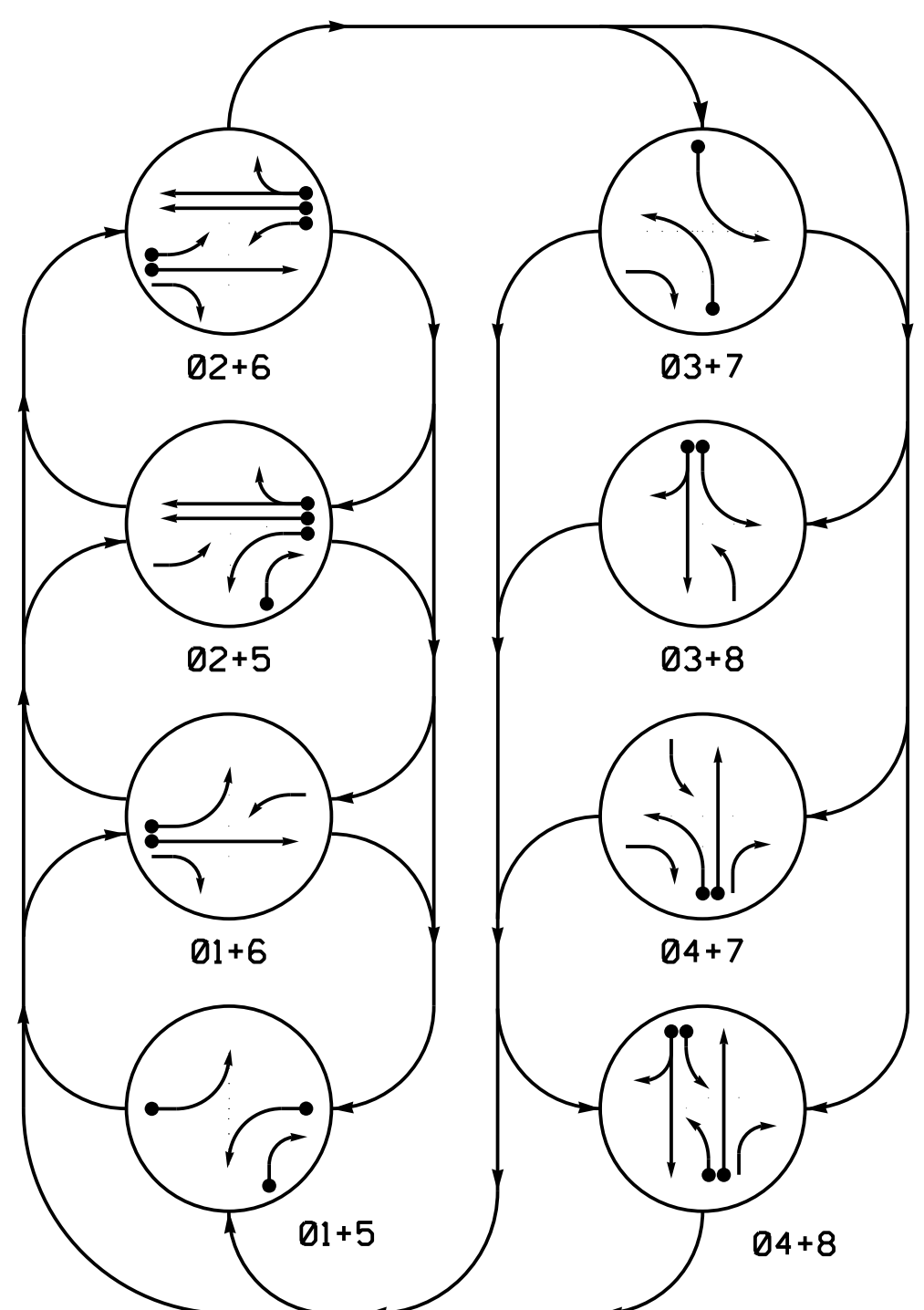
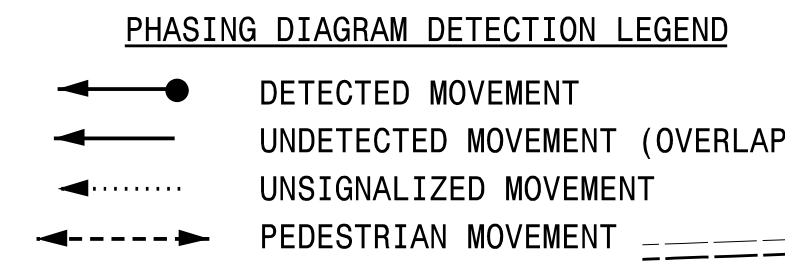
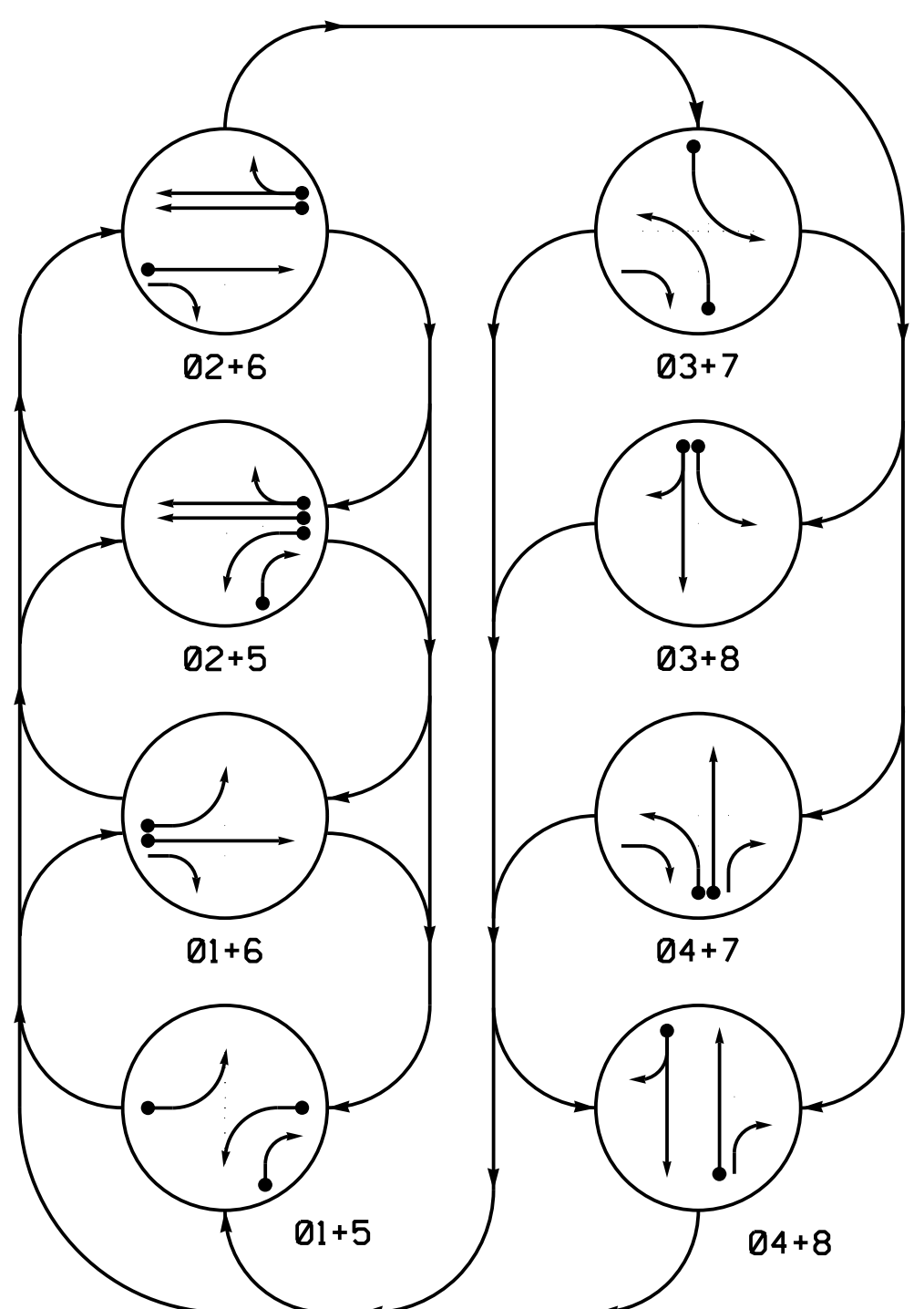


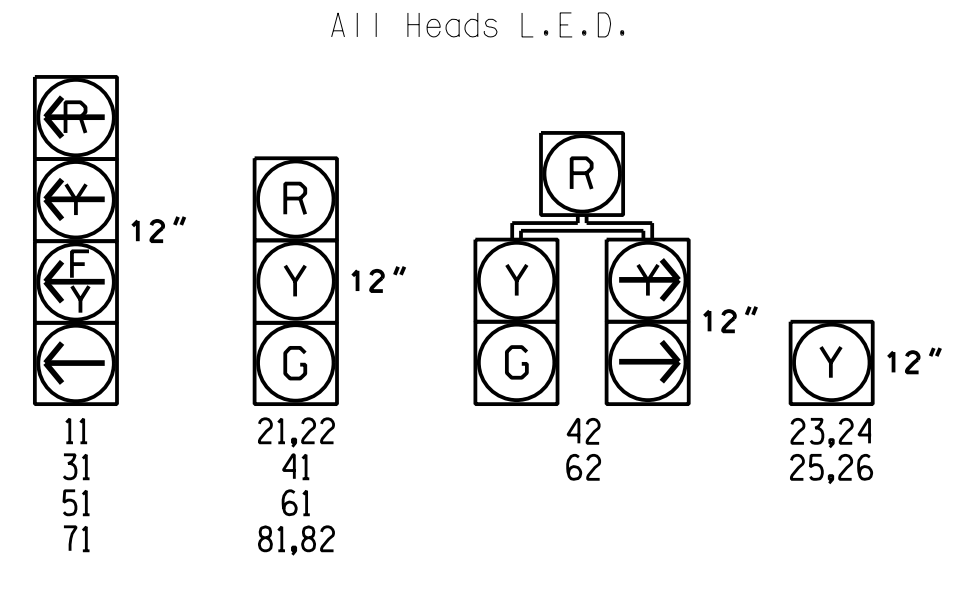
DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



SIGNAL FACE I.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART table with columns for Zone, Size, Distance, Turns, New Loop, Phase, Calling, Extension, Full Time Delay, Stretch Time, Delay Time, System Loop, and New Card.

\* Multizone Microwave Detection
\*\* Reduce delay to 3 seconds during alternate phasing.
\*\*\* Disable Delay during Alternate Phasing Operation.
# Disable phase call for loop(s) during alternate phasing.

8 Phase Fully Actuated Wilmington Signal System

NOTES

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
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. Phase 3 and/or phase 7 may be lagged.
5. Set all detector units to presence mode.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Flash vertically mounted beacons alternatively.
8. Flash beacons 23,24,25 and 26 at the end of phase 2 green.
9. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
10. This intersection uses multi-zone microwave detection. Install the detectors according to the manufacturer's instructions to achieve the desired detection.
11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
12. Signal system data: Controller Asset #0331.

OASIS 2070 TIMING CHART table with columns for Feature and Phase (1-8) and rows for Min Green, Extension, Max Green, Yellow Clearance, Red Clearance, Red Revert, Walk, Don't Walk, Seconds Per Actuation, Max Variable Initial, Time Before Reduction, Time To Reduce, Minimum Gap, Recall Mode, Vehicle Call Memory, Dual Entry, and Simultaneous Gap.

\* 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.

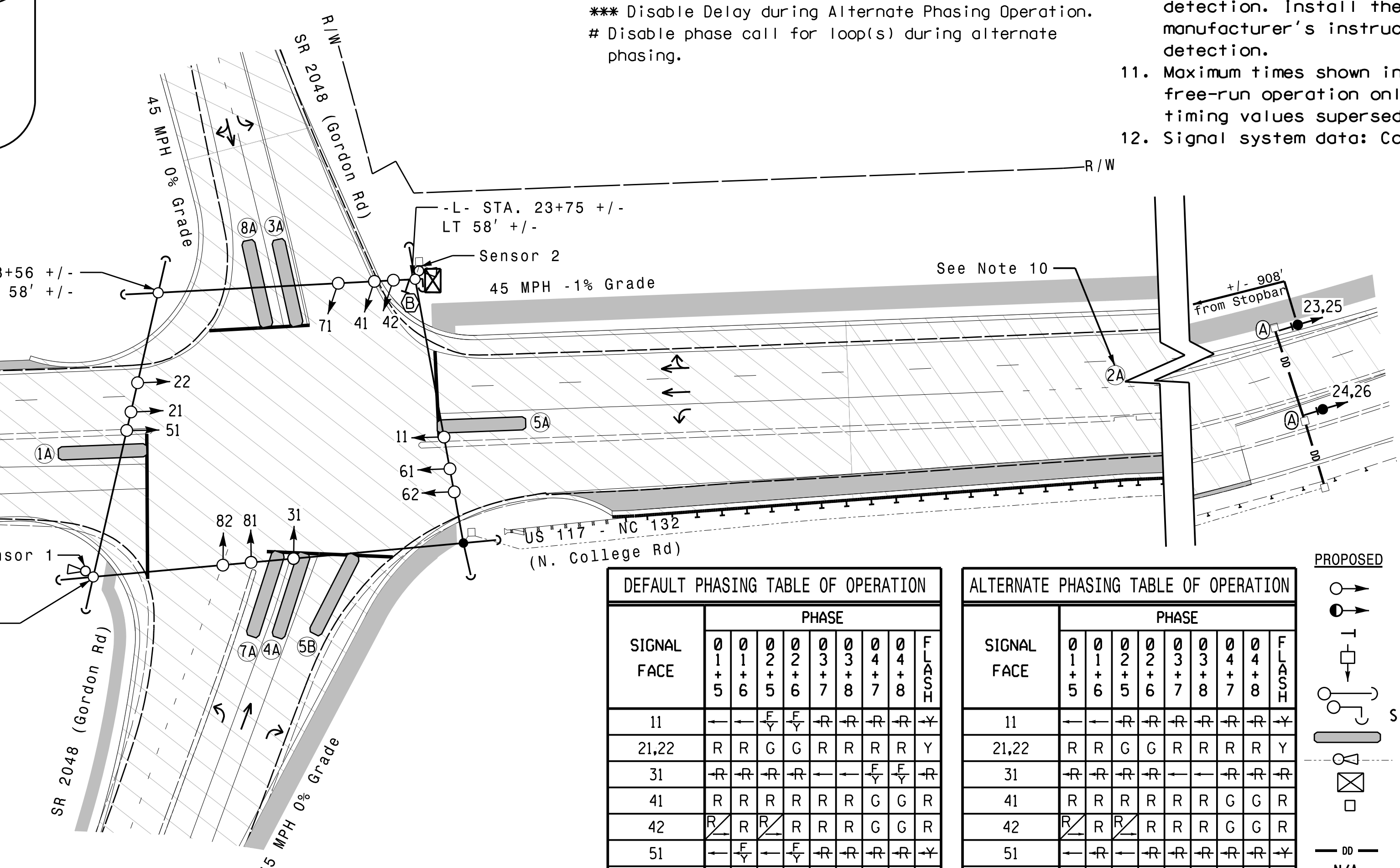
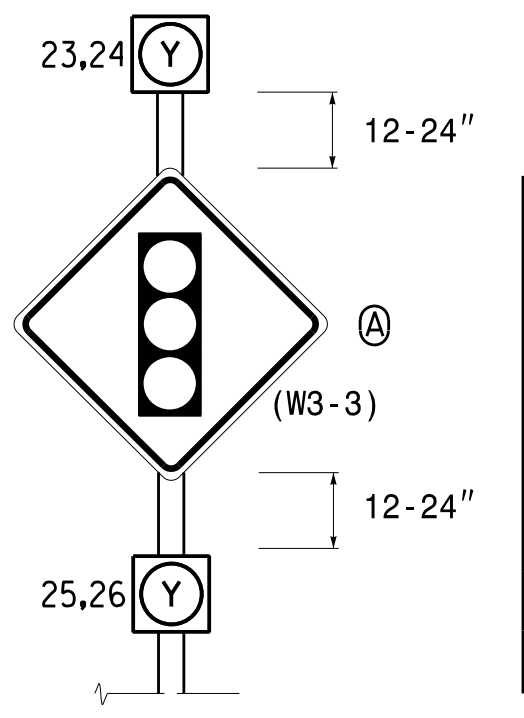


Figure 1

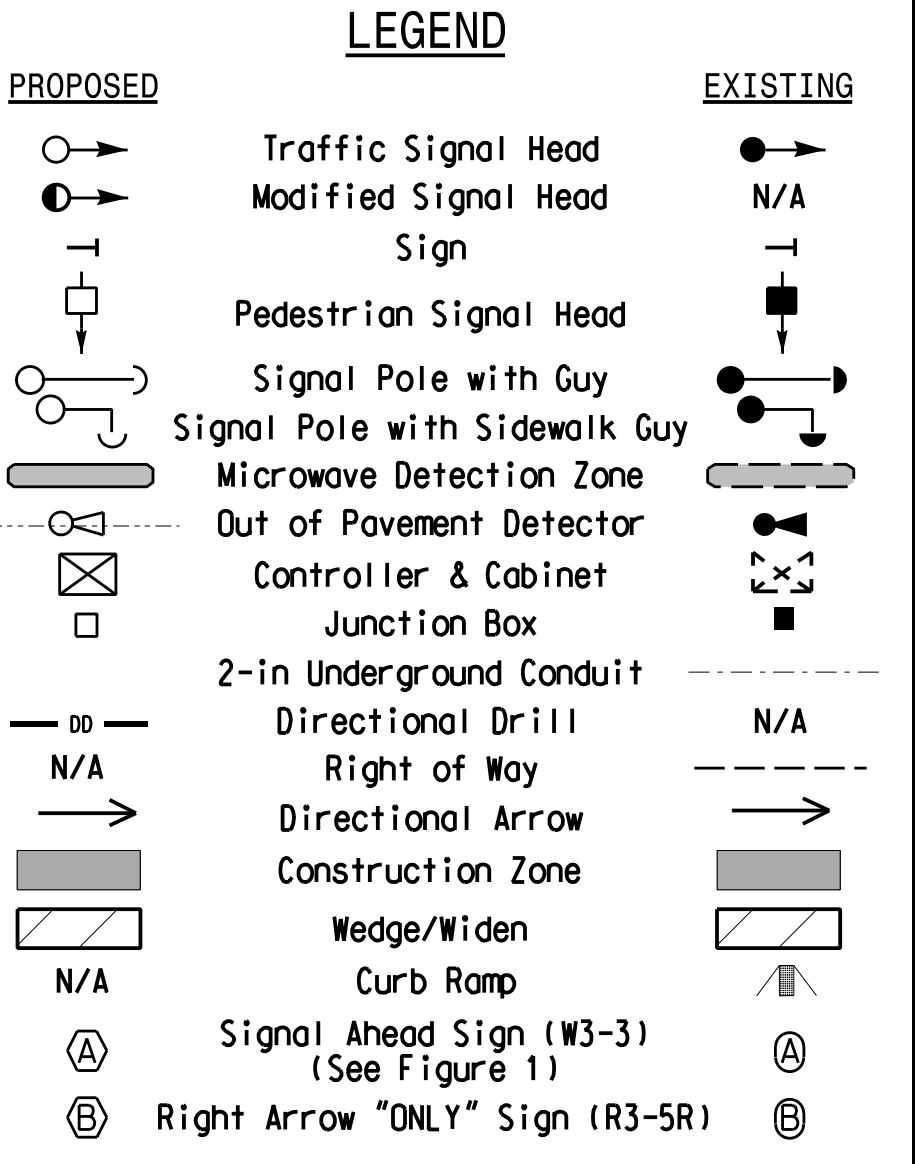


FLASH TABLE OF OPERATION table with columns for Signal Face and Interval (1, 2) and rows for 23,24 and 25,26.

RADAR DETECTION SYSTEM table with columns for Function, Sensor 1, and Sensor 2 and rows for Channel, Phase, Direction of Travel, Detection Zone, Enable Speed, Speed Range, Enable Estimated Time of Arrival, and Estimated Time of Arrival.

DEFAULT PHASING TABLE OF OPERATION table with columns for Signal Face and Phase (0-8) and rows for 11, 21,22, 31, 41, 42, 51, 61, 62, 71, 81,82.

ALTERNATE PHASING TABLE OF OPERATION table with columns for Signal Face and Phase (0-8) and rows for 11, 21,22, 31, 41, 42, 51, 61, 62, 71, 81,82.



Signal Upgrade - Temporary Design 1 (Construction Phase 1)

Project information block including: I-40 EB Ramp / US 117 - NC 132 (N. College Road) at SR 2048 (Gordon Rd), Division 3 New Hanover County Wilmington, PLAN DATE: May 2022, REVIEWED BY: N.K. Vlanich, PREPARED BY: E.E. Tiller, REVIEWED BY: N.R. Simmons, HNTB logo, and professional seals for N. K. Vlanich and N. R. Simmons.