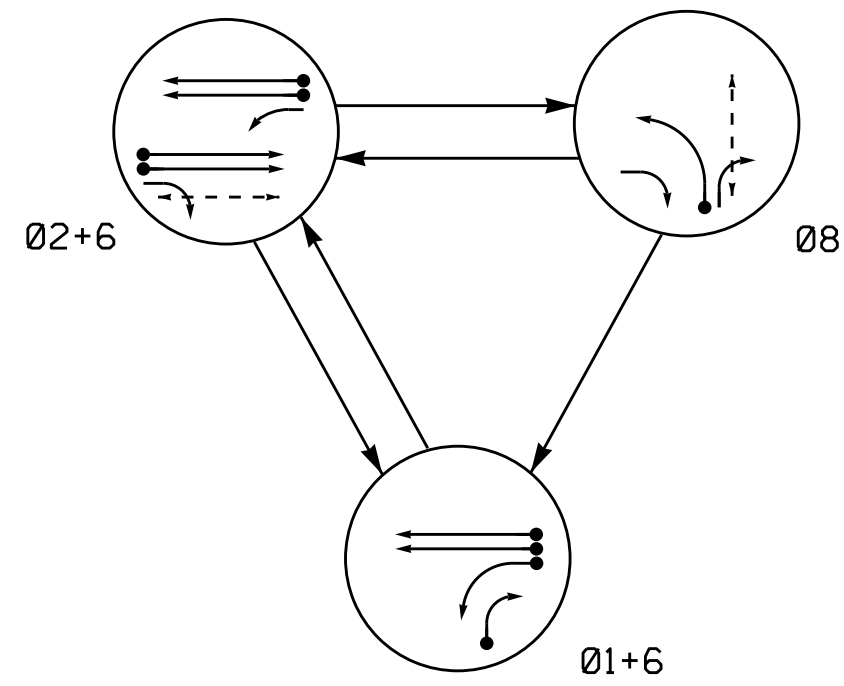


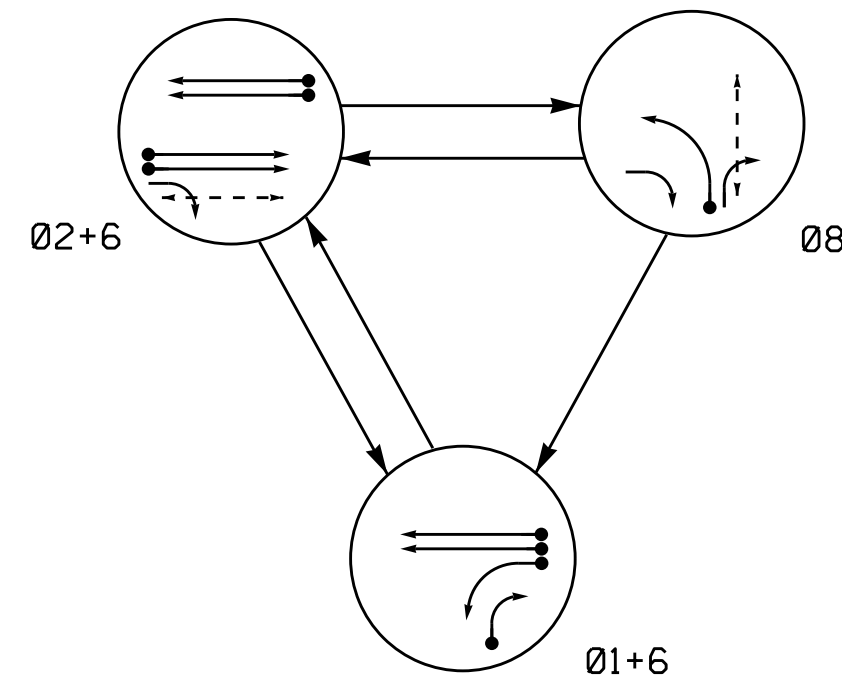
3 Phase Fully Actuated (Raleigh Signal System)

DEFAULT PHASING DIAGRAM



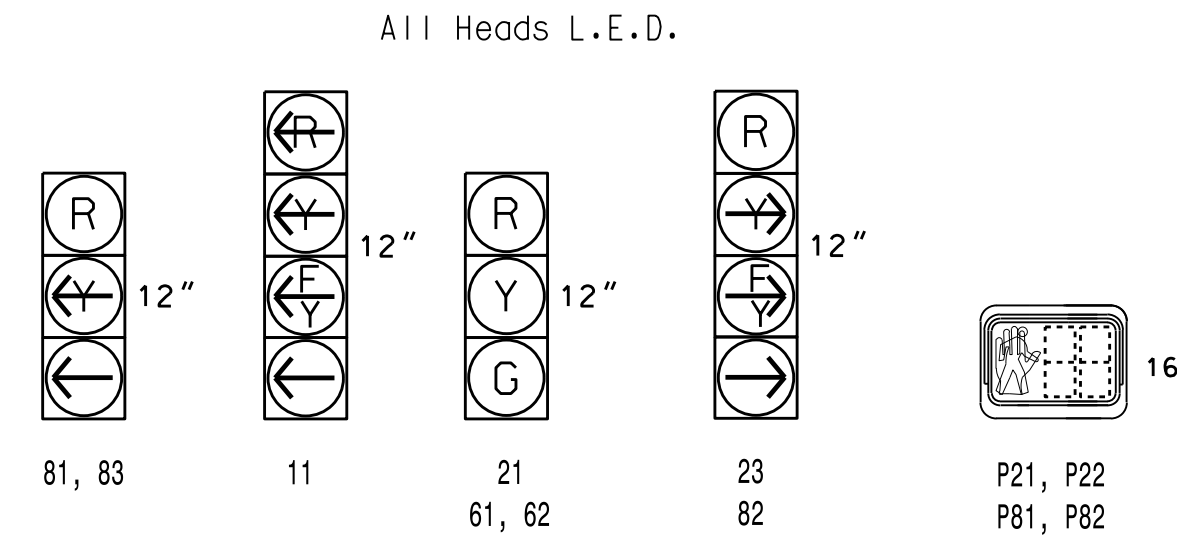
SIGNAL FACE	PHASE			
	01+6	02+6	08	F L C O U T
11	←	←	←	←
21, 22	R	G	R	Y
23	R	←	←	←
61, 62	G	G	R	Y
81, 83	R	R	←	R
82	←	R	←	R
P21, P22	DW	W	DW	DRK
P81, P82	DW	DW	W	DRK

ALTERNATE PHASING DIAGRAM

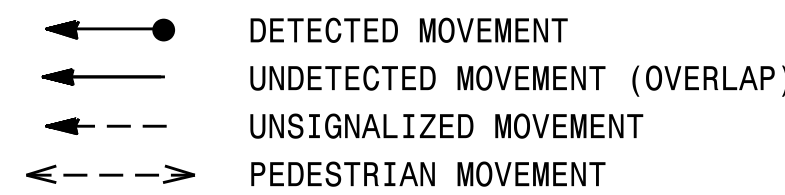


SIGNAL FACE	PHASE			
	01+6	02+6	08	F L C O U T
11	←	←	←	←
21, 22	R	G	R	Y
23	R	←	←	←
61, 62	G	G	R	Y
81, 83	R	R	←	R
82	←	R	←	R
P21, P22	DW	W	DW	DRK
P81, P82	DW	DW	W	DRK

SIGNAL FACE I.D.

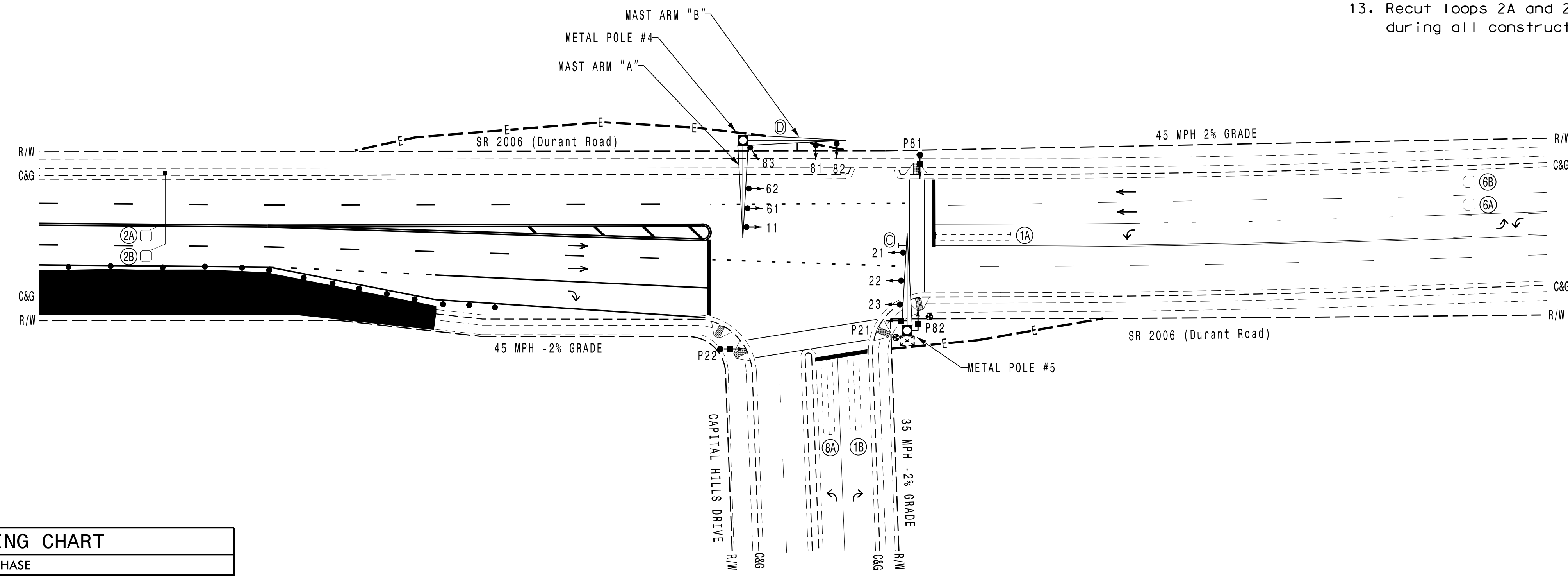


PHASING DIAGRAM DETECTION LEGEND



NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024. "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Reposition existing signal heads number 61 and 62.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signal Design Manual and submit a Plan of Record to the Signal Design Section.
- Omit "WALK" and flashing "DON'T WALK" with no no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing, unless otherwise shown.
- The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
- Program phase 4 as a dummy phase for Ring 1.
- Recut loops 2A and 2B as needed to maintain detection during all construction phases.



PROPOSED		EXISTING	
	Traffic Signal Head		N/A
	Modified Signal Head		N/A
	Sign		N/A
	Pedestrian Signal Head With Push Button & Sign		N/A
	Metal Pole with Mastarm		N/A
	Curb Ramp		N/A
	Type I Pushbutton Post		N/A
	Type II Signal Pedestal		N/A
	Inductive Loop Detector		N/A
	Controller & Cabinet		N/A
	Junction Box		N/A
	2-in Underground Conduit		N/A
	Right of Way		N/A
	Directional Arrow		N/A
	Directional Drill		N/A
	Existing Easement		N/A
	Construction Zone Drums		N/A
	Construction Zone		N/A
	No U-Turn Sign (R3-4)		N/A
	"U-TURN YIELD TO RIGHT TURN" Sign (R10-16)		N/A

SE-PAC 2070 TIMING CHART

FEATURE	PHASE				
	1	2	4	6	8
Min Green *	7	12	7	12	7
Passage Gap *	2.0	6.0	2.0	6.0	2.0
Maximum Green *	25	80	25	80	25
Yellow Change	3.0	4.7	3.0	4.7	3.0
Red Clear	3.2	1.9	2.9	1.9	2.9
Walk *	-	7	-	-	7
Pedestrian Clear	-	14	-	-	15
Added Initial *	-	1.5	-	1.5	-
Maximum Initial *	-	34	-	32	-
Time Before Reduction *	-	15	-	15	-
Time To Reduce *	-	45	-	45	-
Minimum Gap	-	3.0	-	2.7	-
Recall Mode	-	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	NON-LOCK	LOCK	-	LOCK	NON-LOCK
Dual Entry	-	-	ON	-	-
Simultaneous Gap	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.

LOOP & DETECTOR UNIT INSTALLATION CHART SE-PAC 2070 CONTROLLER WITH 170 CABINET

INDUCTIVE LOOPS				DETECTOR PROGRAMMING																
LOOP 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	PROTECTOR THROUGH	PROTECTOR THROUGH	AND	SWITCH	SYSTEM LOOPS	NEW	EXISTING
1A	6X40	2-4-2	0	-	X	1	5 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X
1B	6X40	2-4-2	0	-	X	1	15 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X
2A	6X6	6	300	X	-	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X
2B	6X6	6	300	X	-	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X
6A	6X6	EXIST	280	-	X	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X
6B	6X6	EXIST	280	-	X	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X
8A	6X40	2-4-2	0	-	X	8	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X

Signal Upgrade - Temporary Design 2

<p>750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>SR 2006 (Durant Road) at Capital Hills Drive</p>		
	<p>Division 5 Wake County Raleigh</p> <p>PLAN DATE: May 2022 PREPARED BY: J.A. Lohr</p>	<p>REVIEWED BY:</p>	

20-0526-2023 06-31
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 7/1/2022