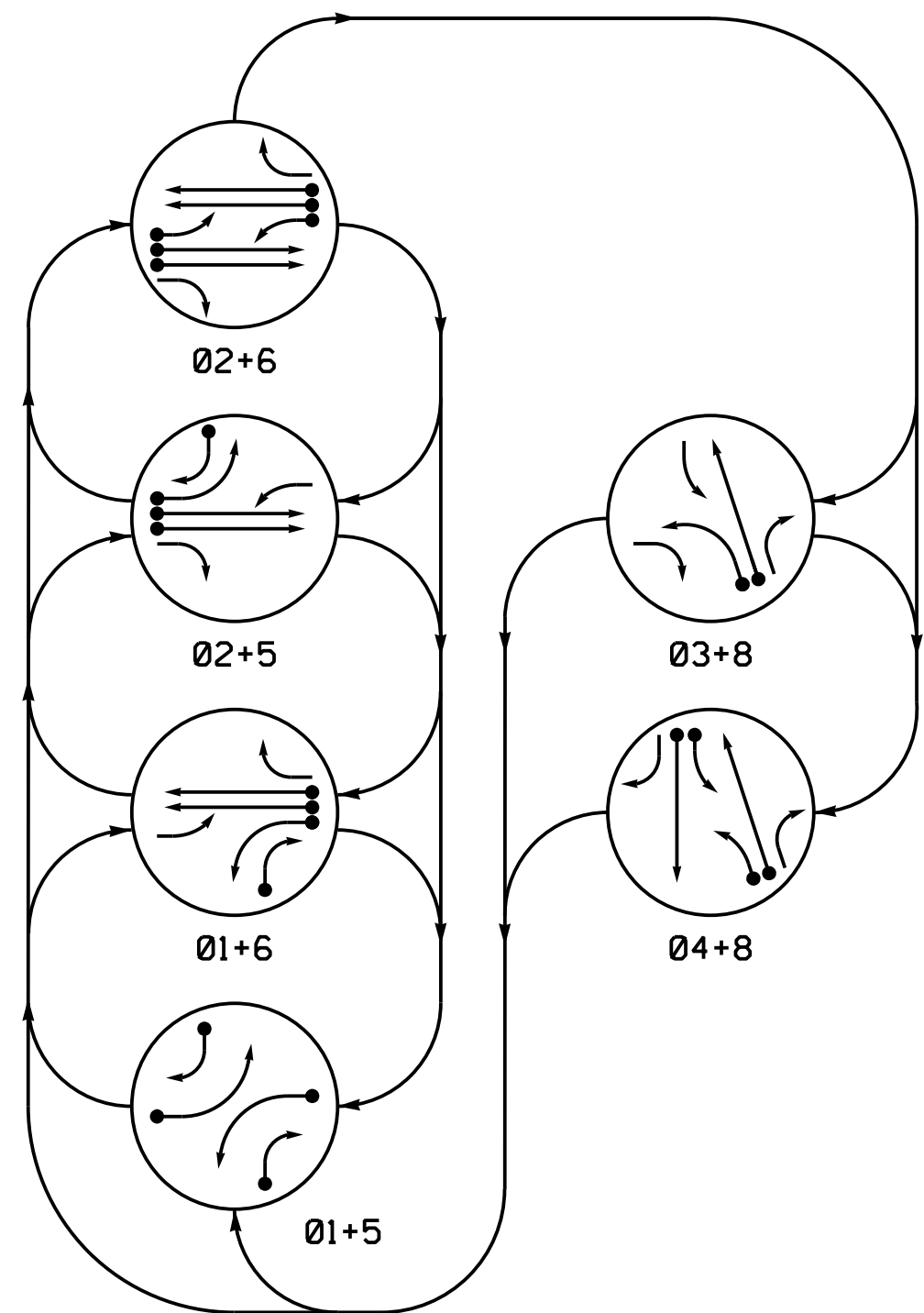


DEFAULT PHASING DIAGRAM



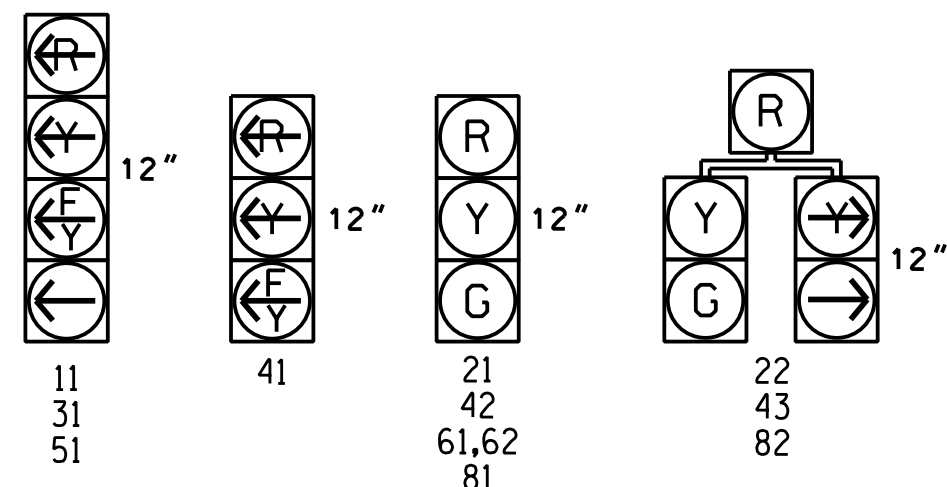
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- ⋯ UNSIGNALIZED MOVEMENT
- ⚡ PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE				FLASH
	01+5	02+5	03+8	04+8	
11		F	R	Y	
21	R	R	G	R	Y
22	R	R	G	R	Y
31	R	R	R	F	R
41	R	R	R	F	R
42	R	R	R	R	G
43	R	R	R	R	G
51		F	R	Y	
61,62	R	G	R	R	Y
81	R	R	R	G	R
82	R	R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



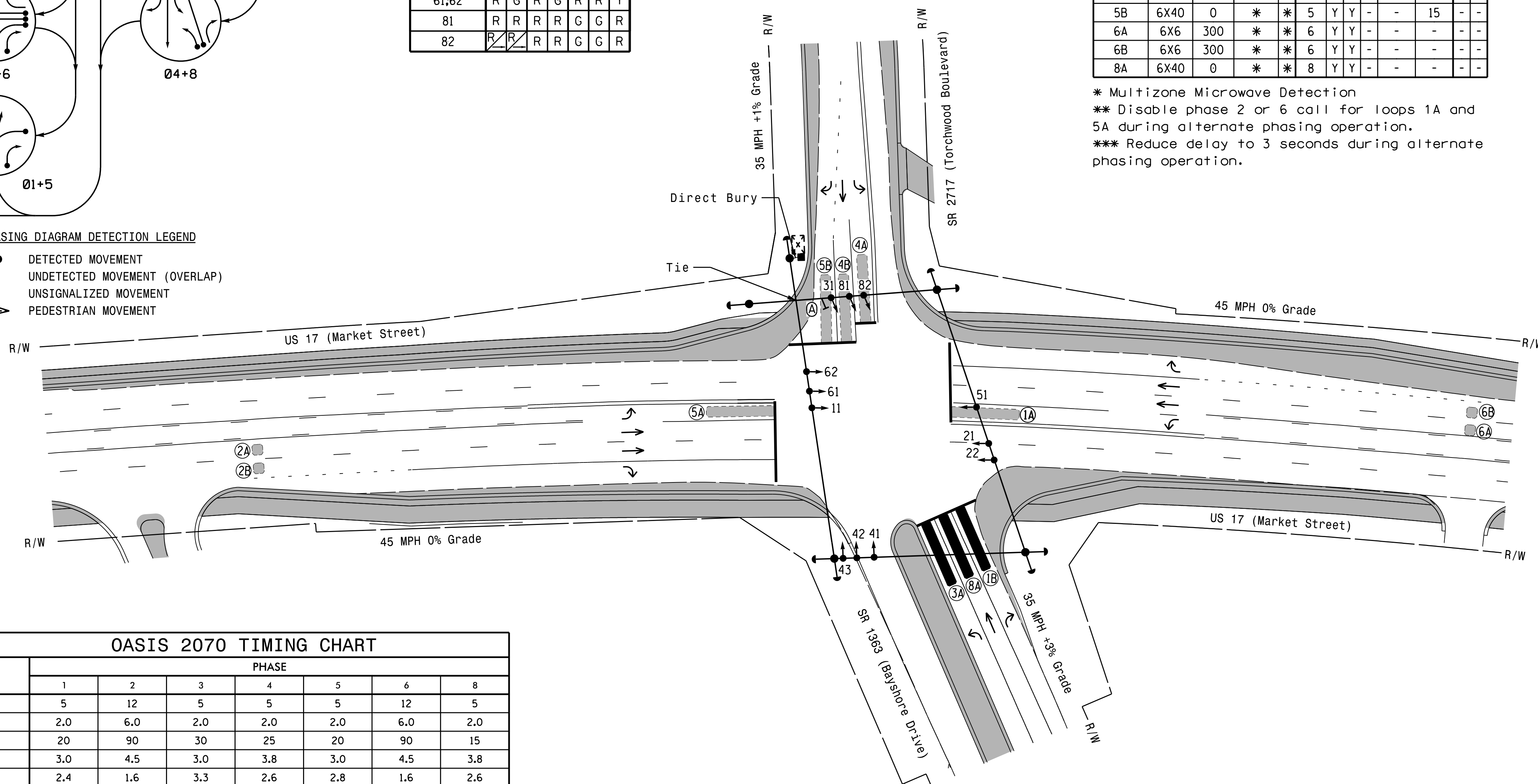
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	STRETCH TIME		
1A	6X40	0	*	*	1	Y	Y	-	***10	-
1B	6X40	0	*	*	1	Y	Y	-	3	-
2A	6X6	300	*	*	2	Y	Y	-	-	-
2B	6X6	300	*	*	2	Y	Y	-	-	-
3A	6X40	0	*	*	3	Y	Y	-	10	-
4A	6X40	0	*	*	4	Y	Y	-	3	-
4B	6X40	0	*	*	4	Y	Y	-	-	-
5A	6X40	0	*	*	5	Y	Y	-	***10	-
5B	6X40	0	*	*	5	Y	Y	-	3	-
6A	6X6	300	*	*	6	Y	Y	-	-	-
6B	6X6	300	*	*	6	Y	Y	-	-	-
8A	6X40	0	*	*	8	Y	Y	-	-	-

* Multizone Microwave Detection
 ** Disable phase 2 or 6 call for loops 1A and 5A during alternate phasing operation.
 *** Reduce delay to 3 seconds during alternate phasing operation.

6 Phase Fully Actuated Wilmington Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or 5 may be lagged.
- Phase 3 may be lagged.
- Set all detector units to presence mode.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Incorporate Microwave Detection system for vehicle detection.
- Provide the Engineer with the Manufacturer's approved Microwave Detection locations and mounting heights to obtain detection zones as shown.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Signal system data:
Controller Asset #0369



FEATURE	OASIS 2070 TIMING CHART							
	1	2	3	4	5	6	8	
Min Green 1 *	5	12	5	5	5	12	5	
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	
Max Green 1 *	20	90	30	25	20	90	15	
Yellow Clearance	3.0	4.5	3.0	3.8	3.0	4.5	3.8	
Red Clearance	2.4	1.6	3.3	2.6	2.8	1.6	2.6	
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	-	-	-	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		EXISTING	
○	Traffic Signal Head	●	N/A
○	Modified Signal Head	○	N/A
○	Sign	○	N/A
○	Pedestrian Signal Head	○	N/A
○	Signal Pole with Sign	○	N/A
○	Signal Pole with Guy	○	N/A
○	Signal Pole with Sidewalk Guy	○	N/A
○	Inductive Loop Detector	○	N/A
○	Controller & Cabinet	○	N/A
○	Junction Box	○	N/A
○	2-in Underground Conduit	○	N/A
○	Right of Way	○	N/A
○	Directional Arrow	○	N/A
○	Microwave Detection Zone	○	N/A
○	Construction Zone	○	N/A
○	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)	○	N/A

Signal Upgrade
 Temporary Design 2
 Construction Phase II
 Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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	US 17 (Market Street) at SR 1363 (Bayshore Drive) / SR 2717 (Torchwood Boulevard)		
	Division 03 New Hanover Co. Wilmington PLAN DATE: February 2018 PREPARED BY: A.H. Thornburg REVISIONS: _____ INITI. DATE _____	REVIEWED BY: A.D. Klinksiek REVIEWED BY: N.R. Simmons REVISIONS: _____ INITI. DATE _____	