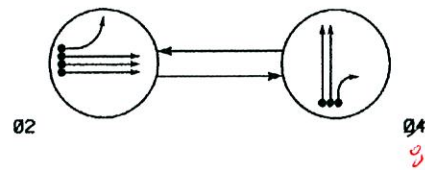


PHASING DIAGRAM



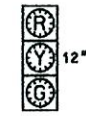
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE		
	02	04	08
21, 22, 23	G	R	Y
41, 42	R	G	R

SIGNAL FACE I.D.

Denotes L.E.D.



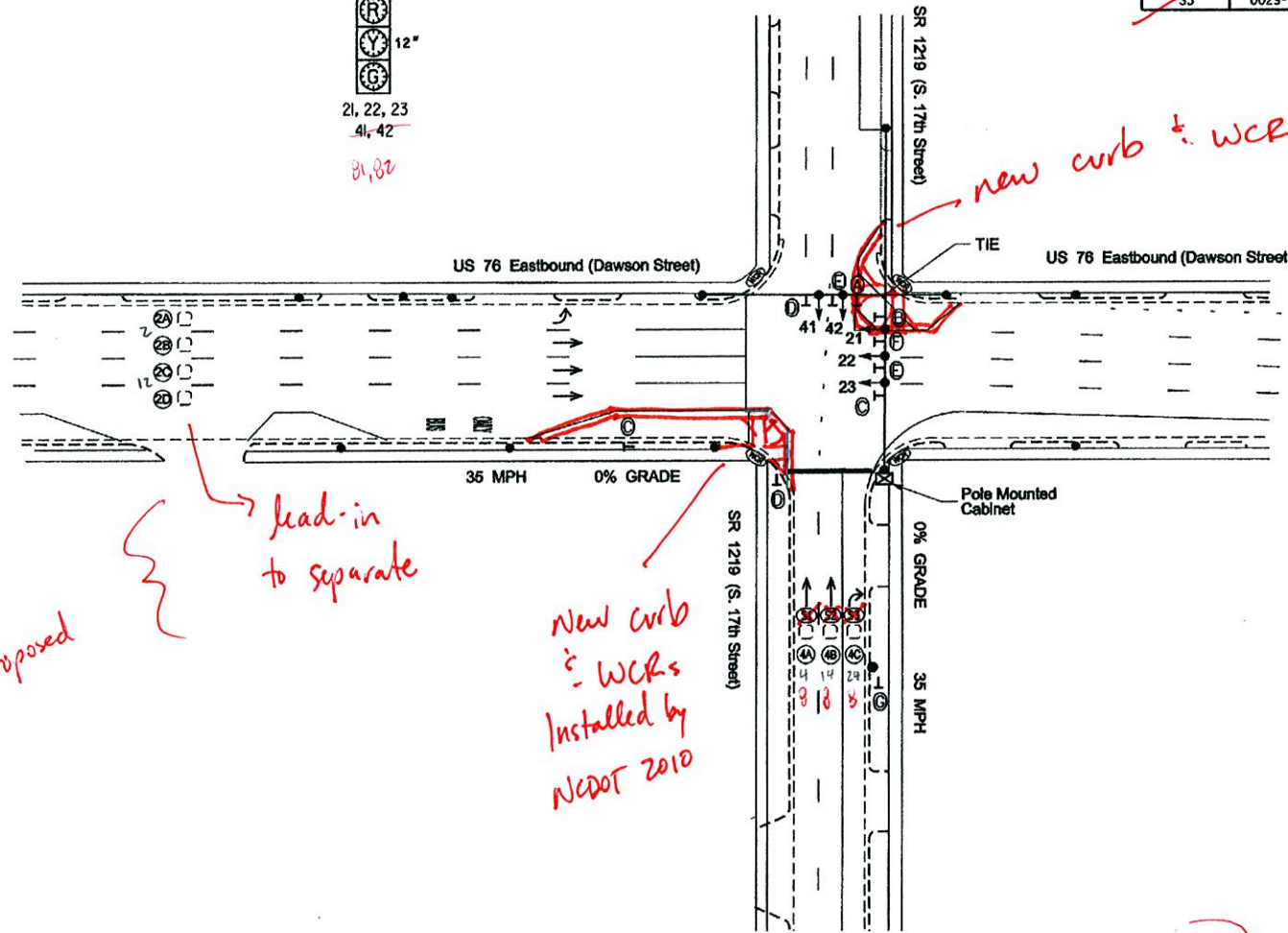
2070L LOOP & DETECTOR INSTALLATION											
INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	PULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP
2A, 2B	6X6	250	Existing	-	2	Y	Y	-	-	-	-
2C, 2D	6X6	250	Existing	-	2	Y	Y	-	-	-	-
4A, 4B	6X6	70	Existing	-	4	Y	Y	-	-	-	-
4B, 4C	6X6	70	Existing	-	4	Y	Y	-	-	-	-
4C, 4D	6X6	70	Existing	-	4	Y	Y	-	-	-	-
2B	6x6	250	EX	-	2	Y	Y	-	-	-	-
2D	6x6	250	EX	-	2	Y	Y	-	-	-	-

SYSTEM DETECTORS		
System Detector ID Number	Signal System ID Number	Control Zone
S1	0029-01	4
S2	0029-02	4
S3	0029-03	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.
- Set all detector units to presence mode.
- 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 #: 0029.



2070L TIMING CHART

FEATURE	PHASE	
	2	4
Min Green 1 *	10	7
Extension 1 *	6.0	3.0
Max Green 1 *	30	15
Yellow Clearance	3.8	3.8
Red Clearance	1.2	1.6
Walk 1 *	-	-
Don't Walk 1	-	-
Seconds Per Actuation *	1.3	-
Max Variable Initial *	24	-
Time Before Reduction *	10	-
Time To Reduce *	30	-
Minimum Gap	3.0	-
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 2 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
Right Arrow "ONLY" Sign (R3-SR)	(A)
Left Arrow "ONLY" Sign (R3-SL)	(B)
No Right Turn Sign (R3-1)	(C)
No Left Turn Sign (R3-2)	(D)
Street Sign	(E)
Thru Arrow "ONLY" Sign (R3-5A)	(F)
"Right Lane MUST Turn Right" Sign (R3-TR)	(G)

Signal Upgrade

Prepared in the Office of

 US 76 EB (Dawson Street)
 at
 SR 1219 (S. 17th Street)

Division 3 New Hanover County Wilmington
 PLAN DATE: December 2007 REVIEWED BY:
 PREPARED BY: Sterling REVIEWED BY:
 REVISIONS: INIT. DATE
 SCALE: 0 40
 1"=40'

SEAL
 NORTH CAROLINA
 SEAL 026486
 ENGINEER
 ROBERT J. ZIEMBA
 DATE 6/1/08
 SIGNATURE
 DATE
 SIG. INVENTORY NO. 03-0029