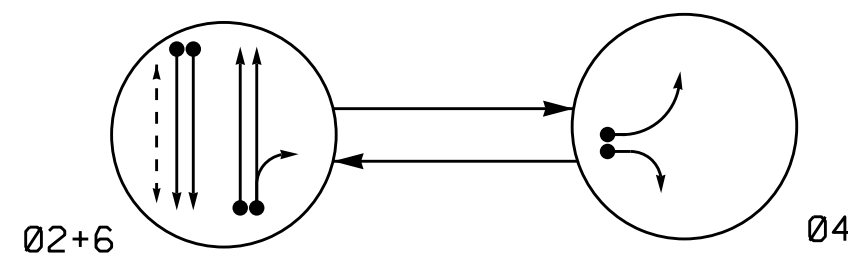


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←- - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 2 + 6	Ø 4	FLASH
21, 22, 25	G	R	Y
23, 24	OFF	ON	OFF
41, 42	R	G	R
61, 62	G	R	Y
P21, P22	W	DW	DRK

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

WARNING BEACON TABLE OF OPERATION

SIGNAL FACE	INTERVAL	
	1	2
23	ON	OFF
24	OFF	ON

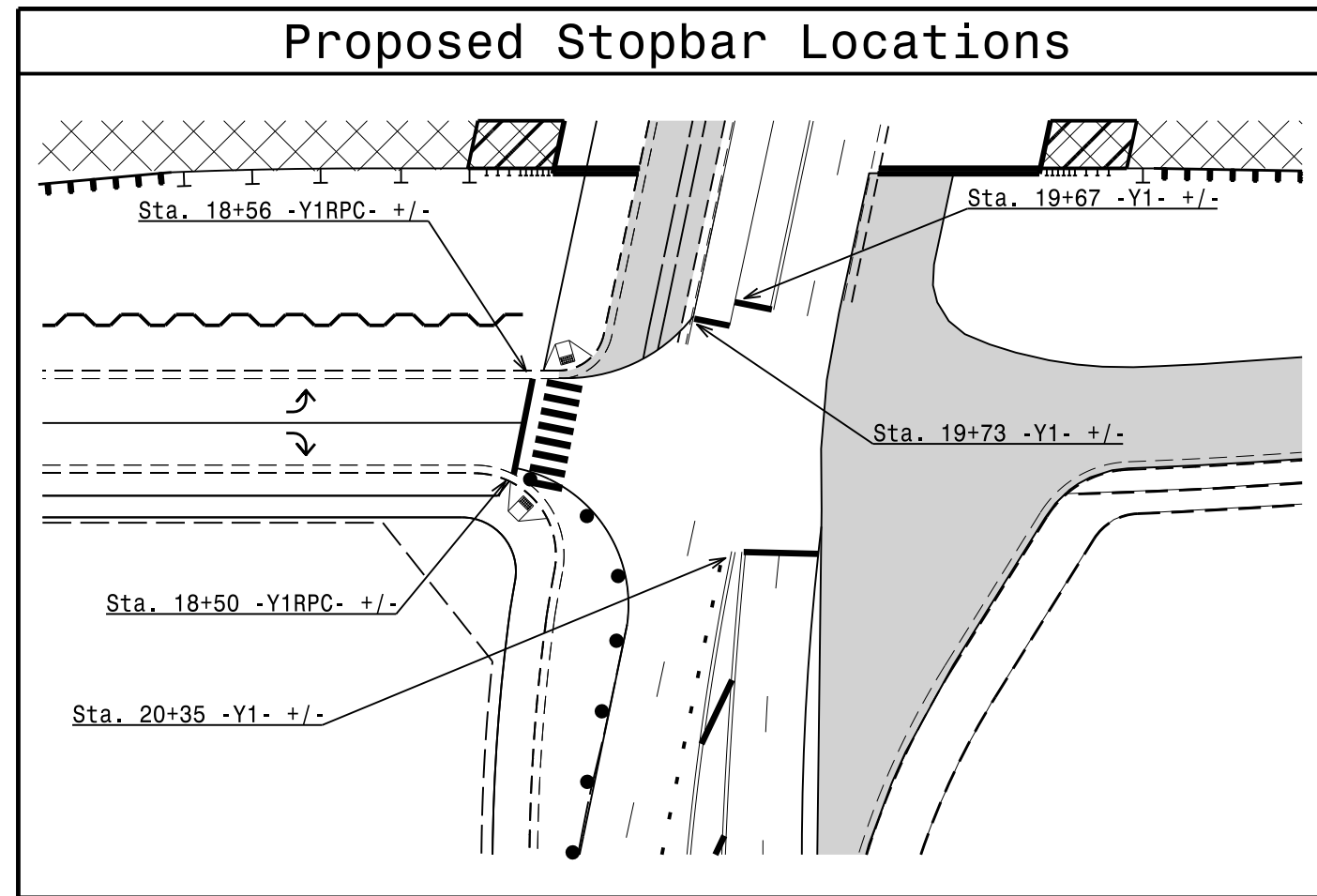
LOOP & DETECTOR UNIT INSTALLATION CHART  
 SE-PAC 2070 CONTROLLER WITH 170 CABINET

LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW EXISTING	ASSIGNED PHASE	DETECTOR PROGRAMMING													
						TIMING		OPERATION MODE							SYSTEM LOOPS		STATUS		
						DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	T CALL	STOP A	STOP B	PROTECTOR LEFT	PROTECTOR THROUGH	AND	SWITCH	NEW	EXISTING	
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	
6A, 6B	6X6	4	70	X -	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	

2 Phase Fully Actuated (Raleigh Signal System)

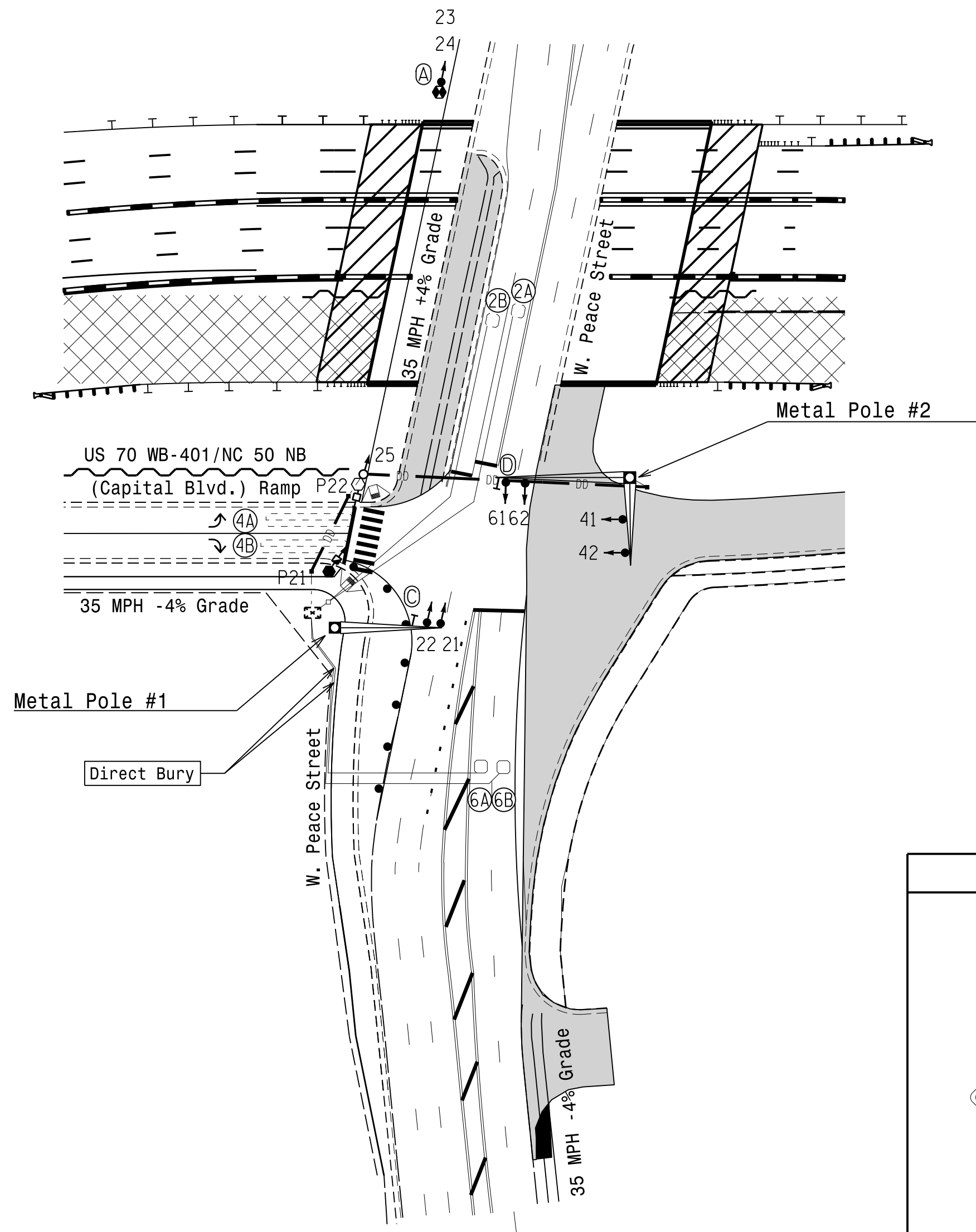
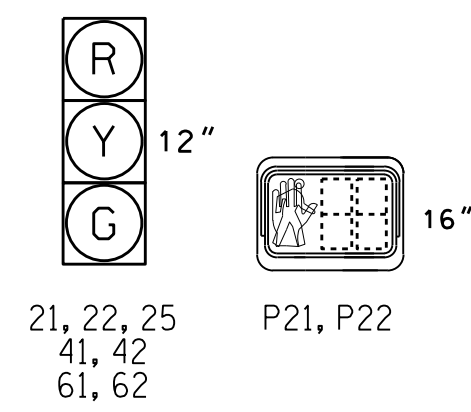
NOTES

- 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.
- 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.



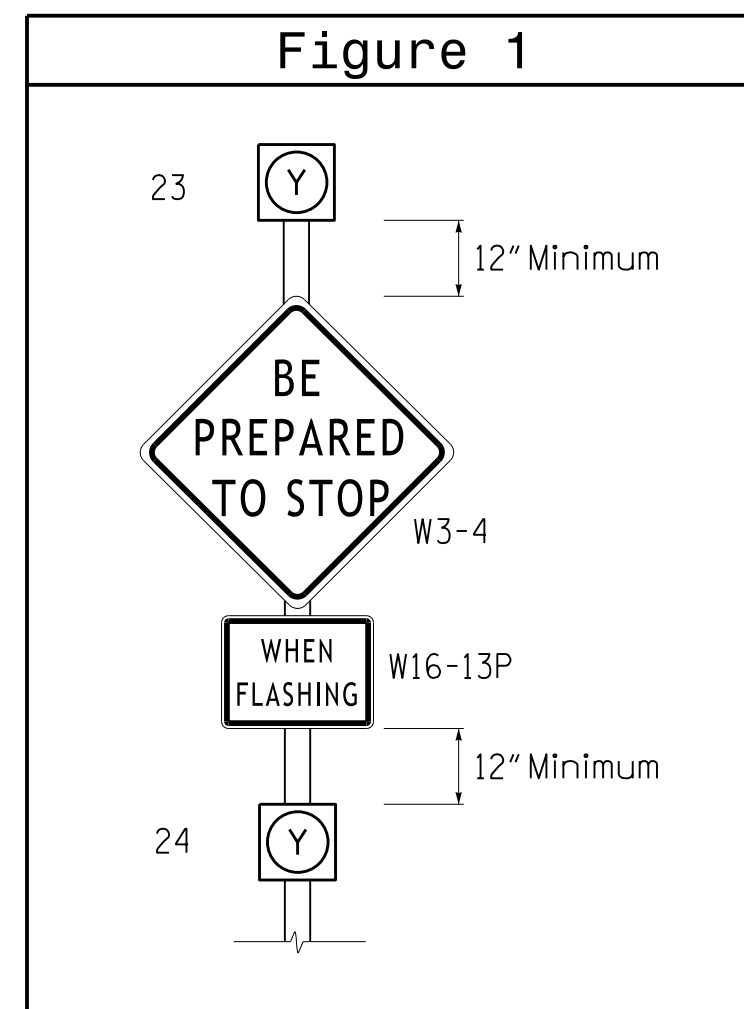
SE-PAC 2070 TIMING CHART

FEATURE	PHASE		
	2	4	6
Min Green *	10	7	10
Passage Gap *	3.0	2.0	3.0
Maximum Green *	60	15	60
Yellow Change	3.6	3.0	4.1
Red Clear	1.0	2.4	1.0
Walk *	7	-	-
Pedestrian Clear	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	LOCK
Dual Entry	-	-	-
Simultaneous Gap	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 |
|--|----------|
|  |          |
|  | N/A      |
|  |          |
|  |          |
|  |          |
|  |          |
|  |          |
|  |          |
|  |          |
| N/A  |          |
|  |          |
| N/A  |          |
|  |          |
|  |          |
|  | N/A      |
| N/A  |          |
|  |          |
|  |          |
| "BE PREPARED TO STOP" (W3-4) Sign  |          |
| and "WHEN FLASHING" (W16-13p) Plaque (A) with Warning Beacons (See Figure 1) |          |
|  |          |
|  |          |



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Signal Upgrade - Temp. Design 5 (TMP Area II, Phase IV Step 3)

	W. Peace Street at US 70 WB-401/NC 50 NB (Capital Blvd.) Ramps Raleigh		SEAL 
	Division 5 PLAN DATE: December 2015 PREPARED BY: I. O. Umozurike	Wake County REVIEWED BY:	

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1"=50'

SIG. INVENTORY NO. 05-1642T5

03-1642-2016\_1642... 1/1/2016... 1/1/2016... 1/1/2016...