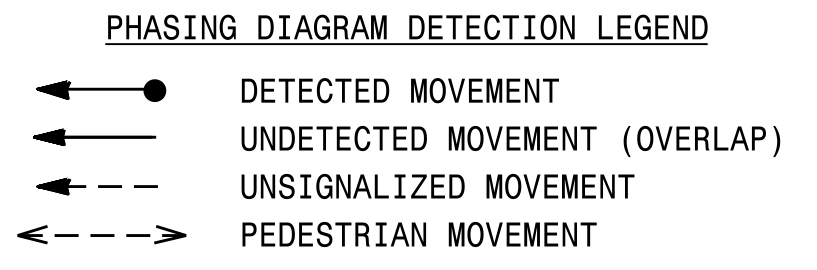
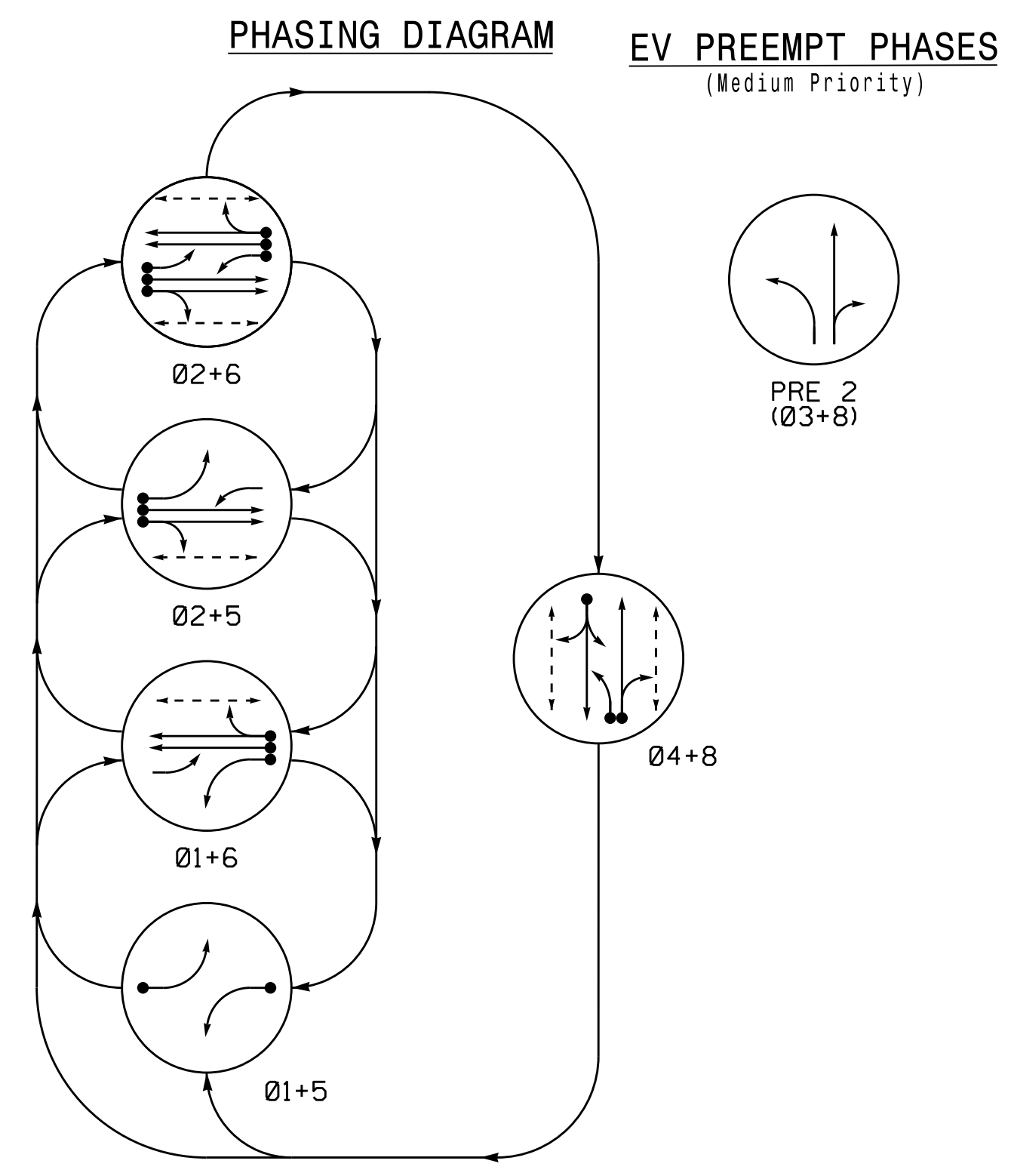
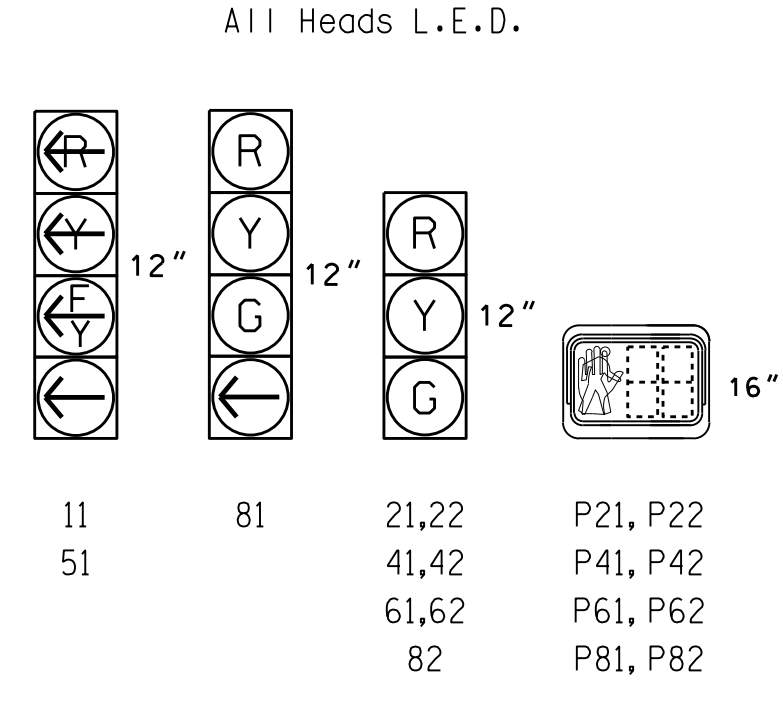


5 Phase W/EVP Fully Actuated Asheville Signal System



SIGNAL FACE	PHASE						
	01+5	01+6	02+5	02+6	04+8	P	PRE 2
11	←	←	←	←	←	←	←
21,22	R	R	G	G	R	R	Y
41, 42	R	R	R	R	G	R	Y
51	←	←	←	←	←	←	←
61,62	R	G	R	G	R	R	Y
81	R	R	R	R	G	R	Y
82	R	R	R	R	G	R	Y
P21, P22	DW	DW	W	W	DW	DRK	
P41, P42	DW	DW	DW	DW	W	DRK	
P61, P62	DW	W	DW	W	DW	DRK	
P81, P82	DW	DW	DW	DW	W	DRK	

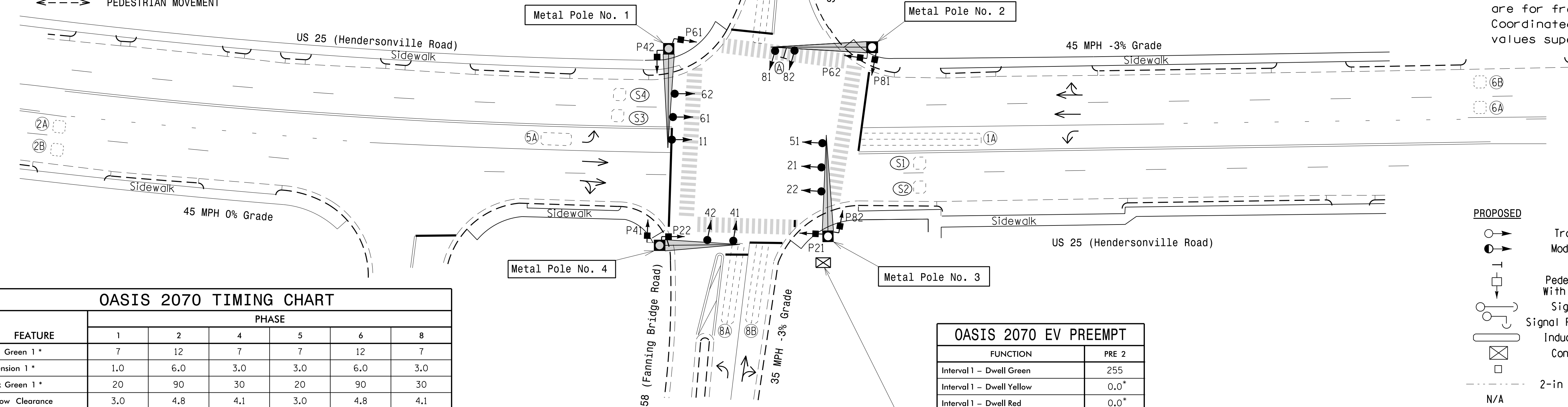
SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART										
INDUCTIVE LOOPS					DETECTOR PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	LOOP SYSTEM NEW CARD
1A	6X60	0	2-4-2	-	1	Y	Y	-	15	-
2A	6X6	300	5	-	2	Y	Y	-	-	-
2B	6X6	300	5	-	2	Y	Y	-	-	-
4A	6X60	+5	2-4-2	-	4	Y	Y	-	5	-
5A	6X15	50	3	-	5	Y	Y	-	10	-
6A	6X6	300	5	-	6	Y	Y	-	-	-
6B	6X6	300	5	-	6	Y	Y	-	-	-
8A	6X40	+5	2-4-2	-	8	Y	Y	-	3	-
8B	6X40	0	2-4-2	-	8	Y	Y	-	10	-
S1	6X6	+120	3	-	-	-	-	-	-	Y
S2	6X6	+120	3	-	-	-	-	-	-	Y
S3	6X6	+120	4	-	-	-	-	-	-	Y
S4	6X6	+120	4	-	-	-	-	-	-	Y

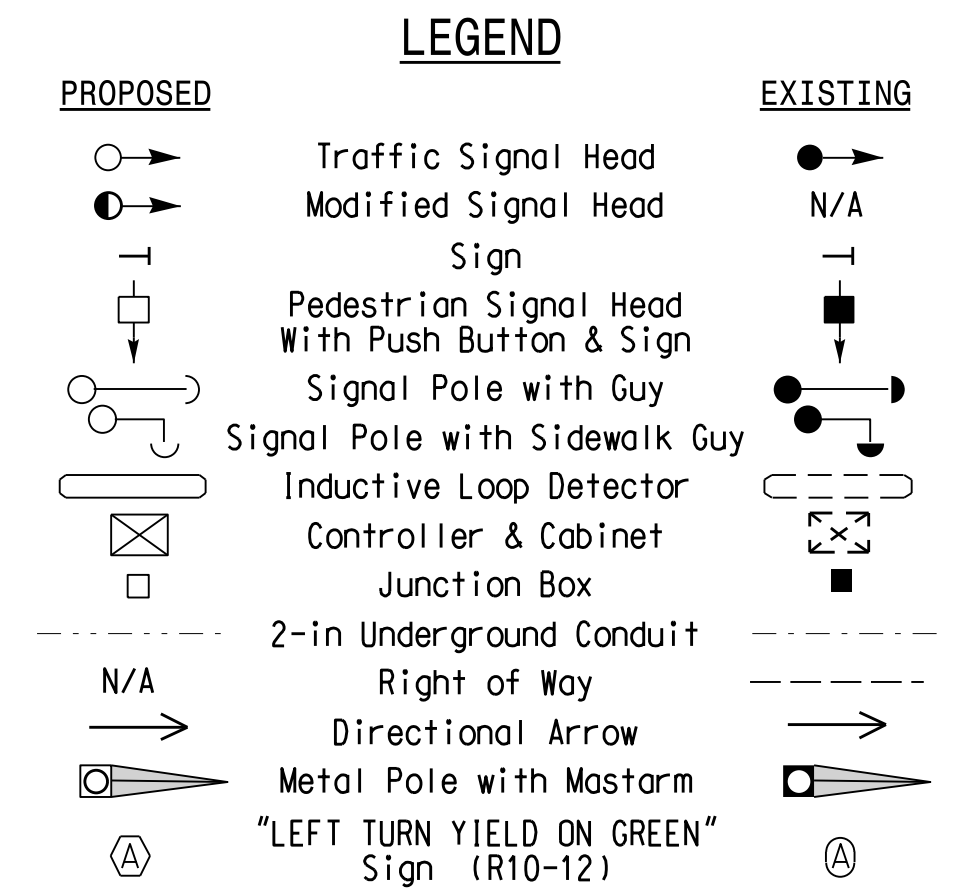
NOTES

- Refer to "Roadway Standard Drawing 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.
- 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.
- Emergency vehicle preemption switch is located in fire station.
- The Division Traffic Engineer will determine the Delay before Preempt and Preempt Dwell Min Green time for the emergency vehicle preemption timing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



FEATURE	PHASE						
	1	2	4	5	6	8	
Min Green 1 *	7	12	7	7	12	7	
Extension 1 *	1.0	6.0	3.0	3.0	6.0	3.0	
Max Green 1 *	20	90	30	20	90	30	
Yellow Clearance	3.0	4.8	4.1	3.0	4.8	4.1	
Red Clearance	2.9	1.3	1.9	2.4	1.3	1.9	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	7	7	-	7	7	
Don't Walk 1	-	15	20	-	14	16	
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	

OASIS 2070 EV PREEMPT	
FUNCTION	PRE 2
Interval 1 - Dwell Green	255
Interval 1 - Dwell Yellow	0.0*
Interval 1 - Dwell Red	0.0*
Interval 5 - Exit Green	1
Interval 5 - Yellow	0.0
Interval 5 - Red	0.0
Exit Phase(s)	2, 6
Priority	MED
Delay Time	**
Min Green Before Pre	1
Ped Clear Before Pre	10
Yellow Clear Before Pre	0.0*
Red Clear Before Pre	0.0*
Dwell Min Time	**
Enable Backup Protection	Y
Ped Clear Through Yellow	Y
Omit Overlaps	-



Install new base-mounted cabinet on existing foundation.

* 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:

US 25 (Hendersonville Road) at SR 1358 (Fanning Bridge Road)
 Division 14 Henderson County Fletcher
 PLAN DATE: January 2016 REVIEWED BY: P. Alexander
 PREPARED BY: M. Mahbooba REVIEWED BY:
 REVISIONS: INIT. DATE
 SCALE: 1"=30'
 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
 SEAL: J. G. Williams, 11/9/2016
 SIG. INVENTORY NO. 14-0740

09-000-2016-11-15
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