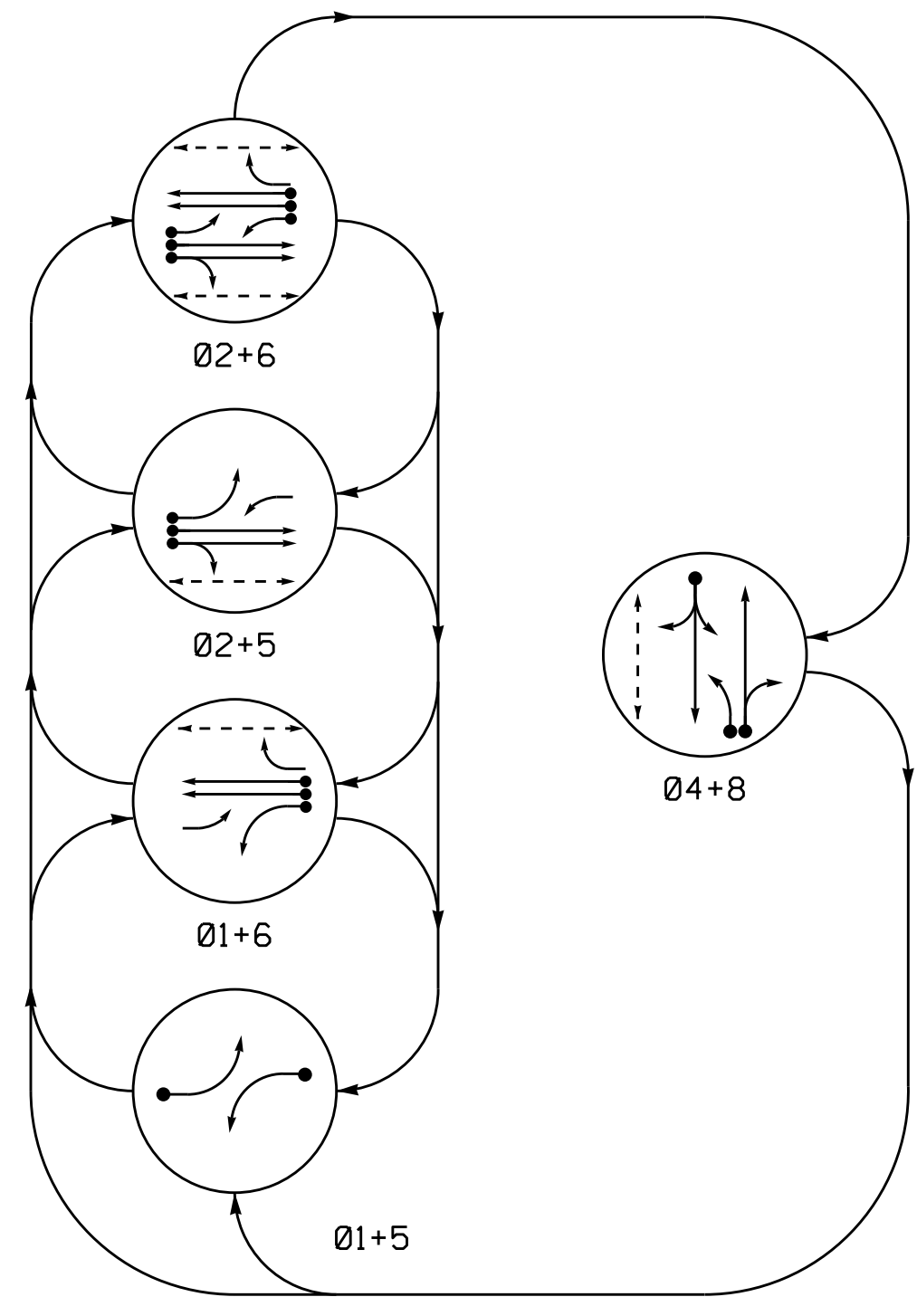


5 Phase Fully Actuated Asheville Signal System

PHASING DIAGRAM

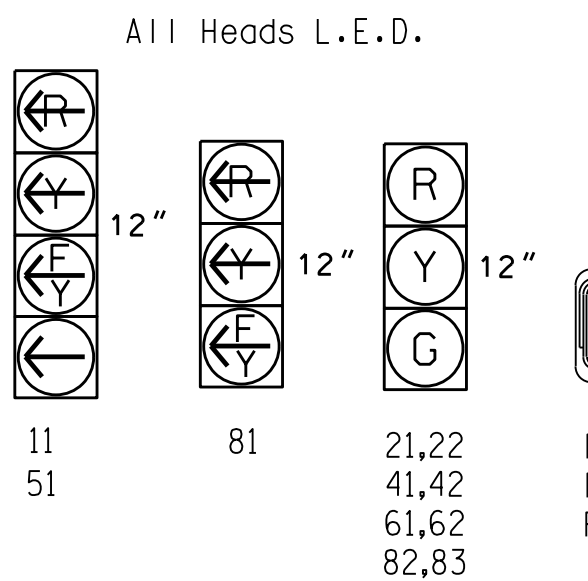


PHASING DIAGRAM DETECTION LEGEND
 ● DETECTED MOVEMENT
 ○ UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE					FLASH
	01+5	01+6	02+5	02+6	04+8	
11	-	-	F	F	R	Y
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	-	F	-	-	F	Y
61, 62	R	G	R	G	R	Y
81	-	-	-	-	F	Y
82, 83	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.

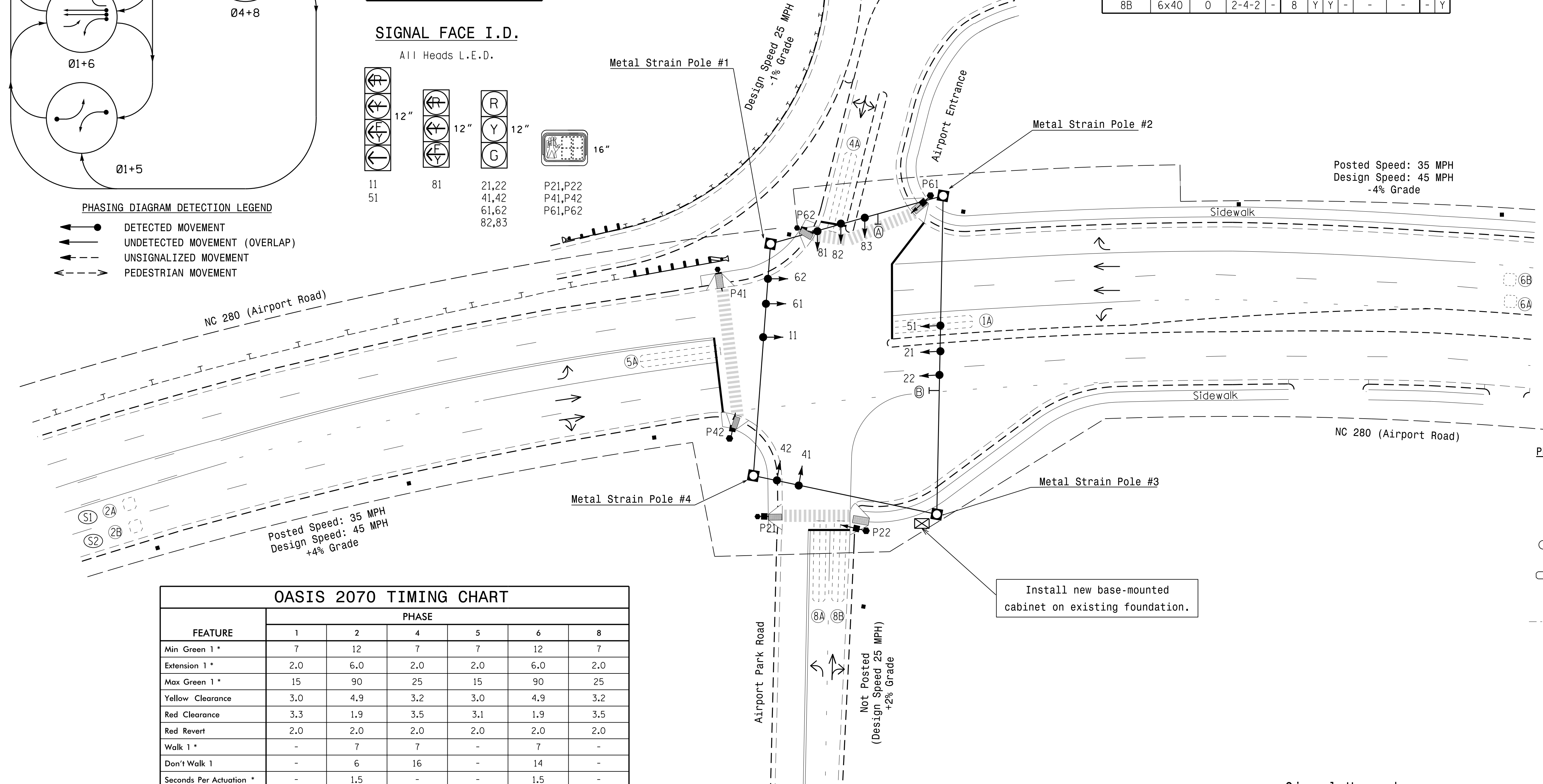


OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6x40	0	2-4-2	-	1	Y	Y	-	-	15	-	Y
2A/S1	6x6	300	5	-	2	Y	Y	-	-	-	-	Y
2B/S2	6x6	300	5	-	2	Y	Y	-	-	-	-	Y
4A	6x40	+5	2-4-2	-	4	Y	Y	-	-	-	-	Y
5A	6x40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
6A	6x6	300	6	-	6	Y	Y	-	-	-	-	Y
6B	6x6	300	6	-	6	Y	Y	-	-	-	-	Y
8A	6x40	0	2-4-2	-	8	Y	Y	-	-	3	-	Y
8B	6x40	0	2-4-2	-	8	Y	Y	-	-	-	-	Y

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 and/or phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance for vehicle turning right on red.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. Pavement markings are existing.
9. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

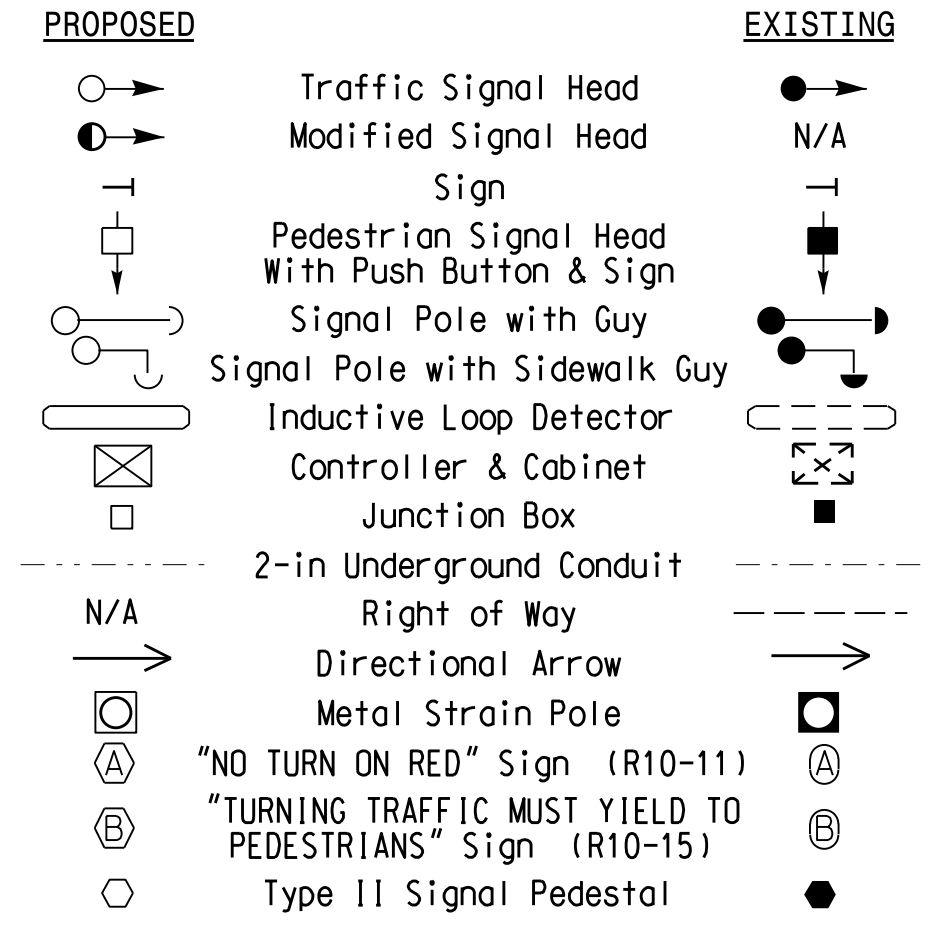


OASIS 2070 TIMING CHART

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	25	15	90	25
Yellow Clearance	3.0	4.9	3.2	3.0	4.9	3.2
Red Clearance	3.3	1.9	3.5	3.1	1.9	3.5
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	7	7	-	7	-
Don't Walk 1	-	6	16	-	14	-
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

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

NC 280 (Airport Road) at Airport Park Road/Airport Entrance

Division 13 Buncombe County Fletcher

PLAN DATE: June 2016 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba REVIEWED BY:

REVISIONS INIT. DATE

SCALE 0 30 1"=30'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 024393
 T. J. WILLIAMS
 11/2/2016
 DATE
 SIG. INVENTORY NO. 13-1118

02-1000-2016-10-18
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