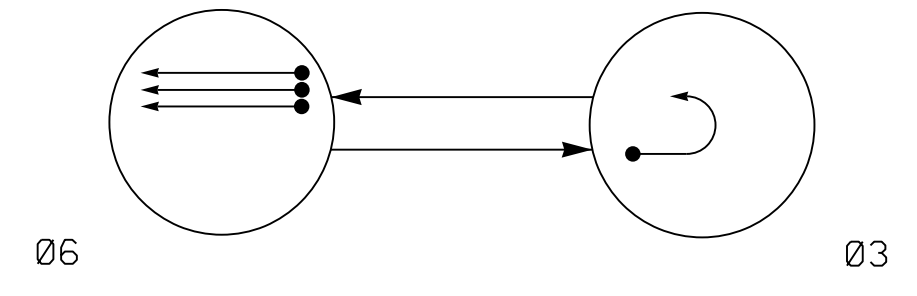


**PHASING DIAGRAM**

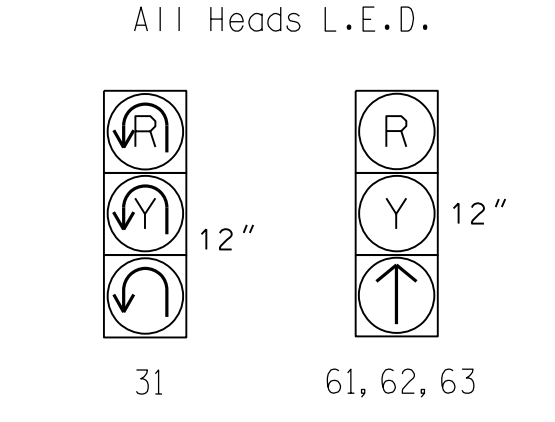


**PHASING DIAGRAM DETECTION LEGEND**

- ←●→ DETECTED MOVEMENT
- ←○→ UNDETECTED MOVEMENT (OVERLAP)
- ←○→ UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	06	03	FLASH
31	R	R	R
61, 62, 63	↑	R	Y

**SIGNAL FACE I.D.**



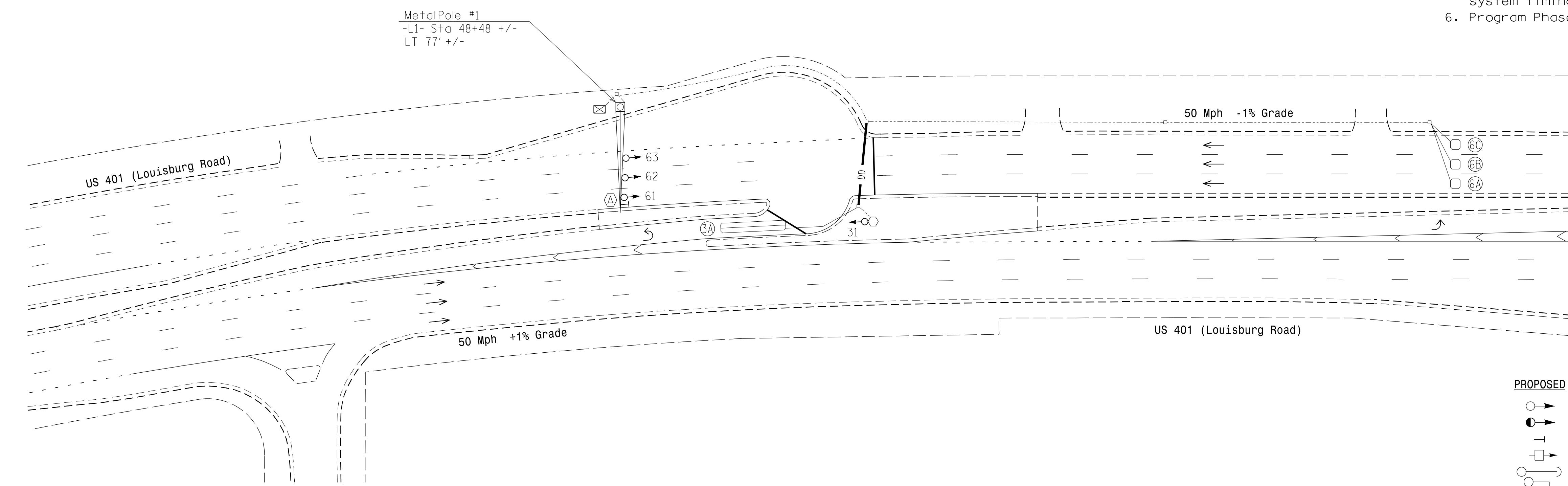
**SE-PAC 2070 LOOP & DETECTOR UNIT INSTALLATION CHART**

LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW EXISTING	ASSIGNED PHASE	DETECTOR PROGRAMMING															
						TIMING		OPERATION MODE							SWITCH	SYSTEM	LOOPS	STATUS			
						DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP A	STOP B	PROXPER	PROXPER					THROUGH	AND	NEW
3A	6X40	2-4-2	0	X	-	3	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X	-
6A	6X6	5	355	X	-	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X	-
6B	6X6	5	355	X	-	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X	-
6C	6X6	5	355	X	-	6	- 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 2 as a dummy phase for Ring 1.



**SE-PAC 2070 TIMING CHART**

FEATURE	PHASE		
	2	3	6
Min Green *	14	7	14
Passage Gap *	-	2.0	6.0
Maximum Green *	120	30	120
Yellow Change	4.9	3.0	4.9
Red Clear	1.0	3.9	1.0
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	-	NON-LOCK	LOCK
Dual Entry	-	-	-
Simultaneous Gap	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.

PROPOSED	EXISTING
○→ Traffic Signal Head	●→ N/A
●→ Modified Signal Head	○→ N/A
⊥ Sign	⊥ N/A
⊥ Pedestrian Signal Head	⊥ N/A
○→ Signal Pole with Guy	●→ N/A
○→ Signal Pole with Sidewalk Guy	●→ N/A
⊠ Inductive Loop Detector	⊠ N/A
⊠ Controller & Cabinet	⊠ N/A
⊠ Junction Box	⊠ N/A
--- 2-in Underground Conduit	--- N/A
N/A Right of Way	N/A
→ Directional Arrow	→ N/A
--- Directional Drill	N/A
○ Type II Signal Pedestal	● N/A
○ Metal Pole with Mastarm	○ N/A
⊠ No Left Turn Sign (R3-2)	⊠ N/A

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 mitchael.covenaugh

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

**New Installation**

US 401 SB (Louisburg Road)  
 at  
 U-Turn North 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:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL  
 MDP H. CAROLINA PROFESSIONAL ENGINEERS  
 SEAL 034481  
 HEWANG M. SURTI  
 ENGINEER

DocuSigned by:  
 Hewang M. Surti 1/24/2023  
 SIG. INVENTORY NO. 05-1250