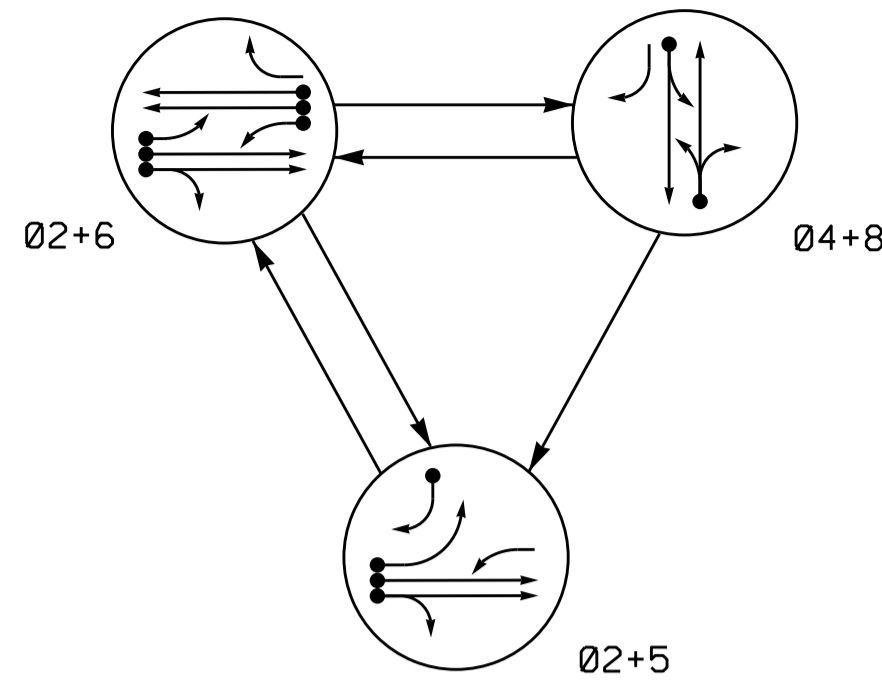


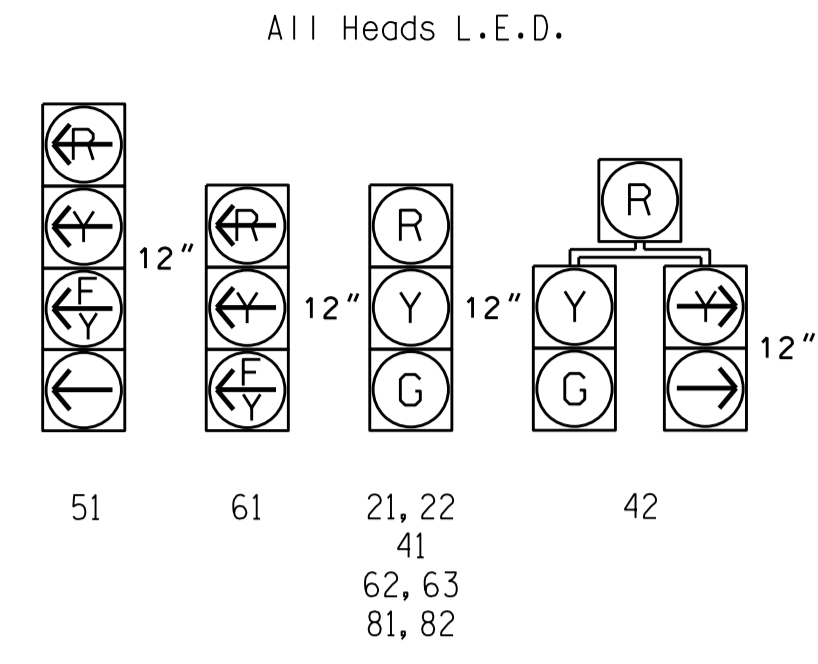
3 Phase Fully Actuated Asheville Signal System

PHASING DIAGRAM



SIGNAL FACE	PHASE				
	02+5	02+6	04+8	F L S H	P
21, 22	G	G	R	Y	
41	R	R	G	R	
42	R	R	G	R	
51	F	F	R	Y	
61	F	F	R	Y	
62, 63	R	G	R	Y	
81, 82	R	R	G	R	

SIGNAL FACE I.D.

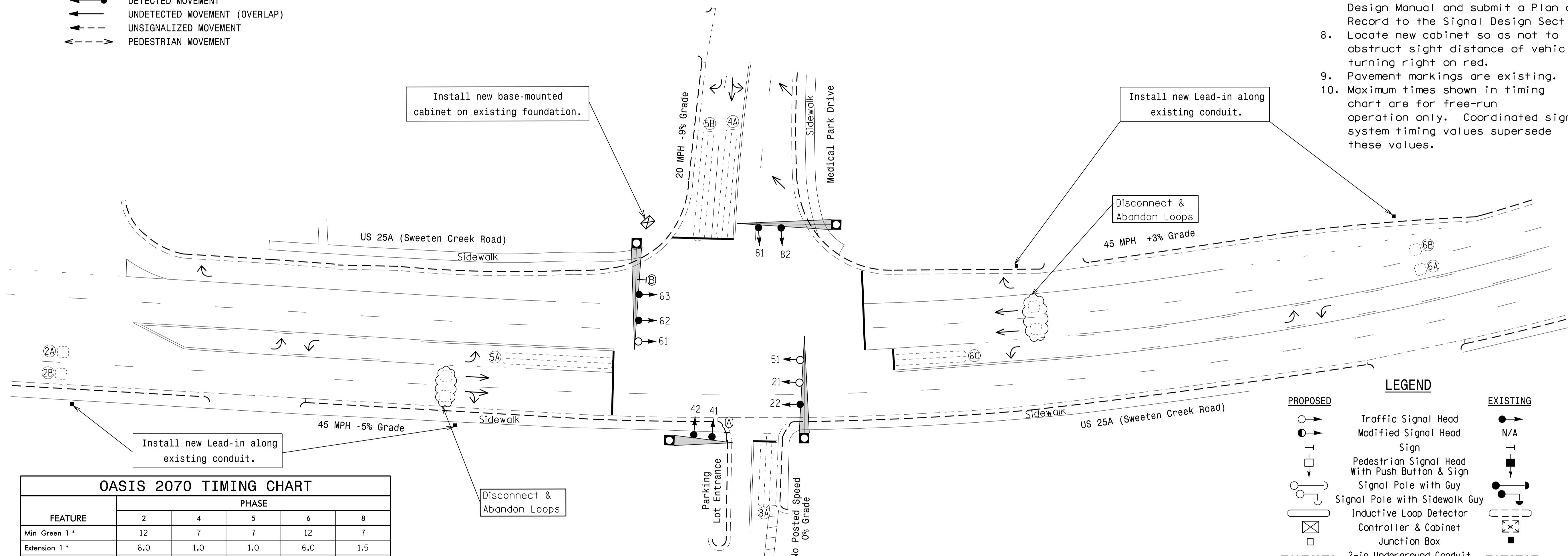
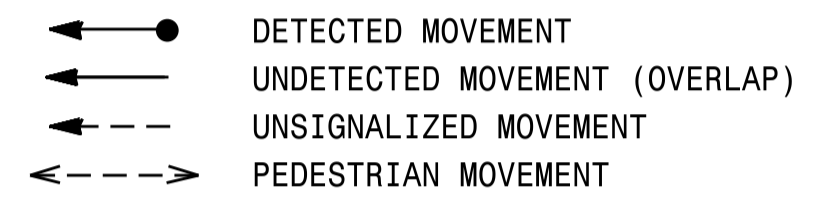


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING								
				NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	EXIST	-	2	Y	Y	-	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
5A	6X60	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
5B	6X60	0	EXIST	-	5	Y	Y	-	-	15	-	Y
6A	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	EXIST	-	6	Y	Y	-	-	-	-	Y
6C	6X40	0	2-4-2	-	6	Y	Y	Y	-	3	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	-	5	-	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 5 may be lagged.
- Reposition existing signal head 22.
- Disconnect and abandon existing loops as shown.
- 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.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

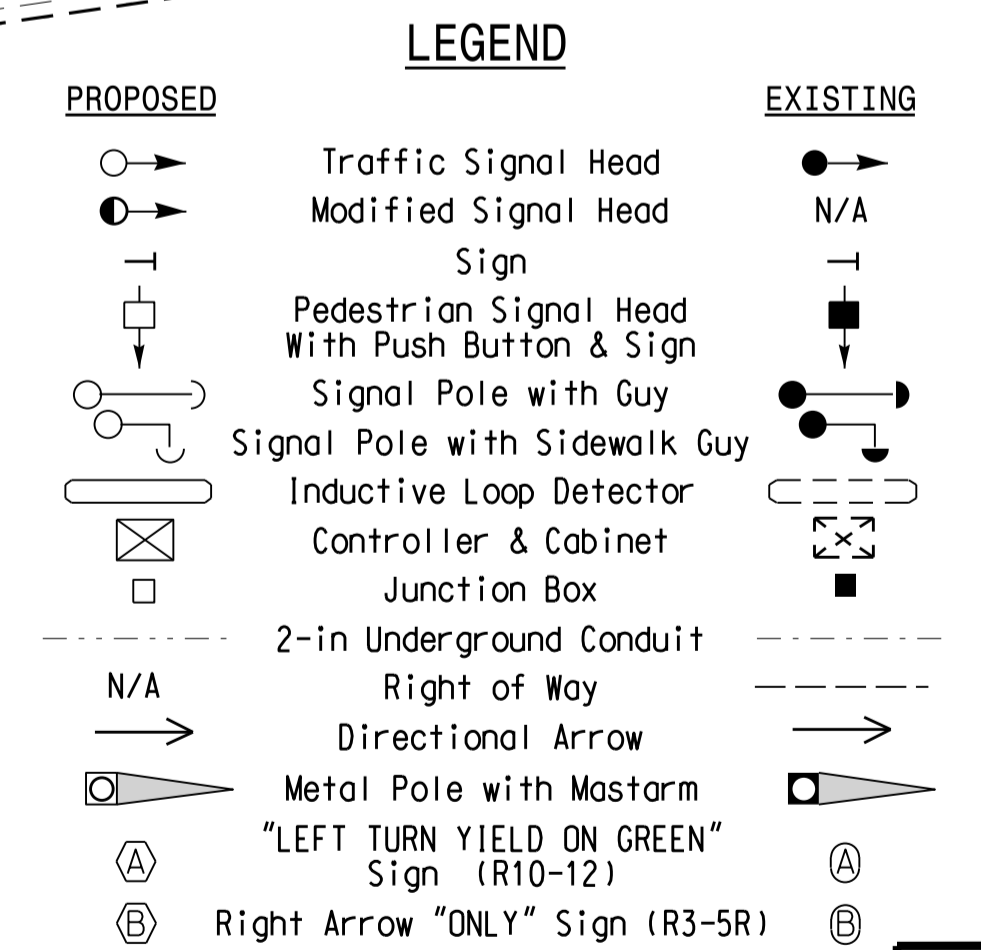
PHASING DIAGRAM DETECTION LEGEND



OASIS 2070 TIMING CHART

FEATURE	PHASE				
	2	4	5	6	8
Min Green 1 *	12	7	7	12	7
Extension 1 *	6.0	1.0	1.0	6.0	1.5
Max Green 1 *	90	20	15	90	20
Yellow Clearance	5.0	3.3	3.1	5.0	3.3
Red Clearance	1.7	3.3	2.9	1.7	3.3
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	1.8	-	-	1.8	-
Max Variable Initial *	34	-	-	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	-	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.



Signal Upgrade

Prepared in the Offices of: Transportation Mobility and Safety Division, NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 25 A (Sweeten Creek Road) at Medical Park Drive

Division 13 Buncombe County Asheville

PLAN DATE: May 2016 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER, SEAL 024393, T. Williams, 8/11/2016

SIG. INVENTORY NO. 13-1165

1-AUG-2016 07:00 51-1340-4715B (Asheville) Signal System\Signal Design\13-1165\Sig.dwg, 20160810.dgn