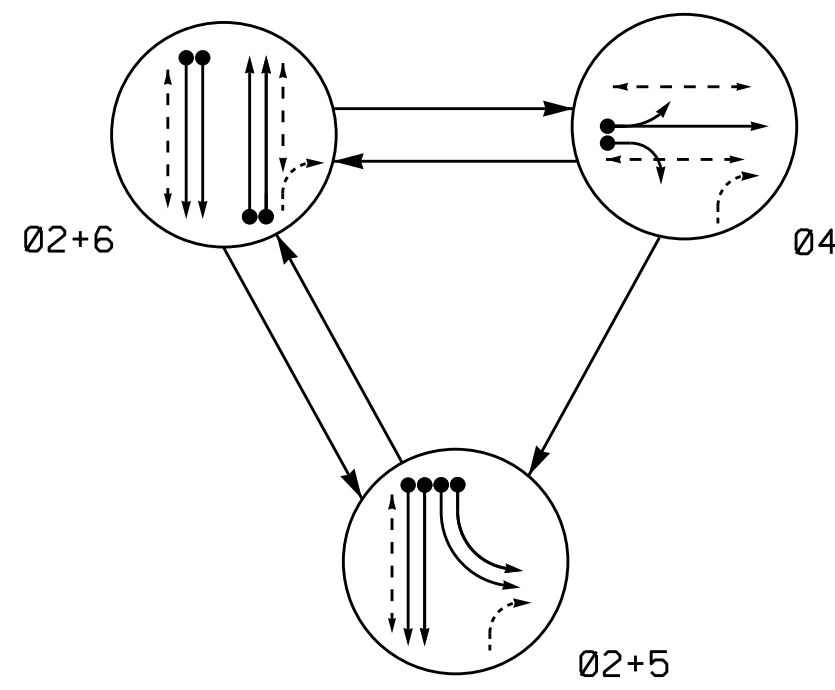
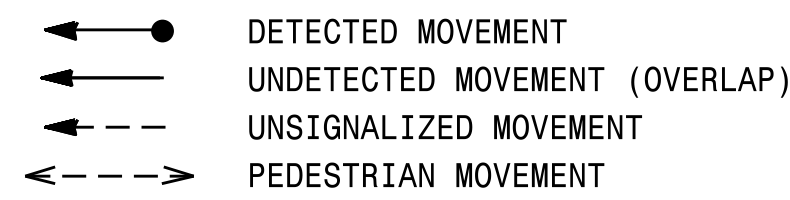


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND



SIGNAL FACE	PHASE			
	02+5	02+6	04	FLASH
21, 22, 25	G	R	Y	
23, 24	OFF	OFF	DN	OFF
41, 42	R	R	G	R
51, 52, 53	←	←	←	←
61, 62	R	G	R	Y
P21, P22	W	W	DW	DRK
P41, P42	DW	DW	W	DRK
P43, P44	DW	DW	W	DRK
P61, P62	DW	W	DW	DRK

W - Walk
 DW - Don't Walk
 DRK - Dark

SIGNAL FACE	INTERVAL	
	1	2
23	ON	OFF
24	OFF	DN

LOOP & DETECTOR UNIT INSTALLATION CHART																		
SE-PAC 2070 CONTROLLER WITH 170 CABINET																		
INDUCTIVE LOOPS					DETECTOR PROGRAMMING													
LOOP NO.	SIZE (Ft)	TURNS	DIST. FROM STOPBAR (Ft)	NEW EXISTING	ASSIGNED PHASE	TIMING		OPERATION MODE							STATUS			
						DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP A	STOP B	PROTECTOR	PROTECTOR THROUGH	AND	SWITCH	SYSTEM LOOPS	NEW EXISTING
2A	6X6	4	70	X	-	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	X
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	0	X	-	5	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	X
5B	6X6	2-4-2	0	X	-	5	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	X
6A	6X6	4	70	X	-	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	X
6B	6X6	4	70	X	-	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	X

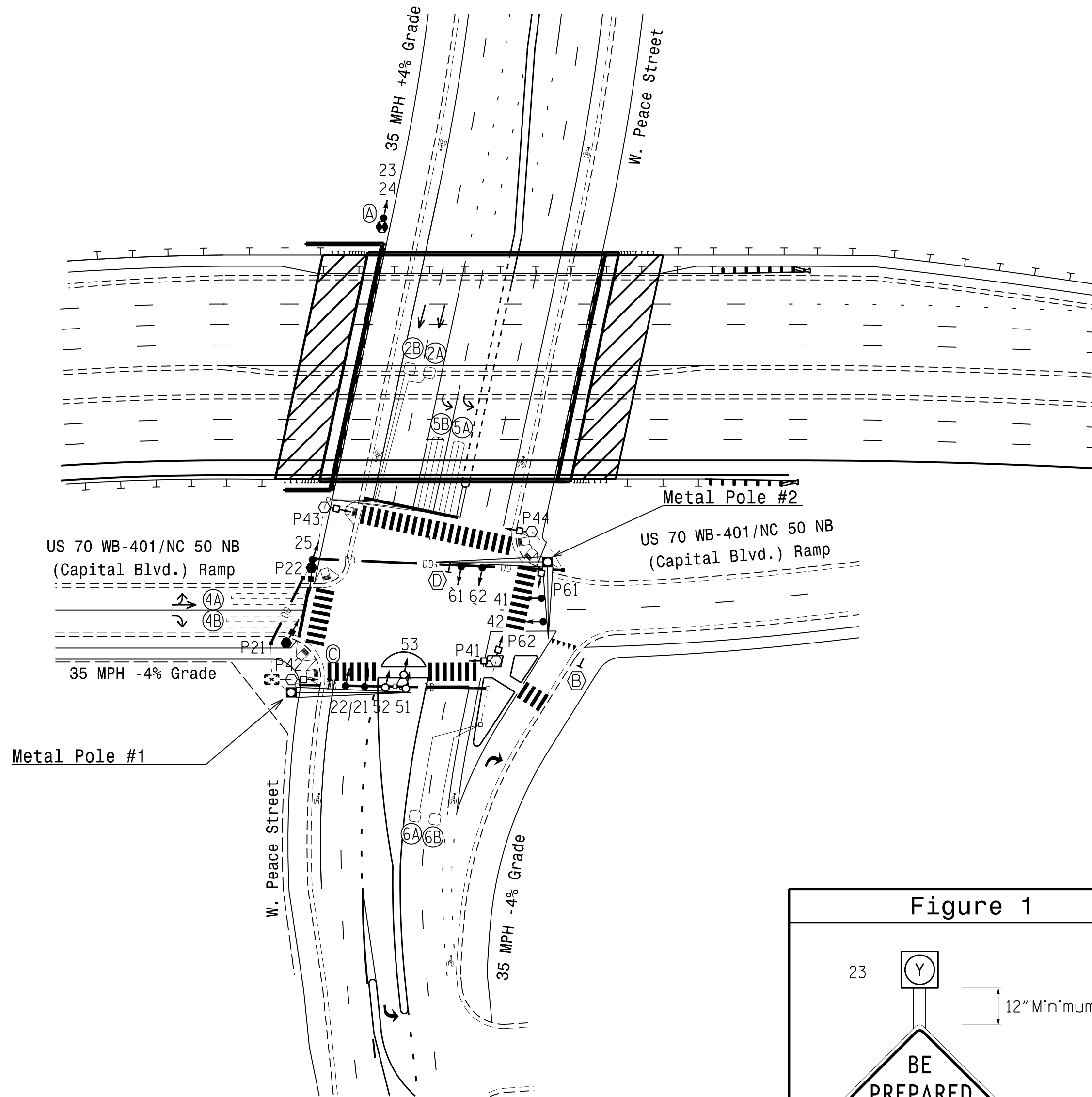
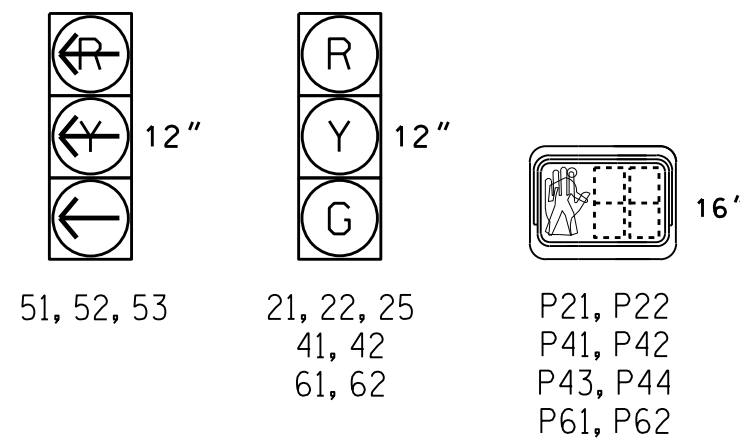
3 Phase Fully Actuated (Raleigh Signal System)

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.
- Reposition existing signal heads numbered 21, 22, 61, and 62.
- Set all detector units to presence mode.
- 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.

SIGNAL FACE I.D.

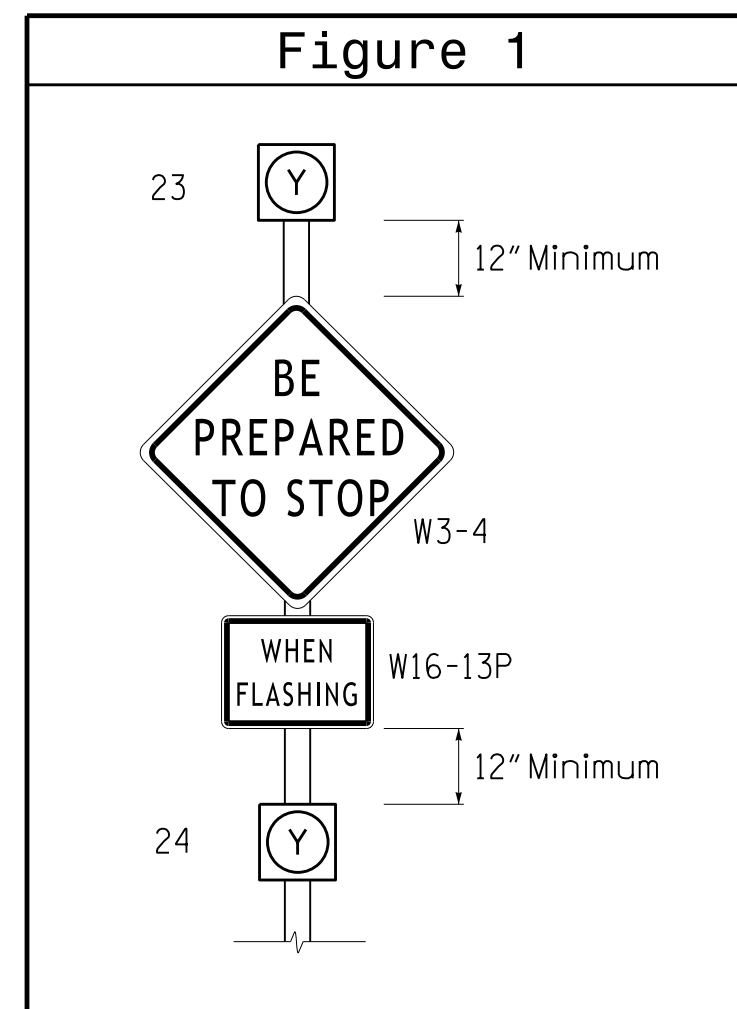
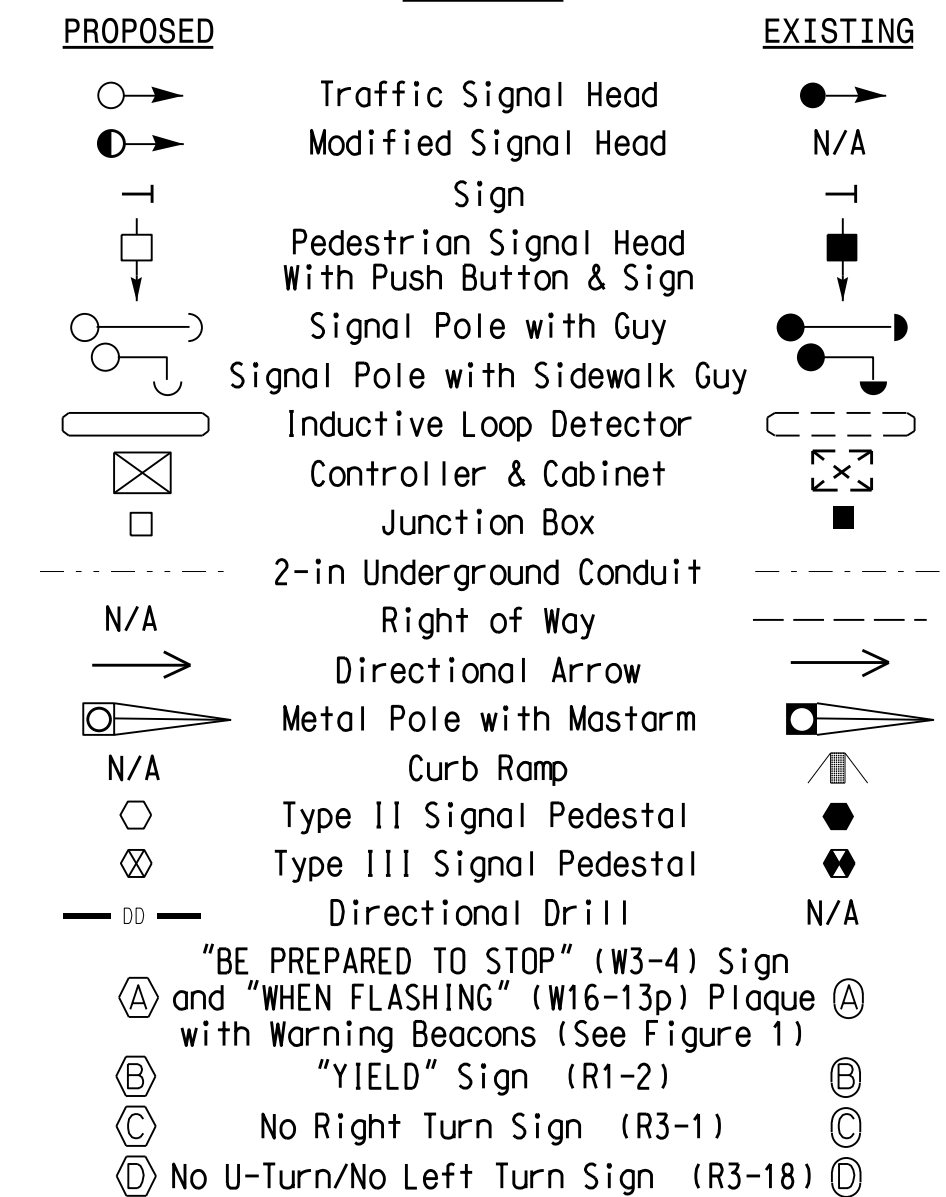
All Heads L.E.D.



FEATURE	SE-PAC 2070 TIMING CHART			
	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	4.1	3.0	4.1
Red Clear	1.8	2.2	2.8	1.5
Walk *	7	7	-	7
Pedestrian Clear	5	21	-	7
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	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.

LEGEND



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Signal Upgrade - Final Design

Prepared In the Offices of:
 TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS
 A DIVISION OF NORTH CAROLINA SIGNAL DESIGN SECTION
 750 N. Greenfield Pkwy, Garner, NC 27529

W. Peace Street at US 70 WB-401/NC 50 NB (Capital Blvd.) Ramps
 Raleigh, Wake County, North Carolina

Division 5
 PLAN DATE: December 2015 REVIEWED BY:
 PREPARED BY: I. O. Umozurike REVIEWED BY:

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 026486
 ROBERT J. ZIEBBA

REVISIONS: _____ INIT. DATE _____

SCALE: 0 50
 1"=50'

2/1/2016
 DATE
 SIG. INVENTORY NO. 05-1642

03-1642-2016-16-164
 P2 *ITRPG-01oct16-1642-121*trcffi.cas;gnal.s#05;gnal.s#05-1642#051642.s;ig.dsn;_20160201.dgn
 RZ:1642