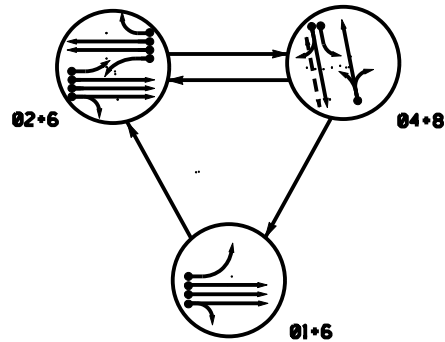


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

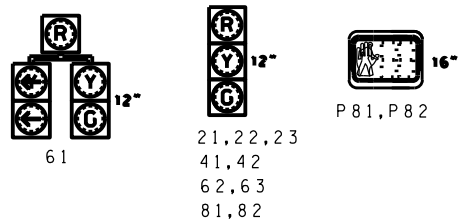
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	01+6	02+6	04+8	FLASH
21,22,23	R	G	R	Y
41,42	R	R	G	R
61		G	R	Y
62,63	G	G	R	Y
81,82	R	R	G	R
P81, P82	DW	DW	W	DK

W - Walk  
DW - Don't Walk  
DRK - Dark

SIGNAL FACE I.D.

Denotes L.E.D.



LOOP & DETECTOR UNIT INSTALLATION CHART																								
SE-PAC 2070 CONTROLLER WITH 170 CABINET																								
INDUCTIVE LOOPS						DETECTOR PROGRAMMING																		
						ASSIGNED PHASE	TIMING		OPERATION MODE							SYSTEM LOOPS		STATUS						
1	2	3	4	5	6				7	VEHICLE	1 CALL	STOP A	STOP B	PEDESTRIAN	WALK					PREPARE	THROUGH	AND	SWITCH	
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING		DELAY	EXTEND (STRETCH)																
1A	EXIST	EXIST	EXIST	-	X	1	15 SEC	- SEC	X	-	-	-	-	-	-	-	-	-	-	-	-	X	-	-
						6	- SEC	- SEC	X	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-
2A	EXIST	EXIST	EXIST	-	X	2	- SEC	- SEC	X	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-
4A	EXIST	EXIST	EXIST	-	X	4	5 SEC	- SEC	X	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-
6A	EXIST	EXIST	EXIST	-	X	6	- SEC	- SEC	X	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-
8A,8B	EXIST	EXIST	EXIST	-	X	8	5 SEC	- SEC	X	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-

3 Phase  
Fully Actuated  
(Raleigh City Signal System)

NOTES

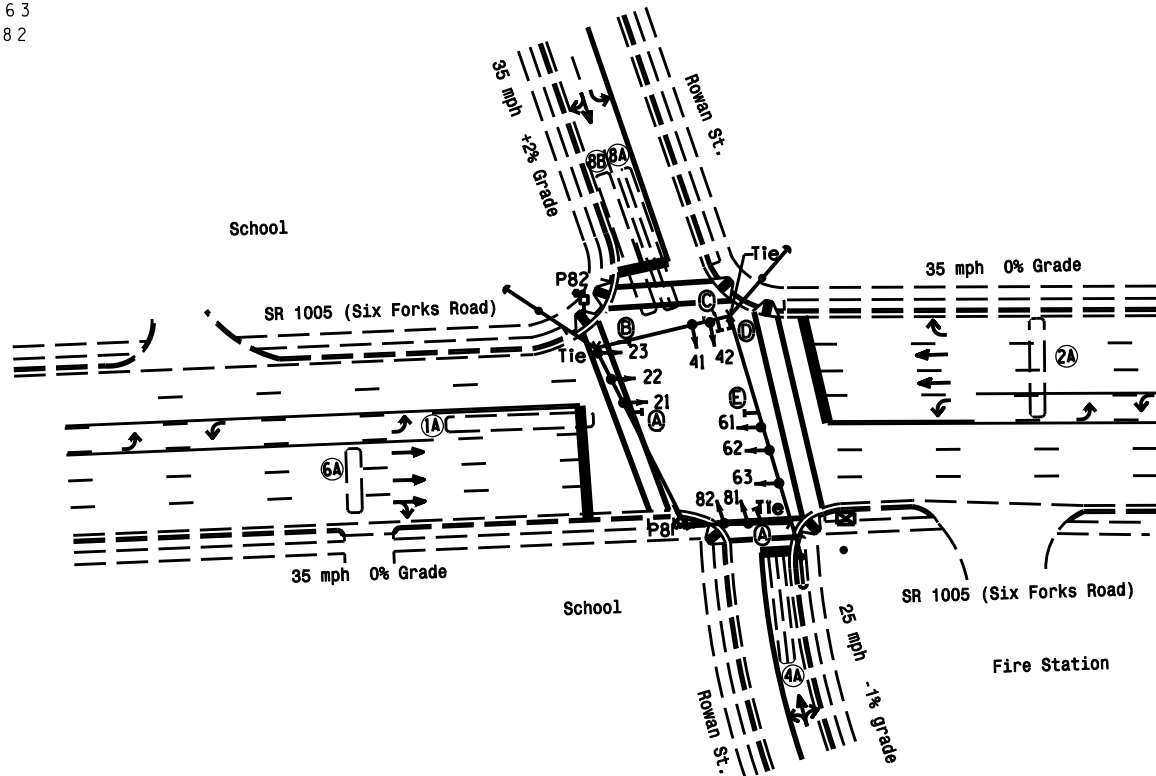
- Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Omit phase 1 during phase 2 on.
- Program controller to clear from phase 2+6 to phase 1+6 by progressing through phase 4+8 (see Electrical Details).
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current Signals and Geometrics Design Manual and submit a Plan of Record to the Signals and Geometrics 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.

LEGEND

PROPOSED	EXISTING
Traffic Signal Head	N/A
Modified Signal Head	N/A
Sign	N/A
Pedestrian Signal Head With Push Button & Sign	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
Right of Way	N/A
Directional Arrow	N/A
Pavement Marking Arrow	N/A
Left Arrow "ONLY" Sign (R3-5L)	A
Right Arrow "ONLY" Sign (R3-5R)	B
"NO TURN ON RED" Sign (R10-11)	C
"SCHOOL DAYS 7 AM 8:30 AM 2 PM 3:30 PM"	D
"LEFT TURN YIELD ON GREEN" Sign (R10-12)	E

SE-PAC 2070 TIMING CHART					
FEATURE	PHASE				
	1	2	4	6	8
Min Green *	7	10	7	10	7
Passage Gap *	1.0	3.0	1.0	3.0	1.0
Maximum Green *	15	25	30	25	30
Yellow Change	3.0	3.8	3.2	3.8	3.7
Red Clear	2.4	1.6	2.9	1.6	2.2
Walk *	-	-	-	-	4
Pedestrian Clear	-	-	-	-	17
Added Initial *	-	-	-	-	-
Maximum Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	NON-LOCK	LOCK	NON-LOCK	LOCK	NON-LOCK
Dual Entry	-	-	ON	-	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.



Signal Upgrade

Prepared in the Office of:

122 N. McDowell St., Raleigh, NC 27603

SR 1005 (Six Forks Road)  
at  
Rowan Street

Division 05 Wake County Raleigh

PLAN DATE: December 2006 REVIEWED BY: Z. M. Little  
PREPARED BY: C. E. Pierce REVIEWED BY: D. Y. Ishak

REVISIONS: INIT. DATE

SCALE: 0 40  
1"=40'

SEAL  
NORTH CAROLINA  
PROFESSIONAL ENGINEER  
SEAL 22027  
RICHARD E. MULLINIX

SIGNATURE: DATE: 05-0001