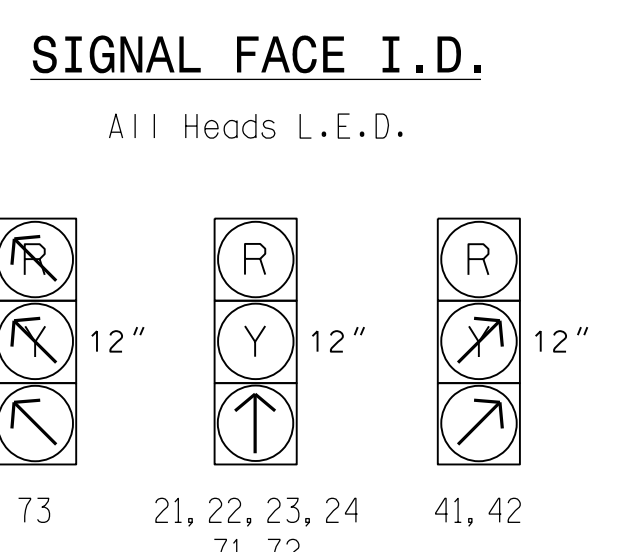


TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02	04+7	FLASH
21, 22, 23, 24	↑	R Y	
41, 42	R	/	R
71, 72	R	↑	R
73	R	↘	R



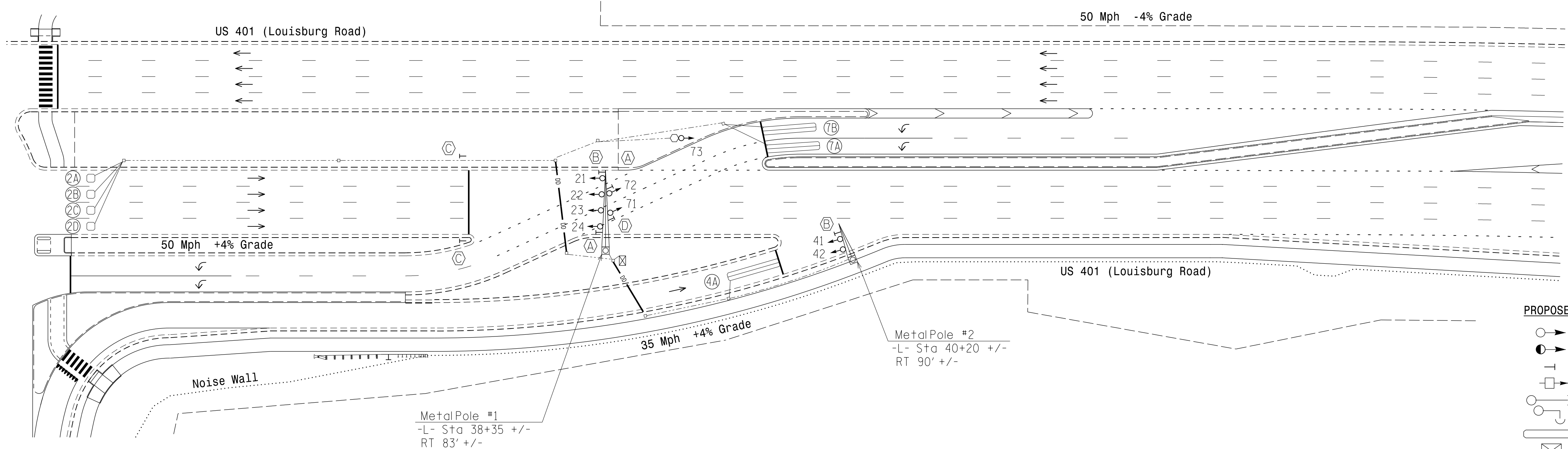
SE-PAC 2070 LOOP & DETECTOR UNIT INSTALLATION CHART

LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	INDUCTIVE LOOPS		DETECTOR PROGRAMMING											
						ASSIGNED PHASE	STATUS	TIMING		OPERATION MODE							STATUS		
						DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP B	STOP A	PROT. LEFT	PROT. THROUGH	AND	SWITCH	SYSTEM	NEW	EXISTING
2A	6X6	5	280	X	-	2	-	SEC.	-	SEC.	X	-	-	-	-	-	-	X	-
2B	6X6	5	280	X	-	2	-	SEC.	-	SEC.	X	-	-	-	-	-	-	X	-
2C	6X6	5	280	X	-	2	-	SEC.	-	SEC.	X	-	-	-	-	-	-	X	-
2D	6X6	5	280	X	-	2	-	SEC.	-	SEC.	X	-	-	-	-	-	-	X	-
4A	6X40	2-4-2	0	X	-	4	-	SEC.	15	SEC.	X	-	-	-	-	-	-	X	-
7A	6X40	2-4-2	0	X	-	7	-	SEC.	-	SEC.	X	-	-	-	-	-	-	X	-
7B	6X40	2-4-2	0	X	-	7	-	SEC.	-	SEC.	X	-	-	-	-	-	-	X	-

2 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.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 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	□ →
○ →	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	→
N/A	Noise Wall	---
N/A	Guardrail	---
DD	Directional Drill	N/A
○ →	Metal Pole with Mastarm	○ →
(A)	No Right Turn Sign (R3-1)	(A)
(B)	No Left Turn Sign (R3-2)	(B)
(C)	No Turns Sign (R3-3)	(C)
(D)	No U-Turn Sign (R3-4)	(D)

SE-PAC 2070 TIMING CHART

FEATURE	PHASE		
	2	4	7
Min Green *	14	7	7
Passage Gap *	6.0	2.0	2.0
Maximum Green *	120	45	45
Yellow Change	4.5	3.6	4.1
Red Clear	3.6	1.9	3.5
Walk *	-	-	-
Pedestrian Clear	-	-	-
Added Initial *	1.5	-	-
Maximum Initial *	32	-	-
Time Before Reduction *	15	-	-
Time To Reduce *	40	-	-
Minimum Gap	3.0	-	-
Recall Mode	MIN RECALL	-	-
Vehicle Call Memory	LOCK	NON-LOCK	NON-LOCK
Dual Entry	-	ON	ON
Simultaneous Gap	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

New Installation

Prepared for the Offices of:

AECOM
NC Firm License No.: F-0342
5438 Wade Park Boulevard
Suite 200 Raleigh, NC 27607
Phone: 919-461-1100

US 401 NB (Louisburg Road) at CFI Cross-over North of SR 2224 (Mitchell Mill Road)
Division 5 Wake County Raleigh

PLAN DATE: Jan 2023 PREPARED BY: H.M. Surti REVIEWED BY: F.A. Campbell

SCALE: 0 50 1"=50'

REVISIONS: INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL
DAPHN H. CAMPBELL
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STATE OF NORTH CAROLINA
034481
SEAL
H.M. Surti
1/24/2023

1/24/2023
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