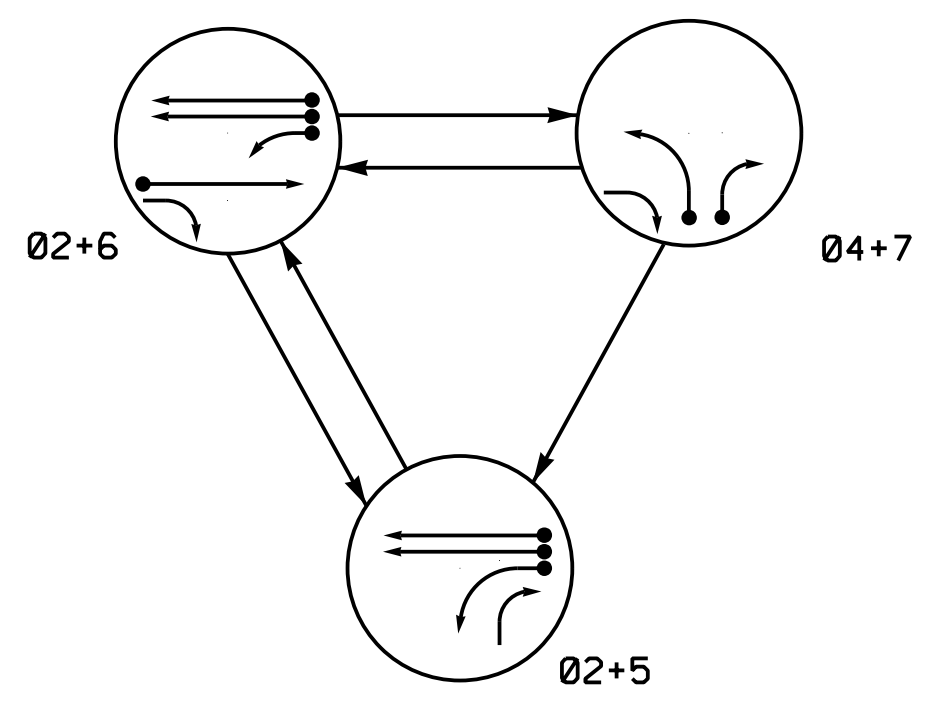
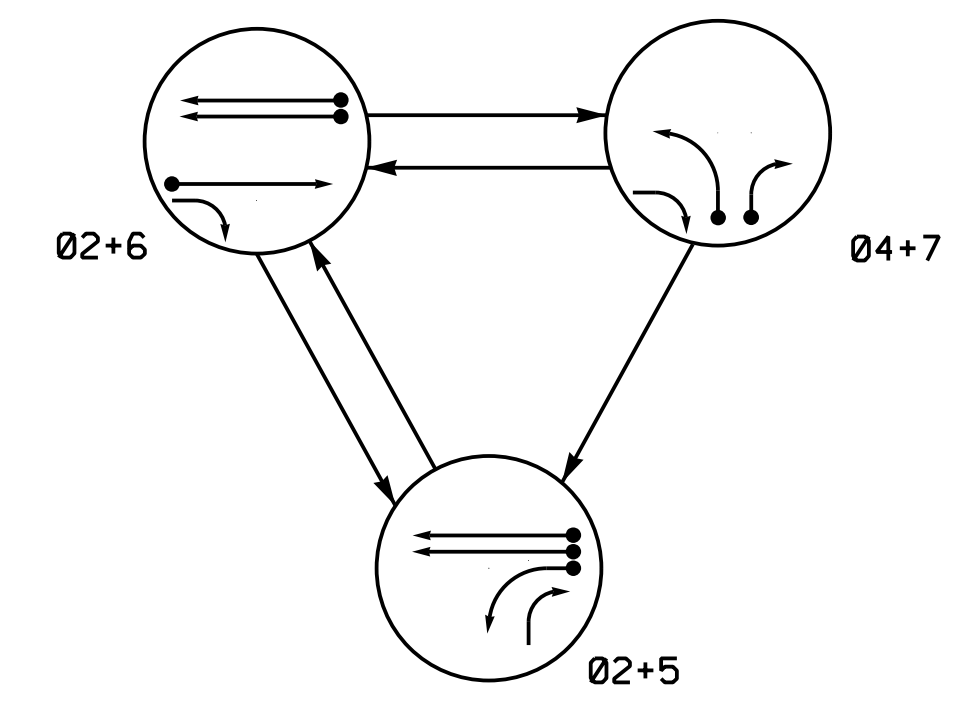


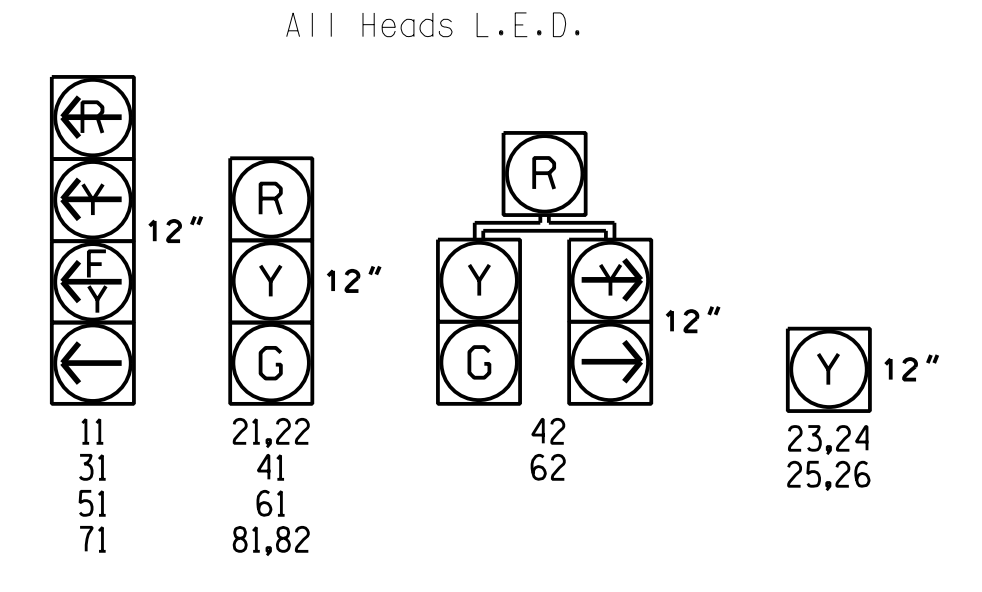
DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



SIGNAL FACE I.D.



ZONE	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
5A	6X40	0	*	*	5	Y	Y	-	-	15**	-	-
5B	6X40	0	*	*	2#	Y	Y	-	-	-	-	-
7A	6X40	0	*	*	7	Y	Y	-	-	15**	-	-

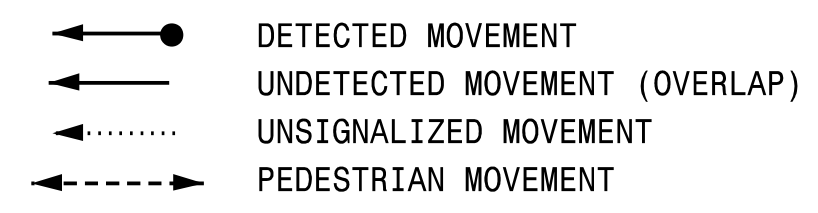
* Multizone Microwave Detection
 ** Disable Delay During Alternate Phasing Operation.
 # Disable phase call for loop(s) during alternate phasing.
 ' Change the phase back to Phase 5 after this temp.

3 Phase Fully Actuated Wilmington Signal System

NOTES

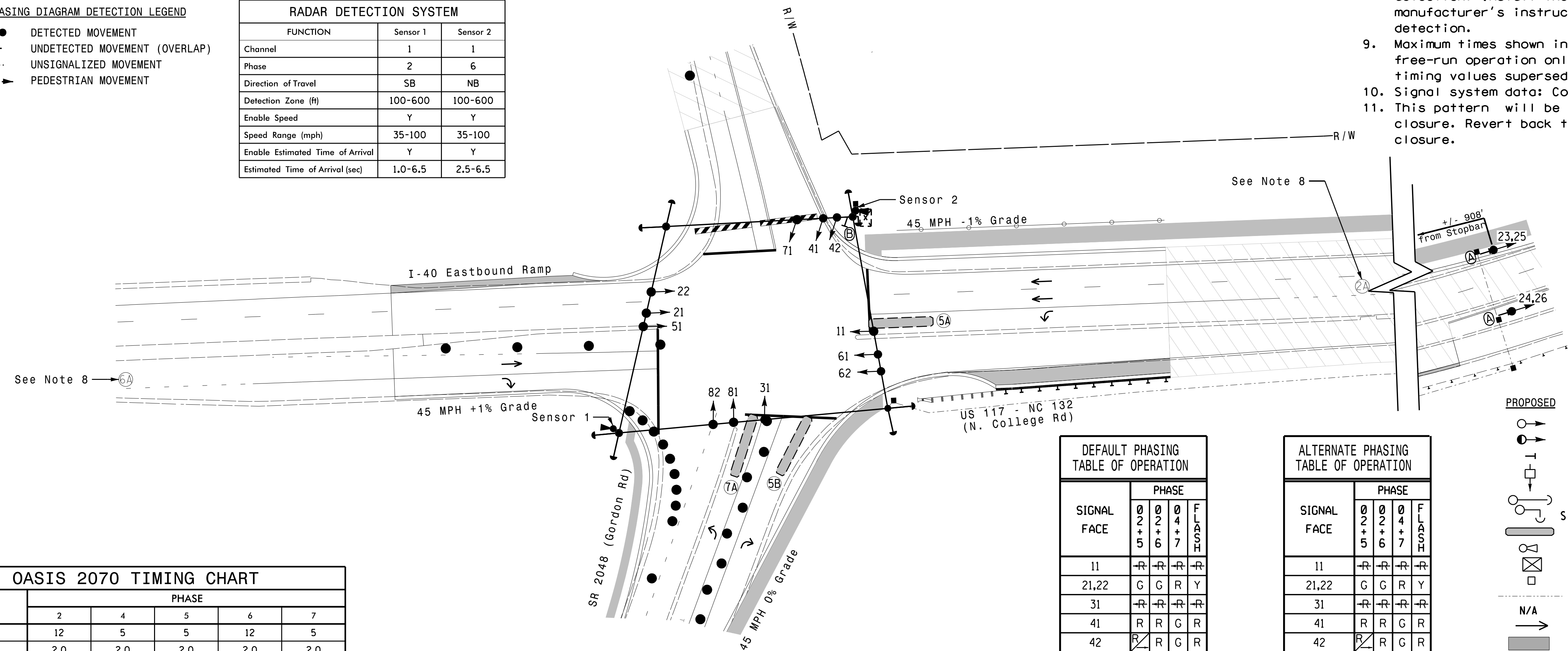
- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be logged.
- Set all detector units to presence mode.
- Flash vertically mounted beacons alternatively.
- Flash beacons 23,24,25 and 26 at the end of phase 2 green.
- The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
- This intersection uses multi-zone microwave detection. Install the detectors according to the manufacturer's instructions to achieve the desired detection.
- 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 #0331.
- This pattern will be in place for a weekend closure. Revert back to Phase 1 temp after weekend closure.

PHASING DIAGRAM DETECTION LEGEND

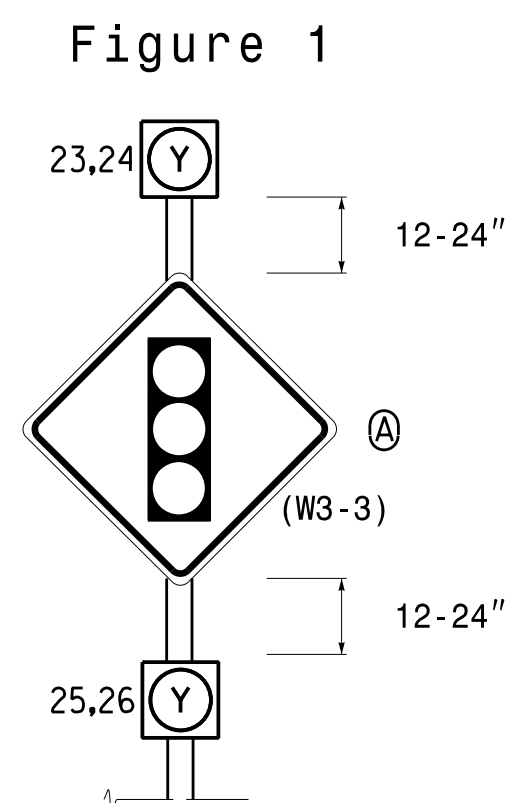


RADAR DETECTION SYSTEM

FUNCTION	Sensor 1	Sensor 2
Channel	1	1
Phase	2	6
Direction of Travel	SB	NB
Detection Zone (ft)	100-600	100-600
Enable Speed	Y	Y
Speed Range (mph)	35-100	35-100
Enable Estimated Time of Arrival	Y	Y
Estimated Time of Arrival (sec)	1.0-6.5	2.5-6.5



FEATURE	PHASE				
	2	4	5	6	7
Min Green 1 *	12	5	5	12	5
Extension 1 *	2.0	2.0	2.0	2.0	2.0
Max Green 1 *	90	35	20	90	20
Yellow Clearance	4.6	4.5	3.0	4.6	3.0
Red Clearance	1.9	1.6	3.3	1.9	2.8
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	YELLOW	-	-	YELLOW	-
Dual Entry	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON

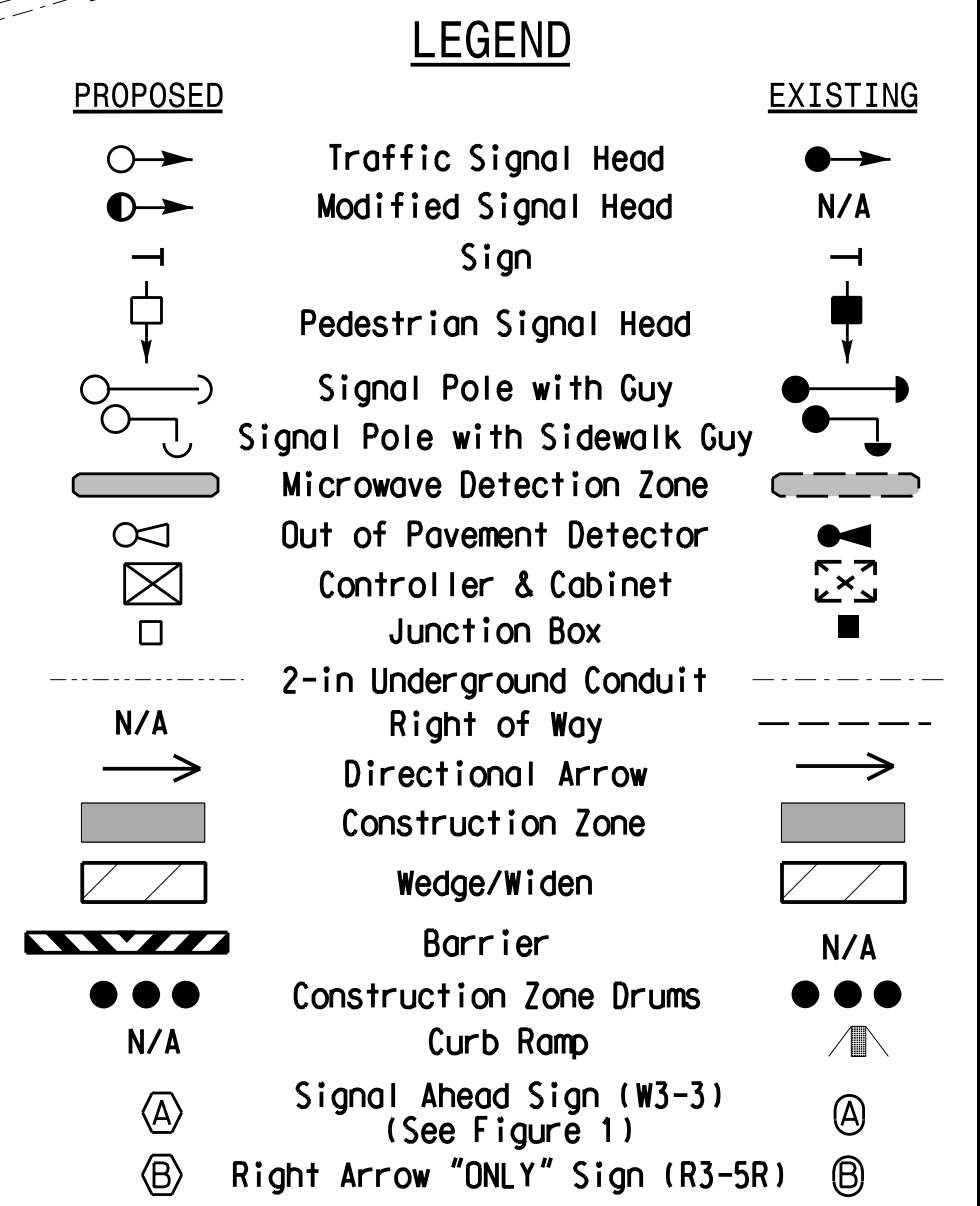


SIGNAL FACE	INTERVAL	
	1	2
23,24	ON	OFF
25,26	OFF	ON

FUNCTION	Sensor 1	Sensor 2
Channel	1	1
Phase	2	2
Direction of Travel	SB	NB
Detection Zone (ft)	100-600	100-600
Enable Speed	Y	Y
Speed Range (mph)	35-100	35-100
Enable Estimated Time of Arrival	Y	Y
Estimated Time of Arrival (sec)	1.0-6.5	2.5-6.5

SIGNAL FACE	PHASE			
	0	2	4	F
11	-R	-R	-R	-R
21,22	G	G	R	Y
31	-R	-R	-R	-R
41	R	R	G	R
42	R	R	G	R
51	-	-	-	-
61	R	G	R	Y
62	R	G	R	Y
71	-R	-R	-R	-R
81,82	R	R	R	R

SIGNAL FACE	PHASE			
	0	2	4	F
11	-R	-R	-R	-R
21,22	G	G	R	Y
31	-R	-R	-R	-R
41	R	R	G	R
42	R	R	G	R
51	-	-	-	-
61	R	G	R	Y
62	R	G	R	Y
71	-R	-R	-R	-R
81,82	R	R	R	R



Signal Upgrade - Temporary Design 2 (Construction Phase 1, Step 2D)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

	I-40 EB Ramp / US 117 - NC 132 (N. College Road) at SR 2048 (Gordon Rd)		
	Division 3	New Hanover County	
Prepared for: Transportation Mobility and Safety Unit, STATE OF NORTH CAROLINA, Signal Design Section	PLAN DATE: May 2022	REVIEWED BY: N.K. Vlanich	SEAL 031464
750 N. Greenfield Pkwy, Garner, NC 27529	PREPARED BY: E.E. Tiller	REVIEWED BY: N.R. Simmons	ENGINEER N. R. SIMMONS
SCALE: 0 40 1"=40'	REVISIONS		DATE
		HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609 NC License No: C-1554 (919) 546-8997	

* 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.