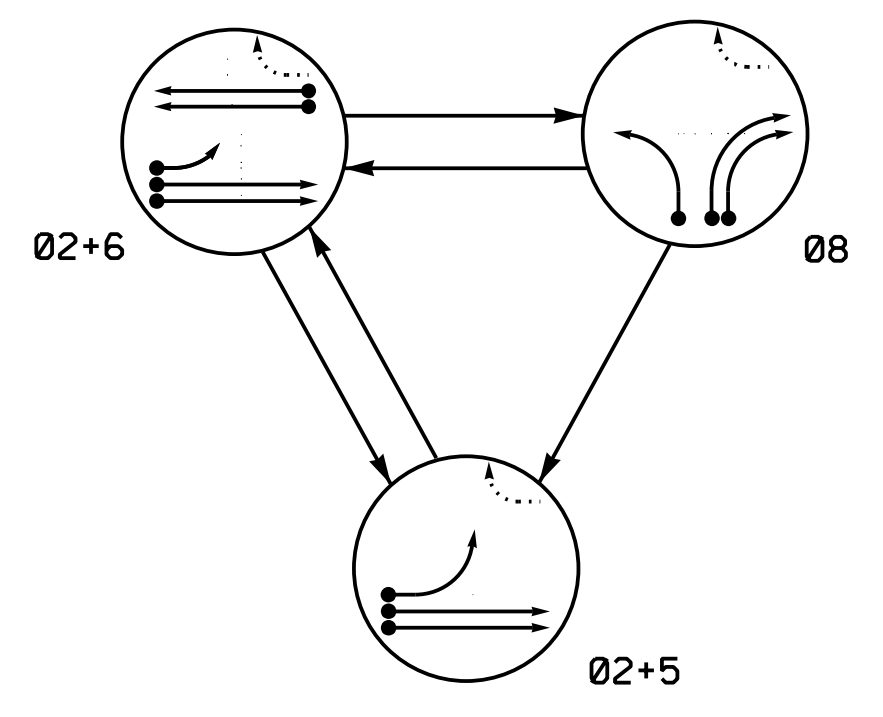
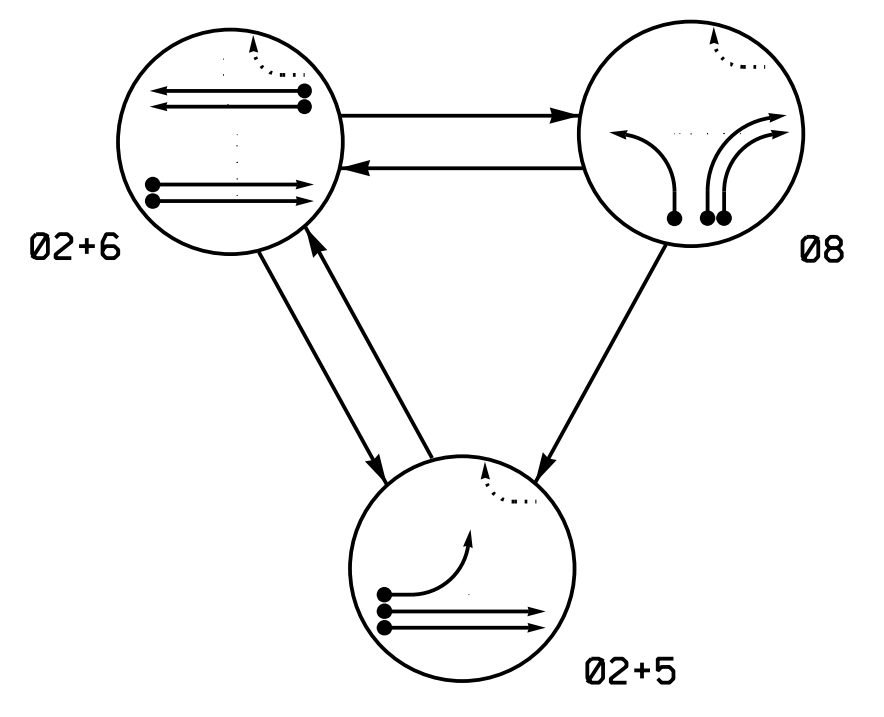


**DEFAULT PHASING DIAGRAM**



**ALTERNATE PHASING DIAGRAM**



**DEFAULT PHASING TABLE OF OPERATION**

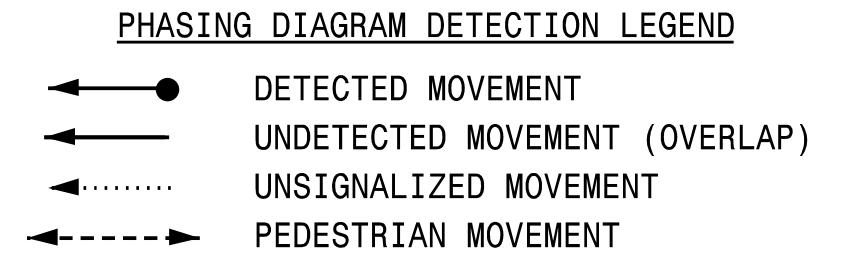
SIGNAL FACE	PHASE			
	02+5	02+6	08	F
21	G	G	R	Y
22	↑	↑	R	Y
51	←	←	←	←
61	R	↑	R	Y
62	R	G	R	Y
81,82	←	←	←	←
83,84	R	R	←	R

**ALTERNATE PHASING TABLE OF OPERATION**

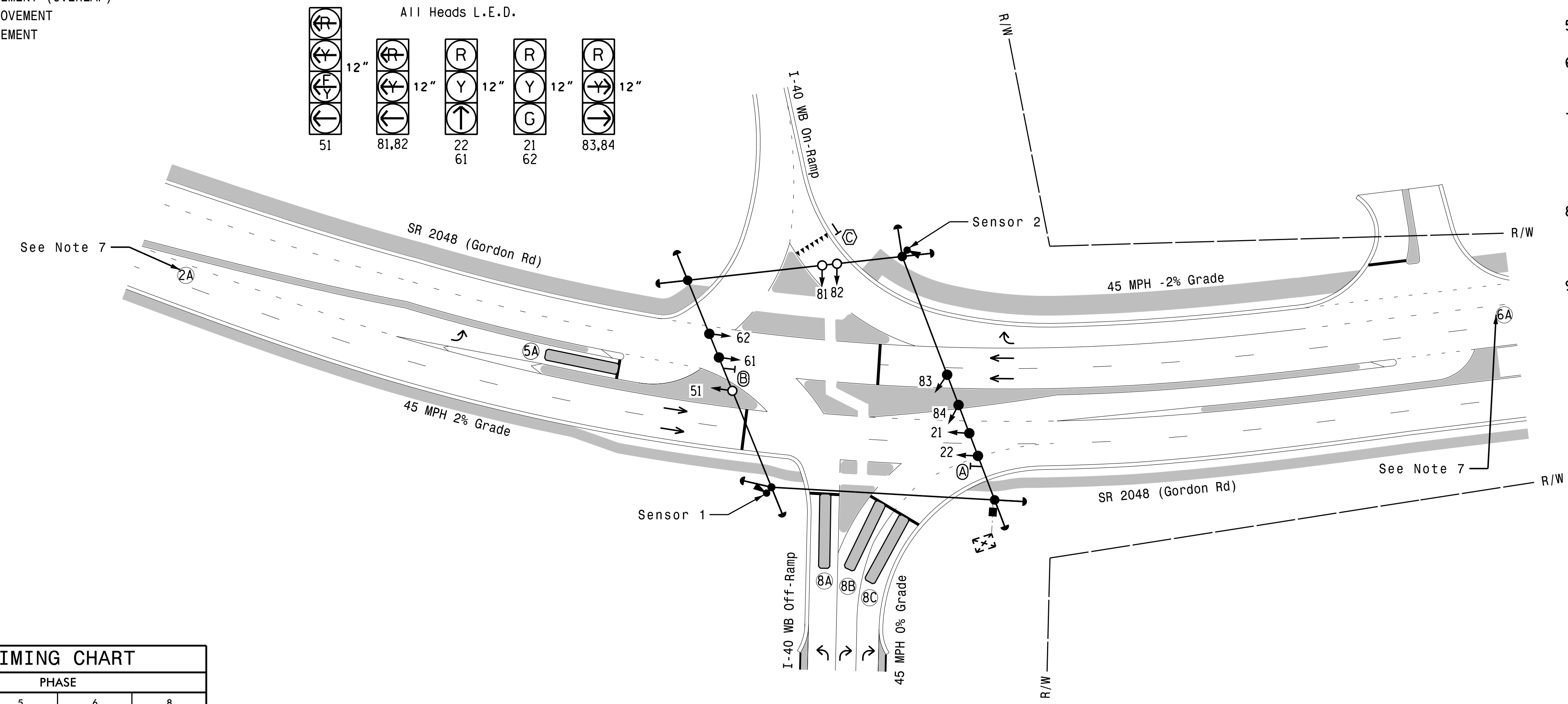
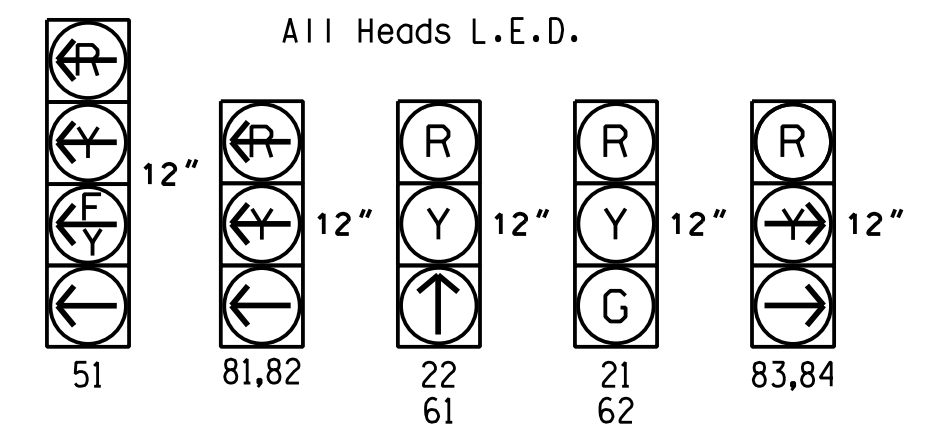
SIGNAL FACE	PHASE			
	02+5	02+6	08	F
21	G	G	R	Y
22	↑	↑	R	Y
51	←	←	←	←
61	R	↑	R	Y
62	R	G	R	Y
81,82	←	←	←	←
83,84	R	R	←	R

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



**SIGNAL FACE I.D.**



**3 Phase Fully Actuated Wilmington Signal System**

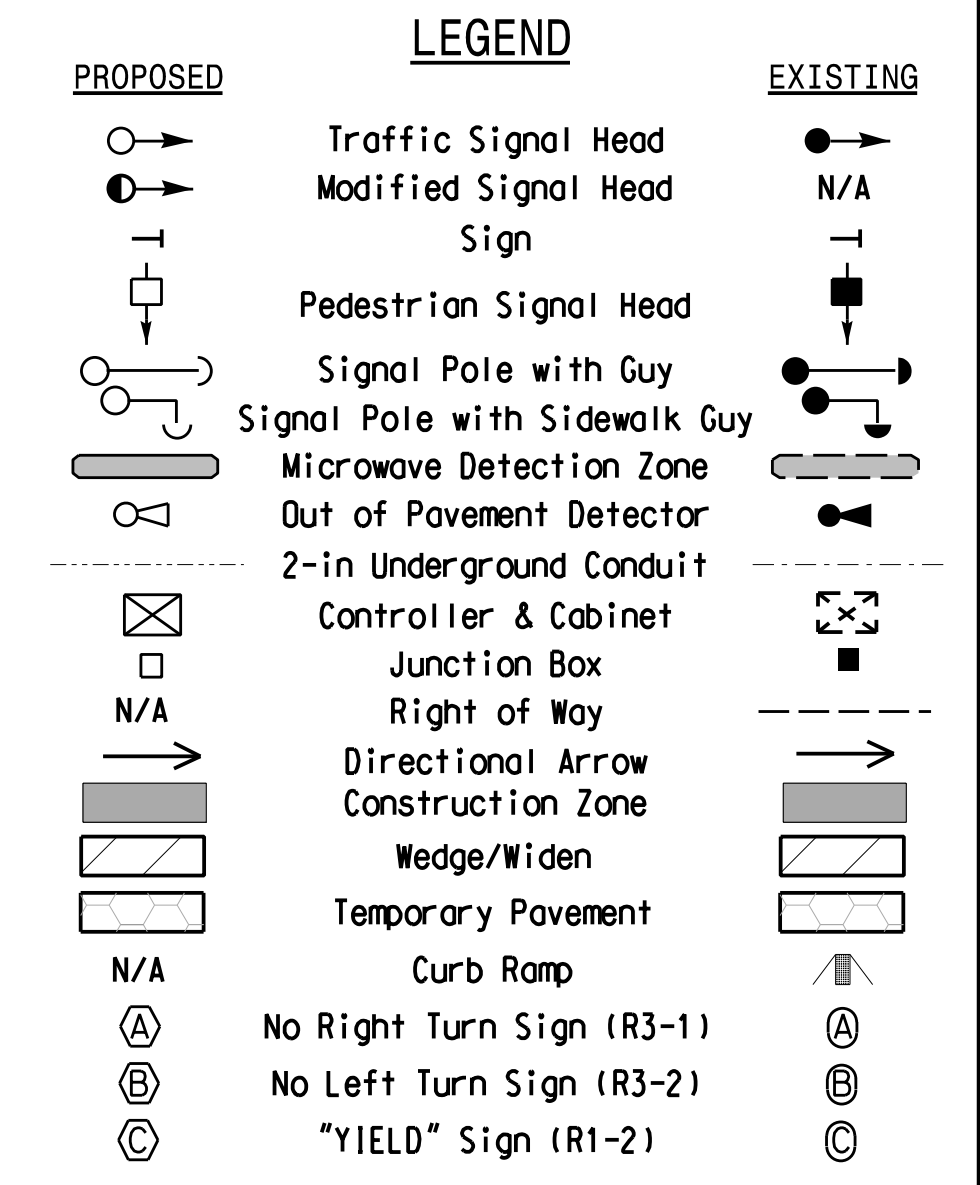
- NOTES**
- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
  - Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
  - Phase 5 may be lagged.
  - Reposition signal head number 84 and Sign (A).
  - Set all detector units to presence mode.
  - 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.

**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	2.2	1.6	2.2	4.3
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

**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)	1.0-6.5	1.0-6.5



\* 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.

Signal Upgrade-  
Temporary Design 2  
(Construction Phase 2)

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

	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	REVISIONS INIT. DATE	

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