

PHASING DIAGRAM

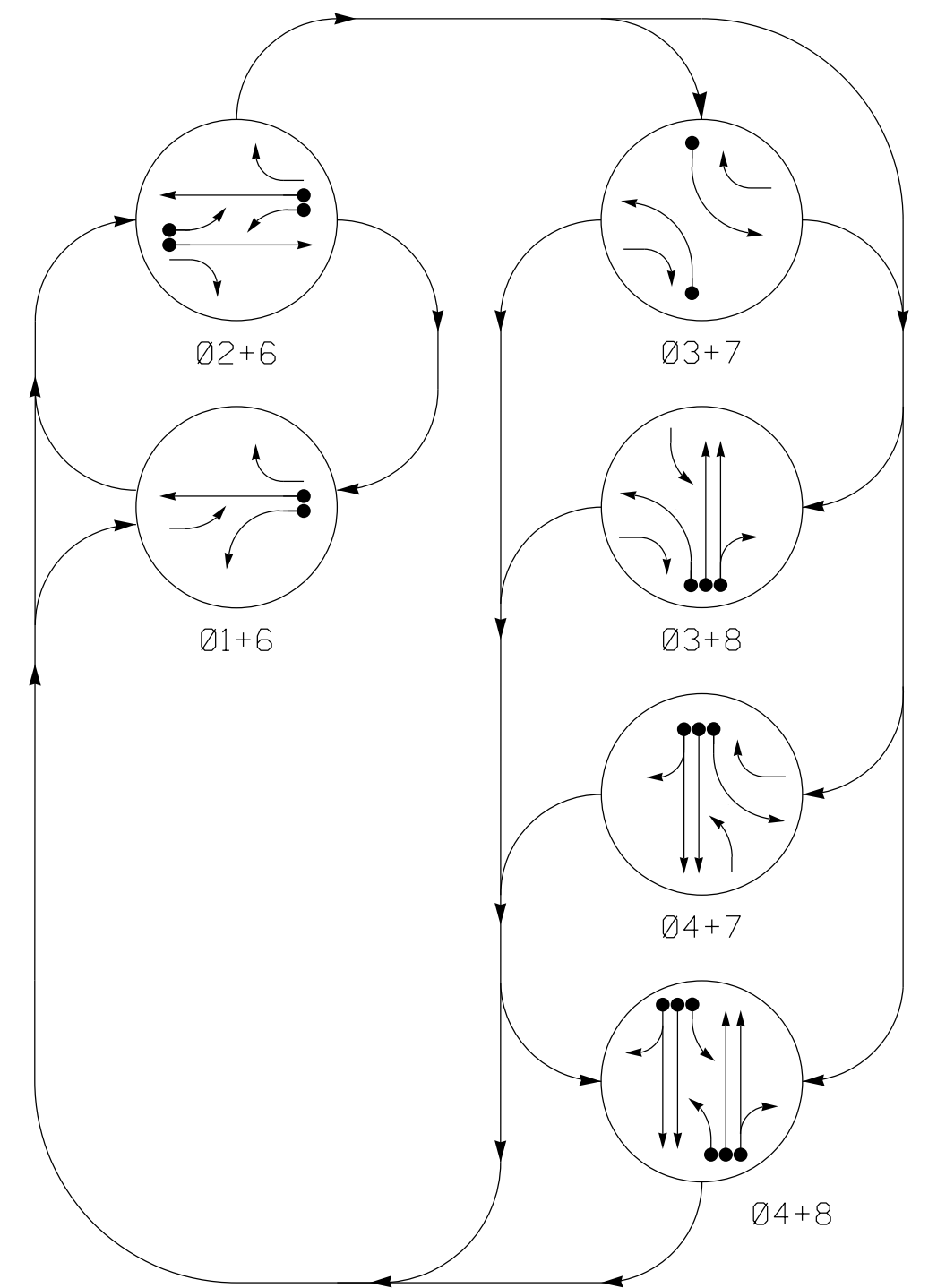
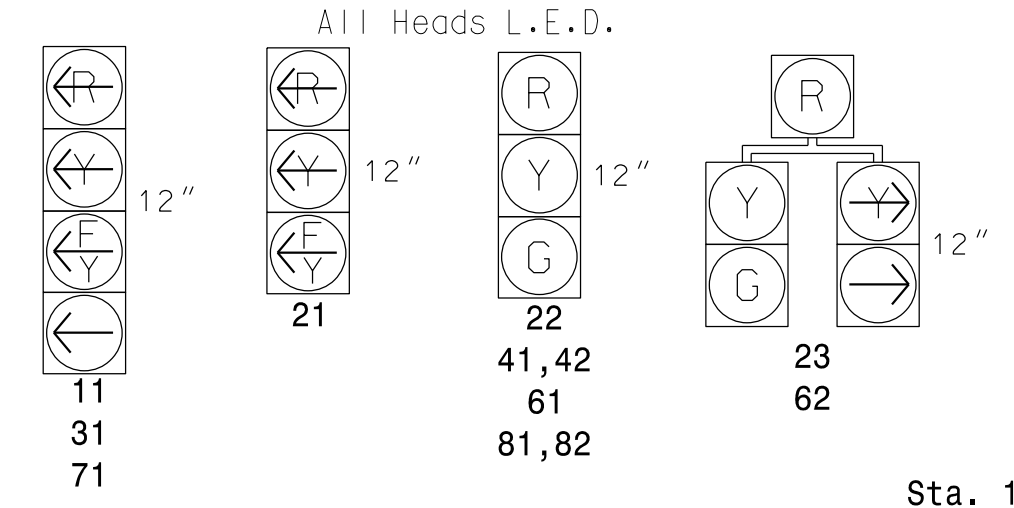


TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+6	02+6	03+7	03+8	04+7	04+8	H	F
11	Y	F	R	R	R	R	H	Y
21	F	F	R	R	R	R	H	Y
22	R	G	R	R	R	R	H	Y
23	R	G	R	R	R	R	H	Y
31	R	R	F	F	F	F	H	Y
41, 42	R	R	R	R	G	G	H	R
61	G	G	R	R	R	R	H	Y
62	G	G	R	R	R	R	H	Y
71	R	R	F	F	F	F	H	Y
81, 82	R	R	R	G	R	G	H	R

SIGNAL FACE I.D.



PHASING DIAGRAM DETECTION LEGEND

- ← ● DETECTED MOVEMENT
- ← ○ UNDETECTED MOVEMENT (OVERLAP)
- ← ○ UNSIGNALIZED MOVEMENT
- ← ○ PEDESTRIAN MOVEMENT

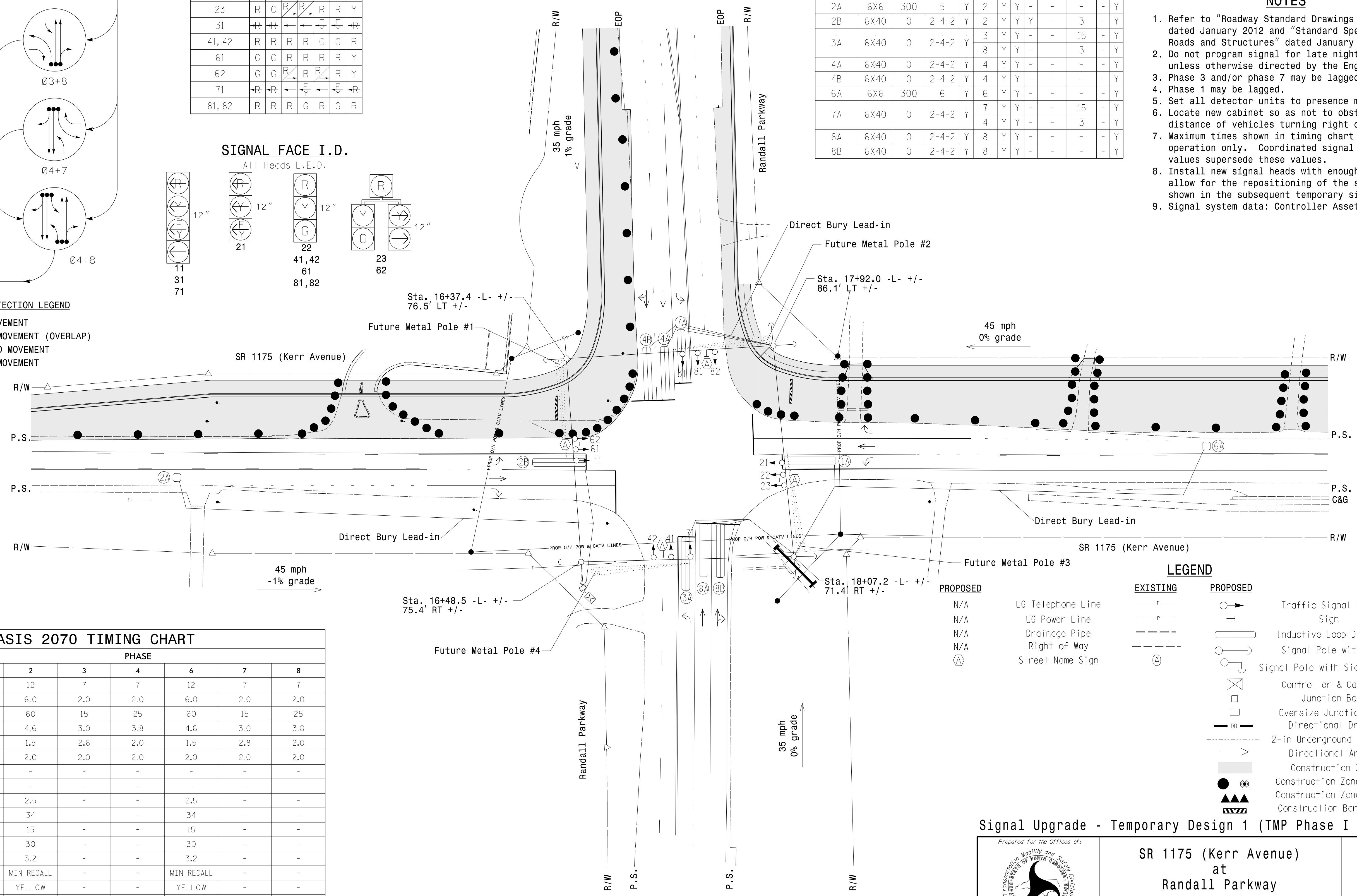
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	Y	1	Y	Y	-	-	15	-	Y
2A	6X6	300	5	Y	6	Y	Y	Y	-	3	-	Y
2B	6X40	0	2-4-2	Y	2	Y	Y	Y	-	-	-	Y
3A	6X40	0	2-4-2	Y	3	Y	Y	-	-	15	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
4B	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
6A	6X6	300	6	Y	6	Y	Y	-	-	-	-	Y
7A	6X40	0	2-4-2	Y	7	Y	Y	-	-	15	-	Y
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	3	-	Y
8B	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	-	Y

6 Phase Fully Actuated (Wilmington 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 3 and/or phase 7 may be lagged.
4. Phase 1 may be lagged.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Install new signal heads with enough signal cable to allow for the repositioning of the signal heads as shown in the subsequent temporary signal designs.
9. Signal system data: Controller Asset #0605.



OASIS 2070 TIMING CHART

FEATURE	PHASE							
	1	2	3	4	6	7	8	
Min Green 1 *	7	12	7	7	12	7	7	
Extension 1 *	2.0	6.0	2.0	2.0	6.0	2.0	2.0	
Max Green 1 *	35	60	15	25	60	15	25	
Yellow Clearance	3.0	4.6	3.0	3.8	4.6	3.0	3.8	
Red Clearance	2.9	1.5	2.6	2.0	1.5	2.8	2.0	
Red Revert	2.0	2.0	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 *	-	34	-	-	34	-	-	
Time Before Reduction *	-	15	-	-	15	-	-	
Time To Reduce *	-	30	-	-	30	-	-	
Minimum Gap	-	3.2	-	-	3.2	-	-	
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-	-	
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-	-	
Dual Entry	-	-	-	ON	-	-	ON	
Simultaneous Gap	ON	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.

- PROPOSED**
- N/A UG Telephone Line
 - N/A UG Power Line
 - N/A Drainage Pipe
 - N/A Right of Way
 - (A) Street Name Sign

LEGEND

- | | | | | | |
|--|-----------------|--|-----------------|--|-----------------|
| | EXISTING | | PROPOSED | | EXISTING |
| | EXISTING | | PROPOSED | | EXISTING |
| | EXISTING | | PROPOSED | | EXISTING |
| | EXISTING | | PROPOSED | | EXISTING |
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| | EXISTING | | PROPOSED | | EXISTING |
| | EXISTING | | PROPOSED | | EXISTING |

Signal Upgrade - Temporary Design 1 (TMP Phase I & II)

13-JUL-2015 10:18
D:\Transportation\Traffic\c:\cur\100036295_U3338B_Kerr_Sig_LTS\sig\03-0605T1.dgn
MILEAGE - AT 0329140

SR 1175 (Kerr Avenue) at Randall Parkway

Division 03 New Hanover County Wilmington

PLAN DATE: June 2014 REVIEWED BY: LM Moon

PREPARED BY: AM Thigpen REVIEWED BY: MB Toth

SCALE: 1"=40'

SEAL

DocuSigned by:
Melissa B. Toth
12/19/2014

SIG. INVENTORY NO. 03-0605T1