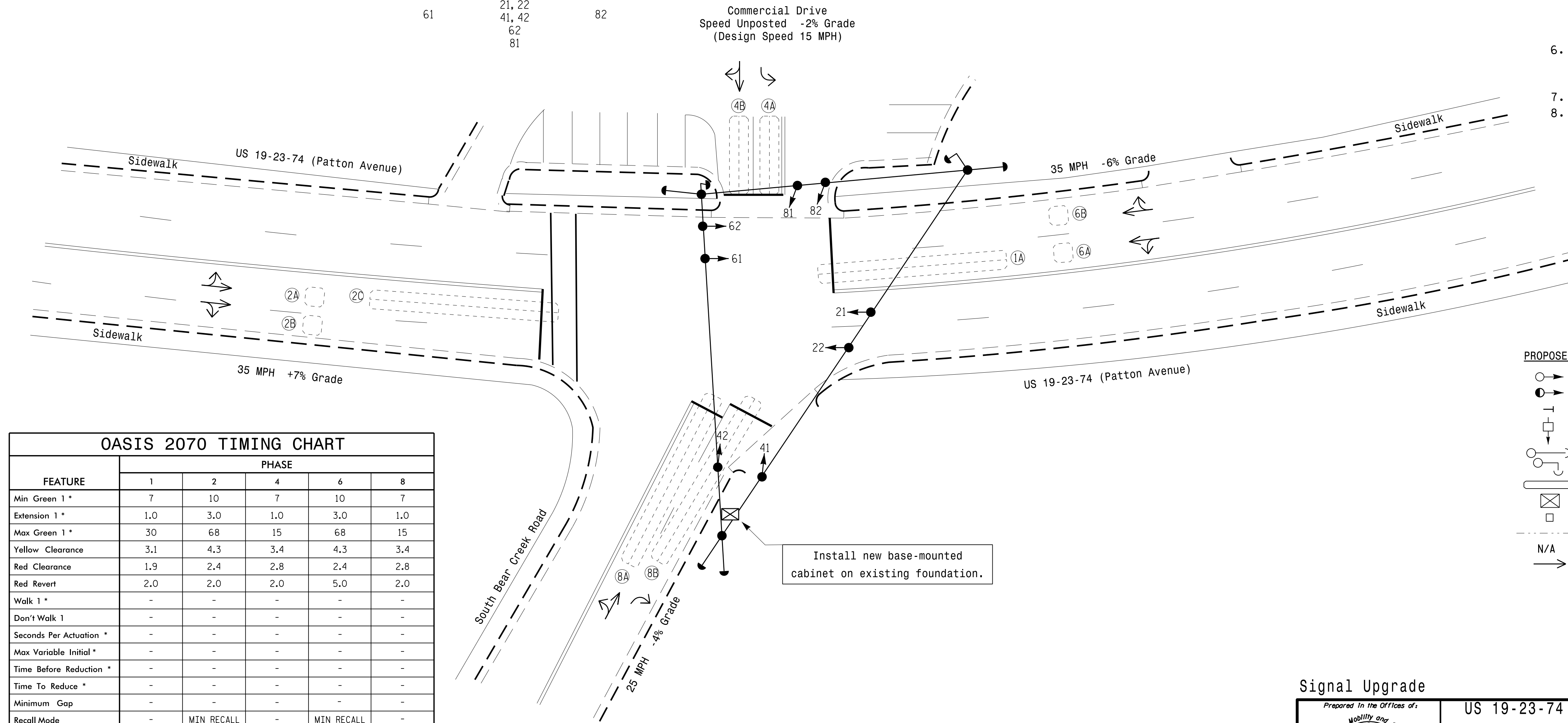
PHASING DIAGRAM DETECTION LEGEND

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

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	+5	2-4-2	-	1	Y	Y	-	-	15	-	Y
					6	Y	Y	-	-	-	-	Y
2A, 2B	6X6	70	EXISTING	-	2	Y	Y	-	-	-	-	Y
2C	6X60	+5	2-4-2	-	2	Y	Y	-	-	3	-	Y
4A	6X25	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X25	0	2-4-2	-	4	Y	Y	-	-	10	-	Y
6A, 6B	6X6	70	EXISTING	-	6	Y	Y	-	-	-	-	Y
8A	6X60	+5	2-4-2	-	8	Y	Y	-	-	3	-	Y
8B	6X60	+5	2-4-2	-	8	Y	Y	-	-	15	-	Y

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. Enable Backup Protect for phase 6 to allow the controller to clear from phase 2+6 to phase 1+6 by progressing through an all red display.
4. Set all detector units to presence mode.
5. 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.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Pavement markings are existing.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE				
	1	2	4	6	8
Min Green 1 *	7	10	7	10	7
Extension 1 *	1.0	3.0	1.0	3.0	1.0
Max Green 1 *	30	68	15	68	15
Yellow Clearance	3.1	4.3	3.4	4.3	3.4
Red Clearance	1.9	2.4	2.8	2.4	2.8
Red Revert	2.0	2.0	2.0	5.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	YELLOW	-
Dual Entry	-	-	ON	-	ON
Simultaneous Gap	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.

Install new base-mounted cabinet on existing foundation.

PROPOSED	EXISTING
	N/A

Signal Upgrade

US 19-23-74 (Patton Avenue)
at
South Bear Creek Road /
Commercial Drive

Division 13 Buncombe County Asheville

PLAN DATE: July 2016 REVIEWED BY: R.N. Zinser

PREPARED BY: Jeff Spence REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

Richard N. Zinser 10/10/2016

SIG. INVENTORY NO. 13-0818

10-001-2016 10/14
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