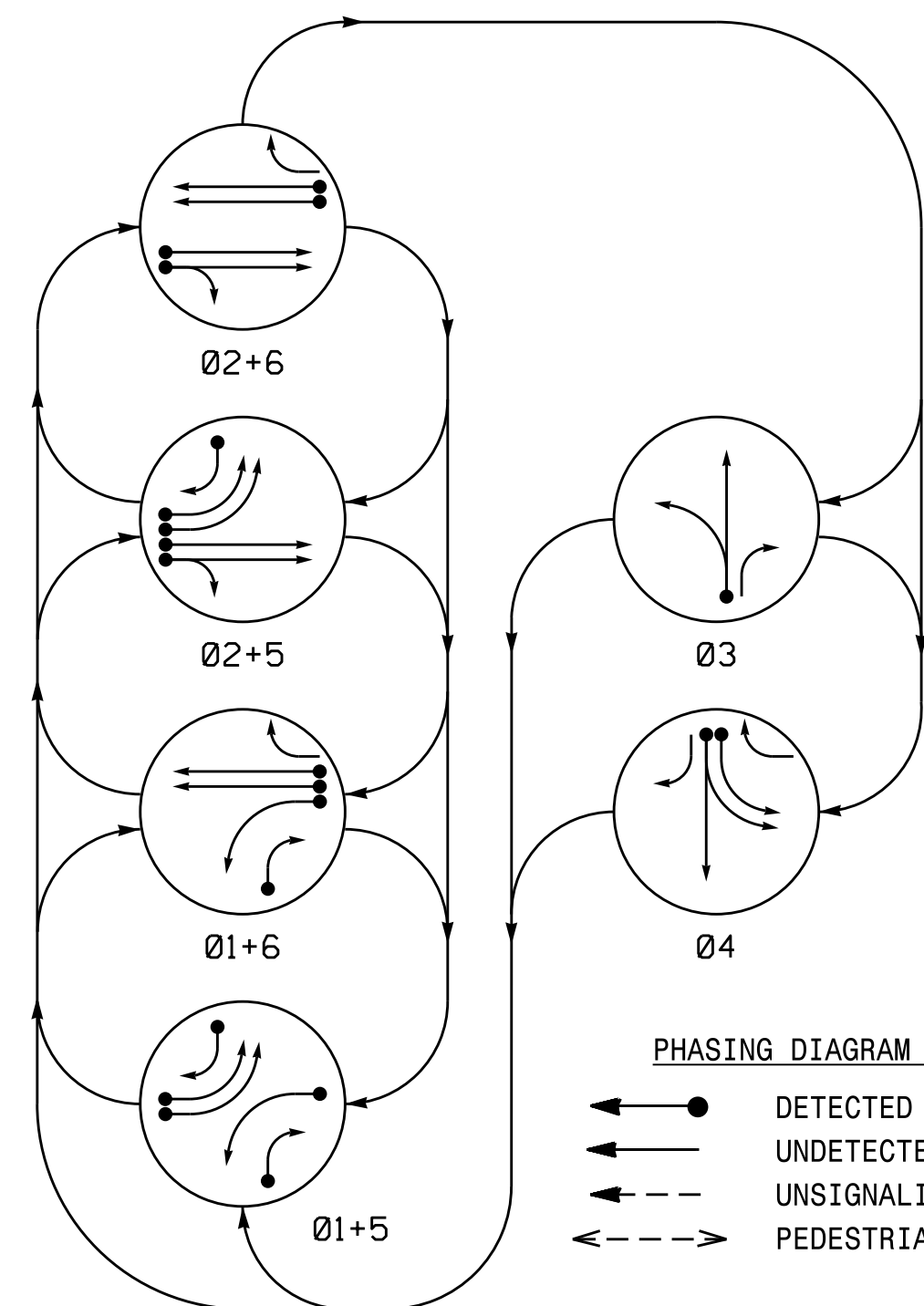


PHASING DIAGRAM



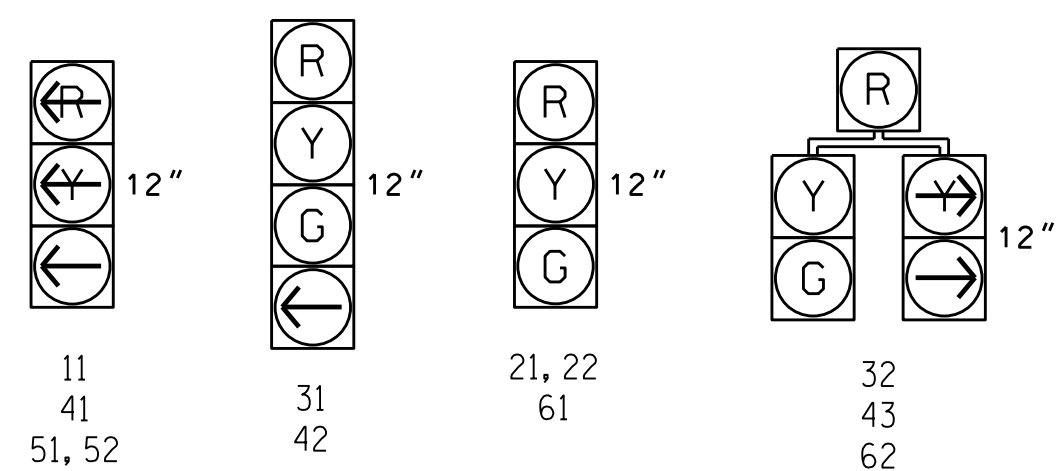
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- ◀ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ⬄ PEDESTRIAN MOVEMENT

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	G	R
32	R	R	R	R	G	R
41	R	R	R	R	R	R
42	R	R	R	R	R	R
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

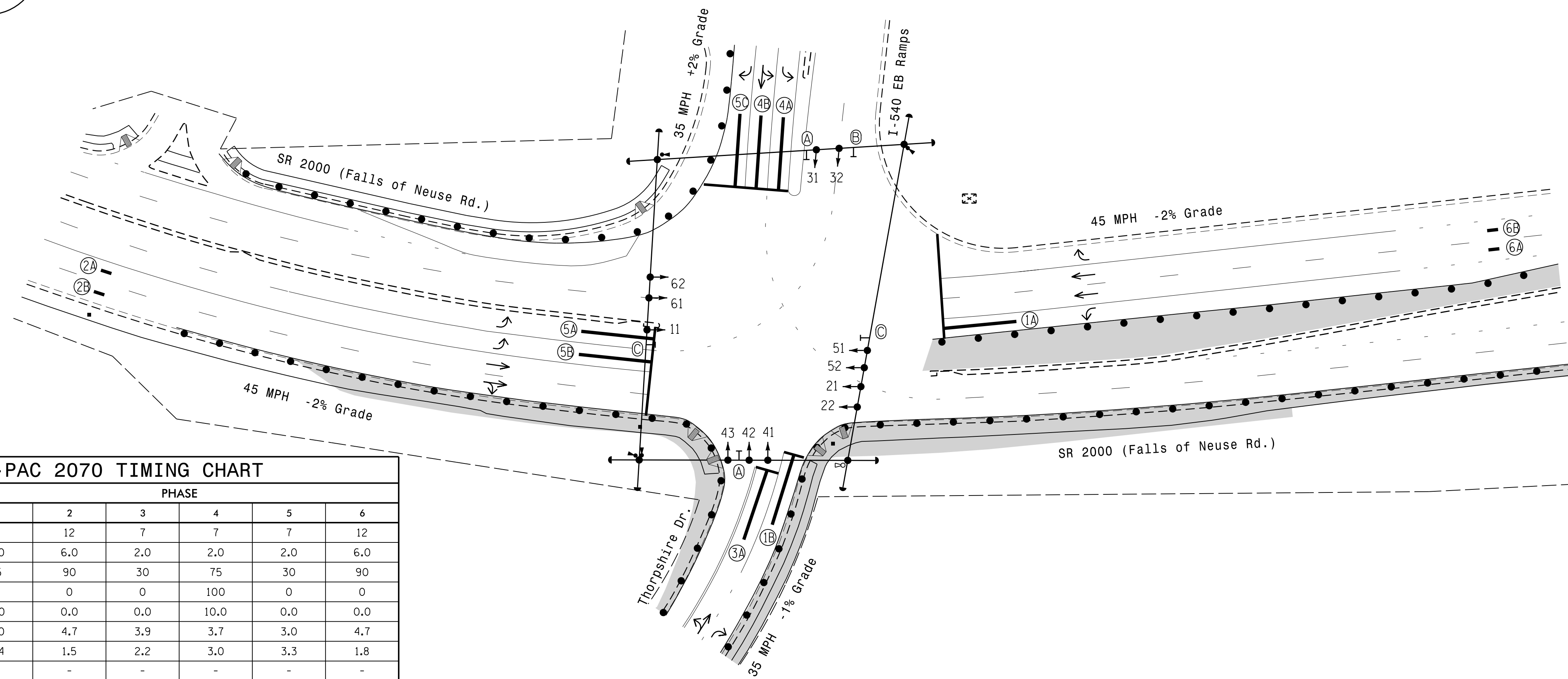
ZONE NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	ASSIGNED PHASE	DETECTOR PROGRAMMING																
							TIMING	OPERATION MODE															
								DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP A	STOP B	PROPPER	LEFT TURN	PROPPER THROUGH	AND	SWITCH	SYSTEM	STATUS		
1A*	6X40	*	0	X	-	1	-	SEC.	-	SEC.	X	-	-	-	-	-	-	-	-	-	-	-	X
1B*	6X60	*	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	*	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.
- Reposition existing signal head numbered 11.
- 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.
- 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.



SE-PAC 2070 TIMING CHART

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	3.4	1.5	2.2	3.0	3.3	1.8
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.

LEGEND

- |  |  |  |          |
|--|--|--|----------|
|  | Traffic Signal Head                          |  | EXISTING |
|  | Modified Signal Head                         |  | N/A      |
|  | Pedestrian Signal Head                       |  | N/A      |
|  | Signal Pole with Push Button & Sign          |  | N/A      |
|  | Signal Pole with Sidewalk Guy                |  | N/A      |
|  | Inductive Loop Detector                      |  | EXISTING |
|  | Controller & Cabinet                         |  | EXISTING |
|  | Junction Box                                 |  | EXISTING |
|  | 2-in Underground Conduit                     |  | EXISTING |
|  | Right of Way                                 |  | EXISTING |
|  | Directional Arrow                            |  | EXISTING |
|  | Construction Zone Drums                      |  | EXISTING |
|  | Construction Zone                            |  | EXISTING |
|  | Out of Pavement Detector                     |  | EXISTING |
|  | Video Detection Area                         |  | EXISTING |
|  | Curbed Ramp                                  |  | EXISTING |
|  | Combined Through and Left Arrow Sign (R3-6L) |  | EXISTING |
|  | Right Arrow "ONLY" Sign (R3-5R)              |  | EXISTING |
|  | "U-TURN YIELD TO RIGHT TURN" Sign (R10-16)   |  | EXISTING |

Signal Upgrade - Temporary Design 2 (TMP Phase II)

	SR 2000 (Falls of Neuse Rd.)								
	at I-540 EB Ramps and Thorpshire Dr.								
Division 5	Wake County	Raleigh	SEAL 026486						
PLAN DATE: July 2019	REVIEWED BY:	PREPARED BY: J.A. Lohr	REVIEWED BY:						
<table border="1"> <thead> <tr> <th>REVISIONS</th> <th>INIT.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS	INIT.	DATE			
REVISIONS	INIT.	DATE							
750 N. Greenfield Pkwy, Garner, NC 27529		8/28/2019							
SCALE 0 40 1"=40'		SIC. INVENTORY NO. 05-203512							

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