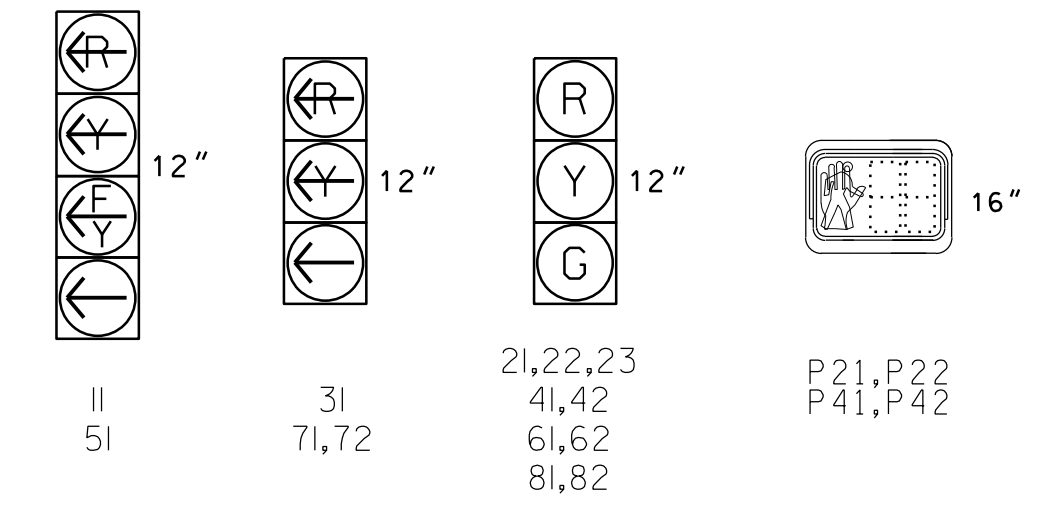


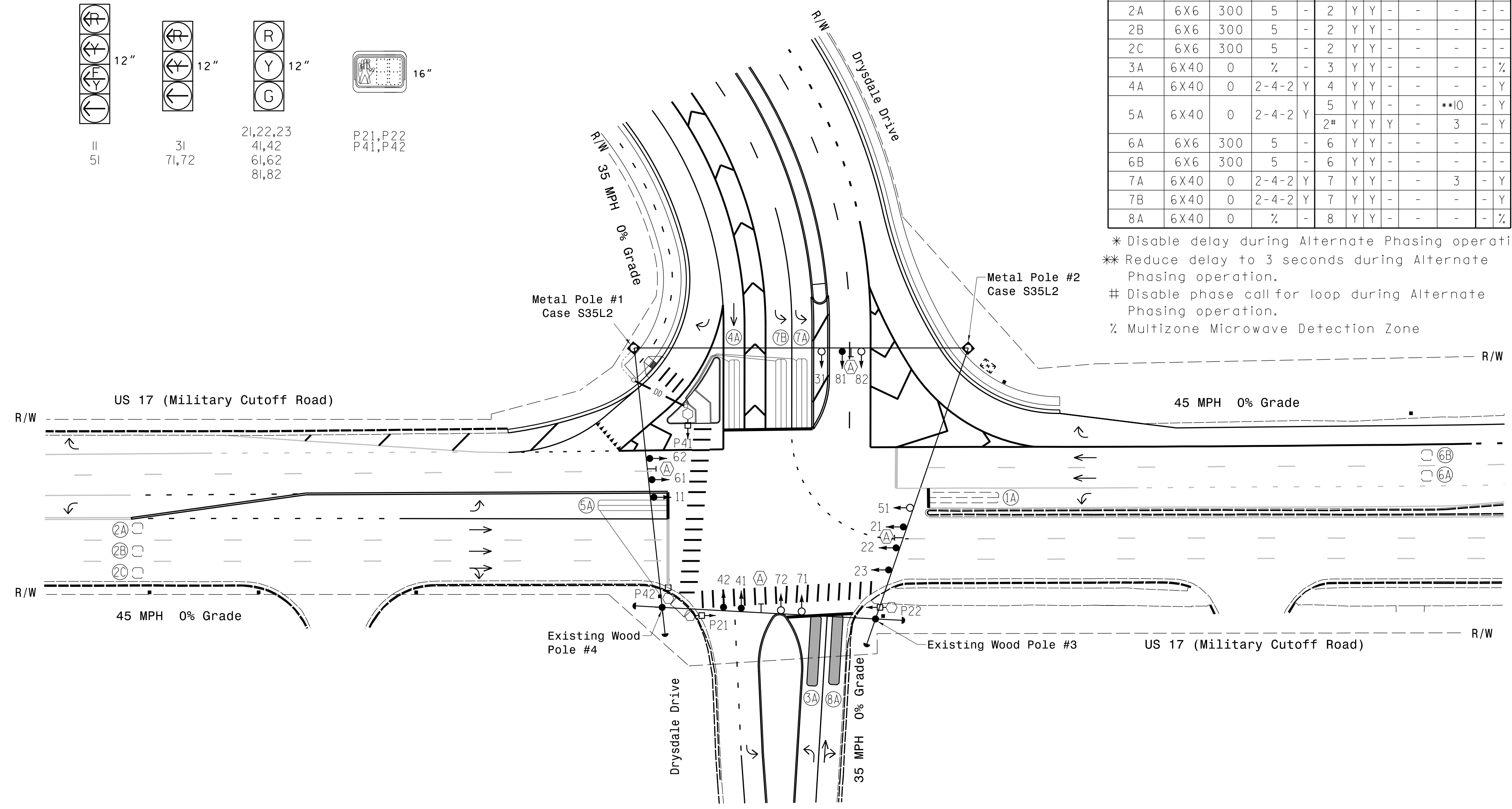
SIGNAL FACE I.D.
All Heads L.E.D.



LOOP ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING						SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME		
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	*10	-	-
2A	6X6	300	5	-	2	Y	Y	-	-	-	-	-
2B	6X6	300	5	-	2	Y	Y	-	-	-	-	-
2C	6X6	300	5	-	2	Y	Y	-	-	-	-	-
3A	6X40	0	%	-	3	Y	Y	-	-	-	-	%
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	-	Y
5A	6X40	0	2-4-2	Y	5	Y	Y	-	-	**10	-	Y
6A	6X6	300	5	-	6	Y	Y	-	-	-	-	-
6B	6X6	300	5	-	6	Y	Y	-	-	-	-	-
7A	6X40	0	2-4-2	Y	7	Y	Y	-	-	3	-	Y
7B	6X40	0	2-4-2	Y	7	Y	Y	-	-	-	-	Y
8A	6X40	0	%	-	8	Y	Y	-	-	-	-	%

8 Phase Fully Actuated (Wilmington Signal System)

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018, "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 phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Reposition existing signal heads numbered 41, 42 and 81.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program the pedestrian heads to countdown the flashing "DON'T WALK" time only.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Relabel existing loops 8A as 3A and 1B as 8A.
- 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.
- Signal system data:
Controller Asset #0752.
- Refer to pavement marking plans for stop bar and crosswalk locations.
- Type II pedestals shall be black powder-coated.

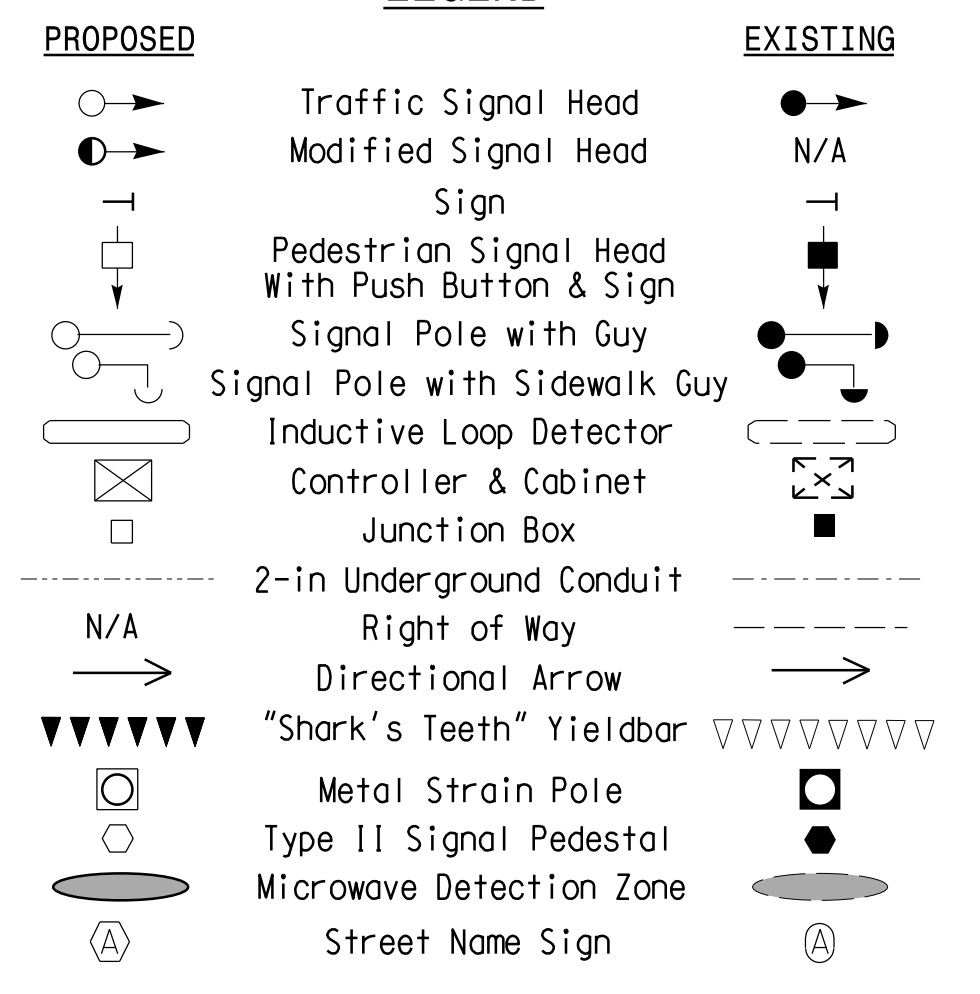


* Disable delay during Alternate Phasing operation.
 ** Reduce delay to 3 seconds during Alternate Phasing operation.
 # Disable phase call for loop during Alternate Phasing operation.
 % Multizone Microwave Detection Zone

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	5	12	5	5	5	12	5	5
Extension 1 *	2.0	6.0	2.0	2.0	2.0	6.0	2.0	2.0
Max Green 1 *	15	100	25	25	15	100	25	25
Yellow Clearance	3.0	4.5	3.0	3.8	3.0	4.5	3.0	3.8
Red Clearance	3.6	2.1	3.1	2.0	3.3	2.1	3.3	1.9
Walk 1 *	-	7	-	7	-	-	-	-
Don't Walk 1	-	27	-	27	-	-	-	-
Seconds Per Actuation *	-	1.2	-	-	-	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	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.

LEGEND



Signal Upgrade - Final Design
Sheet 1 of 2

US 17 (Military Cutoff Road) at Drysdale Drive

Division 3 New Hanover County Wilmington

PLAN DATE: November 2021 REVIEWED BY: WJ Hamilton

PREPARED BY: A. Andrews RKA PROJ. NO.: 19258 (040)

REVISIONS: _____ DATE: _____

SCALE: 0 40
1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

WILLIAM J. HAMILTON
ENGINEER

11/08/2021

SIG. INVENTORY NO. 03-0752



11/8/2021
...:04-Des:gn\03-0752_s1g_dsn.dgn
User: jhamon