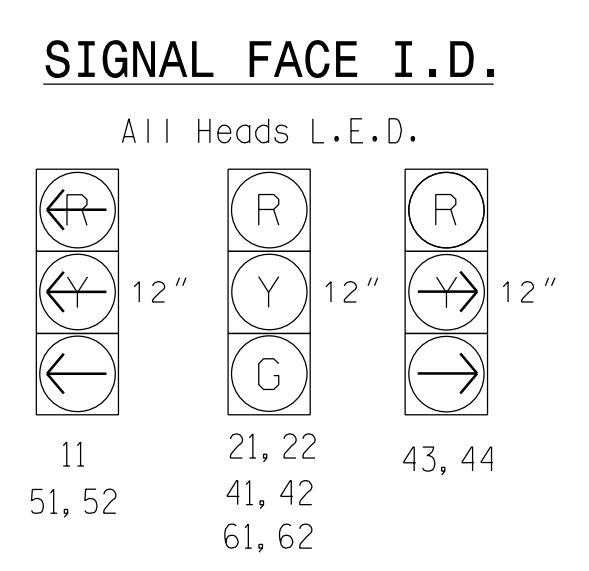


SIGNAL FACE	PHASE					FLASH
	Ø1+5	Ø1+6	Ø2+5	Ø2+6	Ø4	
11	←	←	←	←	←	FR
21, 22	R	R	G	G	R	Y
41, 42	R	R	R	R	G	R
51, 52	←	←	←	←	←	FR
43, 44	R	R	→	→	R	Y
61, 62	R	G	R	G	R	Y

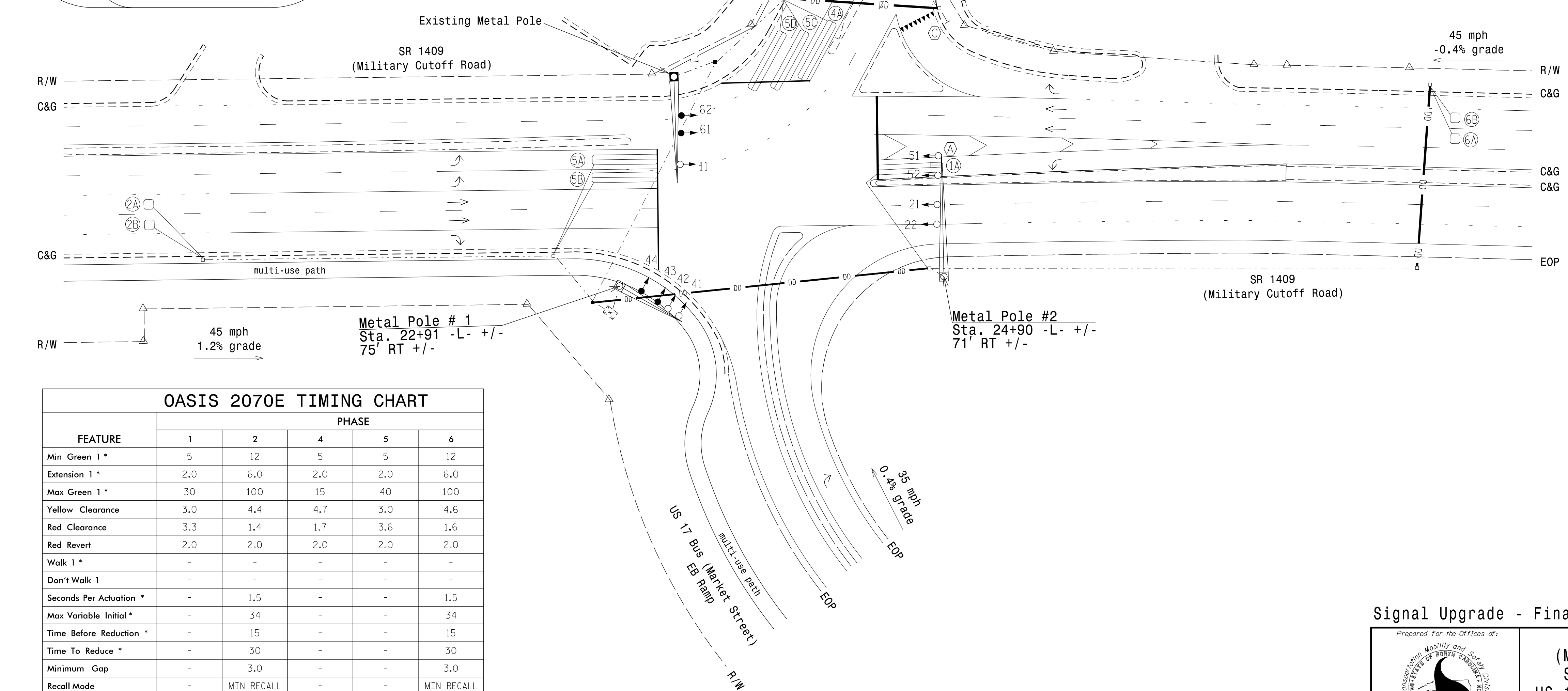
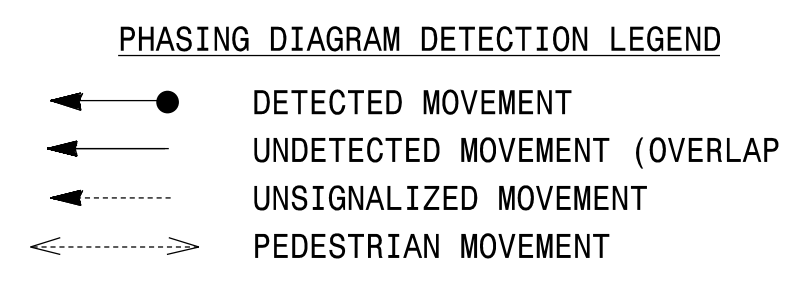


LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6x40	0	2-4-2	Y	1	Y	Y	-	-	-	-	-
2A	6x6	300	4	Y	2	Y	Y	-	-	-	-	-
2B	6x6	300	4	Y	2	Y	Y	-	-	-	-	-
4A	6x40	0	2-4-2	Y	4	Y	Y	-	-	-	3	-
5A	6x40	0	2-4-2	Y	5	Y	Y	-	-	-	-	-
5B	6x40	0	2-4-2	Y	5	Y	Y	-	-	-	-	-
5C	6x40	+5	2-4-2	Y	5	Y	Y	-	-	15	-	-
5D	6x40	+5	2-4-2	Y	5	Y	Y	-	-	15	-	-
6A	6x6	300	6	Y	6	Y	Y	-	-	-	-	Y
6B	6x6	300	6	Y	6	Y	Y	-	-	-	-	Y
S1	6x6	+210	5	Y	-	-	-	-	-	-	Y	Y
S2	6x6	+210	5	Y	-	-	-	-	-	-	Y	Y

5 Phase Fully Actuated Wilmington Signal System

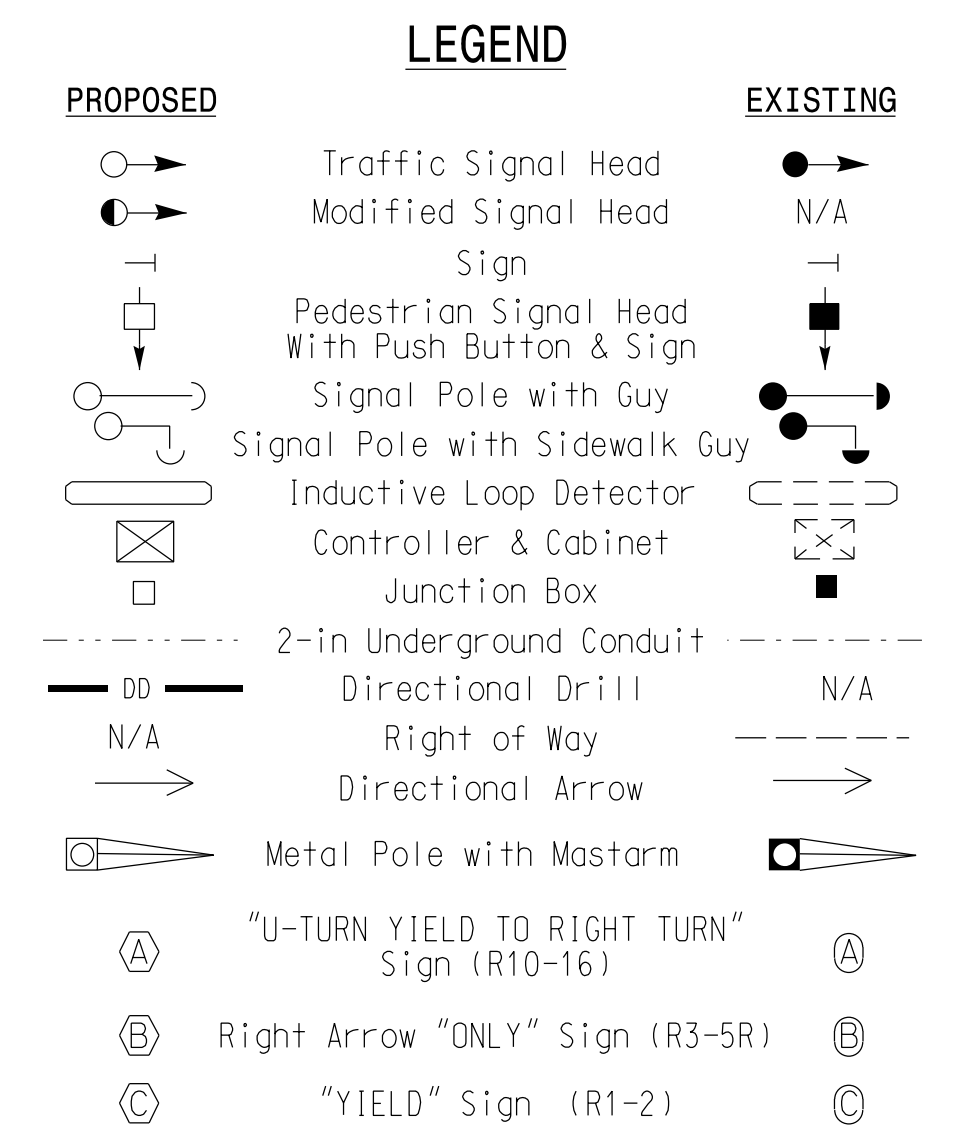
NOTES

- 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.
- Install head 11 in same location as previously existing westbound Market Street left turn head to keep mast arm loading consistent.
- Set all detector units to presence mode.
- Maximum times shown in timing charts are for free-run operation only. Coordinated signal system timing values supersede these values.
- Signal system data: Controller Asset #0884



FEATURE	PHASE				
	1	2	4	5	6
Min Green 1 *	5	12	5	5	12
Extension 1 *	2.0	6.0	2.0	2.0	6.0
Max Green 1 *	30	100	15	40	100
Yellow Clearance	3.0	4.4	4.7	3.0	4.6
Red Clearance	3.3	1.4	1.7	3.6	1.6
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	1.5	-	-	1.5
Max Variable Initial *	-	34	-	-	34
Time Before Reduction *	-	15	-	-	15
Time To Reduce *	-	30	-	-	30
Minimum Gap	-	3.0	-	-	3.0
Recall Mode	-	MIN RECALL	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	YELLOW
Dual Entry	-	-	-	-	-
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 - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	SR 1409 (Military Cutoff Road) at SR 2048 (Gordon Road)/ US 17 Bus (Market St) SB Ramp		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER MELISSA B. TOOTH 025892
	Division 03 New Hanover County PLAN DATE: April 2017 PREPARED BY: LD Stouchko	Wilmington REVIEWED BY: MB Toth REVIEWED BY:	

ATKINS 1616 EAST MILLBROOK ROAD, SUITE 160
 RALEIGH, NORTH CAROLINA 27609
 (919) 876-6888 NCBEES #F-0326

06-JUN-2017 13:48
 D:\P\proj\011017\off\c\cur\100053591 - U-4751 Military Cutoff\02-Signal\03-0884.dgn
 encl586 - AT US95021