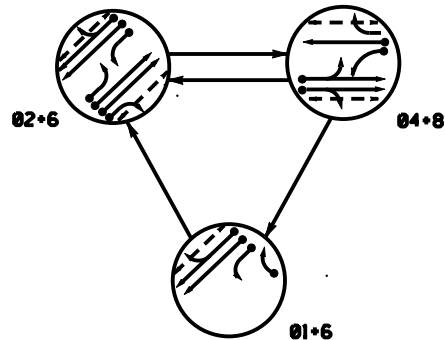


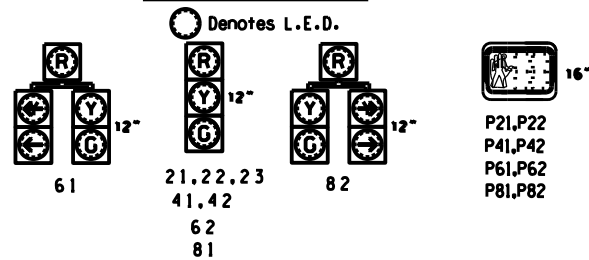
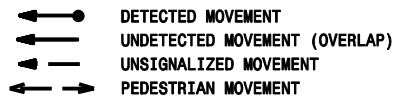
PHASING DIAGRAM



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	G	G	R	Y
81	R	R	G	R
82		R	G	R
P21,P22	DW	W	DW	DRK
P41,P42	DW	DW	W	DRK
P61,P62	W	W	DW	DRK
P81,P82	DW	DW	W	DRK

W - Walk
DW - Don't Walk
DRK - Dark
SIGNAL FACE I.D.

PHASING DIAGRAM DETECTION LEGEND



LOOP & DETECTOR UNIT INSTALLATION CHART																		
SE-PAC 2070 CONTROLLER WITH 170 CABINET																		
INDUCTIVE LOOPS						DETECTOR PROGRAMMING												
						ASSIGNED PHASE	TIMING		OPERATION MODE							SWITCH	STATUS	
									0	1	2	3	4	5	6		7	NEW
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	DELAY	EXTEND (STRETCH)	VEHICLE	1 CALL	STOP A	STOP B	PROBE LEFT	PROBE THROUGH	AND				
1A	6X15	EXISTING	50	-	X	1	15 SEC.	- SEC.	X	-	-	-	-	-	X			
1B	6X60	EXISTING	+5	-	X	1	- SEC.	- SEC.	X	-	-	-	-	-	X			
2A	6X18	EXISTING	330	-	X	2	- SEC.	2.7 SEC.	X	-	-	-	-	-	X			
2B	6X40	EXISTING	90	-	X	2	- SEC.	- SEC.	X	-	-	-	-	-	X			
4A,4B	6X60	EXISTING	+10	-	X	4	- SEC.	- SEC.	X	-	-	-	-	-	X			
6A	6X18	EXISTING	330	-	X	6	- SEC.	2.7 SEC.	X	-	-	-	-	-	X			
6B	6X29	EXISTING	90	-	X	6	- SEC.	- SEC.	X	-	-	-	-	-	X			
8A,8B	6X60	EXISTING	+5	-	X	8	- SEC.	- SEC.	X	-	-	-	-	-	X			

3 Phase
Fully Actuated
(Raleigh City Signal System)

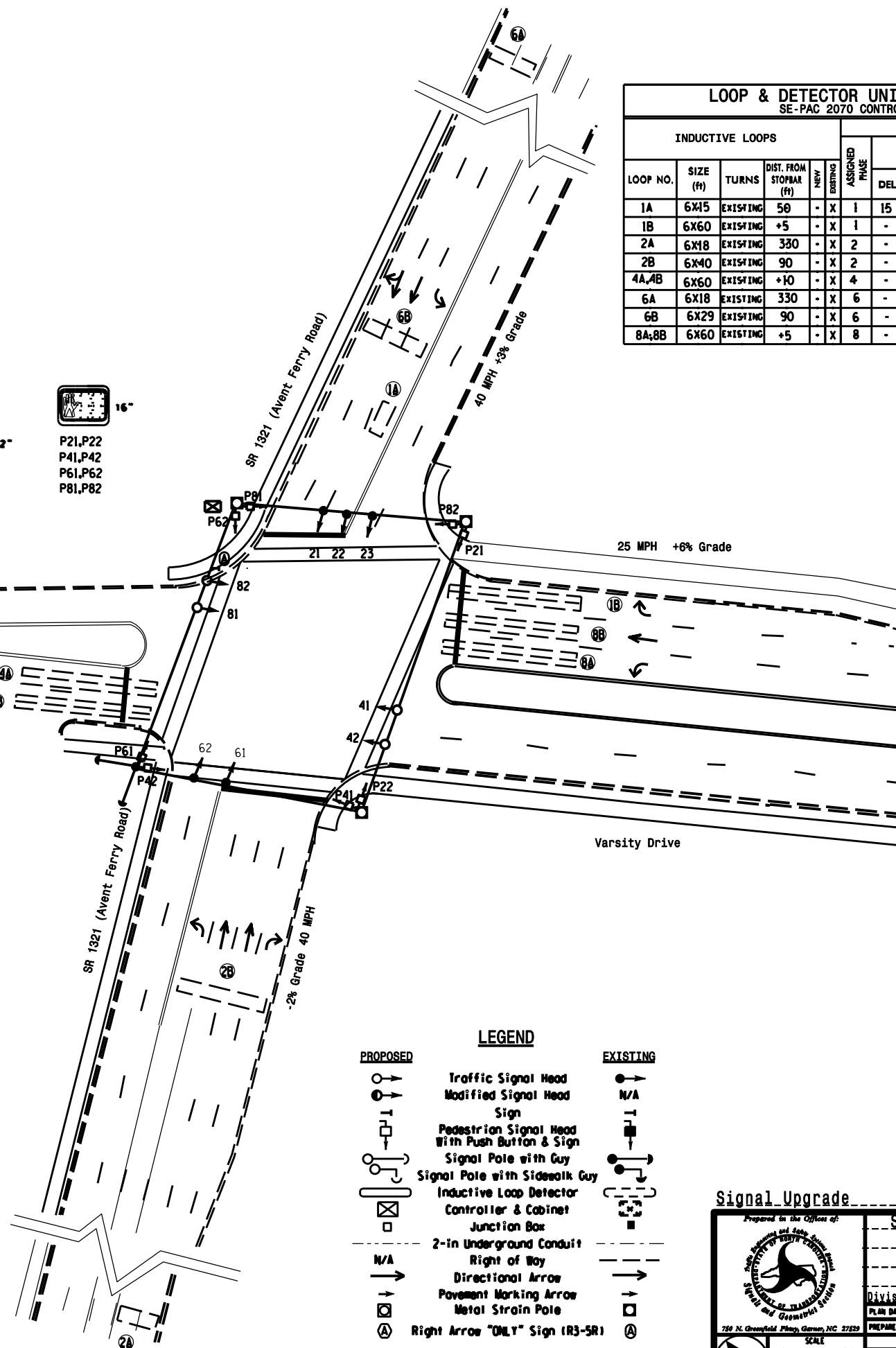
NOTES

- 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.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

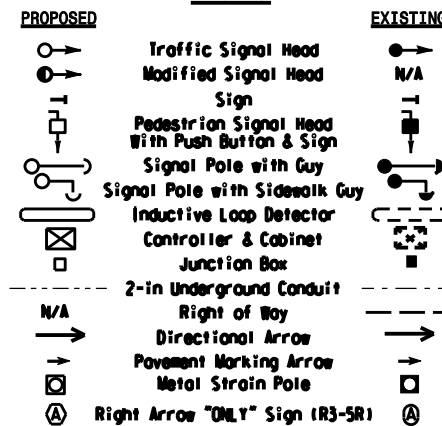
SE-PAC 2070 TIMING CHART

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 *	20	60	40	60	40
Yellow Change	3.0	4.3	4.1	4.0	3.0
Red Clear	2.8	2.0	2.4	2.0	3.6
Walk *	-	4	4	4	4
Pedestrian Clear	-	22	15	18	20
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.



LEGEND



Signal Upgrade

	Prepared in the Office of: SR 1321 (Avent Ferry Road) at Varsity Drive		
	Division 5 Wake County Raleigh		
	PLAN DATE: November 2007	REVIEWED BY: Z.W. Little	
	PREPARED BY: JERRY VARAVITZ	REVIEWED BY:	
REVISIONS		INITIALS	DATE
0 30 1"=30'			
SIGNATURE		DATE	
SIC. INVENTORY NO.		05-1521	