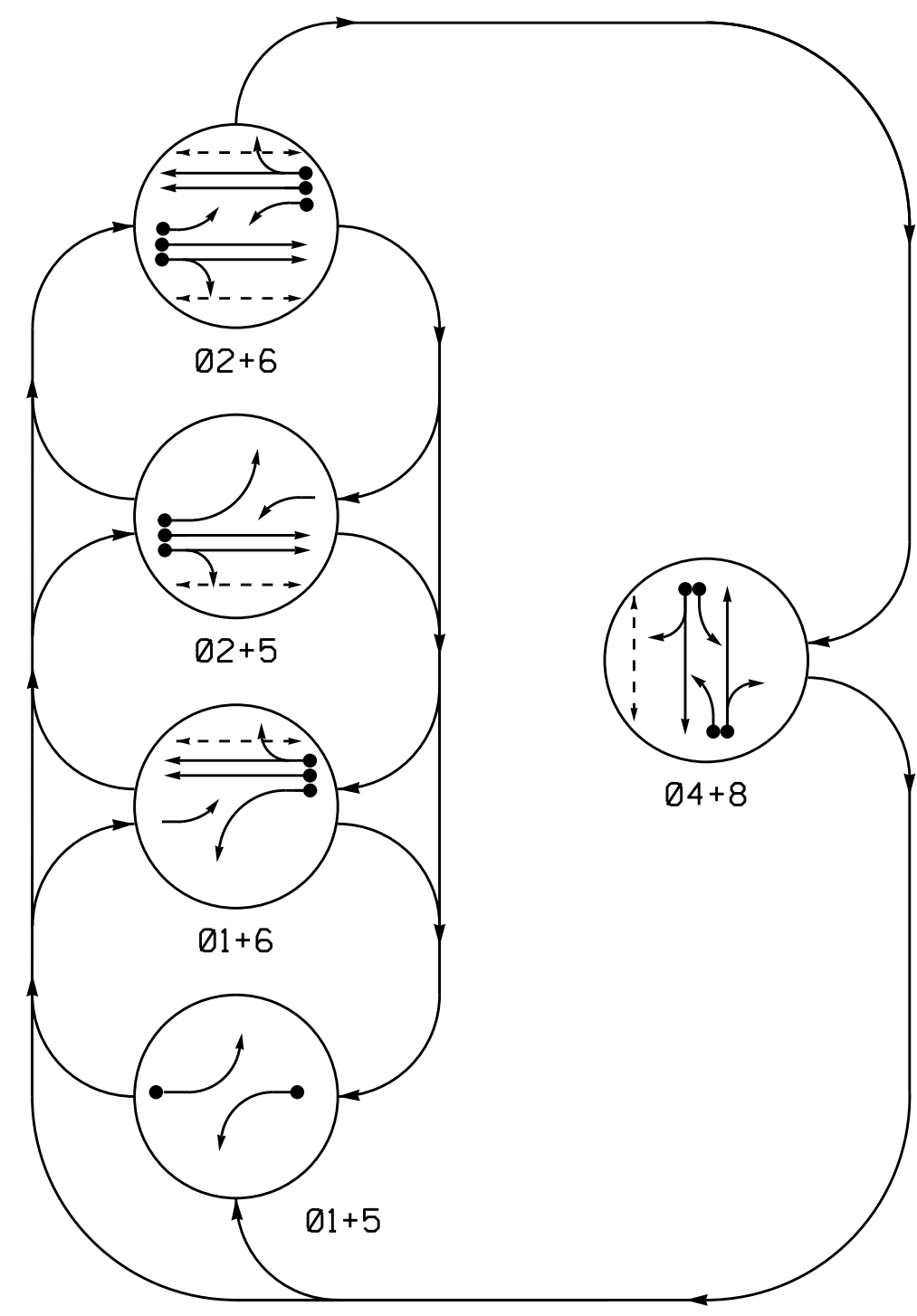


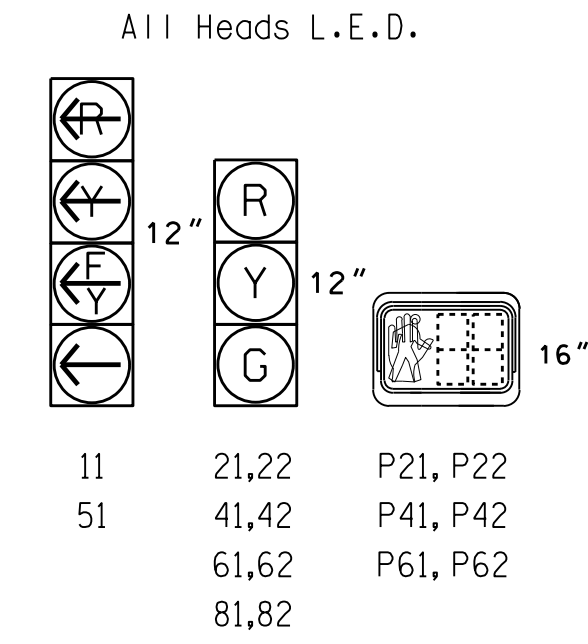
5 Phase Fully Actuated Asheville Signal System

PHASING DIAGRAM



SIGNAL FACE	PHASE					
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4+8	F LUSH
11	-	-	F	F	-R	-Y
21,22	R	R	G	G	R	Y
41,42	R	R	R	R	G	R
51	-	F	-	F	-R	-Y
61,62	R	G	R	G	R	Y
81,82	R	R	R	R	G	R
P21, P22	DW	DW	W	W	DW	DRK
P41, P42	DW	DW	DW	DW	W	DRK
P61, P62	DW	W	DW	W	DW	DRK

SIGNAL FACE I.D.

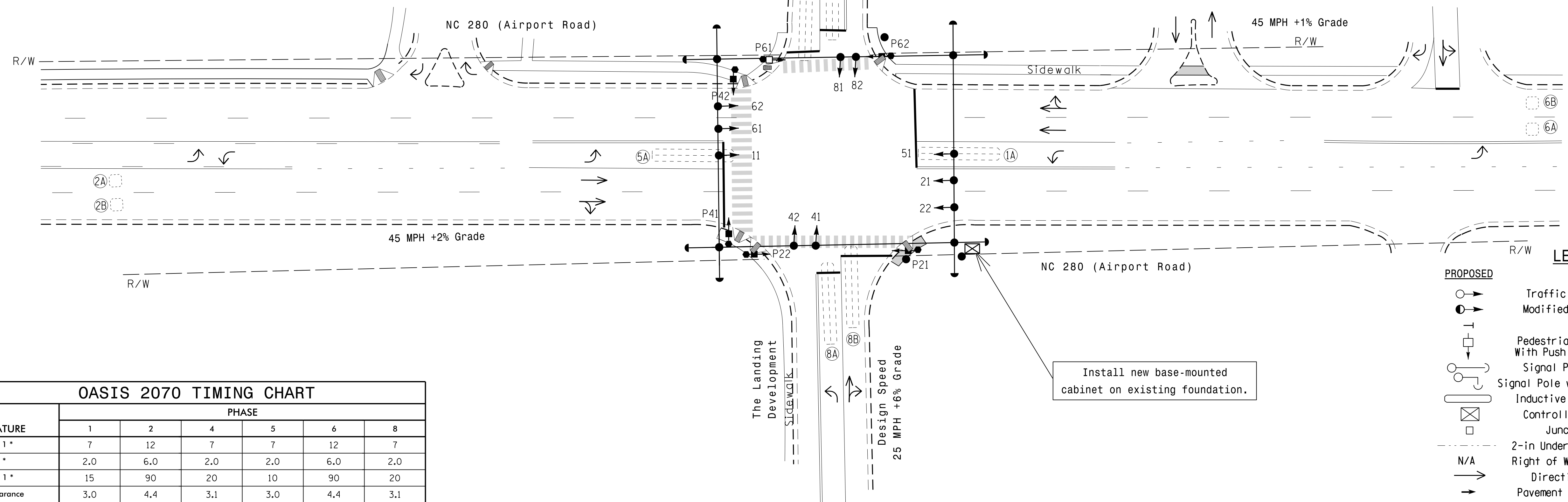
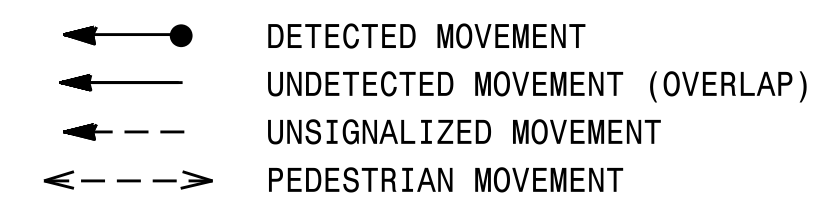


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
1A	6X40	0	2-4-2	-	1	Y	Y	-	15	-	Y
2A	6X6	295	4	-	2	Y	Y	-	3	-	Y
2B	6X6	295	4	-	2	Y	Y	-	-	-	Y
4A	6X40	+5	2-4-2	-	4	Y	Y	-	3	-	Y
4B	6X40	+5	2-4-2	-	4	Y	Y	-	10	-	Y
5A	6X40	+5	2-4-2	-	5	Y	Y	-	15	-	Y
6A	6X6	300	4	-	6	Y	Y	-	-	-	Y
6B	6X6	300	4	-	6	Y	Y	-	-	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	3	-	Y
8B	6X40	+5	2-4-2	-	8	Y	Y	-	10	-	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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicle 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.

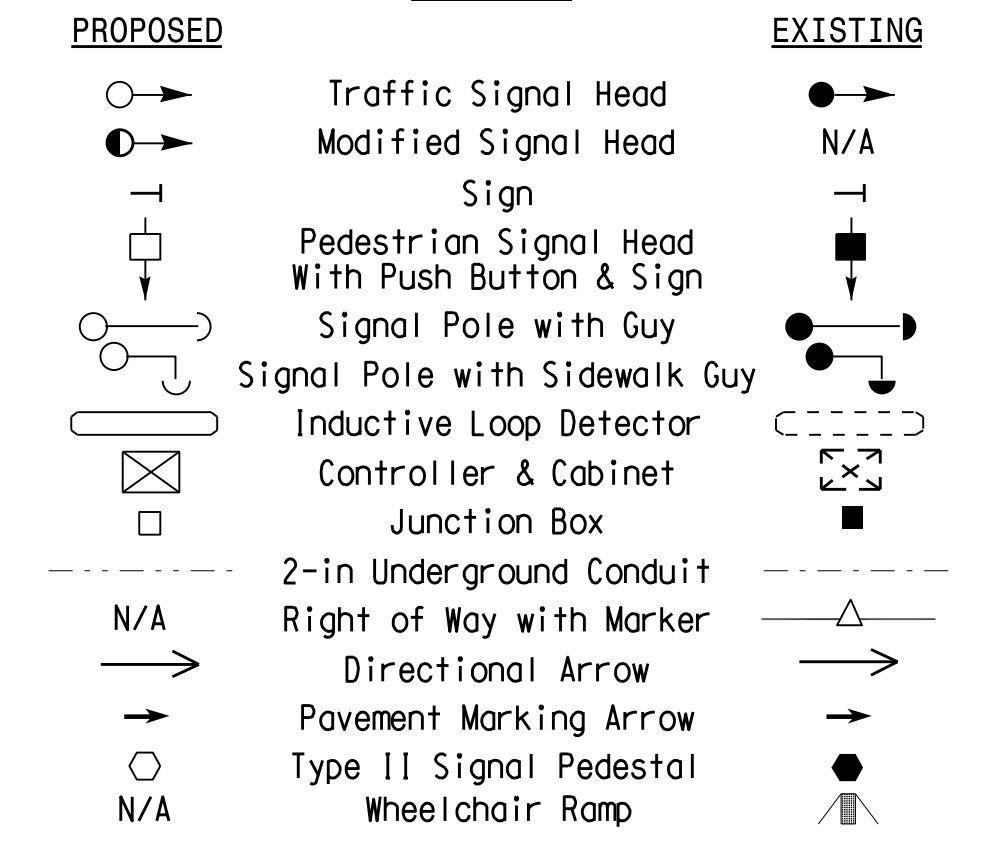
PHASING DIAGRAM DETECTION LEGEND



FEATURE	PHASE						
	1	2	4	5	6	8	
Min Green 1 *	7	12	7	7	12	7	
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0	
Max Green 1 *	15	90	20	10	90	20	
Yellow Clearance	3.0	4.4	3.1	3.0	4.4	3.1	
Red Clearance	2.4	1.3	2.8	2.6	1.3	2.8	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	7	7	-	7	-	
Don't Walk 1	-	18	19	-	10	-	
Seconds Per Actuation *	-	1.5	-	-	1.5	-	
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	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.

LEGEND



Signal Upgrade

NC 280 (Airport Road) at The Landing Development Entrance

Division 13 Buncombe County Arden

PLAN DATE: November 2016 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

REVISIONS INIT. DATE

SCALE 30 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER

SEAL 024393

T. J. WILLIAMS

11/14/2016

SIG. INVENTORY NO. 13-1244

14-Nov-2016 15:50 S:\IT\ASIS\TJ\Signal Design\Signal Design\13-1244\31244\_sig\_dsn\_20161104.dgn  
 T. Williams