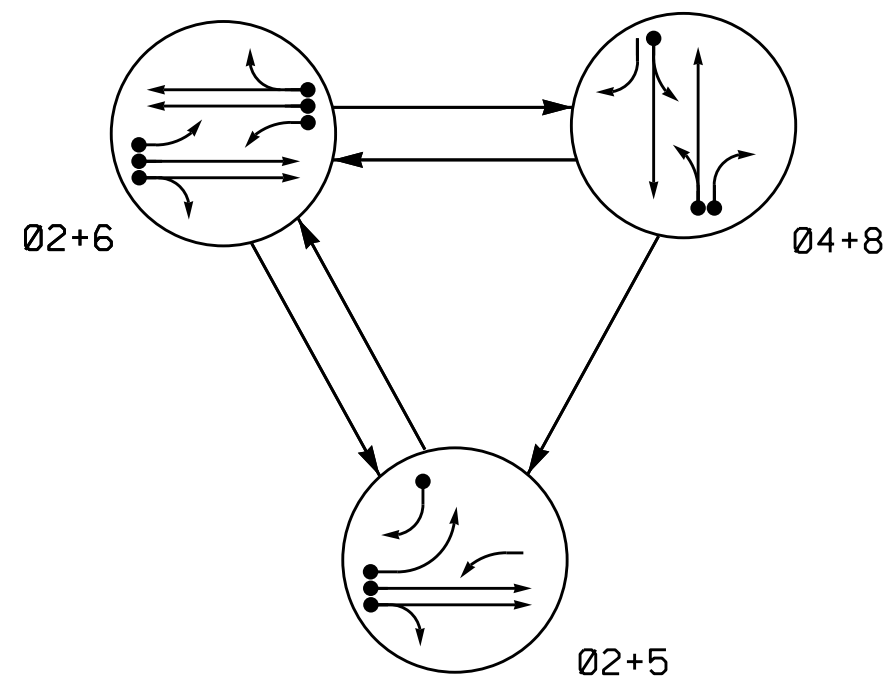


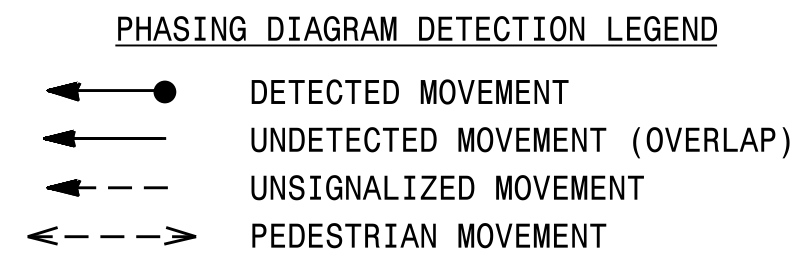
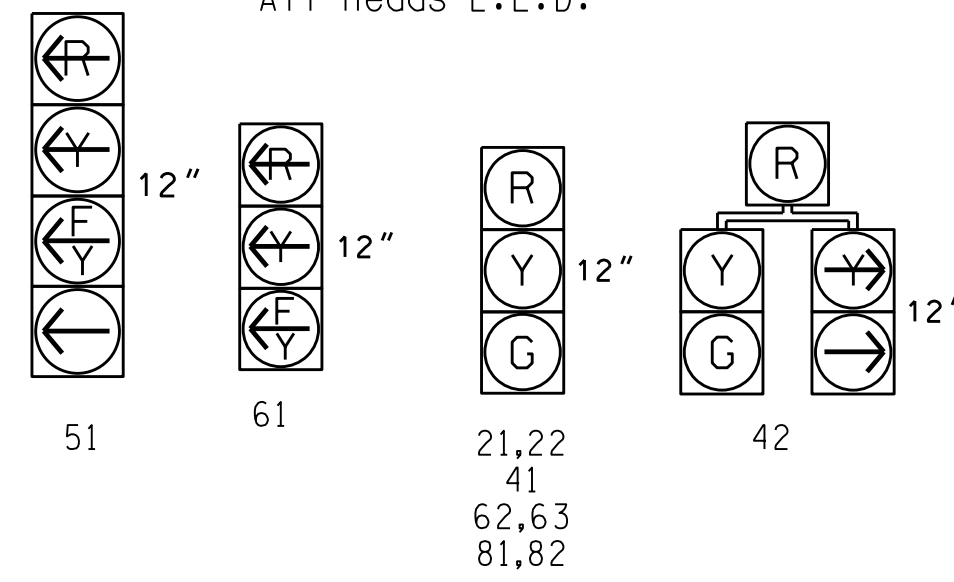
PHASING DIAGRAM



| SIGNAL FACE | PHASE | | | | |
|-------------|-------|------|------|---|---|
| | 02+5 | 02+6 | 04+8 | F | F |
| 21,22 | G | G | R | Y | |
| 41 | R | R | G | R | |
| 42 | R | R | G | R | |
| 51 | F | F | R | Y | |
| 61 | F | F | R | Y | |
| 62,63 | R | G | R | Y | |
| 81,82 | R | R | G | R | |

SIGNAL FACE I.D.

All Heads L.E.D.

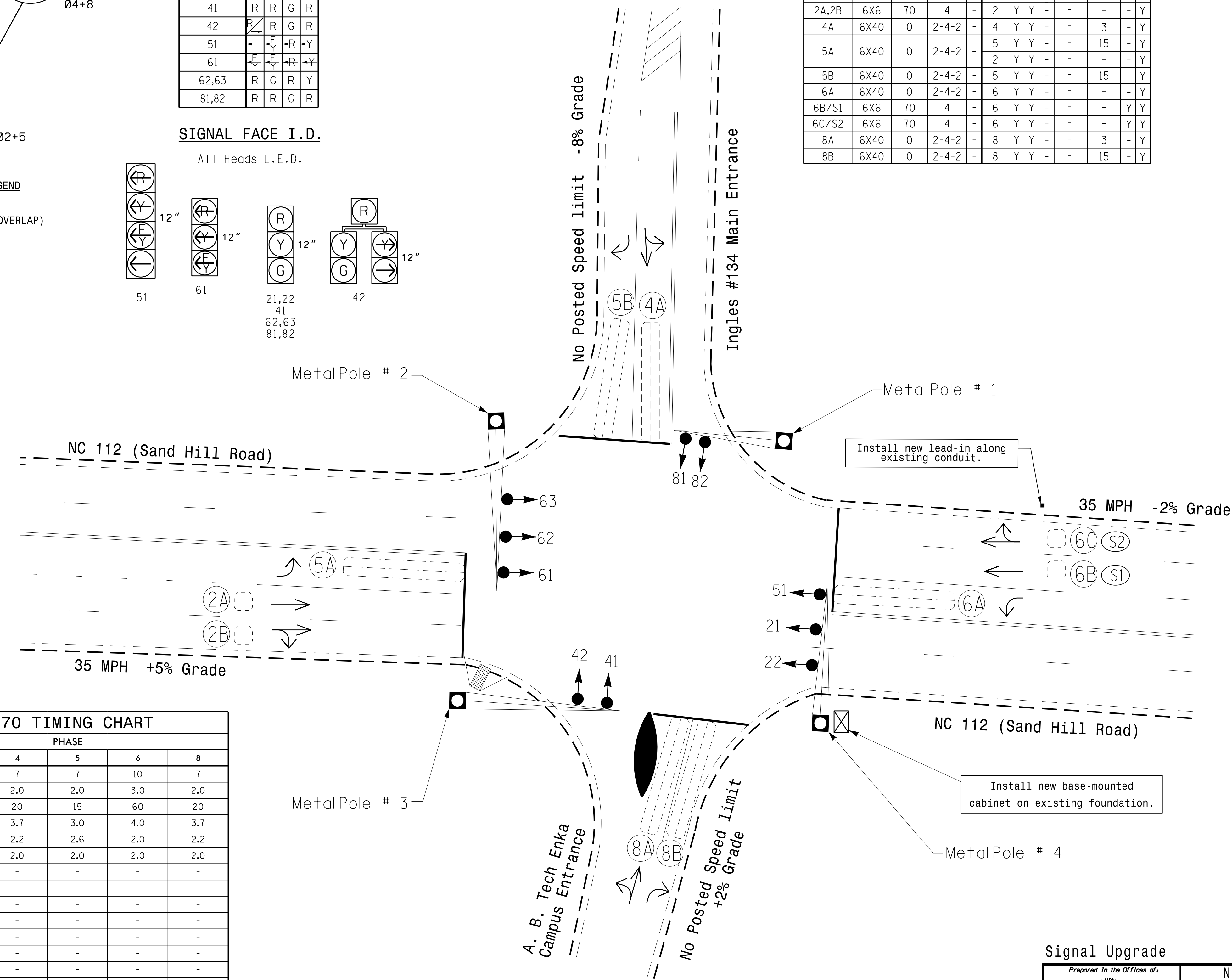


| OASIS 2070 LOOP & DETECTOR INSTALLATION | | | | | | | | | | | | |
|---|-----------|----------------------------|-------|----------------------|-------|---------|-----------|-----------------|--------------|------------|-------------|----------|
| INDUCTIVE LOOPS | | | | DETECTOR PROGRAMMING | | | | | | | | |
| 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,2B | 6X6 | 70 | 4 | - | 2 | Y | Y | - | - | - | - | Y |
| 4A | 6X40 | 0 | 2-4-2 | - | 4 | Y | Y | - | - | 3 | - | Y |
| 5A | 6X40 | 0 | 2-4-2 | - | 5 | Y | Y | - | - | 15 | - | Y |
| 5B | 6X40 | 0 | 2-4-2 | - | 5 | Y | Y | - | - | 15 | - | Y |
| 6A | 6X40 | 0 | 2-4-2 | - | 6 | Y | Y | - | - | - | - | Y |
| 6B/S1 | 6X6 | 70 | 4 | - | 6 | Y | Y | - | - | - | - | Y |
| 6C/S2 | 6X6 | 70 | 4 | - | 6 | Y | Y | - | - | - | - | Y |
| 8A | 6X40 | 0 | 2-4-2 | - | 8 | Y | Y | - | - | 3 | - | Y |
| 8B | 6X40 | 0 | 2-4-2 | - | 8 | Y | Y | - | - | 15 | - | Y |

3 Phase Fully Actuated Asheville Signal System

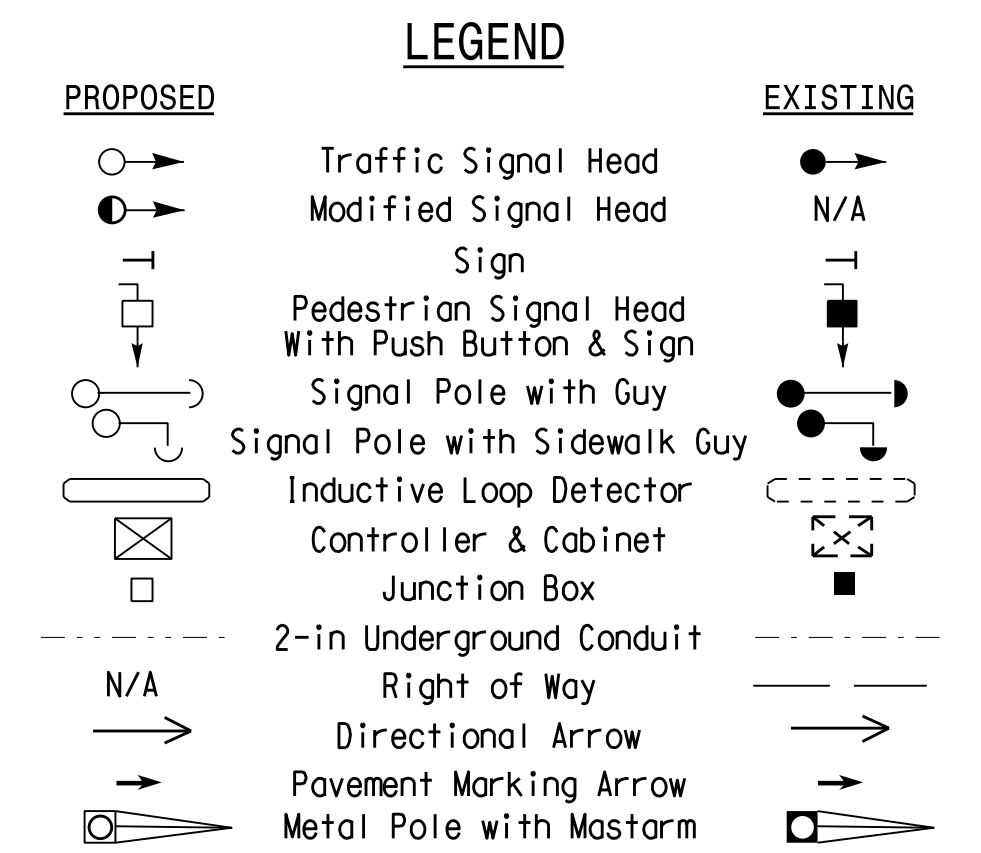
NOTES

- 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 5 may be lagged.
- Set all detector units to presence mode.
- 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.



| OASIS 2070 TIMING CHART | | | | | |
|-------------------------|------------|-----|-----|------------|-----|
| FEATURE | PHASE | | | | |
| | 2 | 4 | 5 | 6 | 8 |
| Min Green 1 * | 10 | 7 | 7 | 10 | 7 |
| Extension 1 * | 3.0 | 2.0 | 2.0 | 3.0 | 2.0 |
| Max Green 1 * | 60 | 20 | 15 | 60 | 20 |
| Yellow Clearance | 4.0 | 3.7 | 3.0 | 4.0 | 3.7 |
| Red Clearance | 2.0 | 2.2 | 2.6 | 2.0 | 2.2 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Walk 1 * | - | - | - | - | - |
| Don't Walk 1 | - | - | - | - | - |
| Seconds Per Actuation * | - | - | - | - | - |
| Max Variable Initial * | - | - | - | - | - |
| Time Before Reduction * | - | - | - | - | - |
| Time To Reduce * | - | - | - | - | - |
| Minimum Gap | - | - | - | - | - |
| 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

Prepared in the Office of:

 TRANSPORTATION MOBILITY AND SAFETY DIVISION
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 Signal Design Section
 750 N. Greenfield Pkwy, Garner, NC 27529

NC 112 (Sand Hill Road) at Ingles # 134 Main Entrance / A. B. Tech Enka Campus Entrance

Division 13 Buncombe County Enka

PLAN DATE: March 2016 REVIEWED BY: T. J. Williams

PREPARED BY: C. Pierce REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: 0 20
1" = 20'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 24393
 T. J. WILLIAMS
 8/10/2016
 DATE

SIG. INVENTORY NO. 13-1250

I:\0-4715-2016-10-16
 S:\13-1250\13-1250\SIG\13-1250\SIG\Signal_System\Signal_Design\13-1250\SIG\13-1250\SIG.dgn, 201602xx.dgn