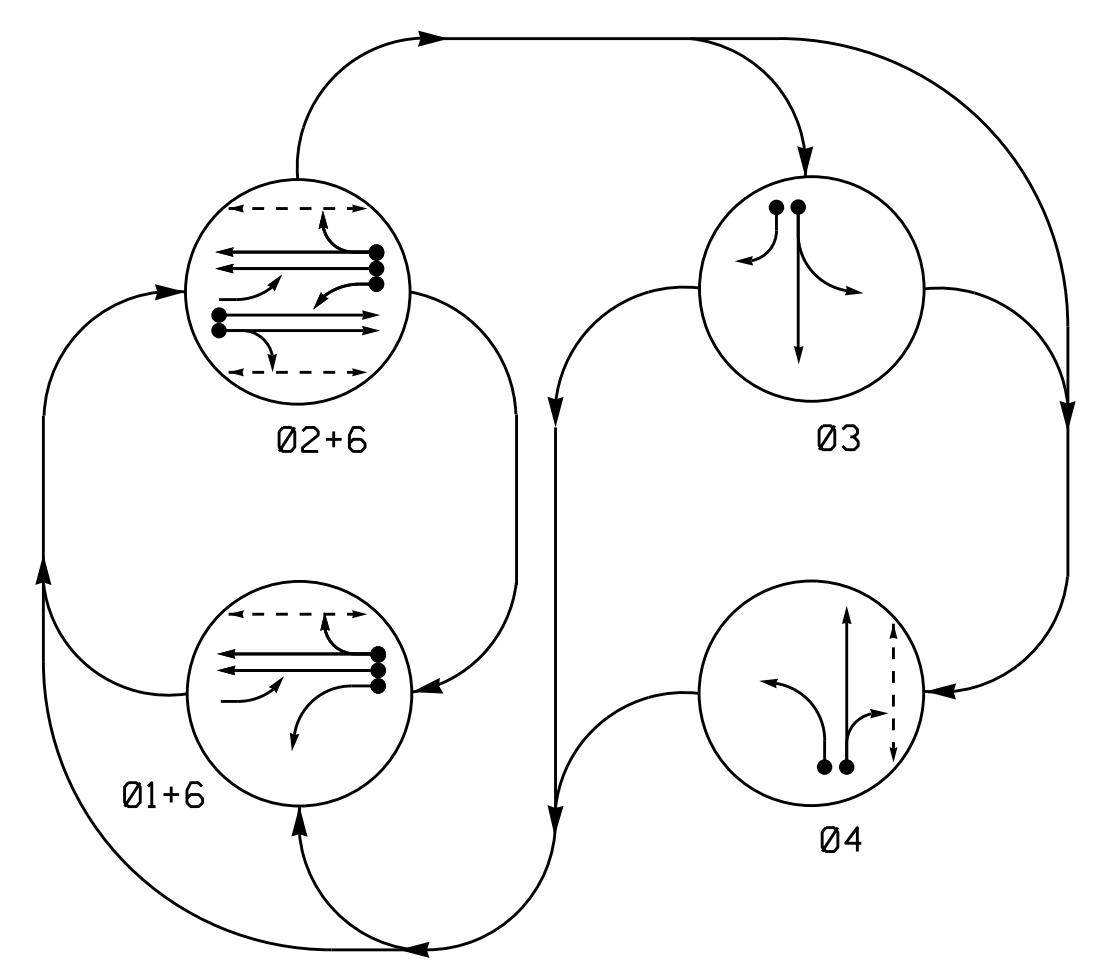
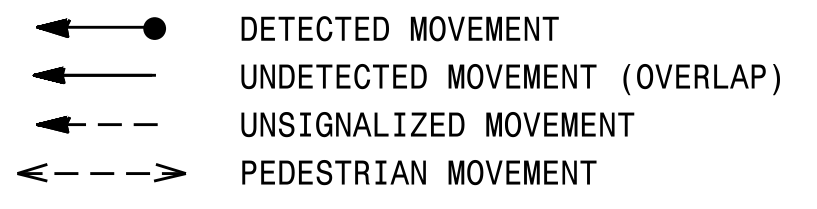


4 Phase Fully Actuated Asheville Signal System

PHASING DIAGRAM

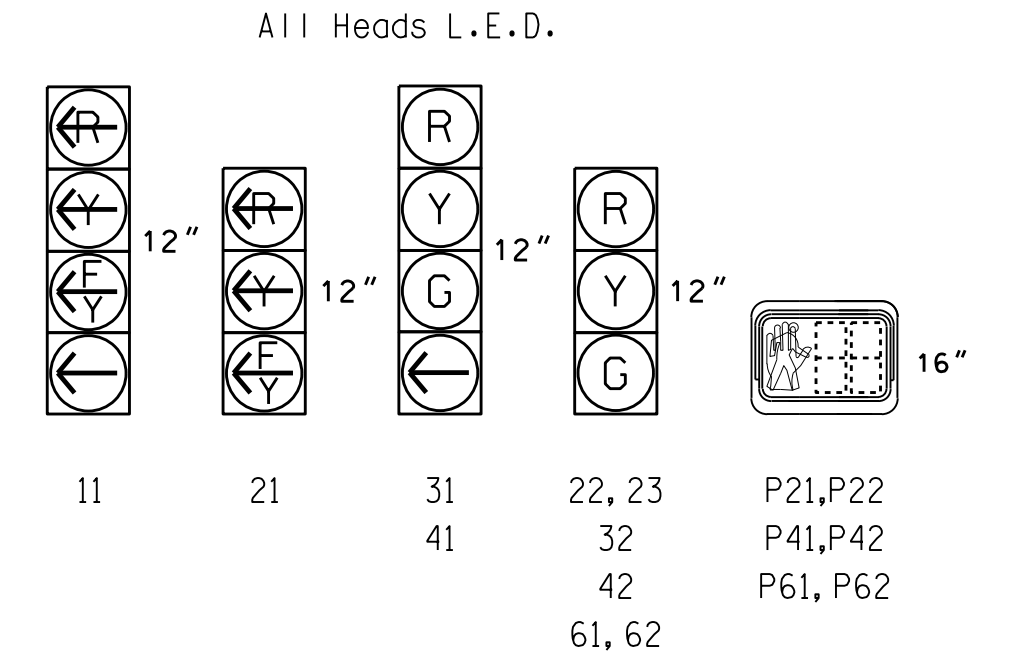


PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE	PHASE				
	Ø 1 + 6	Ø 2 + 6	Ø 3	Ø 4	ISL
11	←	←	←	←	←
21	←	←	←	←	←
22,23	R	G	R	R	Y
31	R	R	G	R	R
32	R	R	G	R	R
41	R	R	R	G	R
42	R	R	R	G	R
61,62	G	G	R	R	Y
P21,P22	DW	W	DW	DRK	
P41,P42	DW	DW	DW	W	DRK
P61, P62	W	W	DW	DRK	

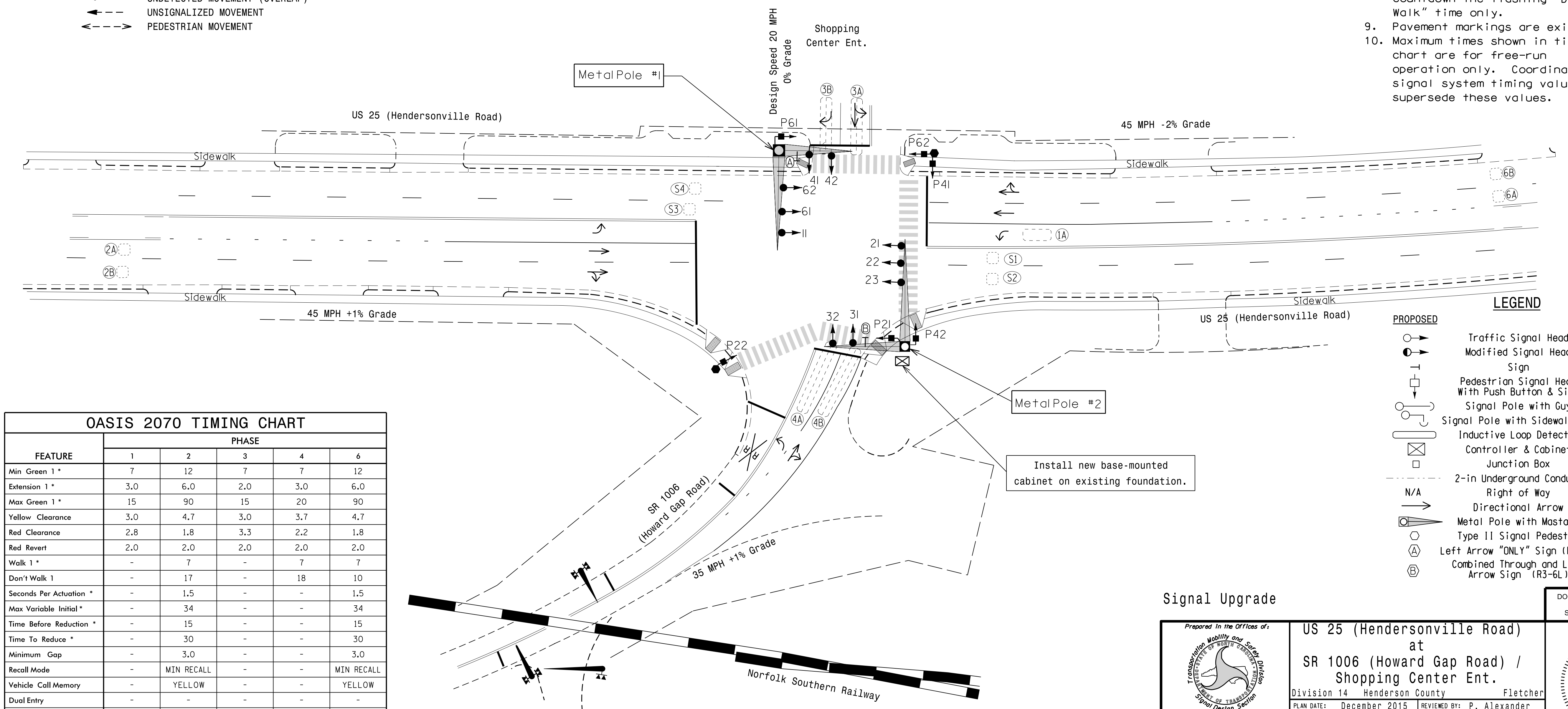
SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
1A	6X15	50	3	-	1	Y	Y	-	-	10	-	Y
2A	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	5	-	2	Y	Y	-	-	-	-	Y
3A	6X30	+5	2-4-2	-	3	Y	Y	-	-	3	-	Y
3B	6X30	+5	2-4-2	-	3	Y	Y	-	-	10	-	Y
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-	3	-	Y
4B	6X40	+5	2-4-2	-	4	Y	Y	-	-	10	-	Y
6A	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	5	-	6	Y	Y	-	-	-	-	Y
S1	6X6	+150	4	-	-	-	-	-	-	-	-	Y
S2	6X6	+150	4	-	-	-	-	-	-	-	-	Y
S3	6X6	+125	4	-	-	-	-	-	-	-	-	Y
S4	6X6	+125	4	-	-	-	-	-	-	-	-	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 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- Locate 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	6
Min Green 1 *	7	12	7	7	12
Extension 1 *	3.0	6.0	2.0	3.0	6.0
Max Green 1 *	15	90	15	20	90
Yellow Clearance	3.0	4.7	3.0	3.7	4.7
Red Clearance	2.8	1.8	3.3	2.2	1.8
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	7	7
Don't Walk 1	-	17	-	18	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	-	-	-	-	-
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	EXISTING

Signal Upgrade

US 25 (Hendersonville Road)
at
SR 1006 (Howard Gap Road) /
Shopping Center Ent.

Division 14 Henderson County Fletcher

PLAN DATE: December 2015 REVIEWED BY: P. Alexander

PREPARED BY: M. Mahbooba REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

DATE: 9/22/2016

SIG. INVENTORY NO. 14-0593

21-SEP-2016 15:13 S:\IT\ASIS\15\Sig\Signal\Western Region\01\1-13\4715B (Asheville) Signal System\Signal Design\4-0593\4-0593-sig.dgn 20160921.dgn mmh0000