

PHASING DIAGRAM

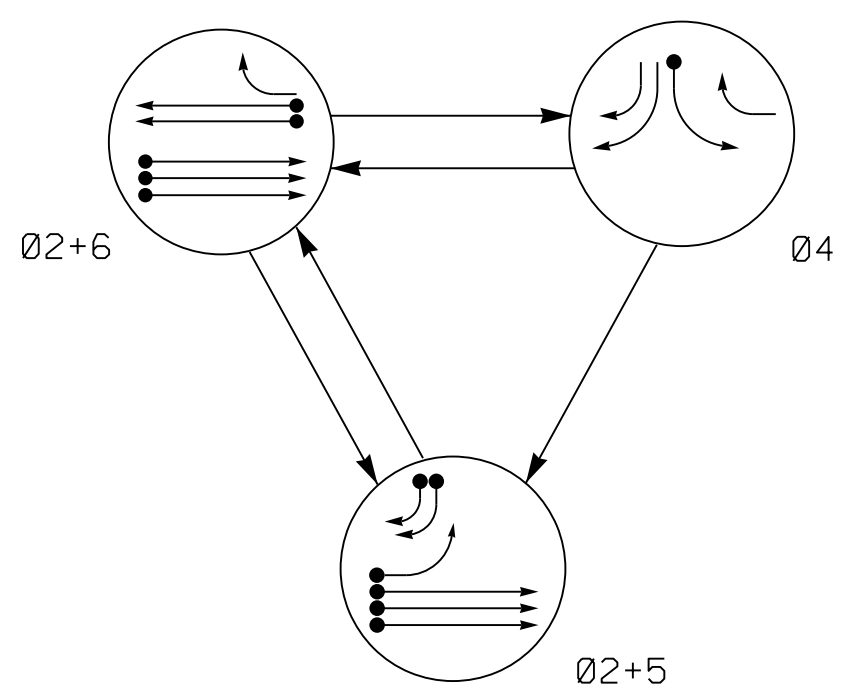
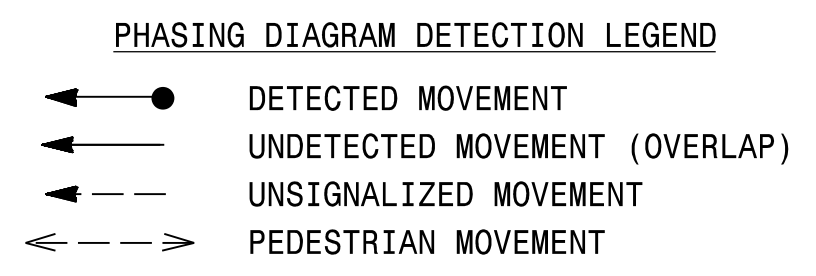
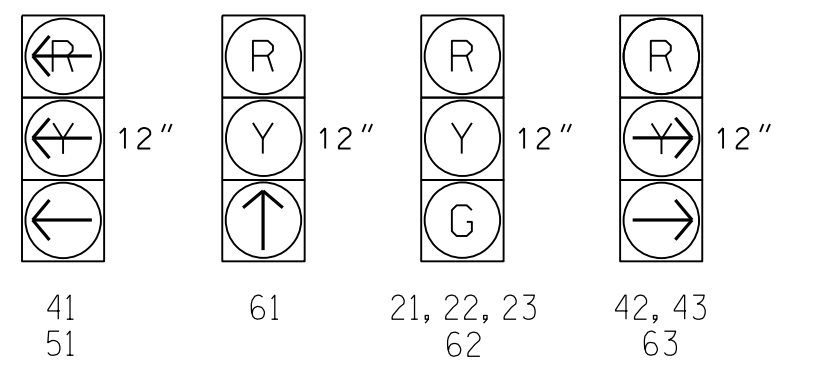


TABLE OF OPERATION

SIGNAL FACE	PHASE			
	02+6	02+5	04	04
21, 22, 23	G	G	R	Y
41	←	←	←	←
42, 43	→	→	→	→
51	←	←	←	←
61	R	↑	R	Y
62	R	G	R	Y
63	R	→	→	→

SIGNAL FACE I.D.

All Heads L.E.D.



SE-PAC 2070 LOOP & DETECTOR UNIT INSTALLATION CHART

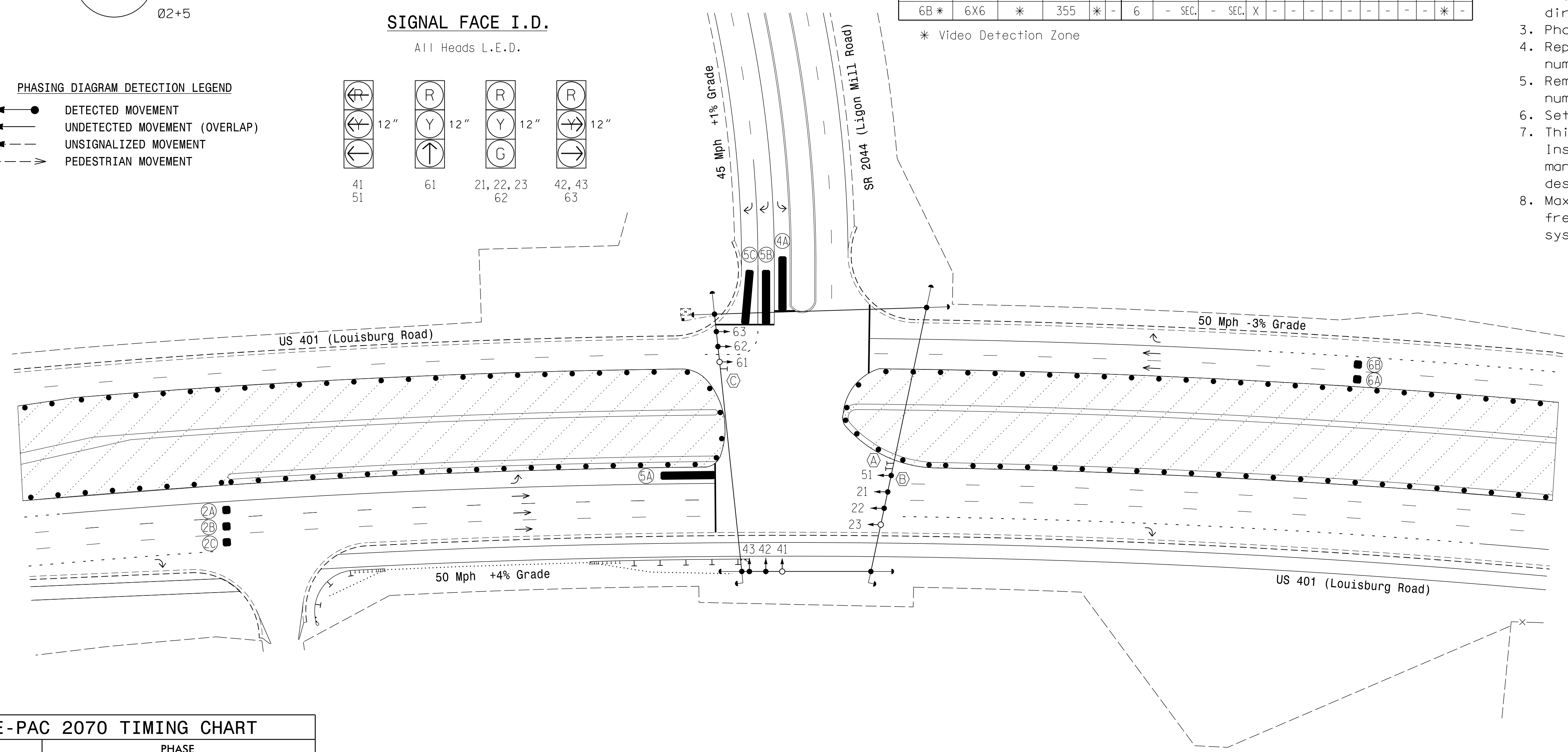
INDUCTIVE LOOPS					DETECTOR PROGRAMMING														
ZONE NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW EXISTING	ASSIGNED PHASE	TIMING		OPERATION MODE							STATUS				
						DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP A	STOP B	PROTREF LEFT	PROTREF THROUGH	AND	SWITCH	SYSTEM LOOPS	NEW EXISTING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

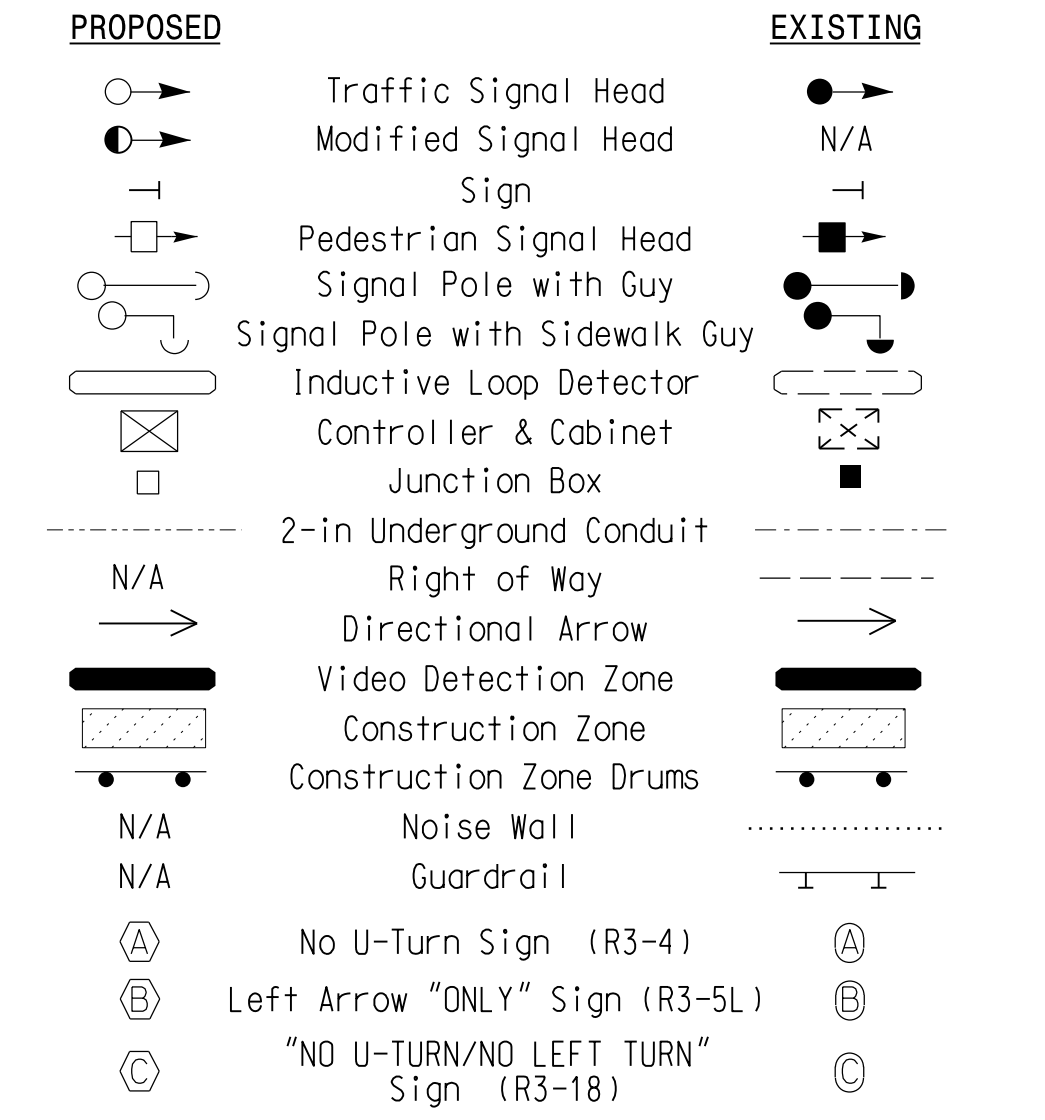
3 Phase Fully Actuated (Raleigh Signal System)

NOTES

- 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 5 may be lagged.
- Reposition existing signal heads numbered 21, 22, 51, 62, and 63.
- Remove existing signal heads numbered 31, 32, 44, and 45.
- Set all detector units to presence mode.
- This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



LEGEND



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	1.6	3.8	3.9	1.6
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.

Signal Upgrade - Temp Design 3 (TMP Phase IV)

Prepared for the Offices of:

TRANSPORTATION MOBILITY AND SAFETY DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF NORTH CAROLINA
Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

**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:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

DocuSigned by:
Hemang M. Surti 1/24/2023

SIG. INVENTORY NO. 05-125273

SCALE: 0 50
1" = 50'

REVISIONS	INIT.	DATE

AECOM

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1/24/2023 10:44:00 AM C:\Users\hmc\Documents\60609754-U-5748-Ligon Mill\4300-CAD\GIS\4910-CAD\70-NGDOT-TIP\TR\off\c\k51\gms\05125273_s1.g_dgn_2022XXXX.dgn