## PHASING DIAGRAM

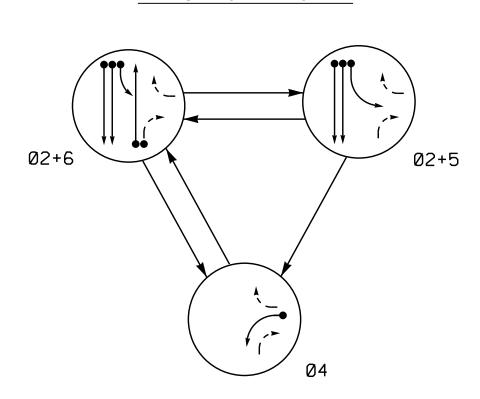


TABLE OF OPERATION										
	PHASE									
SIGNAL FACE	<b>∞</b> N+5	<b>∞</b> N+6	Ø 4	FLGOI						
21	91	G	R	Υ						
22	G	G	R	Υ						
23, 24	OFF	OFF	ON	OF F						
41, 42	R	R	G	R						
61,62	R	G	R	Y						

WARNING TABLE OF O			
SIGNAL FACE	1	2	
23	ON	OFF	
24	OFF	ON	

LOOP & DETECTOR UNIT INSTALLATION CHART SE-PAC 2070 CONTROLLER WITH 170 CABINET																				
DETECTOR PROGRAMMING																				
INDUCTIVE LOOPS								OPERATION MODE						OPS	STATUS					
,	Γ	1	<u> </u>				IIM	ING	0	1	2	3	4	5	6	7	동	8		ی
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	ASSIGNED PHASE	DELAY	EXTEND (STRETCH)	NEHICLE	PEDESTRIAN	1 CALL	STOP A	8 TOTS	PROT/PER LEFT	PROT/PER THROUGH	AND	SWITCH	SYSTEM	NEW	EXISTING
2A.2B	6X6	4	70	-	Χ	2	- SEC.	- SEC.	Χ	_	_	_	-	_	_	_	_	_	_	Х
4A	6X40	EXIST	0	-	Χ	4	- SEC.	- SEC.	Χ	_	-	-	ı	-	_	_	-	-	_	X
5A 6X40 2-4	2-4-2 +5	-		Х	5	15 SEC.	- SEC.	X	_	-	ı	ı	_	_	_	_	_	_	X	
	0740	2 7 2	+5		^	2	- SEC.	- SEC.	Χ	_	_	_	1	_	_	_	_	_	_	Χ
6A	6X15	EXIST	135	-	Χ	6	– SEC.	- SEC.	Χ	_	_	_	ı	_	_	_	_	-	_	X

### PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT

<−−> PEDESTRIAN MOVEMENT

SE-PAC 2070 TIMING CHART									
	PHASE								
FEATURE	2	4	5	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	1.4	1.7					
Walk *	-	-	-	-					
Pedestrian Clear	-	=	-	-					
Added Initial *	-	-	-	-					
Maximum Initial *	-	-	-	-					
Time Before Reduction *	-	-	-	-					
Time To Reduce *	-	-	-	-					
Minimum Gap	-	-	-	-					
Recall Mode	MIN RECALL	-	-	MIN RECALI					
Vehicle Call Memory	LOCK	NON-LOCK	NON-LOCK	LOCK					
Dual Entry	-	-	-	-					

<sup>\*</sup> 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

ON

ON

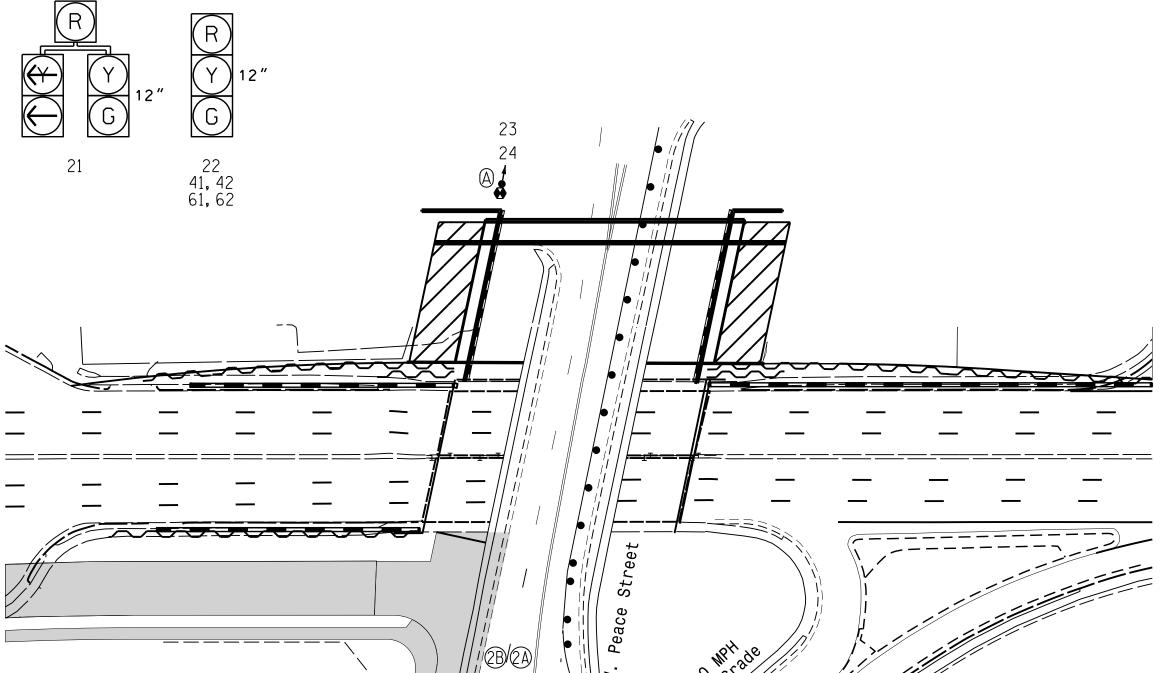
ON

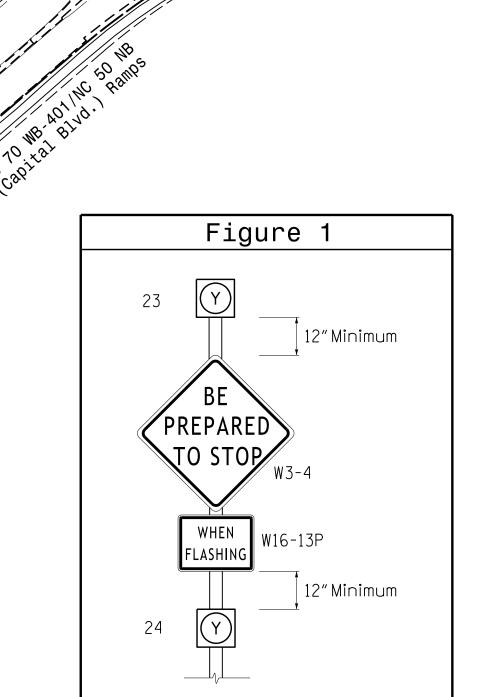
ON

Simultaneous Gap

# SIGNAL FACE I.D.

All Heads L.E.D.





# 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 lead.
- 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** <u>EXISTING</u> **PROPOSED** Traffic Signal Head Modified Signal Head 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 Right of Way $\longrightarrow$ Directional Arrow Metal Pole with Mastarm Construction Zone Drums Construction Zone Drums Type III Signal Pedestal "BE PREPARED TO STOP" (W3-4) Sign (A) and "WHEN FLASHING" (W16-13p) Plaque (A) with Warning Beacons (See Figure 1) "YIELD" Sign (R1-2) No U-Turn Sign (R3-4) Right Arrow "ONLY" Sign (R3-5R)

DOCUMENT NOT CONSIDERED FINAL **UNLESS ALL SIGNATURES COMPLETED** 

SIG. INVENTORY NO. 05-1642T

Signal Upgrade - Temp. Design 2 (TMP Area II, Phase I Stage II)

