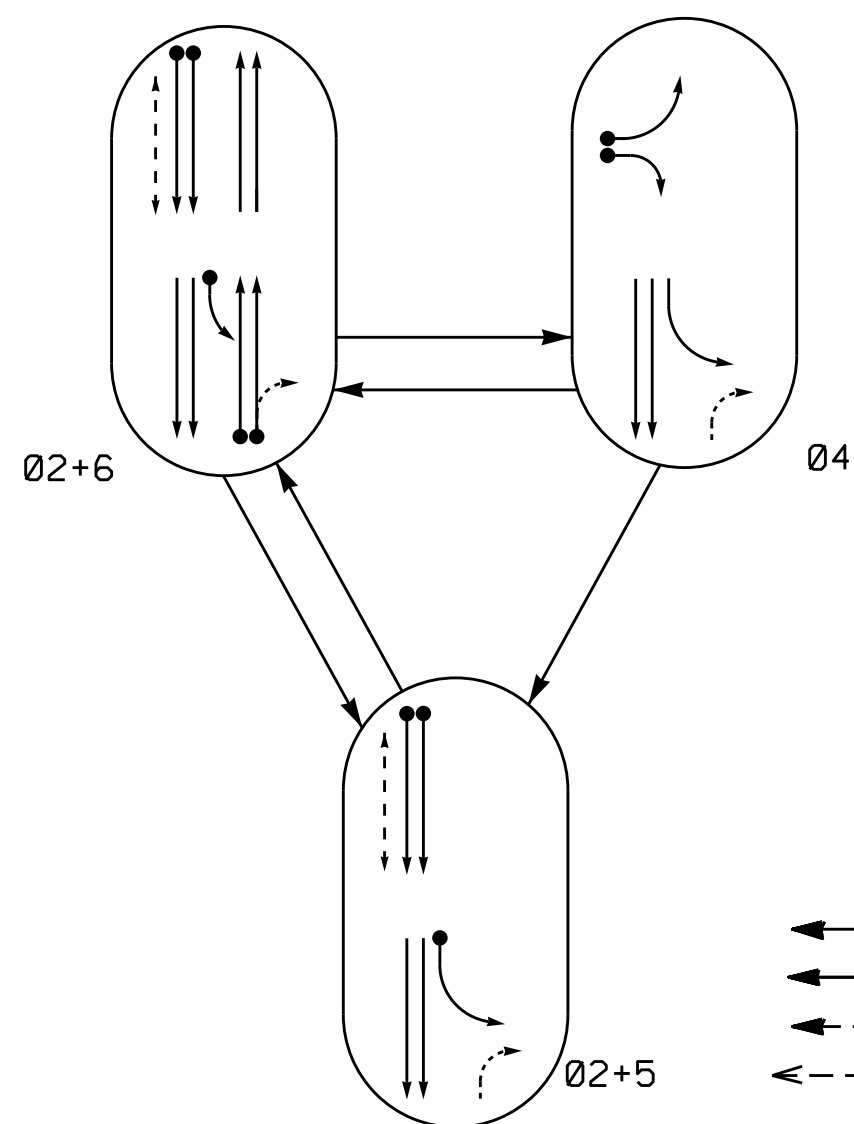


3 Phase
Fully Actuated
(Raleigh Signal System)

PHASING DIAGRAM



SIGNAL FACE	PHASE			
	02+5	02+6	04	LSA
21, 22, 25	G	G	R	Y
23, 24	OFF	OFF	ON	OFF
41, 42	R	R	G	R
51	G	G	G	Y
52	G	G	G	Y
61, 62, 63, 64	R	G	R	Y
P21, P22	W	W	DW	DRK

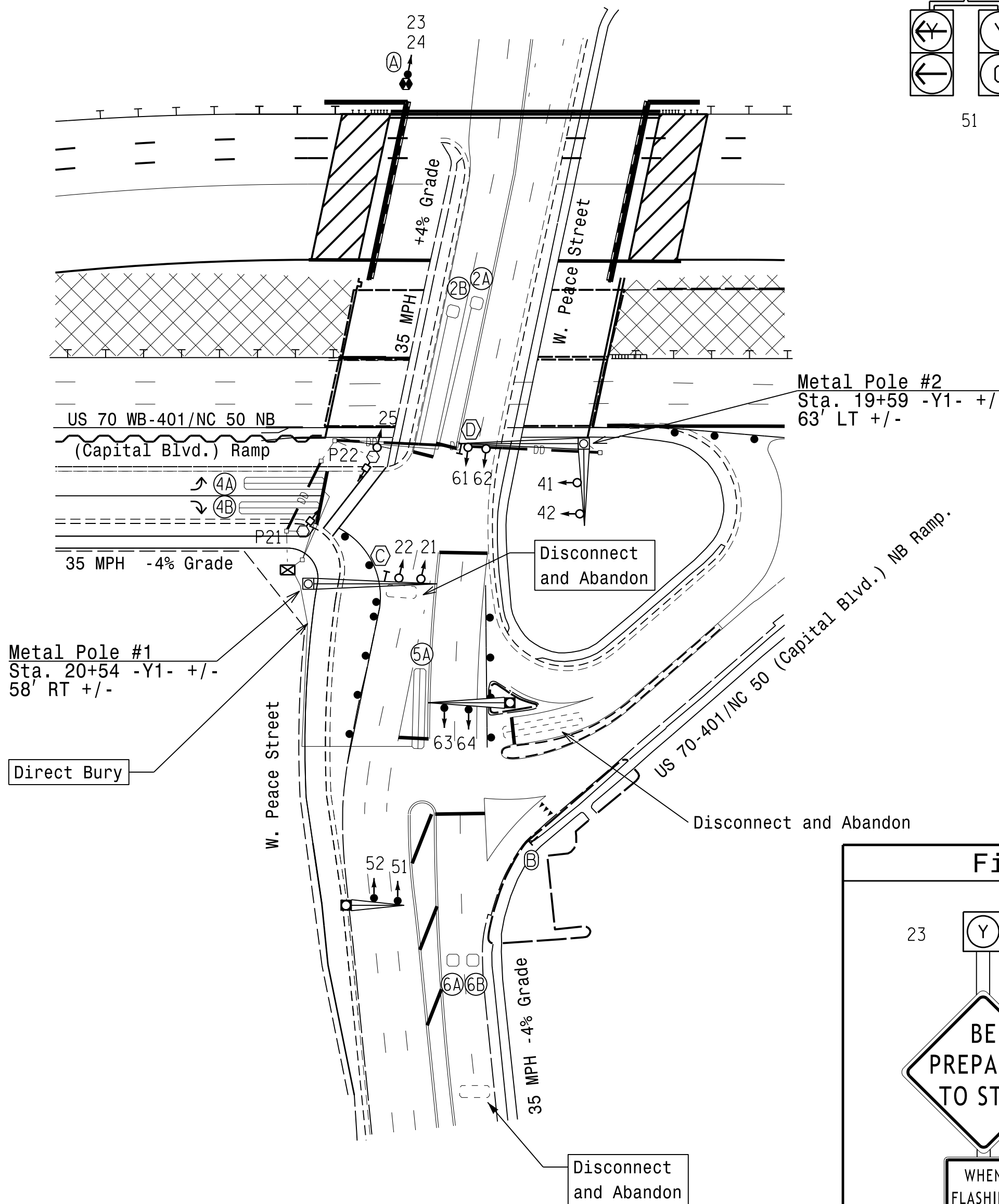
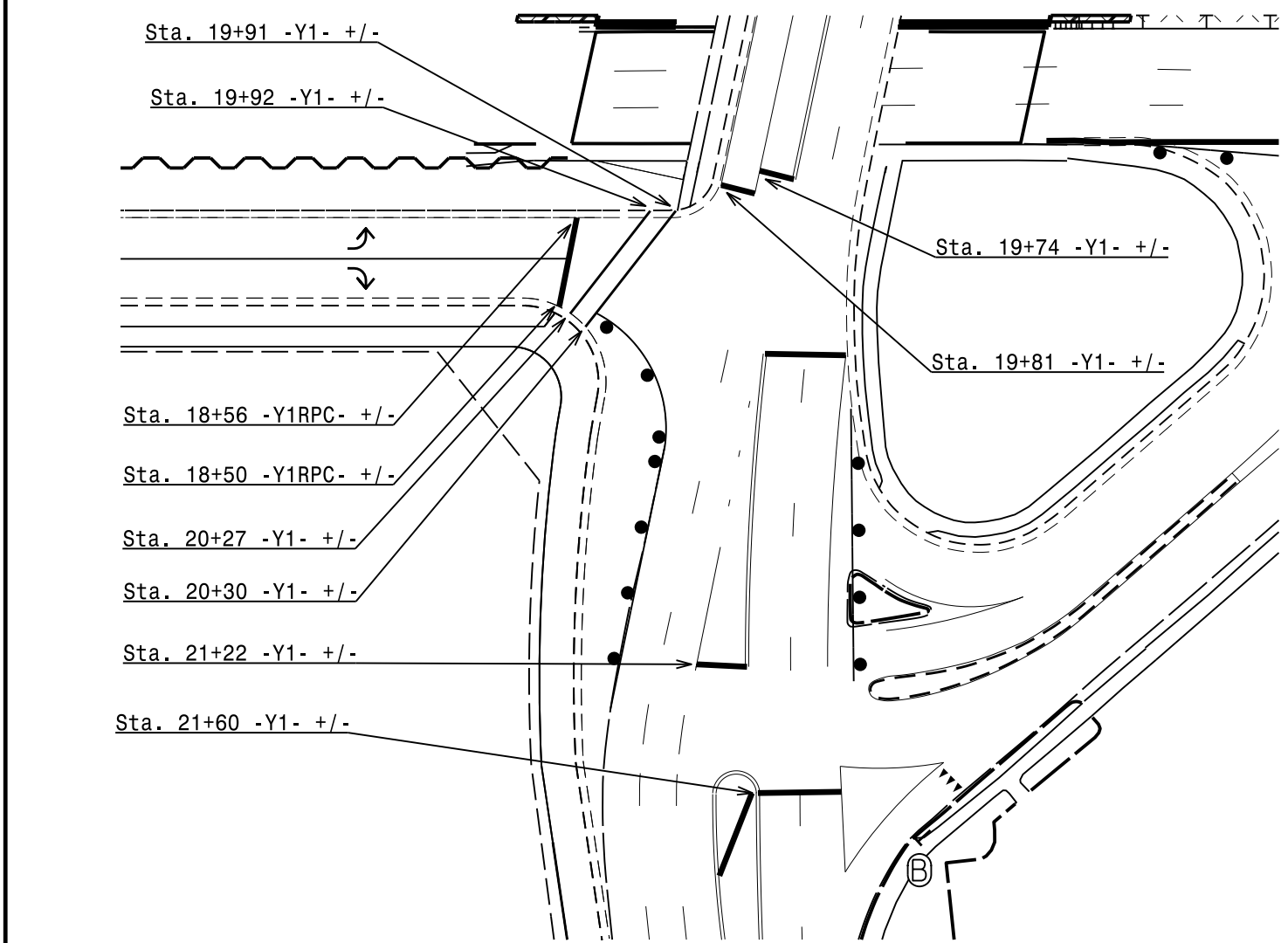
SIGNAL FACE	INTERVAL	
	1	2
23	ON	OFF
24	OFF	ON

LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	ASSIGNED PHASE	TIMING		DETECTOR PROGRAMMING							VEHICLE DETECTION	PEDESTRIAN	SWITCH	STATUS	
							DELAY	EXTEND (STRETCH)	OPERATION MODE											
									1	2	3	4	5	6	7					
2A, 2B	6X6	4	70	X	-	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
4A	6X40	2-4-2	0	X	-	4	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
4B	6X40	2-4-2	0	X	-	4	15 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
5A	6X40	2-4-2	+5	X	-	5	15 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
6A, 6B	6X6	4	70	X	-	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-

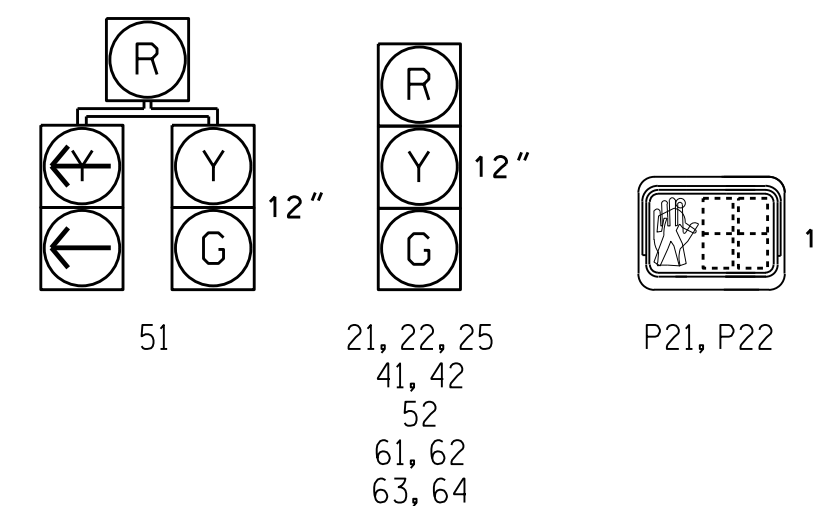
PHASING DIAGRAM DETECTION LEGEND

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

Proposed Stopbar and Crosswalk Locations



SIGNAL FACE I.D.



NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Renumber existing signal heads 21 and 22 as 51 and 52. 61 and 62 as 63 and 64, respectively.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pedestrian pedestals are conceptual and shown for reference only. See sheets P1-P3 for pushbutton location details.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND

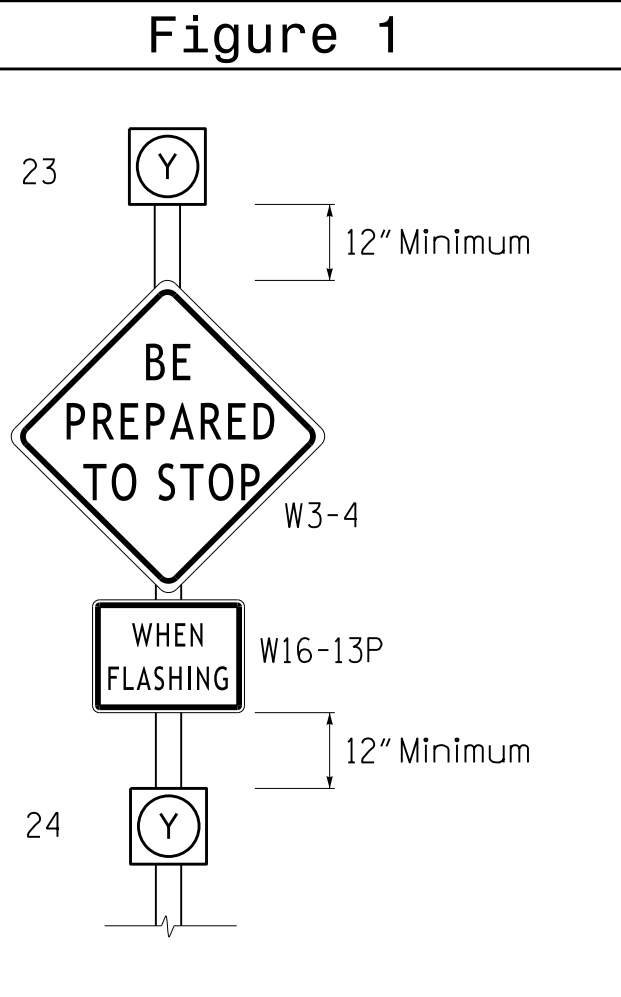
- | | |
|----------|--|
| PROPOSED | EXISTING |
| | Traffic Signal Head |
| | Modified Signal Head |
| | Signal |
| | Pedestrian Signal Head |
| | Signal Pole with Guy |
| | Inductive Loop Detector |
| | Controller & Cabinet |
| | Junction Box |
| | 2-in Undergroud Conduit |
| | Right of Way |
| | Directional Arrow |
| | Metal Pole with Mastarm |
| | Directional Drill |
| | Construction Zone Drums |
| | Guardrail |
| | Type II Signal Pedestal |
| | Type III Signal Pedestal |
| | "BE PREPARED TO STOP" (W3-4) Sign |
| | and "WHEN FLASHING" (W16-13p) Plaque (A) with Warning Beacons (See Figure 1) |
| | "YIELD" Sign (R1-2) (B) |
| | No Right Turn Sign (R3-1) (C) |
| | No Left Turn Sign (R3-2) (D) |

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

SE-PAC 2070 TIMING CHART

FEATURE	PHASE			
	2	4	5	6
Min Green *	10	7	7	10
Passage Gap *	3.0	2.0	2.0	3.0
Maximum Green *	60	15	30	60
Yellow Change	3.6	3.0	3.0	4.1
Red Clear	1.2	2.4	1.8	1.0
Walk *	4	-	-	-
Pedestrian Clear	9	-	-	-
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Made	MIN RECALL	-	-	MIN RECALL
Vehicle Call Memory	LOCK	NON-LOCK	NON-LOCK	LOCK
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.



Signal Upgrade - Temporary Design 3 (TMP Area II, Phase III-IV)

W. Peace Street
at
US 70 WB-401/NC 50 NB
(Capital Blvd.) Ramps

Division 5
Wake County, Raleigh

PLAN DATE: December 2015 REVIEWED BY:

PREPARED BY: I. O. Umzurike REVIEWED BY:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 50'

DATE: 2/1/2016

SIG. INVENTORY NO. 05-1642T3