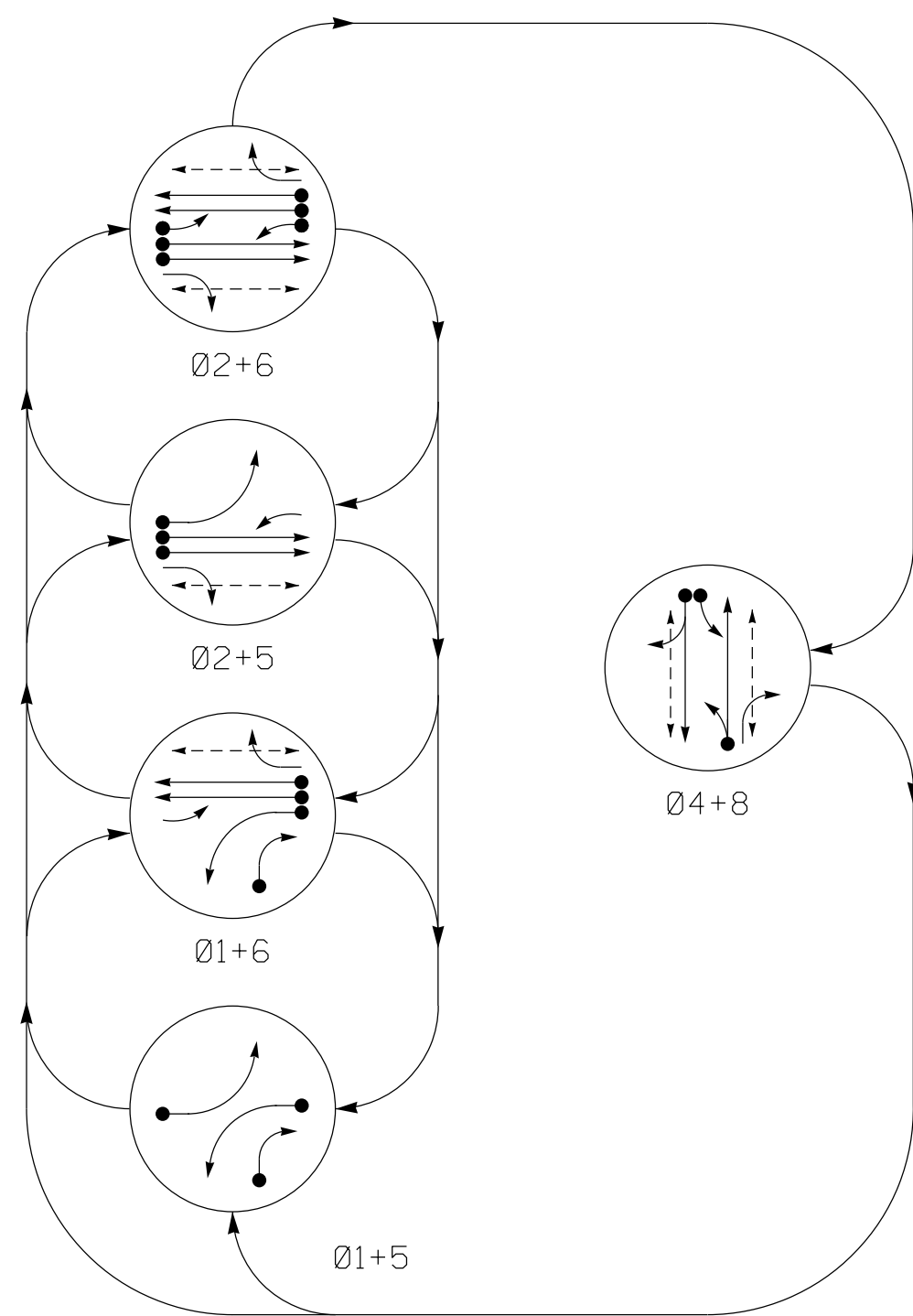
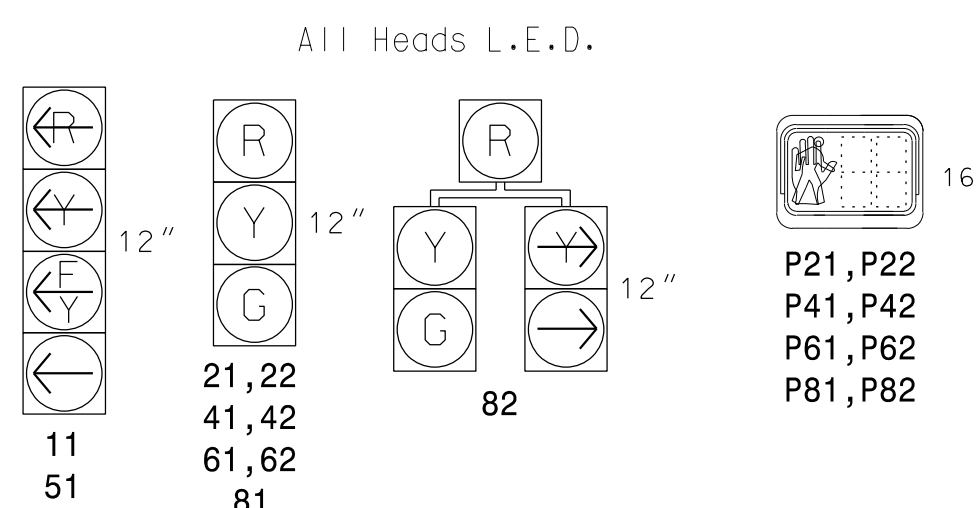


PHASING DIAGRAM



SIGNAL FACE	PHASE					F L H SIGNAL
	01+5	01+6	02+5	02+6	04+8	
11	←	←	←	←	←	Y
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51	←	←	←	←	←	Y
61, 62	R	R	R	R	G	Y
81	R	R	R	R	G	R
82	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
P81, P82	DW	DW	DW	DW	W	DRK

SIGNAL FACE I.D.



LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING							
				PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD	
1A	6X40	0	2-4-2	Y	1	Y	Y	-	15	-	-
1B	6X40	0	2-4-2	-	1	Y	Y	-	15	-	-
2A	6X6	300	6	Y	2	Y	Y	-	-	-	-
2B	6X6	300	6	Y	2	Y	Y	-	-	-	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-
4B	6X40	0	2-4-2	-	4	Y	Y	-	-	-	-
5A	6X40	0	2-4-2	Y	5	Y	Y	-	15	-	-
6A	6X6	300	4	Y	6	Y	Y	-	-	-	-
6B	6X6	300	4	-	6	Y	Y	-	-	-	-
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	-	-
S1	6X6	300	4	Y	-	-	-	-	-	Y	Y

5 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 1 and/or phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
6. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Reposition existing signal heads numbered 21 and 61.
9. Reposition existing street name signs as shown on plan for both Kerr approaches.
10. Signal system data: Controller Asset #1084.

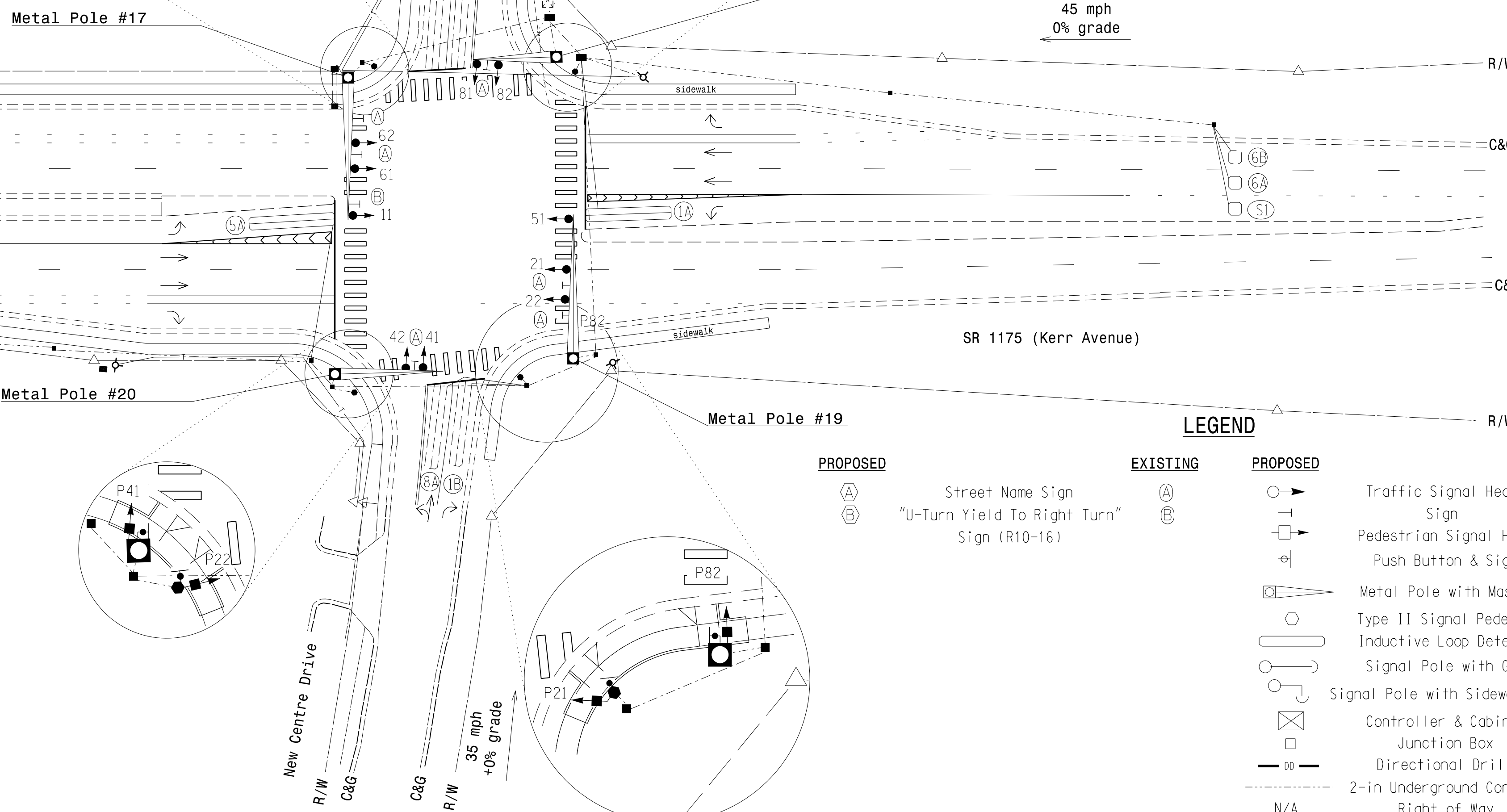
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- ← UNDETECTED MOVEMENT (OVERLAP)
- ⋯ UNSIGNALIZED MOVEMENT
- ↔ PEDESTRIAN MOVEMENT

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 *	20	90	40	20	90	40	
Yellow Clearance	3.0	4.6	3.8	3.0	4.6	3.8	
Red Clearance	3.3	1.8	2.7	3.1	1.8	2.7	
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	
Walk 1 *	-	7	7	-	7	7	
Don't Walk 1	-	13	31	-	18	29	
Seconds Per Actuation *	-	1.5	-	-	1.5	-	
Max Variable Initial *	-	34	-	-	34	-	
Time Before Reduction *	-	15	-	-	15	-	
Time To Reduce *	-	30	-	-	30	-	
Minimum Gap	-	3.2	-	-	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	

* 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 be lower than 4 seconds.



LEGEND

- | | | | |
|--|---|-----------------------------------|---------------------------------------|
| PROPOSED | EXISTING | PROPOSED | EXISTING |
| (A) Street Name Sign | (A) Traffic Signal Head Sign | (A) Metal Pole with Mastarm | (A) Type II Signal Pedestal |
| (B) "U-Turn Yield To Right Turn" Sign (R10-16) | (B) Pedestrian Signal Head Push Button & Sign | (B) Inductive Loop Detector | (B) Signal Pole with Guy |
| | (B) Metal Pole with Mastarm | (B) Signal Pole with Sidewalk Guy | (B) Controller & Cabinet Junction Box |
| | (B) Directional Drill | (B) 2-in Underground Conduit | (B) Right of Way |
| | (B) Directional Arrow | | |

Signal Upgrade - Final Design

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1175 (Kerr Avenue) at New Centre Drive/Sunglow Drive

Division 03 New Hanover County Wilmington

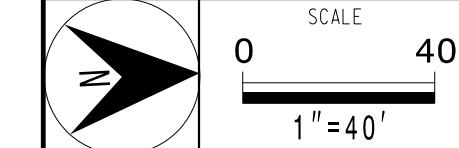
PLAN DATE: June 2014 REVIEWED BY: LM Moon

PREPARED BY: AM Thigpen REVIEWED BY: MB Toth

SEAL

Melissa B. Toth
12/19/2014

ATKINS 1616 EAST MILLBROOK ROAD, SUITE 310 RALEIGH, NORTH CAROLINA 27609 (919) 876-8888 NGBEES #F-0326



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