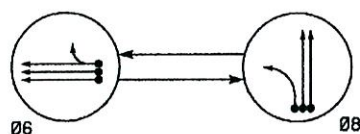


PHASING DIAGRAM



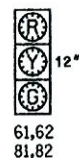
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	Ø	Ø	Ø
61,62	G	R	Y
81,82	R	G	R

SIGNAL FACE I.D.

Denotes L.E.D.



2070L LOOP & DETECTOR INSTALLATION

INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURN	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
6A,6B,6C	6x6	70	Existing	Y	6	Y	Y	-	-	-	-
8A,8B,8C	6x6	70	Existing	-	8	Y	Y	-	-	-	-
-S1-	6x6	+265	Existing	-	-	Y	Y	-	-	-	-
-S2-	6x6	+265	Existing	-	-	Y	Y	-	-	-	-
6B	6x6	250	5	Y	6	Y	Y	-	-	-	-
6C	6x6	250	5	Y	6	Y	Y	-	-	-	-

SYSTEM DETECTORS		
System Detector ID Number	Signal System ID Number	Control Zone
S1	0081-01	4
S2	0081-02	4

2 Phase Fully Actuated (Wilmington Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Existing signal heads 61 and 62 have backplates.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current Signals and Geometrics Design Manual and submit a Plan of Record to the Signals and Geometrics Section.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- 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 #: 0081.

All Proposed

US 76 WB (Wooster Street)

35 MPH -1% GRADE

US 76 WB (Wooster Street)

2070L TIMING CHART

FEATURE	PHASE	
	6	8
Min Green 1 *	10	7
Extension 1 *	3.0	3.0
Max Green 1 *	35	30
Yellow Clearance	3.9	3.9
Red Clearance	1.3	1.3
Walk 1 *	-	-
Don't Walk 1	-	-
Seconds Per Actuation *	-	-
Max Variable Initial *	-	-
Time Before Reduction *	-	-
Time To Reduce *	-	-
Minimum Gap	-	-
Recall Mode	MIN RECALL	-
Vehicle Call Memory	YELLOW	YELLOW
Dual Entry	-	-
Simultaneous Gap	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

- | PROPOSED | EXISTING |
|------------------------------------------------|----------|
| Traffic Signal Head | N/A |
| Modified Signal Head | N/A |
| Sign | N/A |
| Pedestrian Signal Head With Push Button & Sign | N/A |
| Signal Pole with Guy | N/A |
| Signal Pole with Sidewalk Guy | N/A |
| Inductive Loop Detector | N/A |
| Controller & Cabinet | N/A |
| Junction Box | N/A |
| 2-In Underground Conduit | N/A |
| Right of Way | N/A |
| Directional Arrow | N/A |
| No Right Turn Sign (R3-1) | N/A |
| No Left Turn Sign (R3-2) | N/A |
| Left Arrow "ONLY" Sign (R3-5L) | N/A |
| Street Sign | N/A |

Signal Upgrade



US 76 WB (Wooster Street)
at
SR 1219 (S. 17th Street)

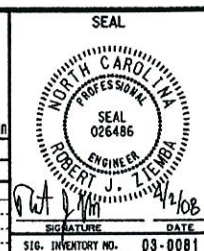
Division 3 New Hanover County Wilmington

PLANNED BY: May 2007 PREPARED BY: Sterling

DESIGNED BY: J. Navarrete REVIEWED BY:

REVISIONS INIT. DATE

SIGNATURE DATE



SIG. INVENTORY NO. 03-0081