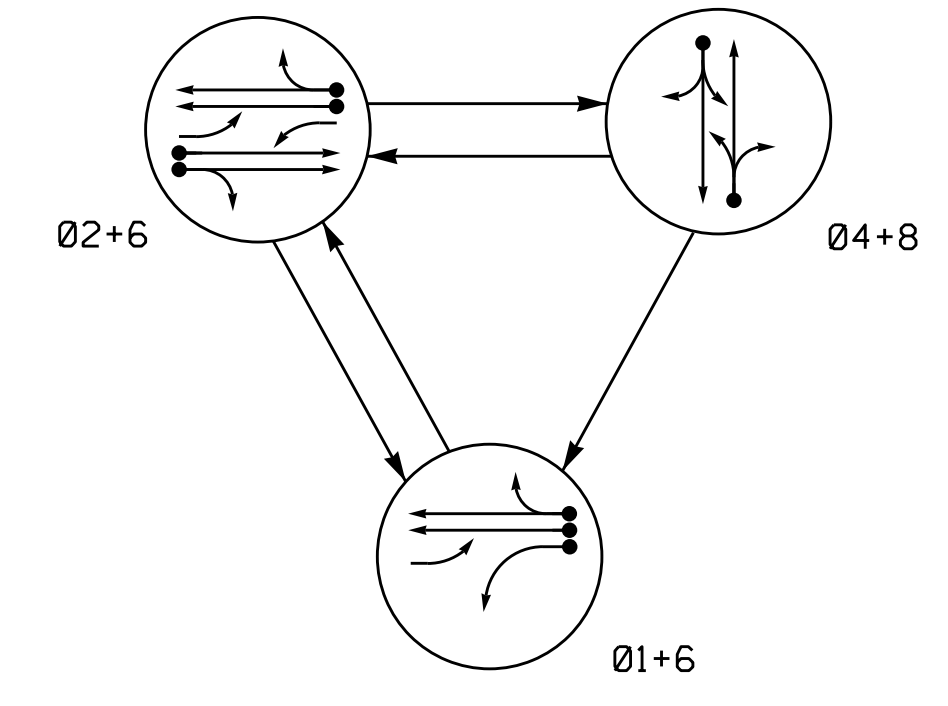


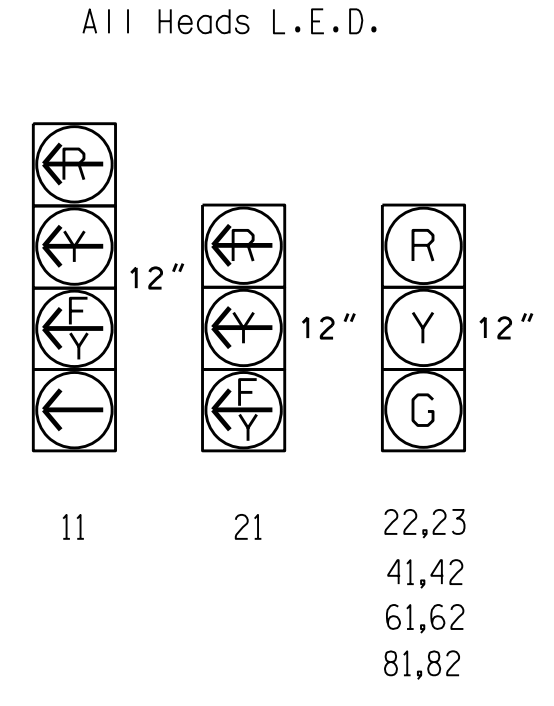
3 Phase Fully Actuated Asheville Signal System

PHASING DIAGRAM



SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4 + 8	F L R
11	←	←	←	←
21	←	←	←	←
22,23	R	G	R	Y
41,42	R	R	G	R
61,62	G	G	R	Y
81,82	R	R	G	R

SIGNAL FACE I.D.

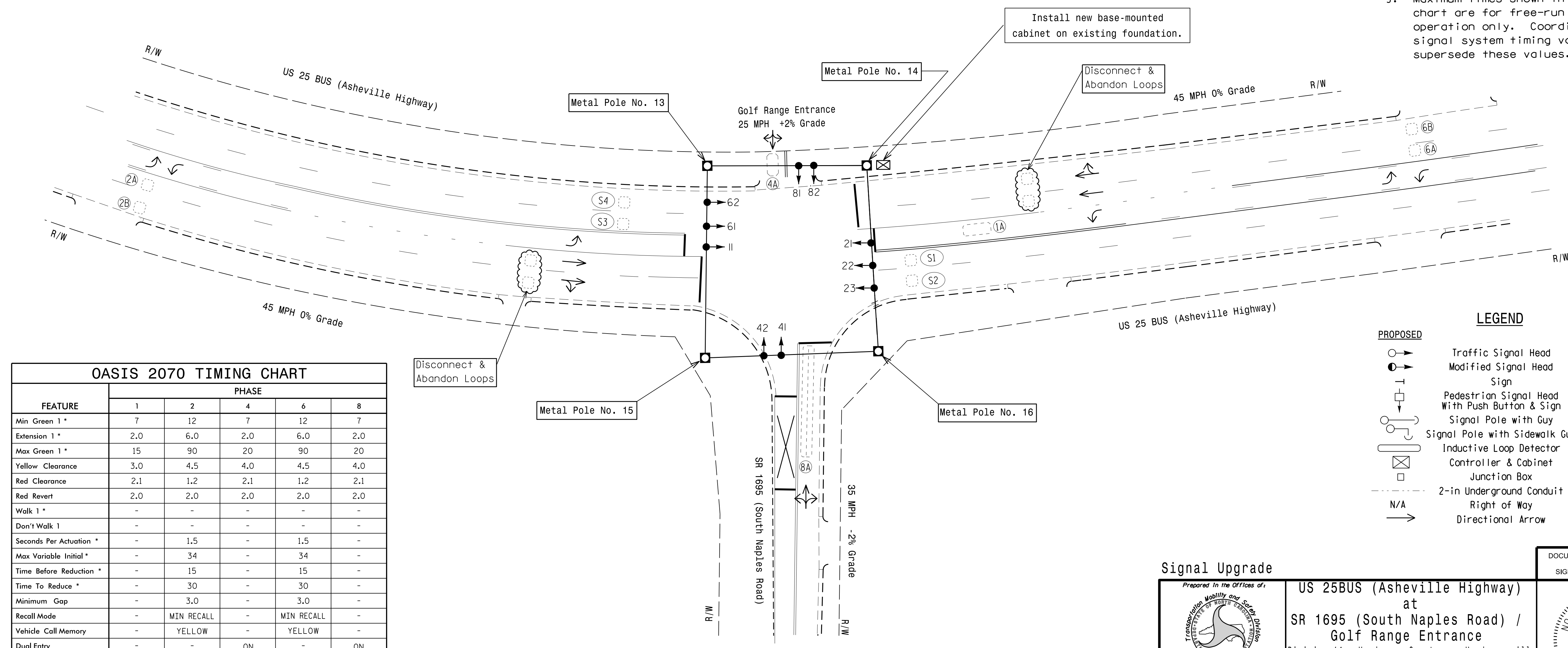
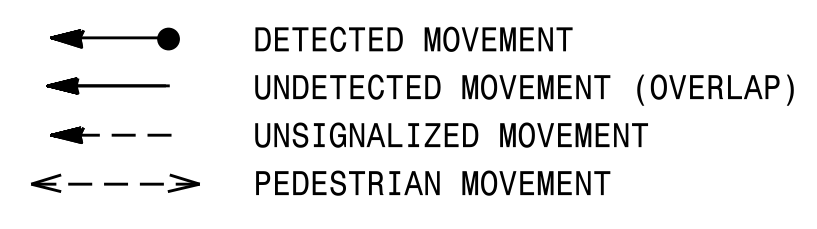


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
1A	6X15	50	3	-	1	Y	Y	-	-	10	-	Y
2A	6X6	300	6	-	2	Y	Y	-	-	-	-	Y
2B	6X6	300	6	-	2	Y	Y	-	-	-	-	Y
4A	6X12	0	3	-	4	Y	Y	-	-	10	-	Y
6A	6X6	300	4	-	6	Y	Y	-	-	-	-	Y
6B	6X6	300	4	-	6	Y	Y	-	-	-	-	Y
8A	6X60	0	2-4-2	-	8	Y	Y	-	-	10	-	Y
S1	6X6	+120	3	-	-	-	-	-	-	-	-	Y
S2	6X6	+120	3	-	-	-	-	-	-	-	-	Y
S3	6X6	+120	3	-	-	-	-	-	-	-	-	Y
S4	6X6	+120	3	-	-	-	-	-	-	-	-	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.
- 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



FEATURE	PHASE				
	1	2	4	6	8
Min Green 1 *	7	12	7	12	7
Extension 1 *	2.0	6.0	2.0	6.0	2.0
Max Green 1 *	15	90	20	90	20
Yellow Clearance	3.0	4.5	4.0	4.5	4.0
Red Clearance	2.1	1.2	2.1	1.2	2.1
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
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

* 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		N/A
	Pedestrian Signal Head		N/A
	Signal Pole with Guy		N/A
	Signal Pole with Sidewalk Guy		N/A
	Inductive Loop Detector		N/A
	Controller & Cabinet		N/A
	Junction Box		N/A
	2-in Underground Conduit		N/A
	Right of Way		N/A
	Directional Arrow		N/A

Signal Upgrade

Prepared in the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

US 25BUS (Asheville Highway) at SR 1695 (South Naples Road) / Golf Range Entrance

Division 14 Henderson County Hendersonville

PLAN DATE: January 2016 REVIEWED BY: P. Alexander

PREPARED BY: M. Mahbooba REVIEWED BY:

REVISIONS

SCALE 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

THOMAS J. WILLIAMS

ENGINEER

024393

9/16/2016

SIG. INVENTORY NO. 14-0678

15-SEP-2016 11:15
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