PROJECT REFERENCE NO.	SHEET NO.
U-4715 B	Sig.233.0

PHASING DIAGRAM

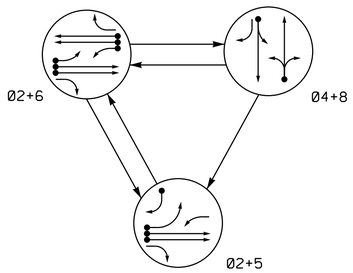
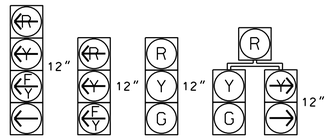


TABLE OF OPERATION				
SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4+8	FLASH
21,22	G	G	R	Y
41	R	R	G	R
42	R/Y	R	G	R
51	←	F/Y	~~R~~	~~Y~~
61	F/Y	F/Y	~~R~~	~~Y~~
62,63	R	G	R	Y
81,82	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS					DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	*	550	*	-	2	Y	Y	-	-	-	-	*
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	3	-	Y
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	Y
					2	Y	Y	Y	-	3	-	Y
5B	6X20	0	2-4-2	-	5	Y	Y	-	-	10	-	Y
6A	6X6	550	6	-	6	Y	Y	-	-	-	-	Y
6B	6X6	550	6	-	6	Y	Y	-	-	-	-	Y
6C	6X40	0	6	-	6	Y	Y	Y	-	3	-	Y
8A	20X6	0	4	-	8	Y	Y	-	-	5	-	Y

* Microwave Detection Zone

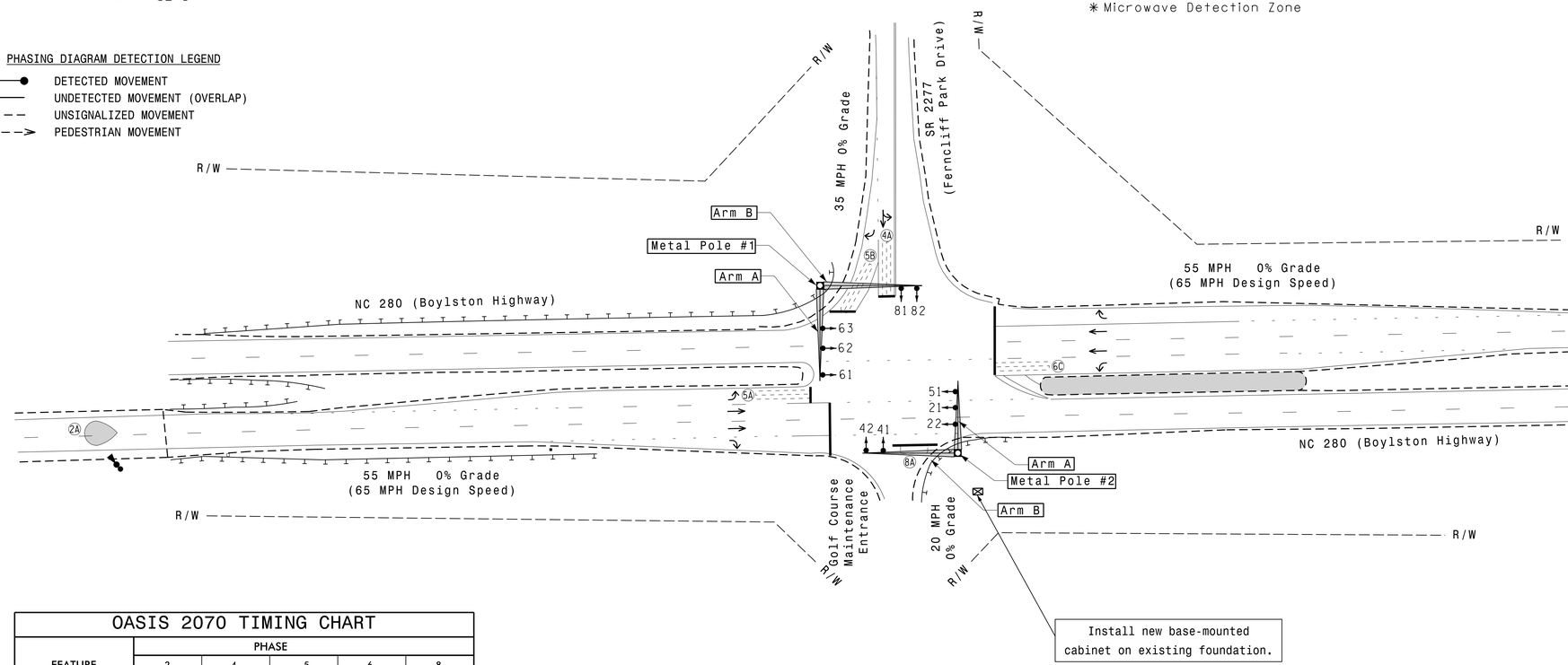
3 Phase Fully Actuated Asheville Signal System

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 5 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

PHASING DIAGRAM DETECTION LEGEND

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



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
N/A	Guardrail	
	Metal Pole with Mastarm	
	Out of Pavement Detection Zone	
	Out of Pavement Detector	

OASIS 2070 TIMING CHART					
FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6	PHASE 8
Min Green 1 *	16	7	7	16	7
Extension 1 *	6.5	2.0	2.0	6.5	2.0
Max Green 1 *	70	35	15	70	35
Yellow Clearance	5.8	3.8	3.0	5.8	3.8
Red Clearance	1.3	3.3	3.2	1.3	3.3
Red revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	2.5	-	-	2.5	-
Max Variable Initial *	59	-	-	59	-
Time Before Reduction *	15	-	-	15	-
Time To Reduce *	45	-	-	45	-
Minimum Gap	3.4	-	-	3.4	-
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.

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared For: Transportation Mobility and Safety Division, Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

NC 280 (Boylston Highway) at SR 2277 (Ferncliff Park Drive) / Golf Maintenance Entrance

Division 14 Henderson County Fletcher

PLAN DATE: February 2016 REVIEWED BY: T. Williams

PREPARED BY: M. Mahbooba RKA PROJECT NO.:

SCALE 0 50 1"=50'

REVISIONS	INIT.	DATE

SEAL NORTH CAROLINA PROFESSIONAL SEAL 024393 ENGINEER TIMOTHY J. WILLIAMS

DocuSigned by: T. J. Williams 8/9/2016

07AD7D2DFEF934CA... DATE

SIG. INVENTORY NO. 14-1271

08-AUG-2016 15:45
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mmahbooba