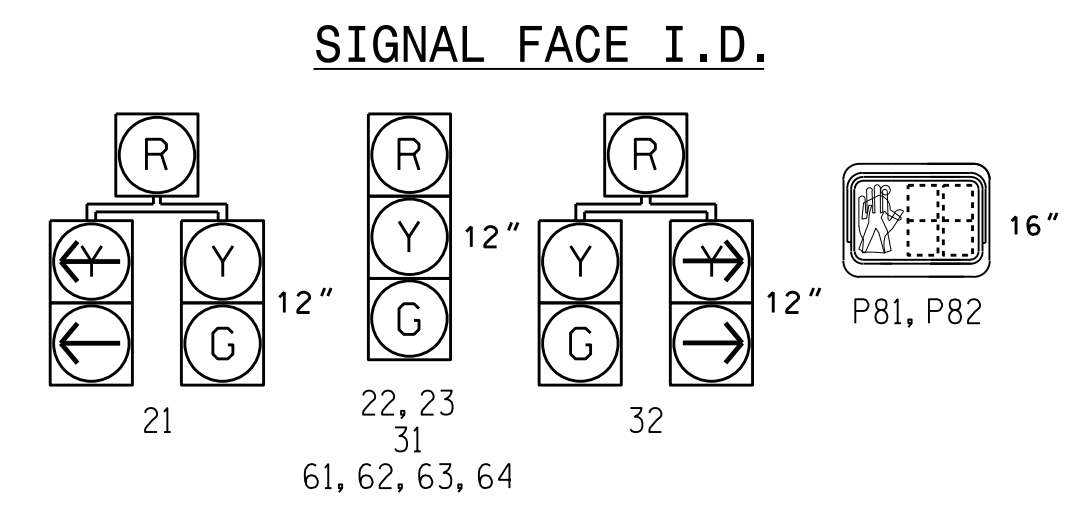


SIGNAL FACE	PHASE						L-DRIVE
	02+5	02+6	03	03+8	04+8	PHASE 7	
21	G	R	R	R	R	Y	
22, 23	G	G	R	R	R	Y	
31	R	R	G	G	R	R	
32	R	R	G	G	R	R	
61, 62, 63, 64 P81, P82	R	G	R	R	R	Y	
	DW	DW	DW	W	W	DRK	

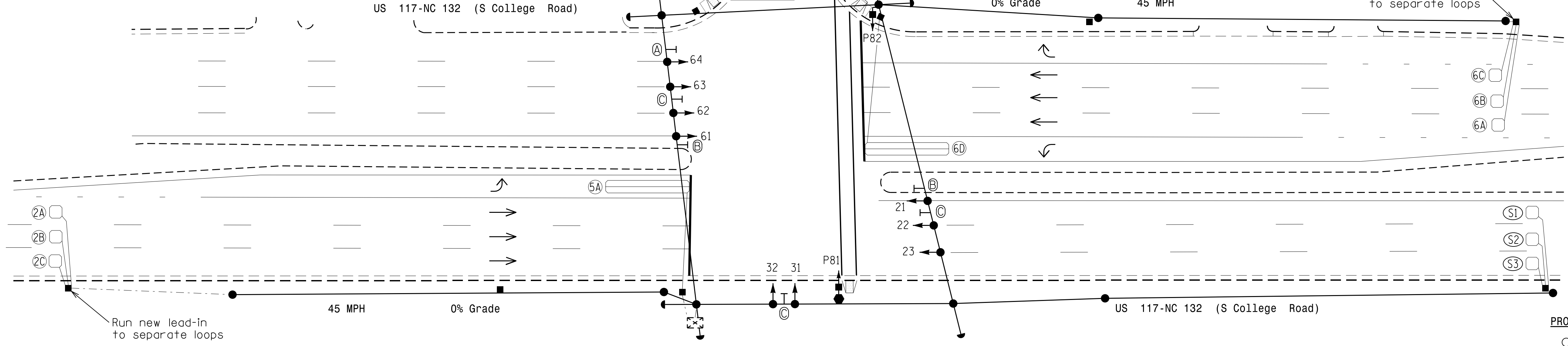
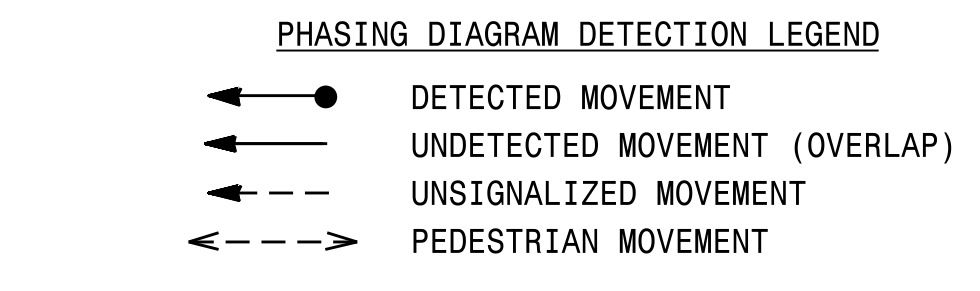


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A	6X6	300	5	Y	2	Y	Y	-	-	-	-	-
2B	6X6	300	5	Y	2	Y	Y	-	-	-	-	-
2C	6X6	300	5	Y	2	Y	Y	-	-	-	-	-
3A	6X40	0	2-4-2	-	3	Y	Y	-	-	2	-	-
5A	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
5B	6X40	0	2-4-2	-	5	Y	Y	-	-	15	-	-
6A	6X6	300	6	Y	6	Y	Y	-	-	-	-	-
6B	6X6	300	6	Y	6	Y	Y	-	-	-	-	-
6C	6X6	300	6	Y	6	Y	Y	-	-	-	-	-
6D	6X40	0	2-4-2	Y	6	Y	Y	Y	-	3	-	-
S1	6X6	+400	5	Y	-	Y	Y	-	-	-	Y	-
S2	6X6	+400	5	Y	-	Y	Y	-	-	-	Y	-
S3	6X6	+400	5	Y	-	Y	Y	-	-	-	Y	-

6 Phase Fully Actuated Wilmington Signal System

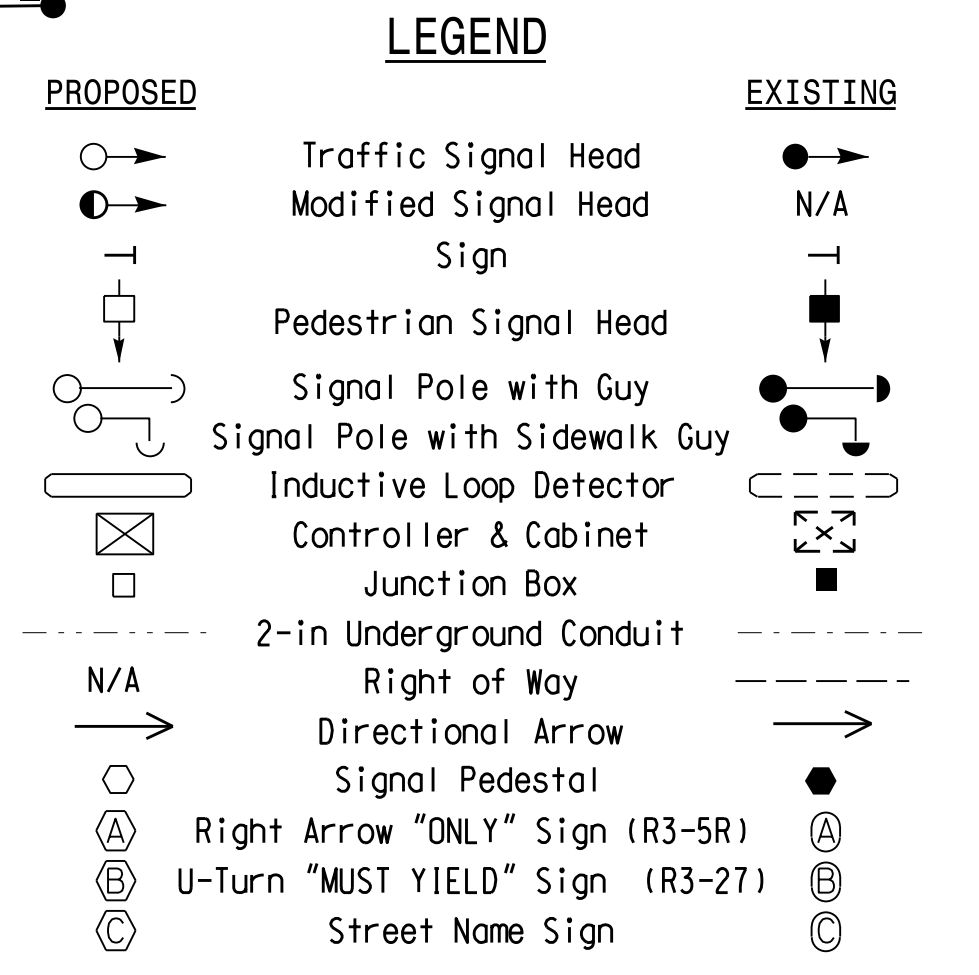
NOTES

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. Omit phase 8 during phase 3 on.
4. Enable Backup Protect for phase 2 to allow the controller to clear from phase 2+6 to phase 2+5 by progressing through an all red display.
5. Set all detector units to presence mode.
6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
9. Signal system data: Controller Asset #0236.



FEATURE	PHASE					
	2	3	4	5	6	8
Min Green 1*	12	7	4	7	12	7
Extension 1*	6.0	2.0	0.0	2.0	6.0	0.0
Max Green 1*	90	15	4	15	90	30
Yellow Clearance	4.5	3.0	3.0	3.0	4.5	3.0
Red Clearance	1.8	3.3	3.3	3.3	1.1	0.0
Red Revert	5.0	2.0	2.0	2.0	2.0	2.0
Walk 1*	-	-	-	-	-	7
Don't Walk 1	-	-	-	-	-	35
Seconds Per Actuation*	1.2	-	-	-	1.2	-
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	-	-	-	-	-	-
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.



Signal Upgrade

Prepared in the Offices of:
TRANSPARENCY MOBILITY AND SAFETY SOLUTIONS
SIGNAL DESIGN SECTION
750 N. Greenfield Pkwy, Garner, NC 27529

US 117-NC 132 (S College Road) at University Drive

Division 3 New Hanover County Wilmington
PLAN DATE: September 2015 REVIEWED BY: JPG
PREPARED BY: PLA REVIEWED BY:

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
BAKULA L. ALEXANDER
023489

10/21/15
DATE

SIG. INVENTORY NO. 03-0236

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