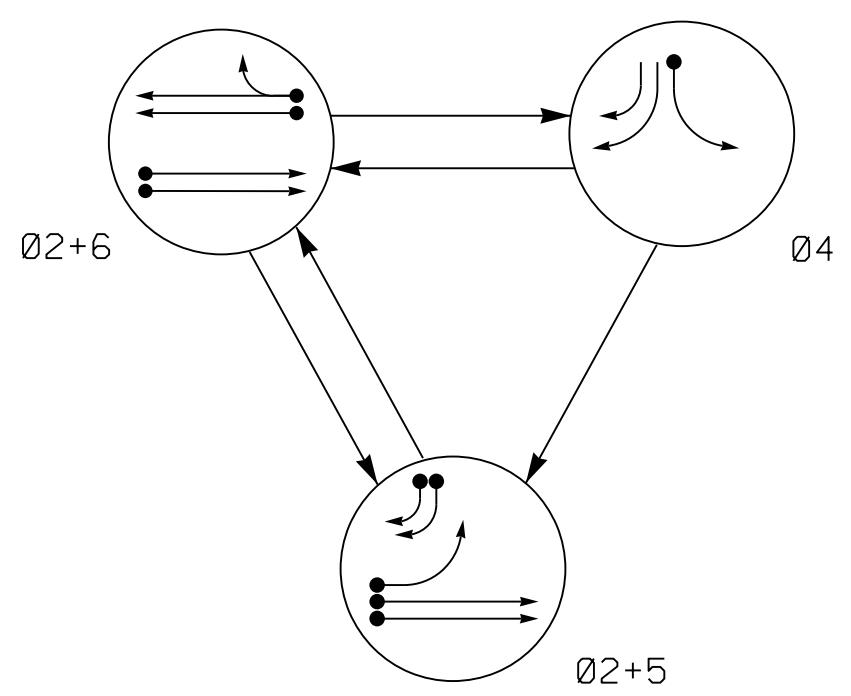
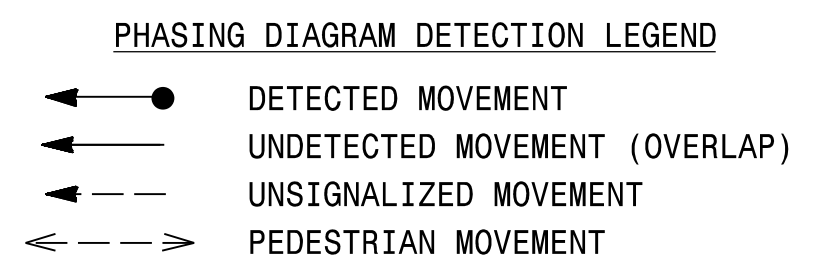
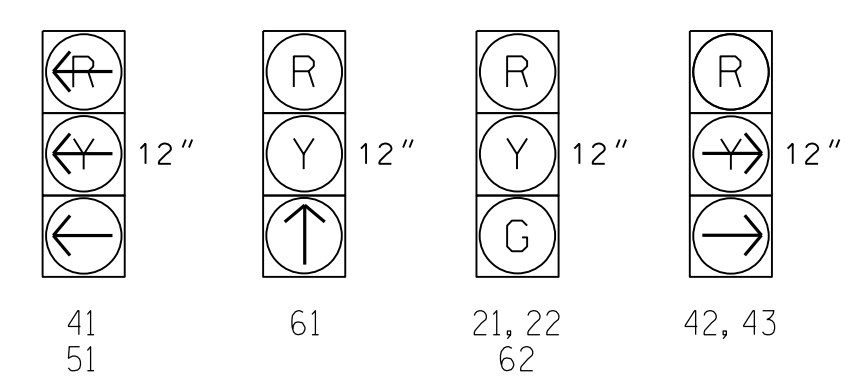


PHASING DIAGRAM



SIGNAL FACE	PHASE			
	02+5	02+6	04	04
21, 22	G	G	R	Y
41	←	←	←	←
42, 43	→	→	→	→
51	←	←	←	←
61	R	↑	R	Y
62	R	G	R	Y

SIGNAL FACE I.D.
All Heads L.E.D.



SE-PAC 2070 LOOP & DETECTOR UNIT INSTALLATION CHART

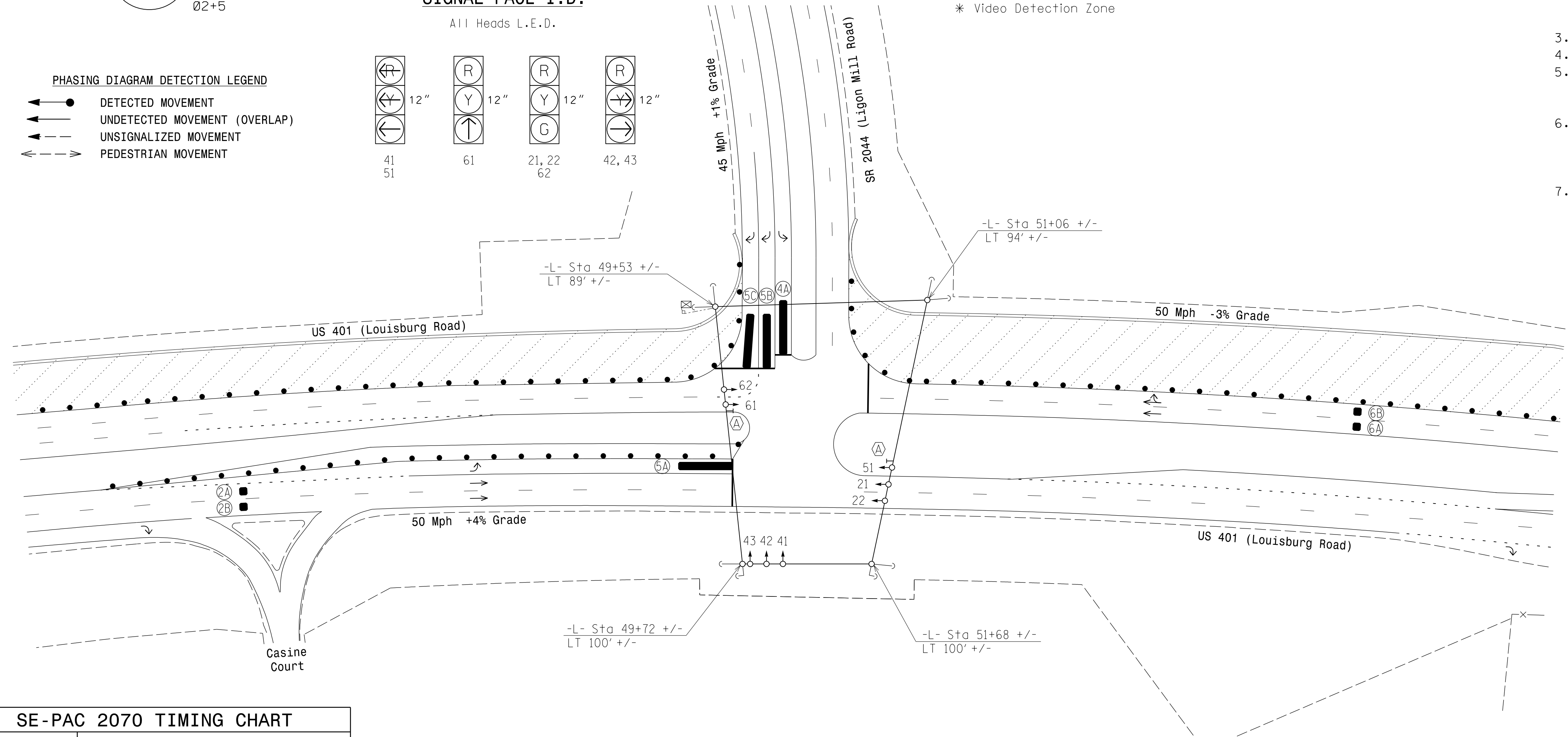
INDUCTIVE LOOPS					DETECTOR PROGRAMMING													
ZONE NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW EXISTING	ASSIGNED PHASE	TIMING		OPERATION MODE							SYSTEM LOOPS		STATUS	
						DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP A	STOP B	PROTREF LEFT	PROTREF THROUGH AND	SWITCH	NEW	EXISTING	
2A *	6X6	*	355	*	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	*	-
2B *	6X6	*	355	*	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	*	-
4A *	6X40	*	0	*	4	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	*	-
5A *	6X40	*	0	*	5	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	*	-
5B *	6X40	*	0	*	5	15 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	*	-
5C *	6X40	*	0	*	5	15 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	*	-
6A *	6X6	*	355	*	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	*	-
6B *	6X6	*	355	*	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	*	-

* Video Detection Zone

3 Phase Fully Actuated (Raleigh Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
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. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



SE-PAC 2070 TIMING CHART

FEATURE	PHASE			
	2	4	5	6
Min Green *	14	7	7	14
Passage Gap *	6.0	2.0	2.0	6.0
Maximum Green *	120	30	35	120
Yellow Change	4.5	3.0	3.0	5.1
Red Clear	1.2	3.3	3.2	1.5
Walk *	-	-	-	-
Pedestrian Clear	-	-	-	-
Added Initial *	1.5	-	-	1.5
Maximum Initial *	40	-	-	40
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	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

PROPOSED	EXISTING
○ → Traffic Signal Head	● → Traffic Signal Head
● → Modified Signal Head	N/A
⊥ Sign	⊥ Sign
⊥ Pedestrian Signal Head	⊥ Pedestrian Signal Head
○ Signal Pole with Guy	● Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	● Signal Pole with Sidewalk Guy
⊗ Inductive Loop Detector	⊗ Inductive Loop Detector
⊗ Controller & Cabinet	⊗ Controller & Cabinet
⊗ Junction Box	⊗ Junction Box
⊗ 2-in Underground Conduit	⊗ 2-in Underground Conduit
N/A Right of Way	--- Right of Way
→ Directional Arrow	→ Directional Arrow
▬ Video Detection Zone	▬ Video Detection Zone
▬ Construction Drums	▬ Construction Drums
● Construction Zone Drums	● Construction Zone Drums
(A) No U-Turn Sign (R3-4)	(A) No U-Turn Sign (R3-4)

New Installation - Temp Design 1(TMP Phase II)

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 (Louisburg Road)
at
SR 2044 (Ligon Mill Road)**

Division 5 Wake County Raleigh

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

REVISIONS

NO.	INIT.	DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

H.M. Surti 1/24/2023
SIG. INVENTORY NO. 05-125211

750 N. Greenfield Pkwy, Garner, NC 27529

1/24/2023 1:43:00 PM C:\Users\hmc\OneDrive\Documents\60609754-U-5748-Ligon Mill\14300-CAD 0154910-CAD\70-NGDOT-TIP\TIP\off\c651\c651\c651\05125211_s1g_dcn_2022XXXX.dgn
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