

PHASING DIAGRAM

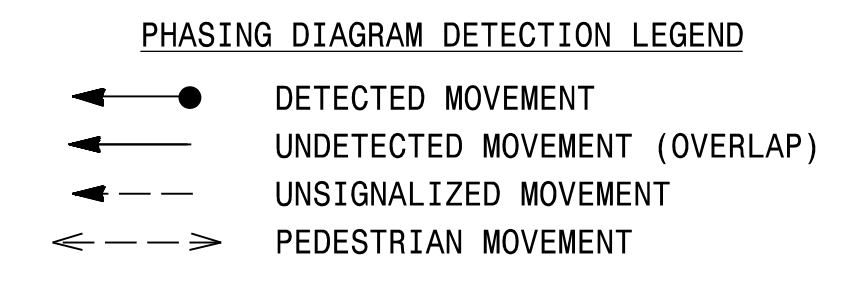
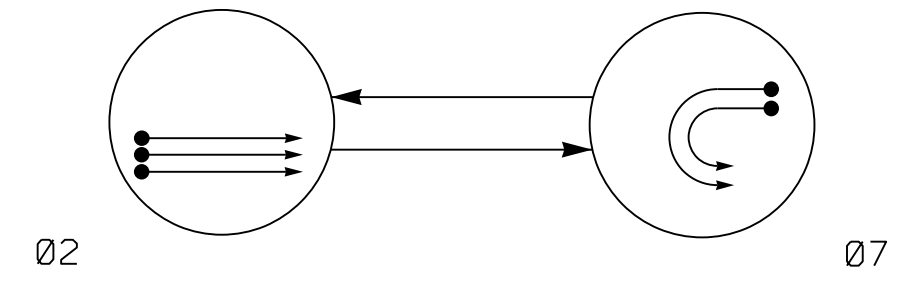
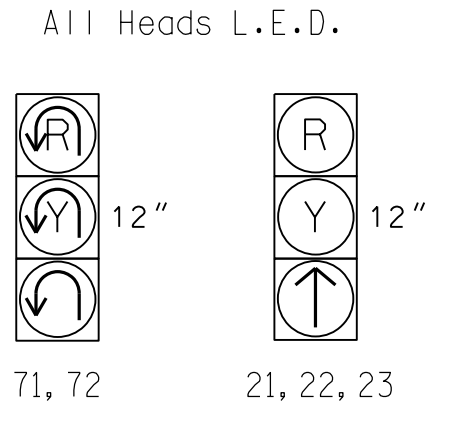


TABLE OF OPERATION

| SIGNAL FACE | PHASE | | |
|-------------|-------|----|-------|
| | 02 | 07 | FLASH |
| 21, 22, 23 | ↑ | R | Y |
| 71, 72 | ↑ | ↑ | ↑ |

SIGNAL FACE I.D.



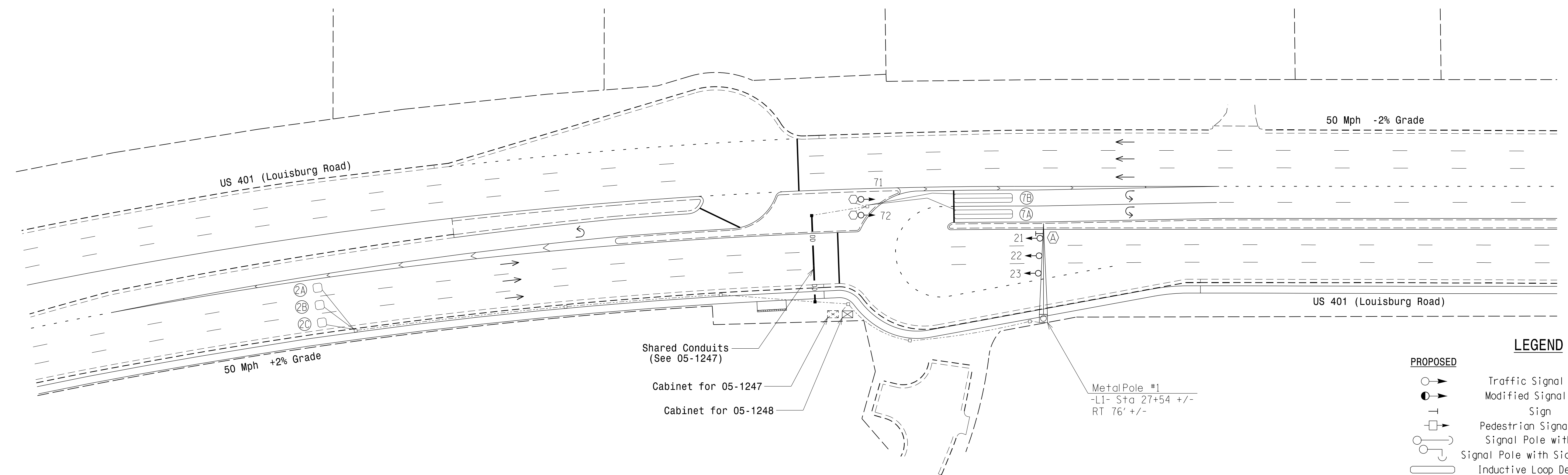
SE-PAC 2070 LOOP & DETECTOR UNIT INSTALLATION CHART

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

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. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
6. Program Phase 3 as a dummy phase for Ring 1.

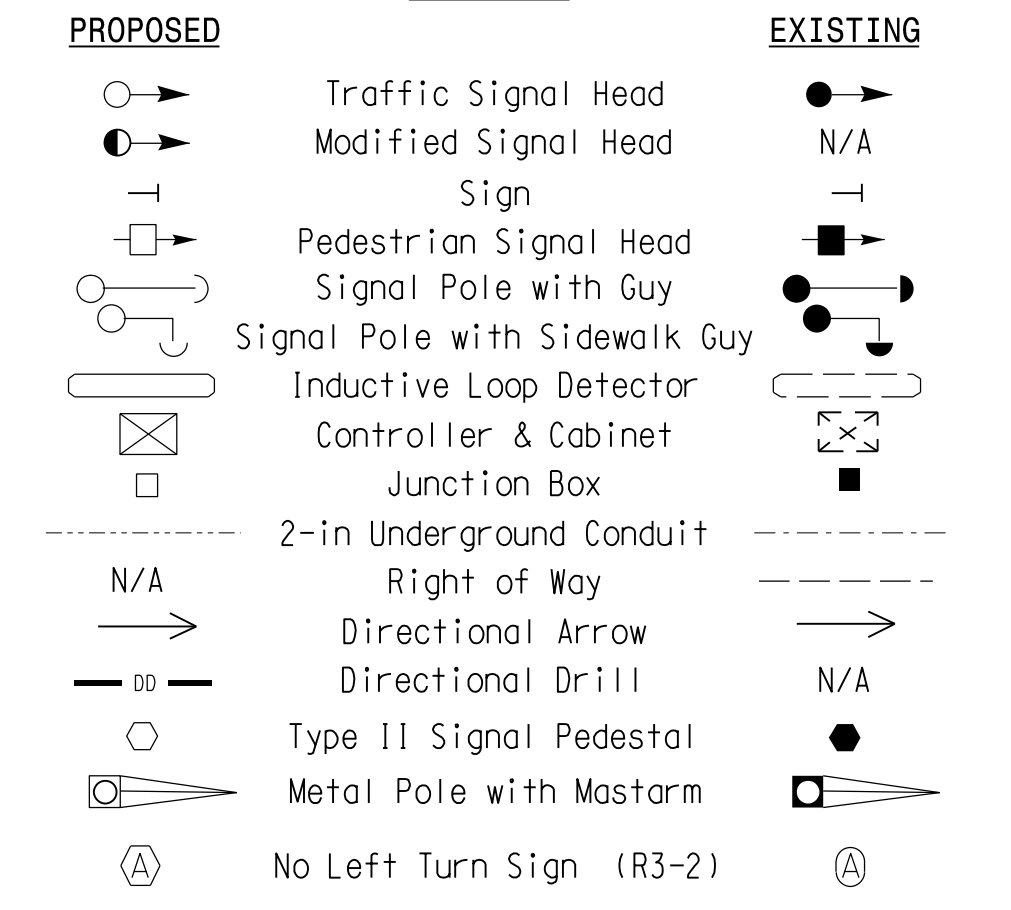


SE-PAC 2070 TIMING CHART

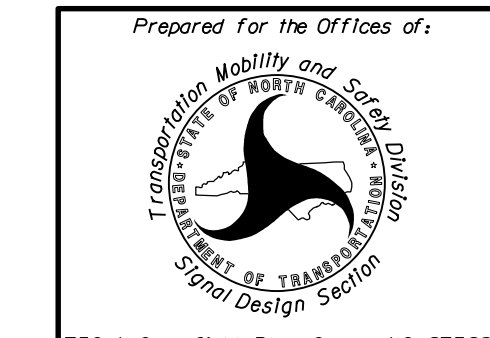
| FEATURE | PHASE | | |
|-------------------------|------------|-----|----------|
| | 2 | 3 | 7 |
| Min Green * | 14 | 7 | 7 |
| Passage Gap * | 6.0 | - | 2.0 |
| Maximum Green * | 120 | 30 | 30 |
| Yellow Change | 4.6 | 3.0 | 3.0 |
| Red Clear | 1.1 | 5.1 | 5.1 |
| Walk * | - | - | - |
| Pedestrian Clear | - | - | - |
| Added Initial * | 1.5 | - | - |
| Maximum Initial * | 40 | - | - |
| Time Before Reduction * | 20 | - | - |
| Time To Reduce * | 40 | - | - |
| Minimum Gap | 3.0 | - | - |
| Recall Mode | MIN RECALL | - | - |
| Vehicle Call Memory | LOCK | - | NON-LOCK |
| Dual Entry | - | - | - |
| 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.

LEGEND



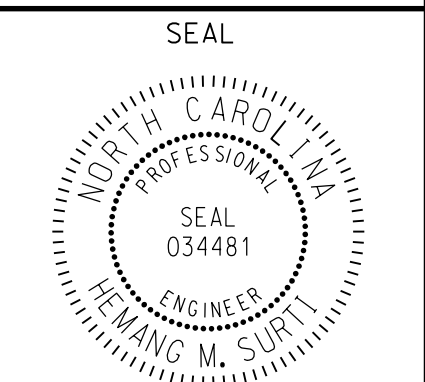
New Installation



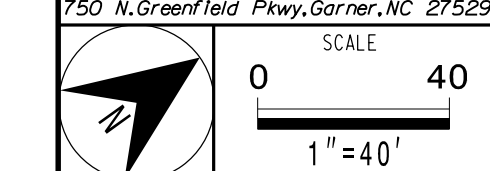
US 401 NB (Louisburg Road)
at
U-Turn South of
SR 2006 (Perry Creek Road)
Division 5 Wake County Raleigh

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



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| REVISIONS | INIT. | DATE |
|-----------|-------|------|
| | | |

DocuSigned by:
H. Wang M. Surti 1/24/2023
SIG. INVENTORY NO. 05-1248

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