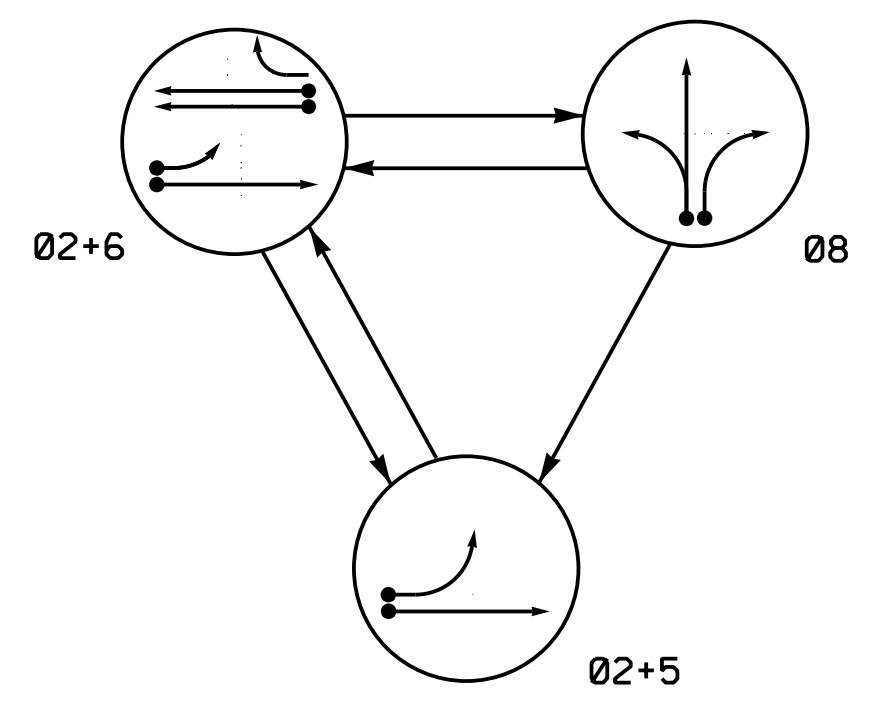
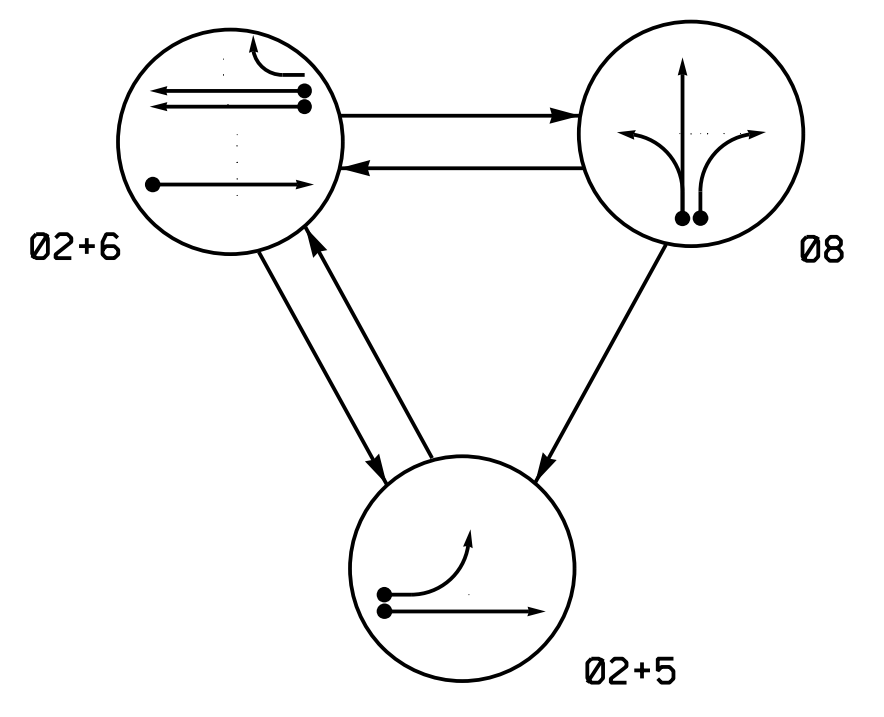


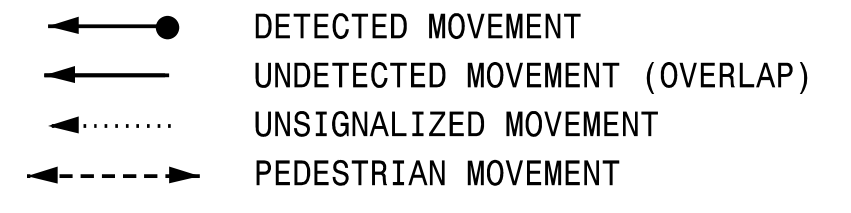
**DEFAULT PHASING DIAGRAM**



**ALTERNATE PHASING DIAGRAM**



**PHASING DIAGRAM DETECTION LEGEND**



**DEFAULT PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	02+5	02+6	08	FLASH
21	G	G	R	Y
22	↑	↑	R	Y
51	—	—	R	Y
61	R	↑	R	Y
62	R	G	R	Y
81,82	R	R	G	R
83,84	R	R	—	R

**ALTERNATE PHASING TABLE OF OPERATION**

SIGNAL FACE	PHASE			
	02+5	02+6	08	FLASH
21	G	G	R	Y
22	↑	↑	R	Y
51	—	—	R	Y
61	R	↑	R	R
62	R	G	R	R
81,82	R	R	G	R
83,84	R	R	—	R

**OASIS 2070 LOOP & DETECTOR INSTALLATION CHART**

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
5A	6x40	0	*	*	5	Y	Y	-	-	15**	-	Y
8A	6x40	0	*	*	2#	Y	Y	-	-	3	-	Y
8B	6x40	0	*	*	8	Y	Y	-	-	15	-	Y

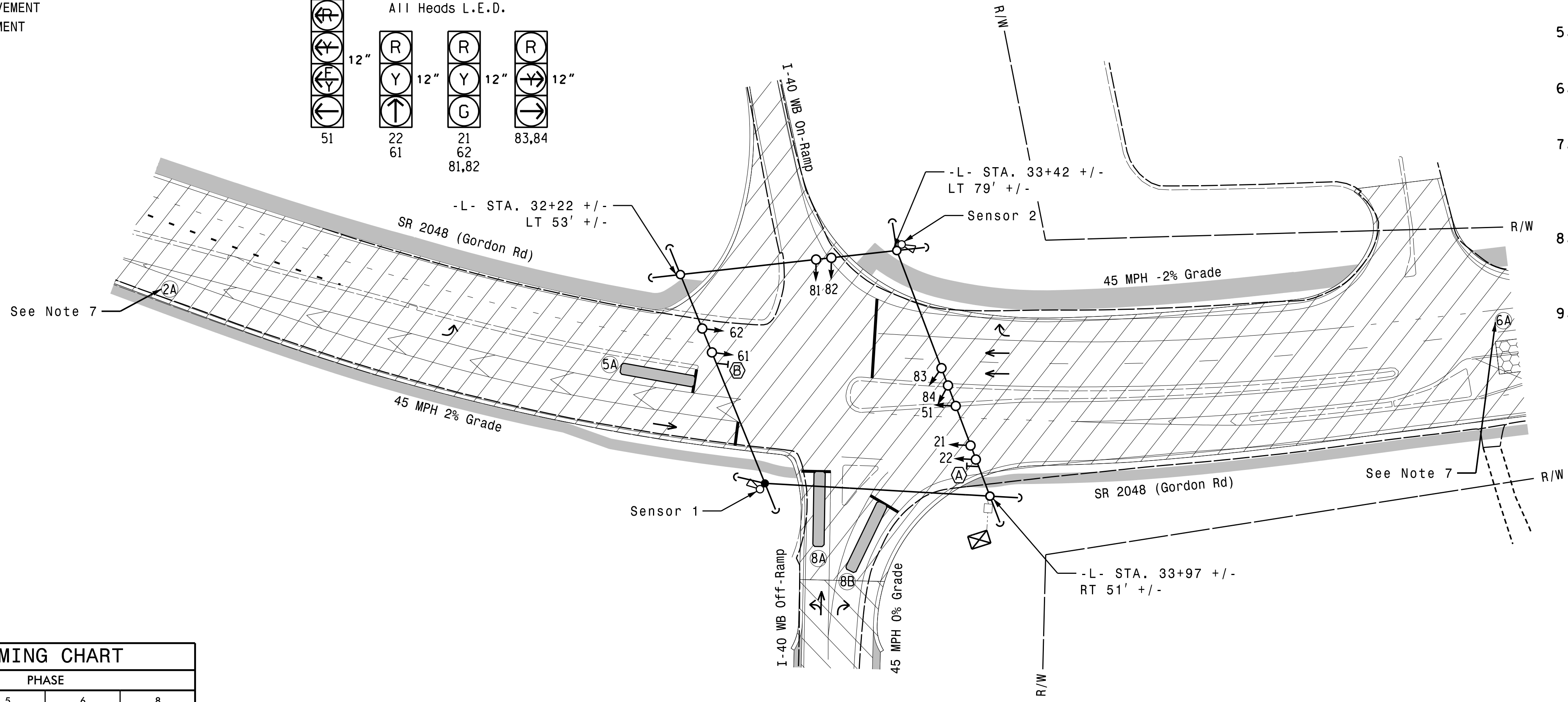
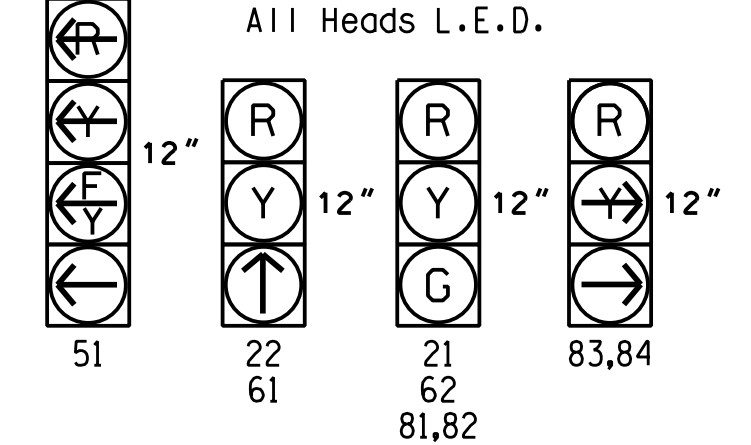
\* Multizone Microwave Detection  
 \*\* Reduce delay to 3 seconds during alternate phasing.  
 # Disable phase call for loop(s) during alternate phasing.

**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 lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as to not obstruct sight distance of vehicles turning right on red.
- 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 #0258.

**SIGNAL FACE I.D.**



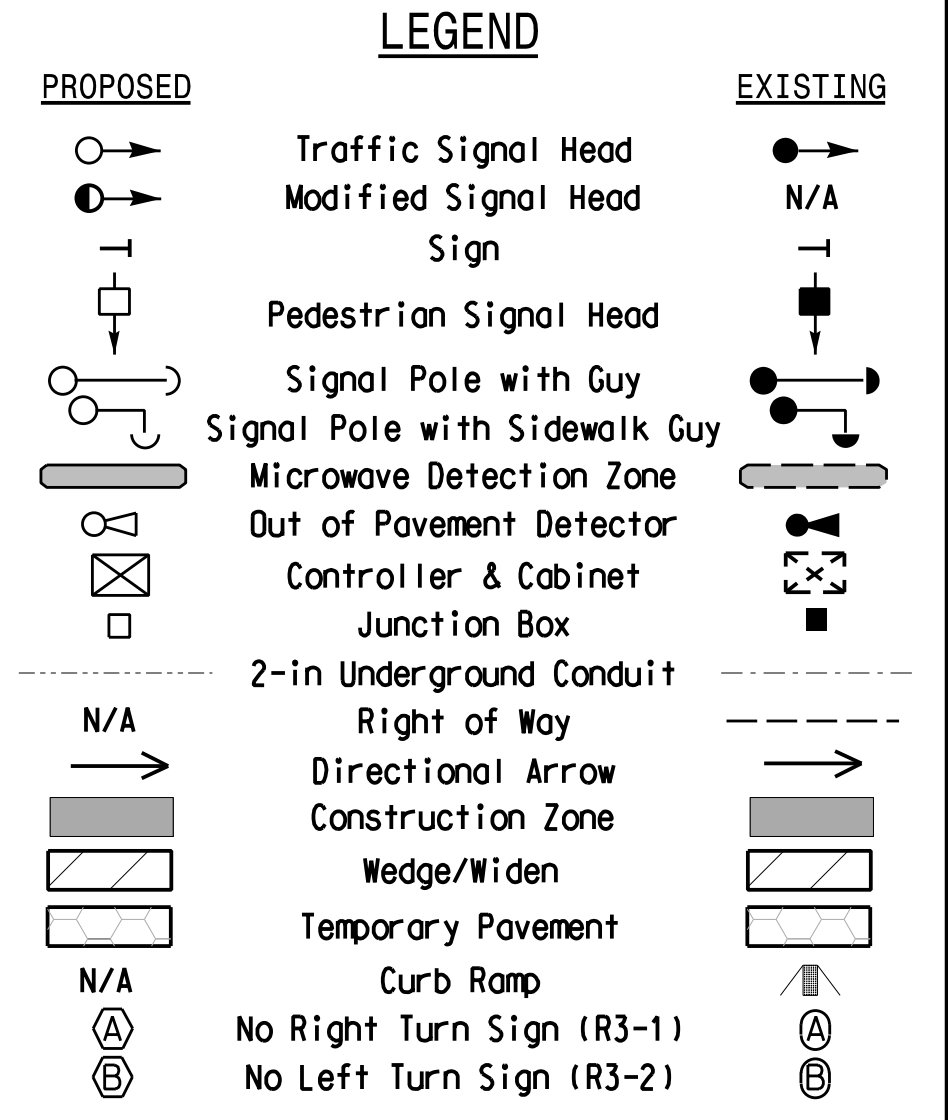
**OASIS 2070 TIMING CHART**

FEATURE	PHASE			
	2	5	6	8
Min Green 1 *	12	5	12	5
Extension 1 *	2.0	2.0	2.0	2.0
Max Green 1 *	90	30	90	35
Yellow Clearance	4.7	3.0	4.7	3.0
Red Clearance	1.6	2.1	1.6	3.3
Red Revert	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

\* 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.

**RADAR DETECTION SYSTEM**

FUNCTION	Sensor 1	Sensor 2
Channel	1	1
Phase	2	6
Direction of Travel	EB	WB
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)	2.5-6.5	1.0-6.5



**Signal Upgrade- Temporary Design 1 (Construction Phase 1)**

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

HNTB NORTH CAROLINA, P.C.  
 343 E. Six Forks Road, Suite 200  
 Raleigh, North Carolina 27609  
 NC License No: C-1554  
 (919) 546-8997

SR 2048 (Gordon Road)  
 at  
 I-40 WB Ramps

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

SCALE  
 0 40  
 1" = 40'

REVISIONS

NO.	INIT.	DATE

DocuSigned by:  
 Metasha R. Simmons  
 SIGNATURE DATE  
 5/17/2024  
 SIG. INVENTORY NO. 03-0258T1