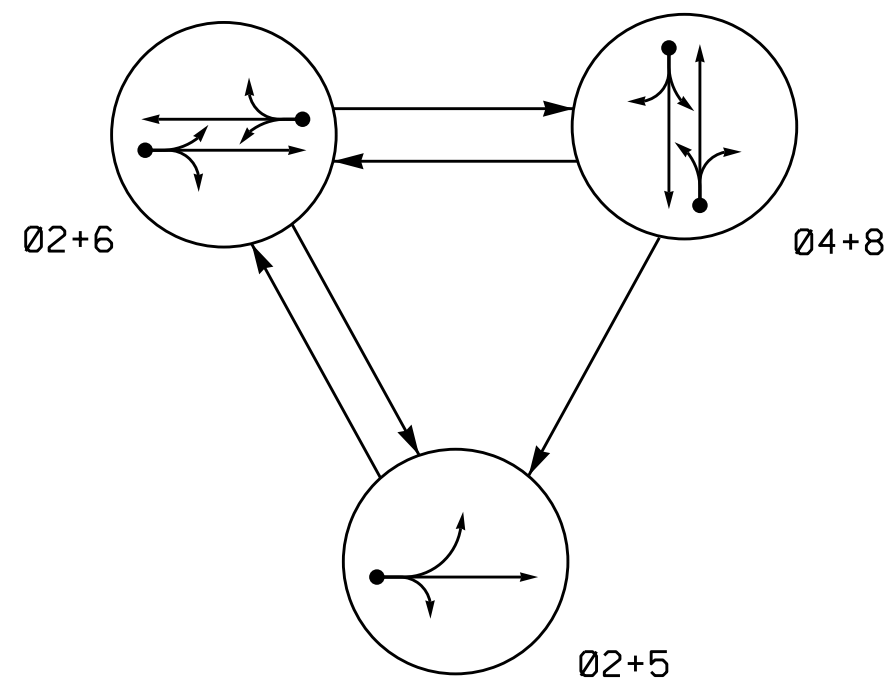
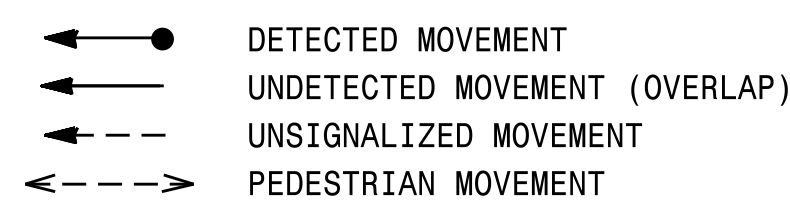


PHASING DIAGRAM



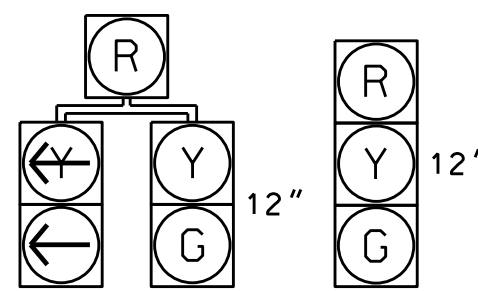
PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE	PHASE				
	02+5	02+6	04+8	04+8	L
21	Y	G	R	Y	
22	G	G	R	Y	
41, 42	R	R	G	R	
61, 62	R	G	R	Y	
81, 82	R	R	G	R	

SIGNAL FACE I.D.

All Heads L.E.D.



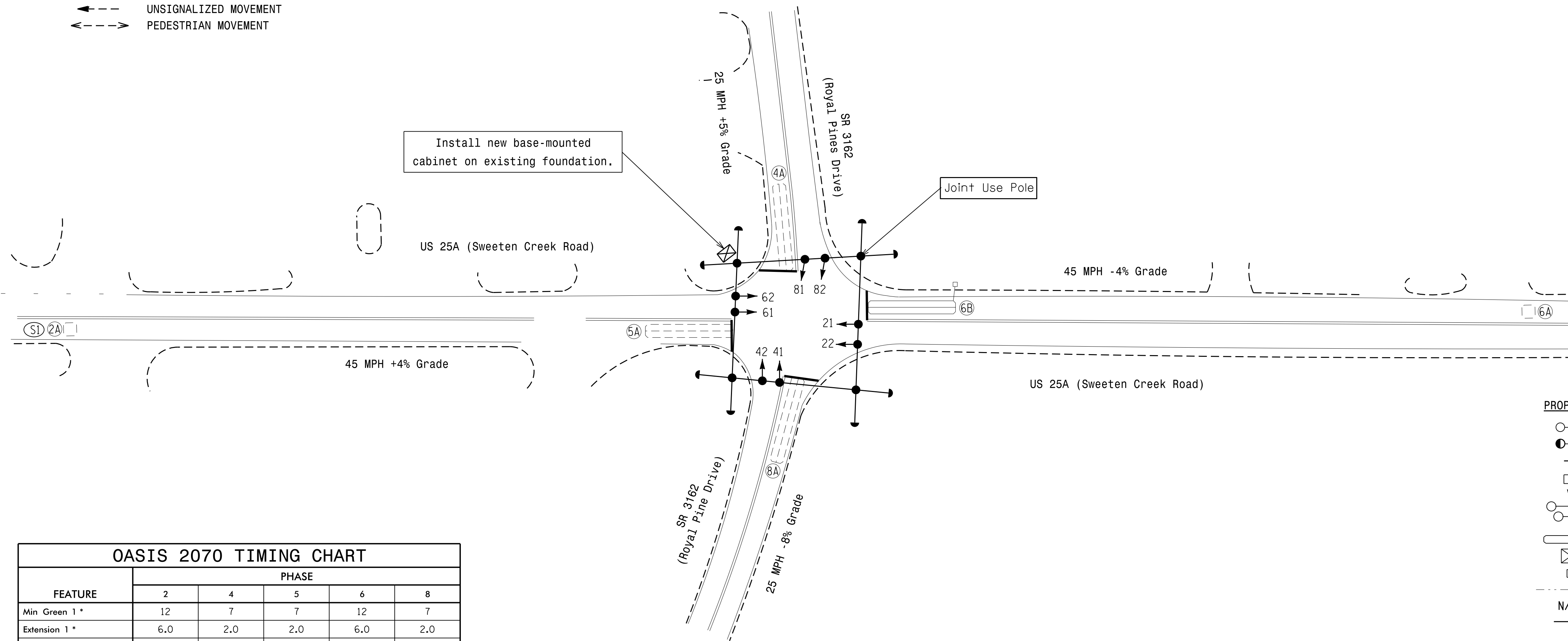
21
22
41, 42
61, 62
81, 82

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
2A/S1	6X6	300	5	-	2	Y	Y	-	-	-	Y	Y
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A	6X6	300	5	-	2	Y	Y	Y	2.0	5	-	Y
6B	6X40	0	2-4-2	Y	6	Y	Y	Y	2.0	5	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	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.
- Enable Backup Protect for phase 2 to allow the controller to clear from phase 2+5 to phase 2+6 by progressing through an all red display.
- Set all detector units to presence mode.
- 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.



FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	12	7	7	12	7
Extension 1 *	6.0	2.0	2.0	6.0	2.0
Max Green 1 *	100	25	25	100	25
Yellow Clearance	4.9	3.7	3.0	4.9	3.7
Red Clearance	1.0	1.4	1.4	1.0	1.4
Red Revert	5.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	20	-	-	20	-
Time To Reduce *	30	-	-	30	-
Minimum Gap	3.0	-	-	3.0	-
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.

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	
	Right of Way	
	Directional Arrow	

Signal Upgrade

Prepared in the Offices of:

 US 25A (Sweeten Creek Road) at SR 3162 (Royal Pines Drive)
 Division 13 Buncombe County Asheville
 PLAN DATE: February 2016 REVIEWED BY: P. Alexander
 PREPARED BY: M. Mahbooba REVIEWED BY: [Signature]
 SCALE 0 30 1"=30'
 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
 SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER, SEAL 024393, TIMOTHY J. WILLIAMS, ENGINEER
 Date: 8/10/2016
 SIG. INVENTORY NO. 13-0581