

DEFAULT PHASING DIAGRAM

ALTERNATE PHASING DIAGRAM

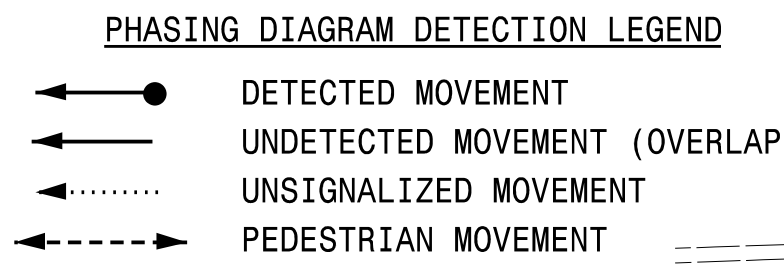
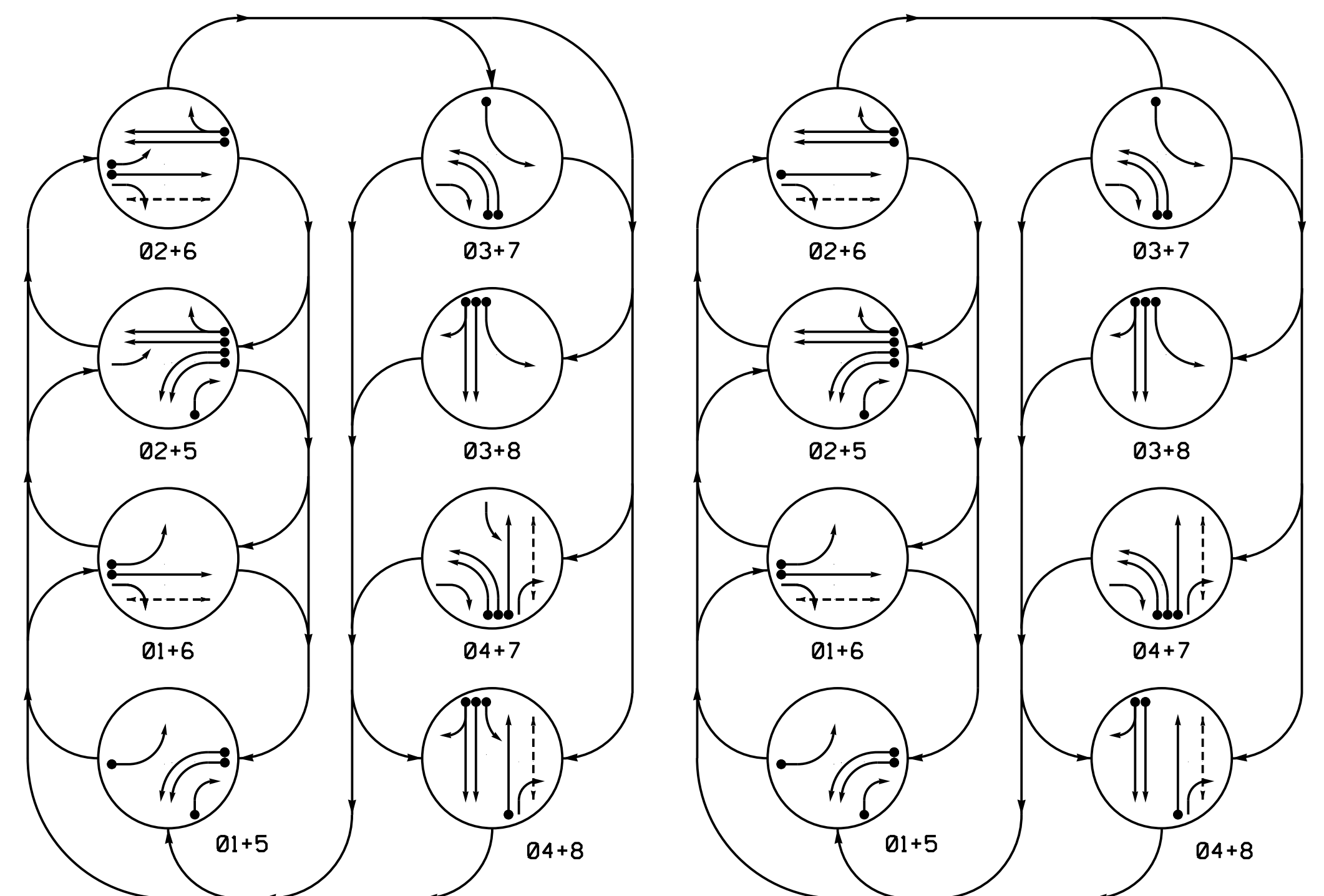


Table: RADAR DETECTION SYSTEM. Columns: FUNCTION, Sensor 1, Sensor 2. Rows: Channel, Phase, Direction of Travel, Detection Zone (ft), Enable Speed, Speed Range (mph), Enable Estimated Time of Arrival, Estimated Time of Arrival (sec).

Table: OASIS 2070 LOOP & DETECTOR INSTALLATION CHART. Columns: ZONE, SIZE (FT), DISTANCE FROM STOPBAR (FT), TURNS, NEW LOOP, PHASE, CALLING, EXTENSION, FULL TIME DELAY, STRETCH TIME, DELAY TIME, SYSTEM LOOP, NEW CARD. Rows: 1A, 3A, 4A, 5A, 5B, 5C, 7A, 7B, 8A, 8B.

- 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. Flash vertically mounted beacons alternately.
7. Flash beacons 23,24,25 and 26 at the end of phase 2 green.
8. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
9. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
10. All pedestrian pushbuttons shall be located in the field by the Division Traffic Engineer before installation.
11. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
12. This intersection uses multizone microwave detection. Install the detectors according to the manufacturer's instructions to achieve the desired detection.
13. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
14. Signal system data: Controller Asset #0331.

SIGNAL FACE I.D.

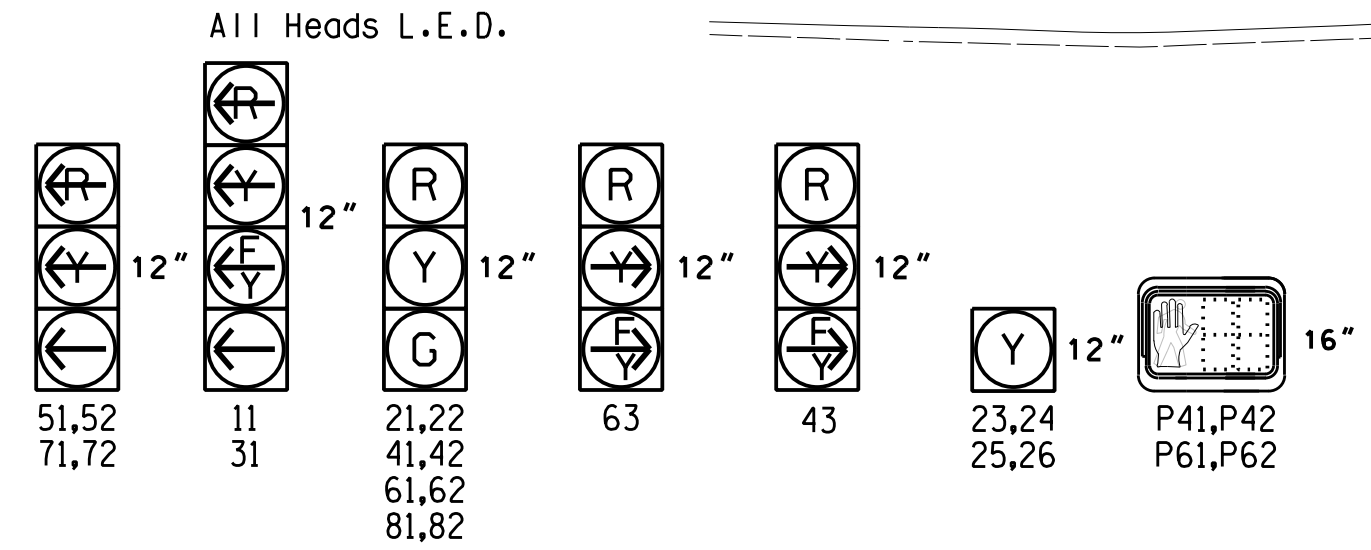


Table: OASIS 2070 TIMING CHART. Columns: FEATURE, PHASE (1-8). Rows: Min Green 1*, Extension 1*, Max Green 1*, Yellow Clearance, Red Clearance, Red Revert, Walk 1*, Don't Walk 1, Advanced Walk*, Seconds Per Actuation*, Max Variable Initial*, Time Before Reduction*, Time To Reduce*, Minimum Gap, Recall Mode, Vehicle Call Memory, Dual Entry, Simultaneous Gap.

Figure 1

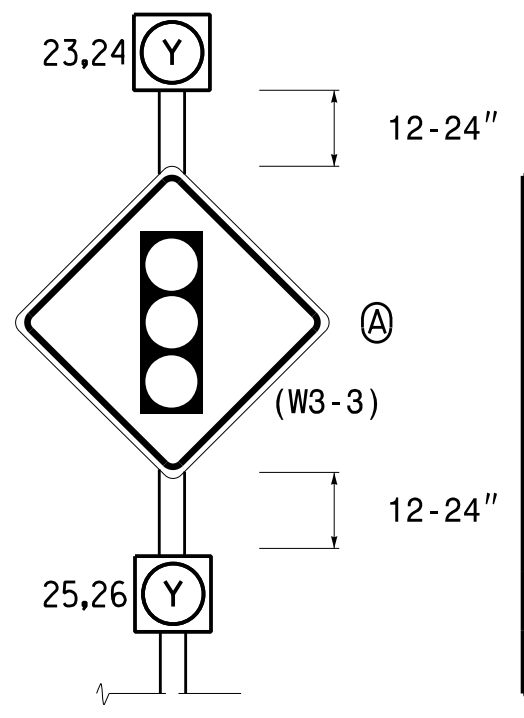


Table: FLASH TABLE OF OPERATION. Columns: SIGNAL FACE, INTERVAL (1, 2). Rows: 23,24, 25,26.

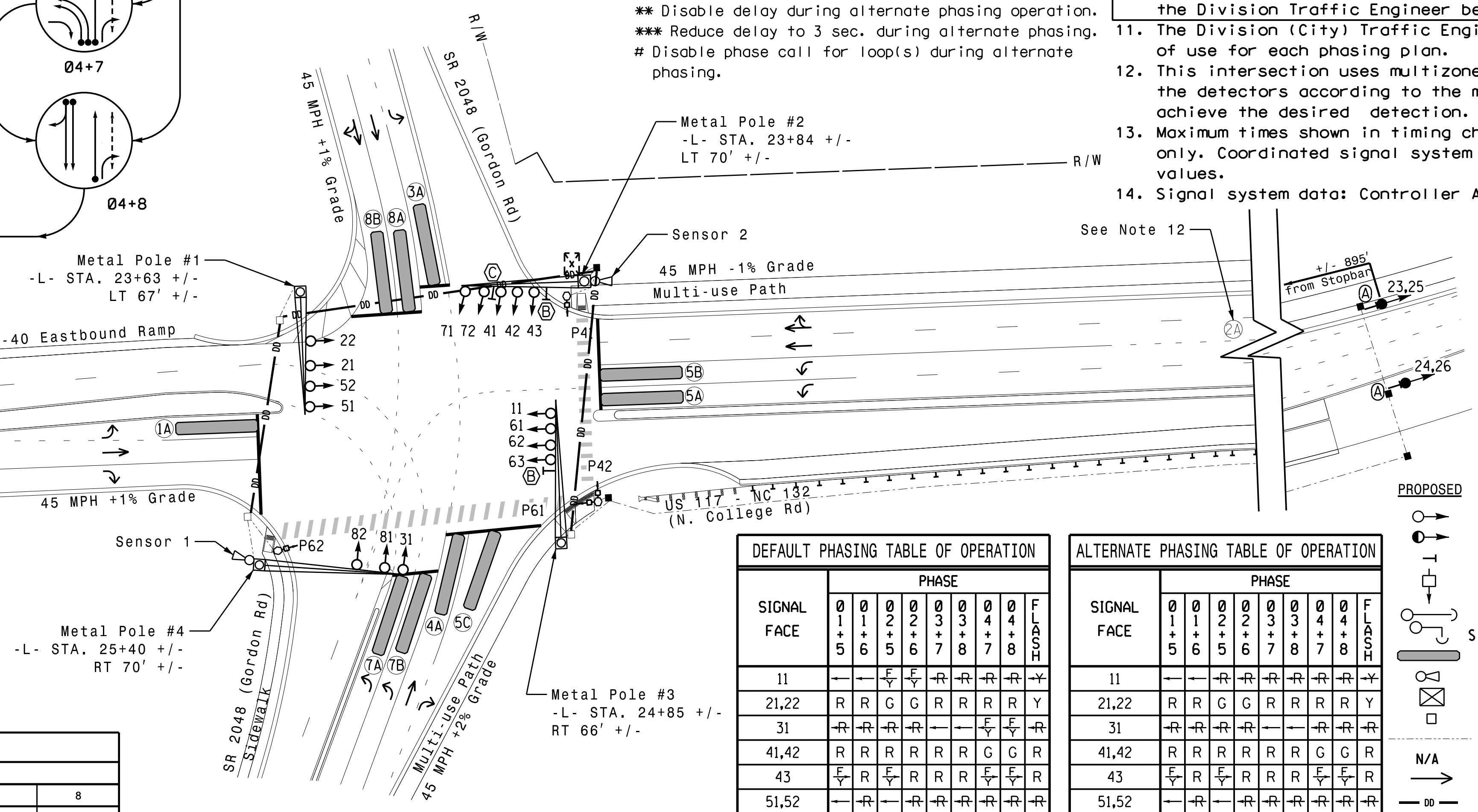
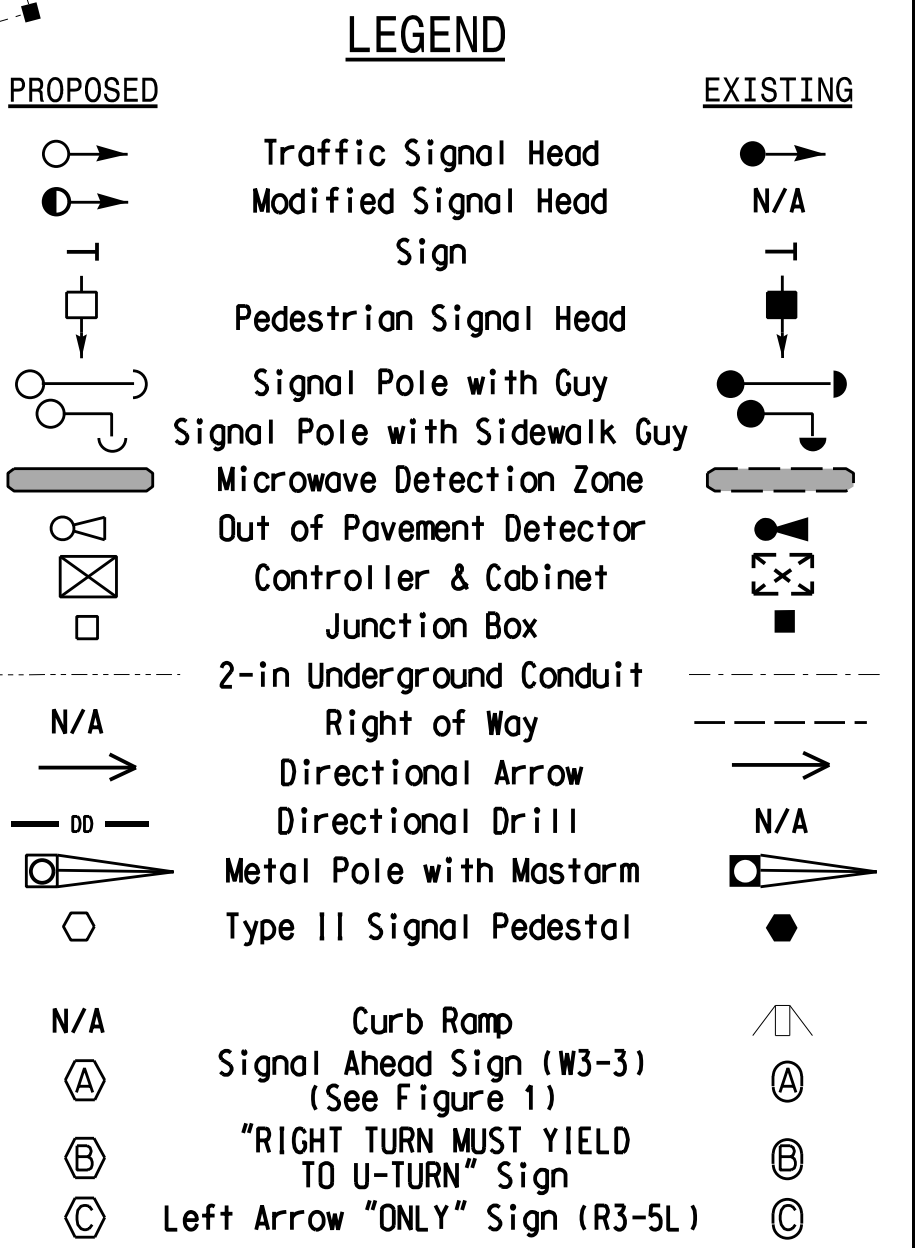


Table: DEFAULT PHASING TABLE OF OPERATION. Columns: SIGNAL FACE, PHASE (0-8, FLASH). Rows: 11, 21,22, 31, 41,42, 43, 51,52, 61,62, 63, 71,72, 81,82, P41,P42, P61,P62.

Table: ALTERNATE PHASING TABLE OF OPERATION. Columns: SIGNAL FACE, PHASE (0-8, FLASH). Rows: 11, 21,22, 31, 41,42, 43, 51,52, 61,62, 63, 71,72, 81,82, P41,P42, P61,P62.



Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Professional seal and signature block for N. Carolina Professional Engineer N. K. Vianich, dated May 2022. Includes project details: I-40 EB Ramp / US 117 - NC 132 (N. College Road) at SR 2048 (Gordon Rd).