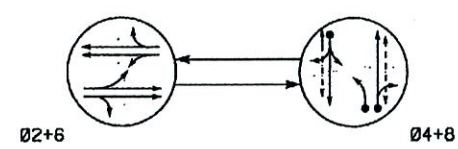


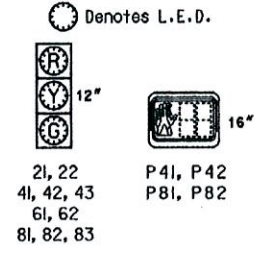
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND
←● DETECTED MOVEMENT
← UNDETECTED MOVEMENT (OVERLAP)
← UN SIGNALIZED MOVEMENT
← PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	02+6	04+8	04+8
21, 22	G	R	Y
41, 42, 43	R	G	R
61, 62	G	R	Y
81, 82, 83	R	G	R
P41, P42	DW	W	DRK
P81, P82	DW	W	DRK

SIGNAL FACE I.D.



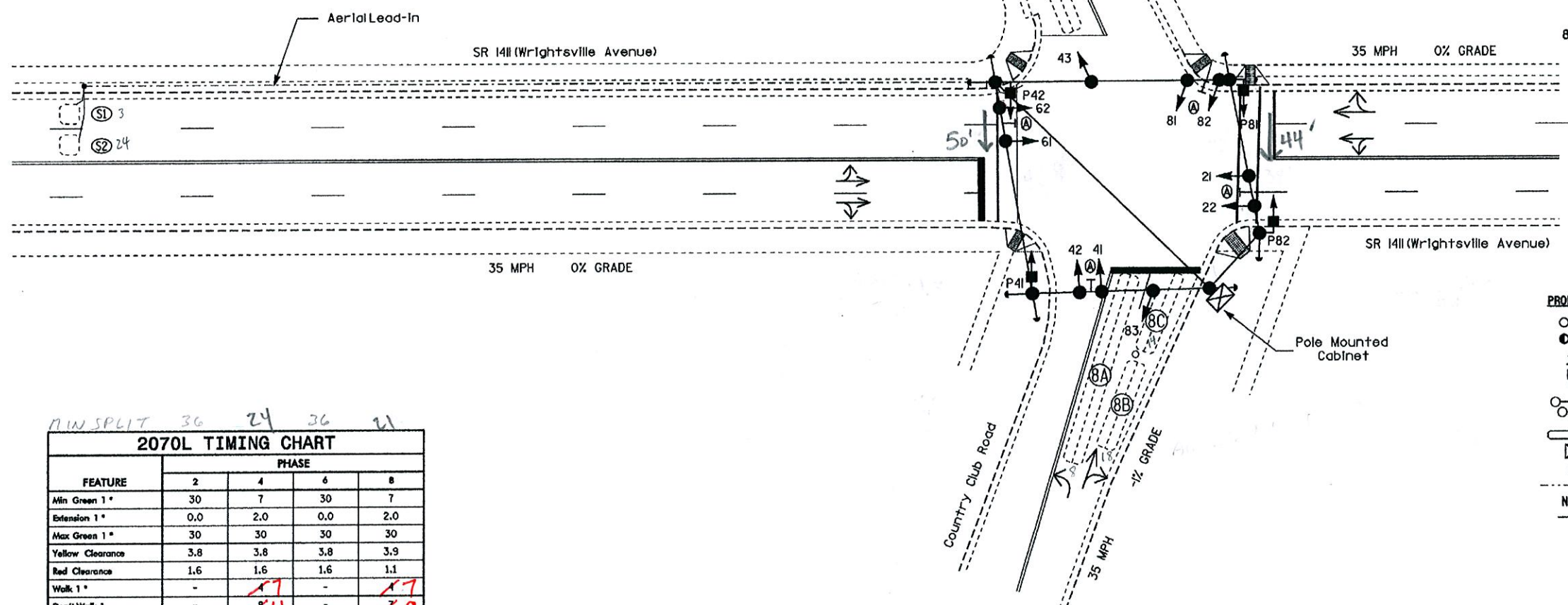
2070L LOOP & DETECTOR INSTALLATION											
INDUCTIVE LOOPS				DETECTOR PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP
4A	6x60	0	2-4-2	-	4	Y	Y	-	10	-	Y
8A	6x60	0	2-4-2	-	8	Y	Y	-	3	-	Y
8B	6x28	33	2-4-2	-	8	Y	Y	-	5	-	Y
8C	6x26	0	2-4-2	-	8	Y	Y	-	10	-	Y
S1	6x6	+365	Existing	-	-	-	-	-	-	-	Y
S2	6x6	+365	Existing	-	-	-	-	-	-	-	Y

SYSTEM DETECTORS		
System Detector ID Number	Signal System ID Number	Control Zone
S1	0042-01	7
S2	0042-02	7

2 Phase Semi-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.
- Pavement markings are existing.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 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 #: 0042.



NW SPLIT 36 24 36 21


2070L TIMING CHART				
FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	30	7	30	7
Extension 1 *	0.0	2.0	0.0	2.0
Max Green 1 *	30	30	30	30
Yellow Clearance	3.8	3.8	3.8	3.9
Red Clearance	1.6	1.6	1.6	1.1
Walk 1 *	-	17	-	17
Don't Walk 1	-	11	-	9
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX RECALL	-	MAX RECALL	-
Vehicle Call Memory	-	-	-	-
Dual Entry	-	ON	-	ON
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.

LEGEND	
PROPOSED	EXISTING
○ Traffic Signal Head	● N/A
● Modified Signal Head	● N/A
□ Sign	□ Sign
○ Pedestrian Signal Head With Push Button & Sign	○ Pedestrian Signal Head With Push Button & Sign
○ Signal Pole with Guy	○ Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	○ Signal Pole with Sidewalk Guy
□ Inductive Loop Detector	□ Inductive Loop Detector
□ Controller & Cabinet	□ Controller & Cabinet
□ Junction Box	□ Junction Box
□ 2-in Underground Conduit	□ 2-in Underground Conduit
→ Right of Way	→ Right of Way
→ Directional Arrow	→ Directional Arrow
→ Street Sign	→ Street Sign

Signal Upgrade

Prepared in the Office of



250 N. Greenfield Street, Greensboro, NC 27401

SR 1411 (Wrightsville Avenue) at Country Club Drive/Colonial Drive

Division 3 New Hanover County Wilmington

PLAN DATE: May 2007 PREPARED BY: Sterling

PREPARED BY: J. Navarrete REVIEWED BY:

REVISIONS

SCALE 0 20 1"=20'

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER

026486

ROBERT J. ZIEGLER

DATE 2/14/08

SIG. INVENTORY NO. 03-0042