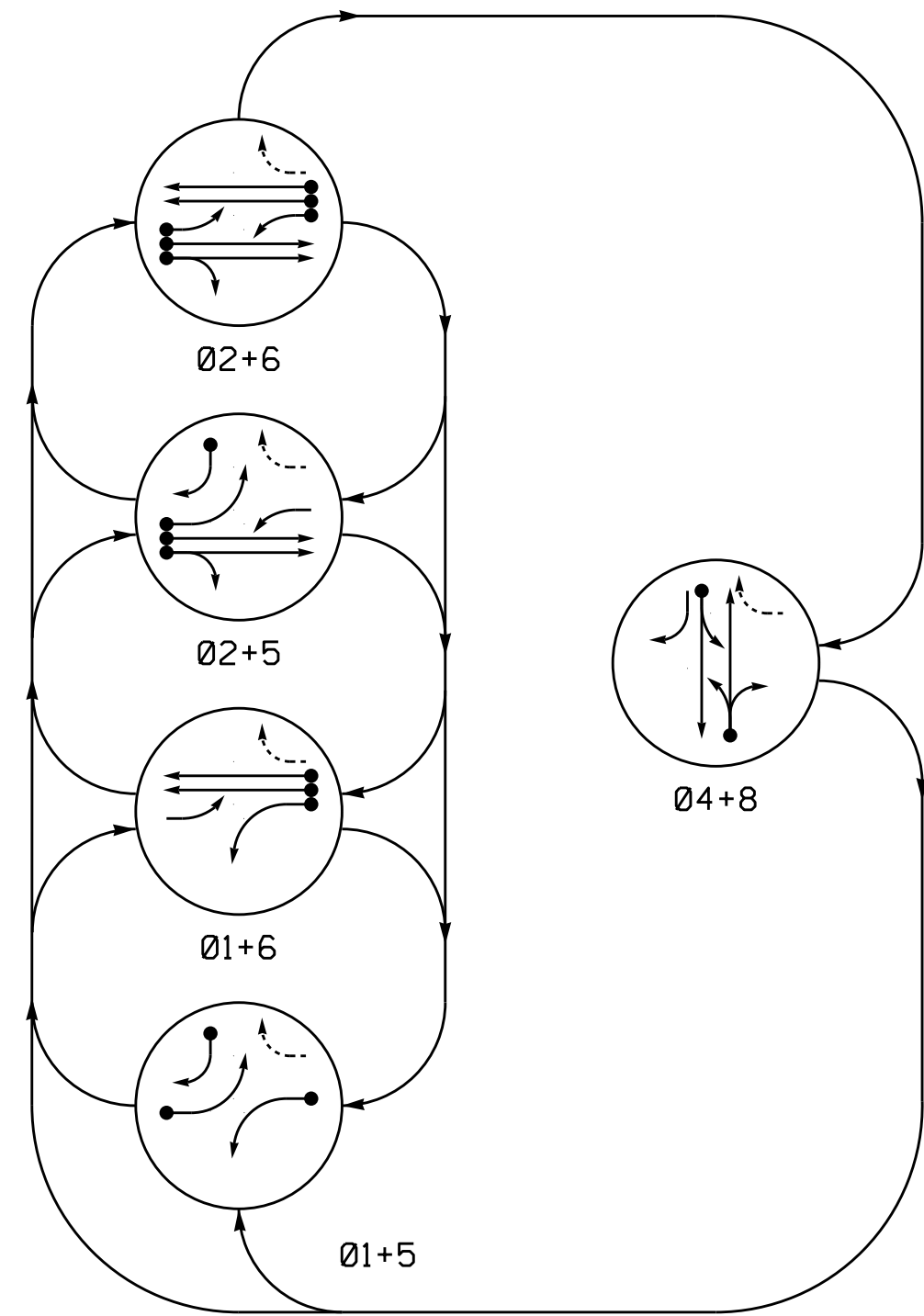


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

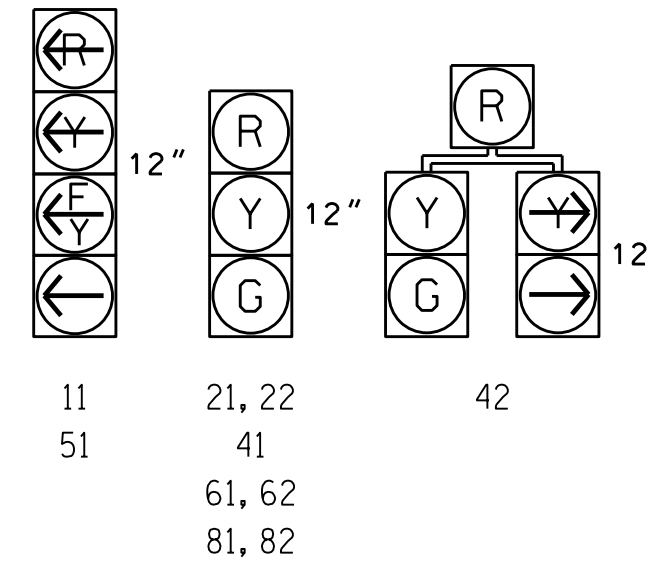
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

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

SIGNAL FACE I.D.

All Heads L.E.D.



Install new base-mounted cabinet on existing foundation.

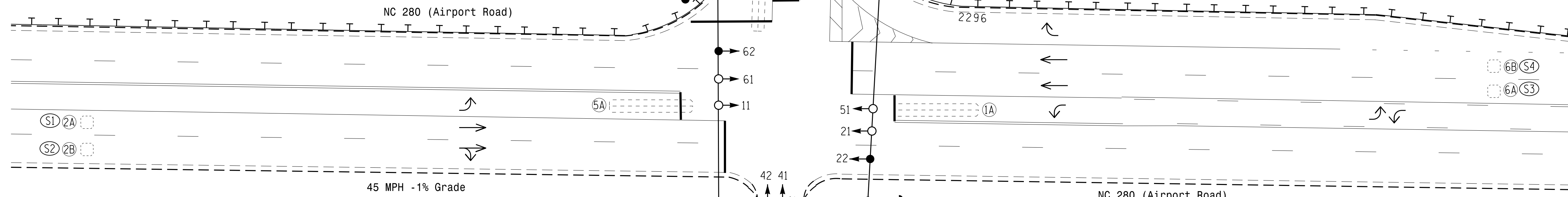
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME		
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	0	2-4-2	-	4	Y	Y	-	3	-	Y
5A	6X40	+5	2-4-2	-	5	Y	Y	-	15	-	Y
5B	6X40	+5	2-4-2	-	5	Y	Y	-	15	-	Y
6A/S3	6X6	300	5	-	6	Y	Y	-	-	-	Y
6B/S4	6X6	300	5	-	6	Y	Y	-	-	-	Y
8A	6X40	+5	2-4-2	-	8	Y	Y	-	5	-	Y

5 Phase Fully Actuated Asheville Signal System

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.
- Reposition existing signal heads numbered 22 & 62.
- Set all detector units to presence mode.
- Locate new cabinet so as not 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.



OASIS 2070 TIMING CHART

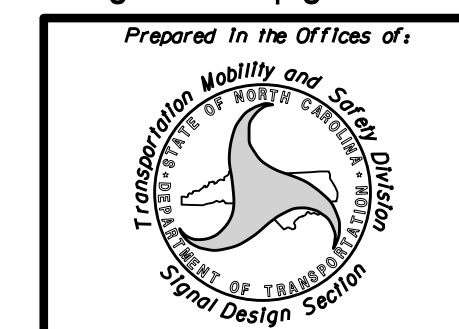
FEATURE	PHASE						
	1	2	4	5	6	8	
Min Green 1 *	7	12	7	7	12	7	
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0	
Max Green 1 *	15	90	30	25	90	30	
Yellow Clearance	3.0	4.6	3.6	3.0	4.6	3.6	
Red Clearance	2.3	1.0	2.4	2.4	1.0	2.4	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	-	-	-	-	-	
Don't Walk 1	-	-	-	-	-	-	
Seconds 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	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

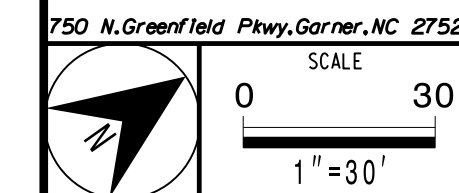
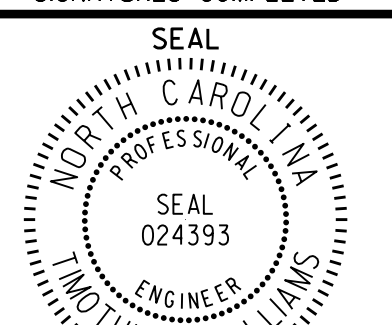
- |  |   |  |   |
|--|---|--|---|
|  | PROPOSED Traffic Signal Head                            |  | EXISTING Traffic Signal Head                            |
|  | PROPOSED Modified Signal Head                           |  | EXISTING Modified Signal Head                           |
|  | PROPOSED Pedestrian Signal Head With Push Button & Sign |  | EXISTING Pedestrian Signal Head With Push Button & Sign |
|  | PROPOSED Signal Pole with Guy                           |  | EXISTING Signal Pole with Guy                           |
|  | PROPOSED Signal Pole with Sidewalk Guy                  |  | EXISTING Signal Pole with Sidewalk Guy                  |
|  | PROPOSED Inductive Loop Detector                        |  | EXISTING Inductive Loop Detector                        |
|  | PROPOSED Controller & Cabinet                           |  | EXISTING Controller & Cabinet                           |
|  | PROPOSED Junction Box                                   |  | EXISTING Junction Box                                   |
|  | PROPOSED 2-in Underground Conduit                       |  | EXISTING 2-in Underground Conduit                       |
|  | PROPOSED Right of Way                                   |  | EXISTING Right of Way                                   |
|  | PROPOSED Directional Arrow                              |  | EXISTING Directional Arrow                              |
|  | PROPOSED Guardrail                                      |  | EXISTING Guardrail                                      |
|  | PROPOSED "YIELD" Sign (R1-2)                            |  | EXISTING "YIELD" Sign (R1-2)                            |

Signal Upgrade



NC 280 (Airport Road) at Wal-Mart Supercenter / Private Drive  
 Division 13 Buncombe County Fletcher  
 PLAN DATE: December 2015 REVIEWED BY: T. Williams  
 PREPARED BY: M. Mahbooba REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



REVISIONS	INIT.	DATE

Signed by: T. Williams 8/8/2016  
 DATE  
 SIG. INVENTORY NO. 13-1197