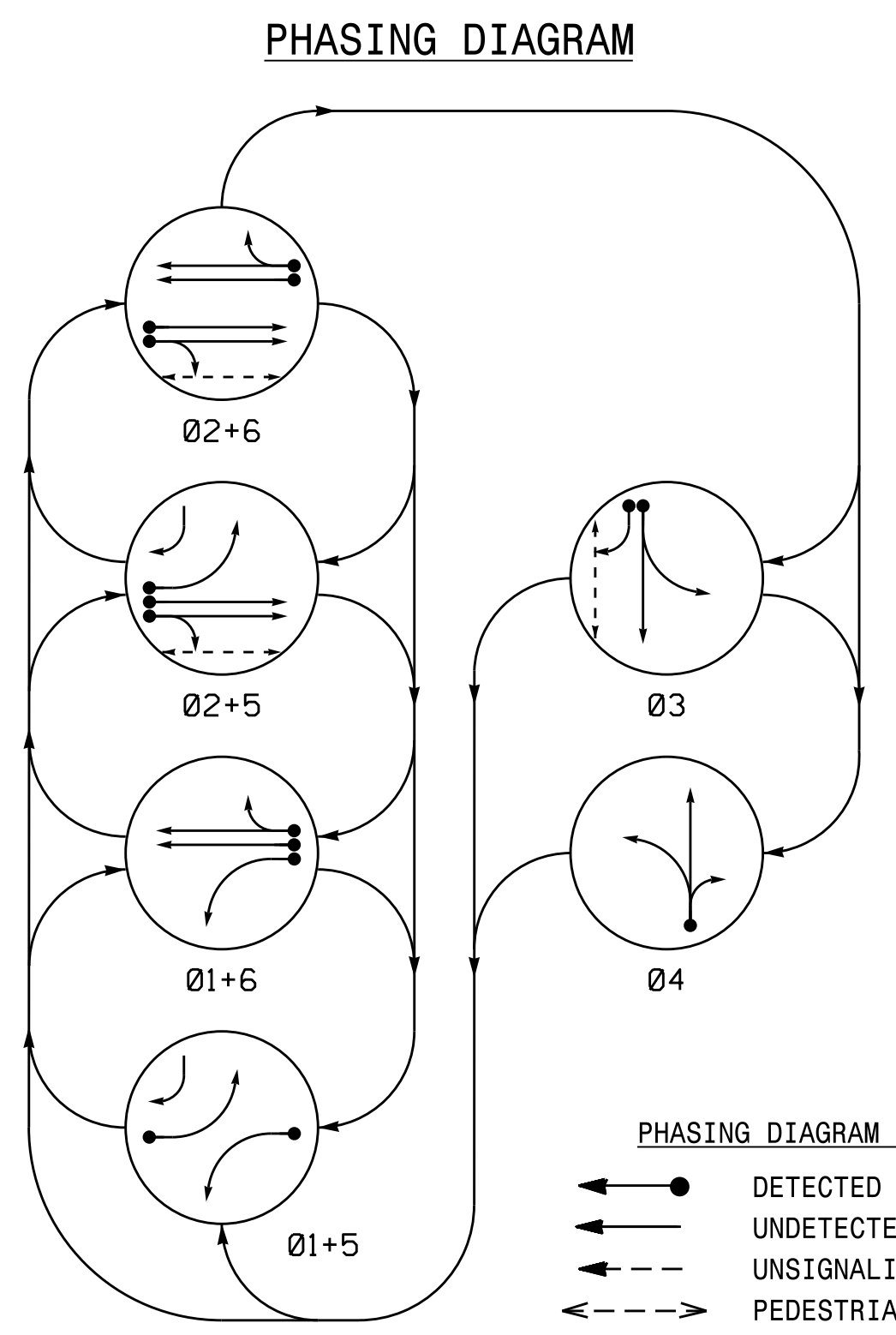
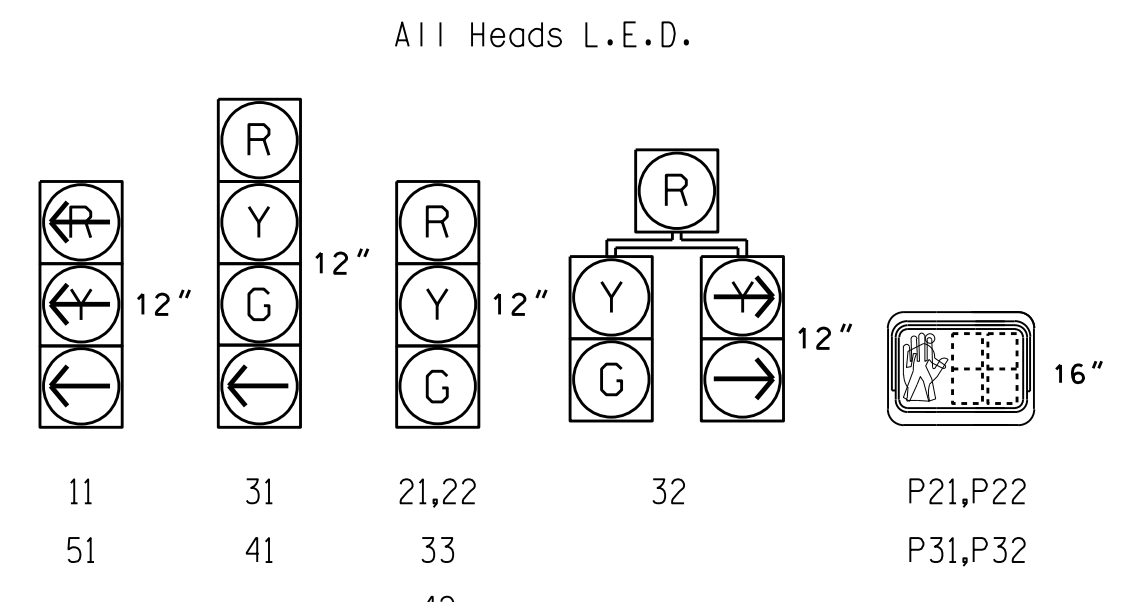


6 Phase Fully Actuated Asheville Signal System



SIGNAL FACE	PHASE						L-POST
	01+5	01+6	02+5	02+6	03	04	
11	—	—	—	—	—	—	—
21,22	R	R	G	G	R	R	Y
31	R	R	R	R	G	R	R
32	R	R	R	R	G	R	R
33	R	R	R	R	G	R	R
41	R	R	R	R	R	C	R
42	R	R	R	R	R	G	R
51	—	—	—	—	—	—	—
61,62	R	G	R	G	R	R	Y
P21,P22	DW	DW	W	W	DW	DW	DRK
P31,P32	DW	DW	DW	DW	W	DW	DRK

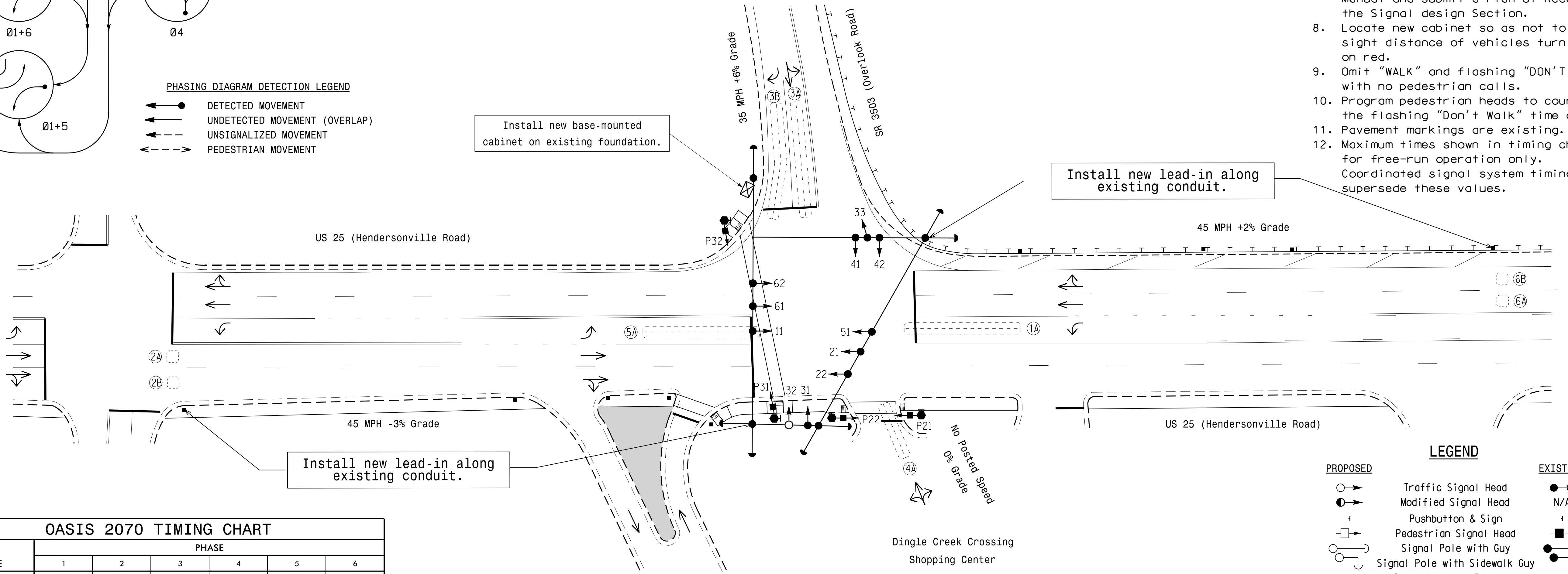
SIGNAL FACE I.D.



LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	LOOP SYSTEM	NEW CARD	
1A	6x60	+5	2-4-2	-	1	Y	Y	-	-	3	-	Y
2A	6x6	305	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6x6	305	EXIST	-	2	Y	Y	-	-	-	-	Y
3A	6x60	+5	2-4-2	-	3	Y	Y	-	-	3	-	Y
3B	6x60	+5	2-4-2	-	3	Y	Y	-	-	15	-	Y
4A	6x30	+9	2-4-2	-	4	Y	Y	-	-	10	-	Y
5A	6x6	+5	2-4-2	-	5	Y	Y	-	-	3	-	Y
6A	6x6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6x6	300	EXIST	-	6	Y	Y	-	-	-	-	Y

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 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Install separate lead-in cable for existing loops 2A, 2B, 6A and 6B.
- 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	3	4	5	6
Min Green 1 *	7	12	7	7	7	12
Extension 1	1.0	6.0	1.0	2.0	1.0	6.0
Max Green 1 *	15	90	25	20	15	90
Yellow Clearance	3.0	4.8	3.6	3.2	3.0	4.8
Red Clearance	1.8	1.3	2.5	2.7	1.9	1.3
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	7	7	-	-	-
Don't Walk 1	-	4	24	-	-	-
Seconds Per Actuation *	-	1.5	-	-	-	1.5
Max Variable Initial *	-	35	-	-	-	34
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		
+	Pushbutton & Sign	+	
⊞→	Pedestrian Signal Head	⊞→	
○→	Signal Pole with Guy	●→	
○→	Signal Pole with Sidewalk Guy	●→	
⊞→	Inductive Loop Detector	⊞→	
⊞	Controller & Cabinet	⊞	
⊞	Junction Box	⊞	
---	2-in Underground Conduit	---	
N/A	Right of Way	---	
→	Directional Arrow	→	
N/A	Guardrail	---	
○	Type II Signal Pedestal	●	

Signal Upgrade

US 25 (Hendersonville Road) at SR 3503 (Overlook Road) / Dingle Creek Crossing Shopping

Division 13 Buncombe County Asheville

PLAN DATE: January 2016 REVIEWED BY: P. Alexander

PREPARED BY: M. Mahbooba REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 1"=30'

REVISIONS

INIT. DATE

Seal: J. Williams, Professional Engineer, No. 024393

DATE: 9/22/2016

SIG. INVENTORY NO. 13-0584

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