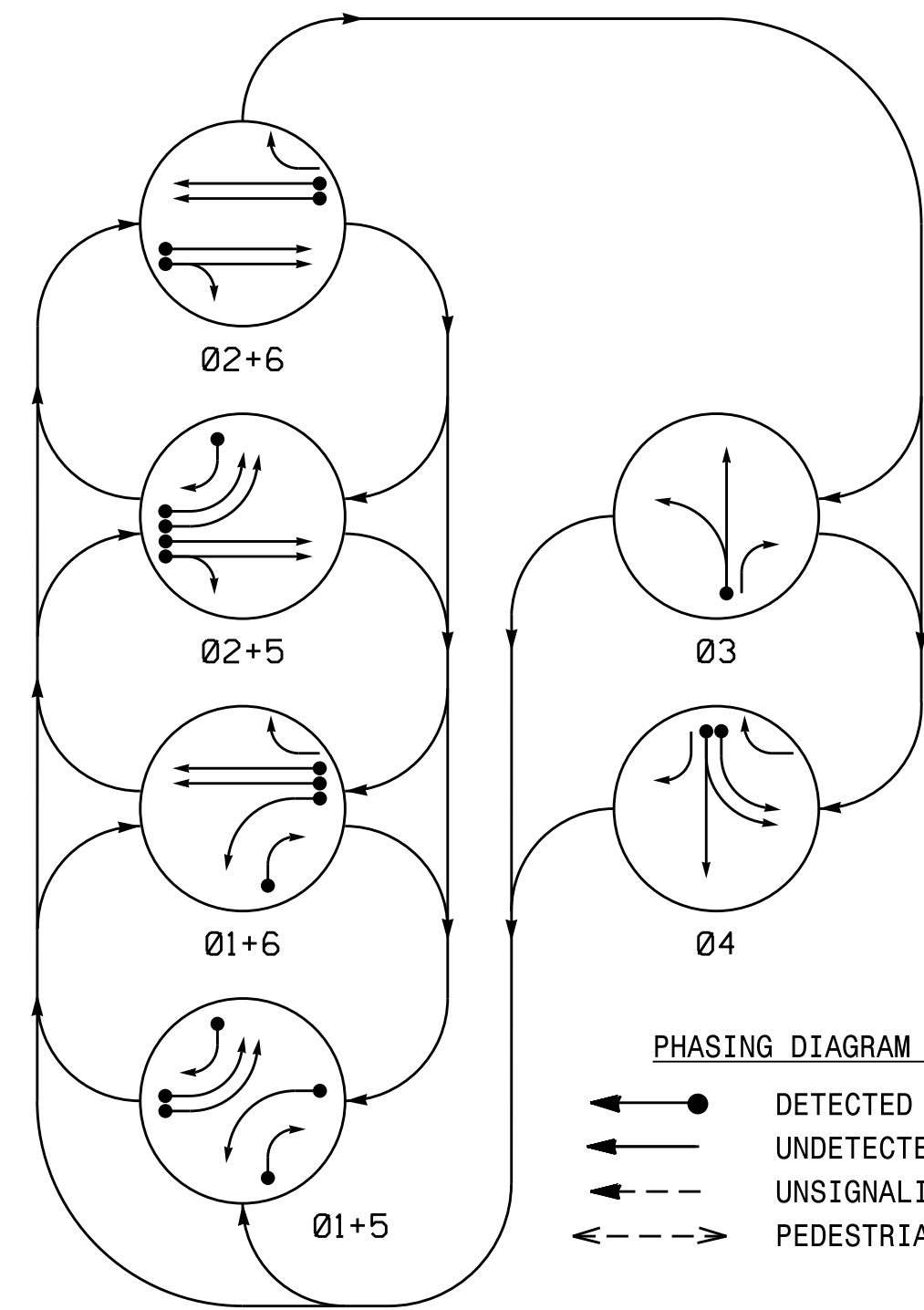


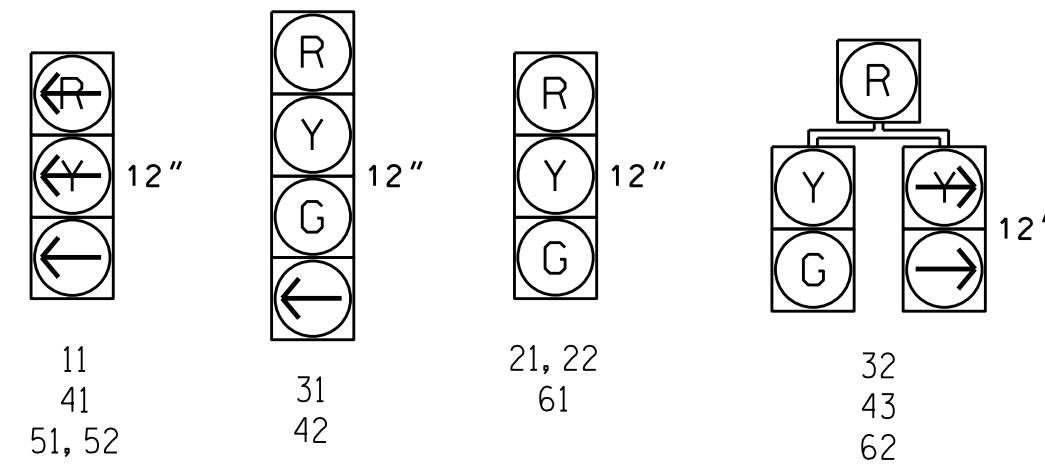
PHASING DIAGRAM



SIGNAL FACE	PHASE					
	01+5	01+6	02+5	02+6	03	04
11	←	←	←	←	←	←
21, 22	R	R	G	G	R	Y
31	R	R	R	R	C	R
32	R	R	R	R	G	R
41	←	←	←	←	←	←
42	R	R	R	R	R	G
43	R	R	R	R	R	G
51, 52	←	←	←	←	←	←
61	R	G	R	G	R	Y
62	R	G	R	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



SE-PAC 2070 LOOP & DETECTOR UNIT INSTALLATION CHART

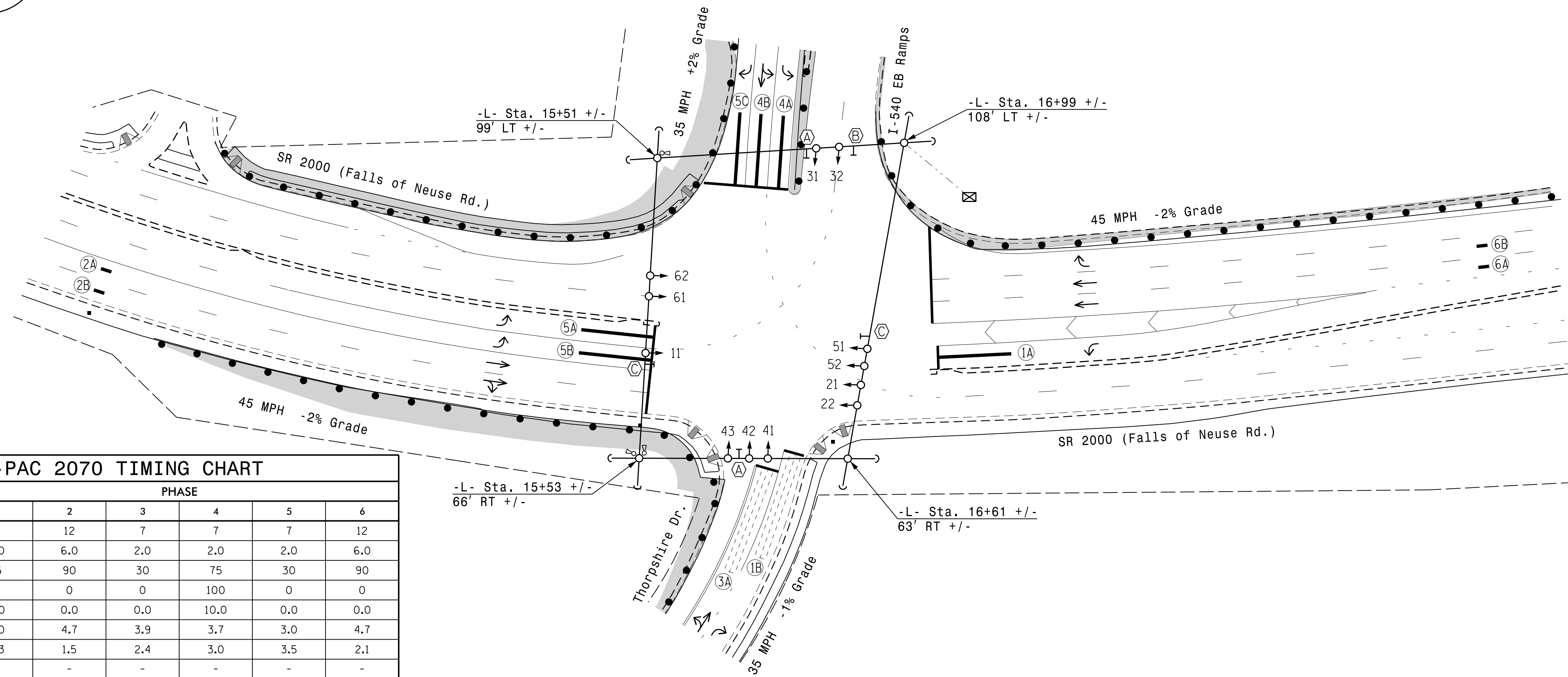
LOOP / ZONE NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	ASSIGNED PHASE	DETECTOR PROGRAMMING											STATUS			
							TIMING		OPERATION MODE							SWITCH	SYSTEM	NEW	EXISTING		
							DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP A	STOP B	PROPPER	LEFT TURN					RIGHT TURN	THROUGH
1A*	6X60	*	0	X	-	1	-	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
1B	6X60	2-4-2	0	-	X	1	15	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
2A*	6X6	*	300	X	-	2	-	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
2B*	6X6	*	300	X	-	2	-	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
3A	6X60	2-4-2	0	-	X	3	3	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
4A*	6X40	*	0	X	-	4	-	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
4B*	6X40	*	0	X	-	4	-	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
5A*	6X40	*	0	X	-	5	-	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
5B*	6X40	*	0	X	-	5	-	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
5C*	6X40	*	0	X	-	5	15	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
6A*	6X6	*	300	X	-	6	-	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-
6B*	6X6	*	300	X	-	6	-	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	X	-

* Video detection zone.

6 Phase Fully Actuated (Raleigh Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- The order of phase 3 and phase 4 may be reversed.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- The cabinet should be designed to include an Auxiliary Output file for future use.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- This intersection features a video detection system. Shown locations of detectors are conceptual only. Refer to the manufacturer's guidelines for optimal detector placement.



FEATURE	PHASE					
	1	2	3	4	5	6
Min Green *	7	12	7	7	7	12
Passage Gap *	2.0	6.0	2.0	2.0	2.0	6.0
Maximum Green *	15	90	30	75	30	90
Dynamic Maximum	0	0	0	100	0	0
Dynamic Step	0.0	0.0	0.0	10.0	0.0	0.0
Yellow Change	3.0	4.7	3.9	3.7	3.0	4.7
Red Clear	3.3	1.5	2.4	3.0	3.5	2.1
Walk *	-	-	-	-	-	-
Pedestrian Clear	-	-	-	-	-	-
Added Initial *	-	1.5	-	-	-	1.5
Maximum Initial *	-	34	-	-	-	34
Time Before Reduction *	-	20	-	-	-	20
Time To Reduce *	-	40	-	-	-	40
Minimum Gap	-	3.0	-	-	-	3.0
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL
Vehicle Call Memory	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	ON	ON	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.

PROPOSED	EXISTING
	N/A
N/A	
N/A	

Signal Upgrade - Temporary Design 1 (TMP Phase I)

SR 2000 (Falls of Neuse Rd.) at I-540 EB Ramps and Thorpshire Dr.

Division 5 Wake County Raleigh

PLAN DATE: July 2019 REVIEWED BY: J.A. Lohr

PREPARED BY: J.A. Lohr

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 40'

REVISIONS: [Table with columns for REVISIONS, INIT., DATE]

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 026486 ROBERT J. ZIEMBA

DATE: 8/28/2019

SIG. INVENTORY NO. 05-203511