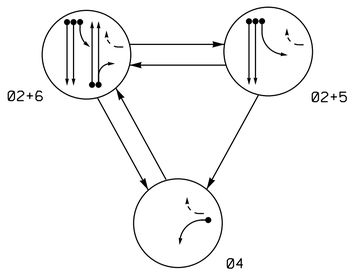
PROJECT REFERENCE NO.	SHEET NO.
B-5121/B-5317	Sig. 7.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+5	PHASE Ø2+6	PHASE Ø4	FLASH
21	G	G	R	Y
22	G	G	R	Y
23, 24	OFF	OFF	ON	OFF
41, 42	R	R	G	R
61, 62	R	G	R	Y

WARNING BEACON TABLE OF OPERATION

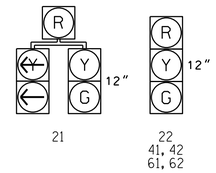
SIGNAL FACE	INTERVAL 1	INTERVAL 2
23	ON	OFF
24	OFF	ON

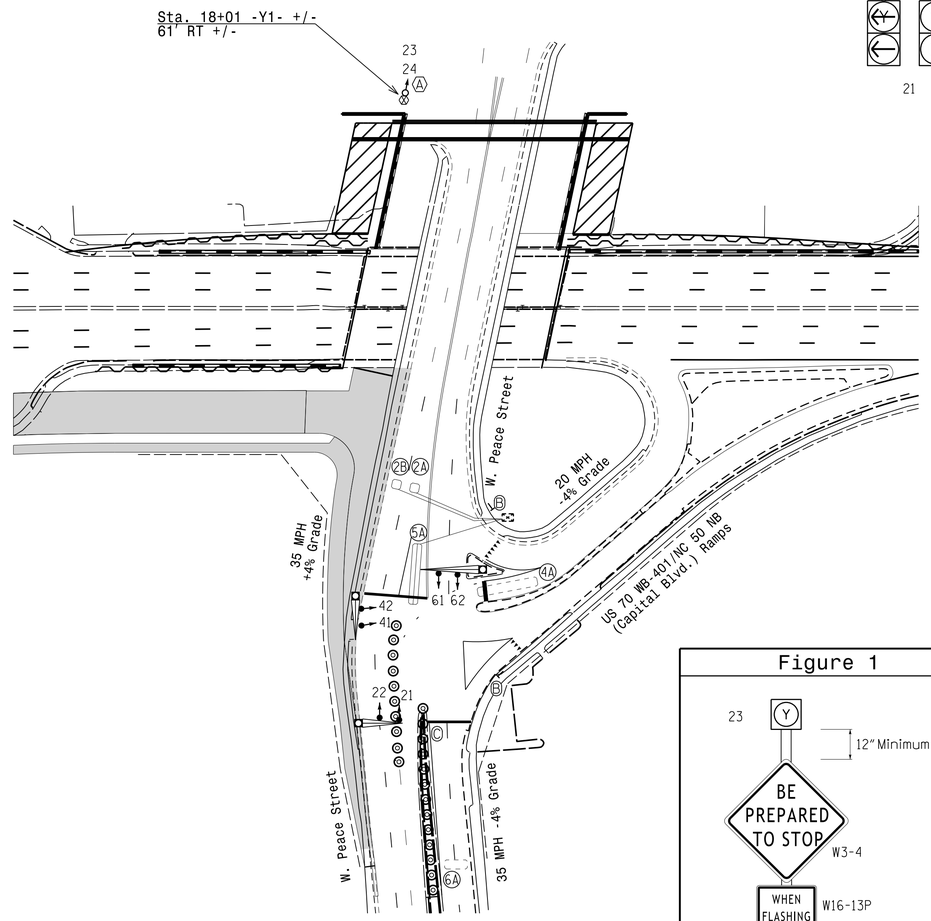
LOOP & DETECTOR UNIT INSTALLATION CHART
SE-PAC 2070 CONTROLLER WITH 170 CABINET

INDUCTIVE LOOPS						DETECTOR PROGRAMMING																
							TIMING		OPERATION MODE											STATUS	
									0	1	2	3	4	5	6	7					
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	ASSIGNED PHASE	DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP A	STOP B	PED/PREV LEFT	RECORD LEFT/THROUGH	AND	SWITCH	SYSTEM LOOPS	NEW	EXISTING
2A, 2B	6X6	4	70	X	-	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X
4A	6X40	EXIST	0	-	X	4	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X
5A	6X40	2-4-2	+5	X	-	5	15 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X
						2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X
6A	6X15	EXIST	135	-	X	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X

SIGNAL FACE I.D.

All Heads L.E.D.



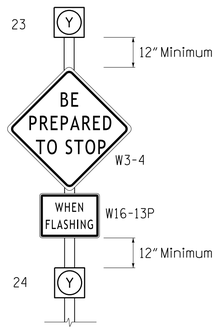


SE-PAC 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 5	PHASE 6
Min Green *	10	7	7	10
Passage Gap *	3.0	2.0	2.0	3.0
Maximum Green *	60	15	20	60
Yellow Change	3.6	3.0	3.0	4.1
Red Clear	1.5	3.2	1.8	1.7
Walk *	-	-	-	-
Pedestrian Clear	-	-	-	-
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.

Figure 1



3 Phase
Fully Actuated
(Raleigh Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 5 may be lagged.
4. Set all detector units to presence mode.
5. Pavement markings are existing unless otherwise shown.
6. 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	N/A
⊣	Sign	⊣
□↓	Pedestrian Signal Head With Push Button & Sign	■↓
○	Signal Pole with Guy	●
○	Signal Pole with Sidewalk Guy	●
▭	Inductive Loop Detector	▭
⊠	Controller & Cabinet	⊠
□	Junction Box	■
----------	2-in Underground Conduit	----------
N/A	Right of Way	----------
→	Directional Arrow	→
○	Metal Pole with Mastarm	○
N/A	Construction Zone Drums	◎
Ⓧ	Type III Signal Pedestal	ⓧ
Ⓐ	"BE PREPARED TO STOP" (W3-4) Sign and "WHEN FLASHING" (W16-13p) Plaque with Warning Beacons (See Figure 1)	Ⓐ
Ⓑ	"YIELD" Sign (R1-2)	Ⓑ
Ⓒ	No U-Turn Sign (R3-4)	Ⓒ

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Signal Upgrade - Temporary Design 1 (TMP Area II, Phase I & III)

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

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. Umozurike REVIEWED BY:

SCALE 0 50 1"=50'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by: Robert J. Ziemba 2/1/2016
1D6C SIGNATURE DATE

SIG. INVENTORY NO. 05-1642TI

03-FEB-2016 15:53
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