

PHASING DIAGRAM

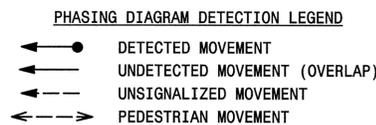
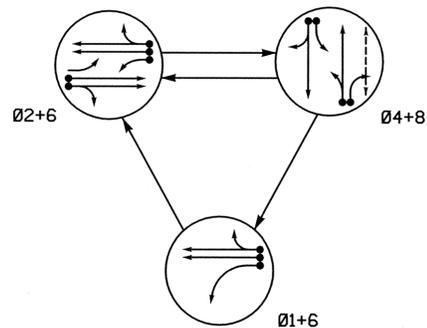


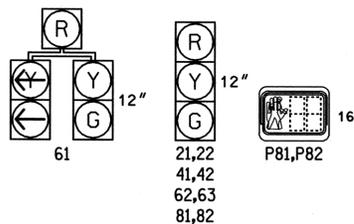
TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø1+6	Ø2+6	Ø4+8	Ø1+6
21,22	R	G	R	Y
41,42	R	R	G	R
61	G	G	R	Y
62,63	G	G	R	Y
81,82	R	R	G	R
P81,P82	DW	DW	W	DRK

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

SIGNAL FACE I.D.

All Heads L.E.D.



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

LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	DETECTOR PROGRAMMING															
						ASSIGNED PHASE	TIMING		OPERATION MODE							SYSTEM LOOPS	STATUS				
							DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP A	STOP B	FACTOR THROUGH	FACTOR THROUGH			AND	SWITCH	NEW	EXISTING
1A	6X60	EXIST	+5	-	X	1	10 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X	-
2A,2B	6X6	EXIST	90	-	X	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X	-
4A	*	EXIST	*	-	X	4	3 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X	-
4B	*	EXIST	*	-	X	4	10 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X	-
6A,6B	6X6	EXIST	90	-	X	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X	-
8A	6X40	EXIST	+4	-	X	8	3 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X	-
8B	6X40	EXIST	+4	-	X	8	15 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	-	X	-

*Unable to Field Verify

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

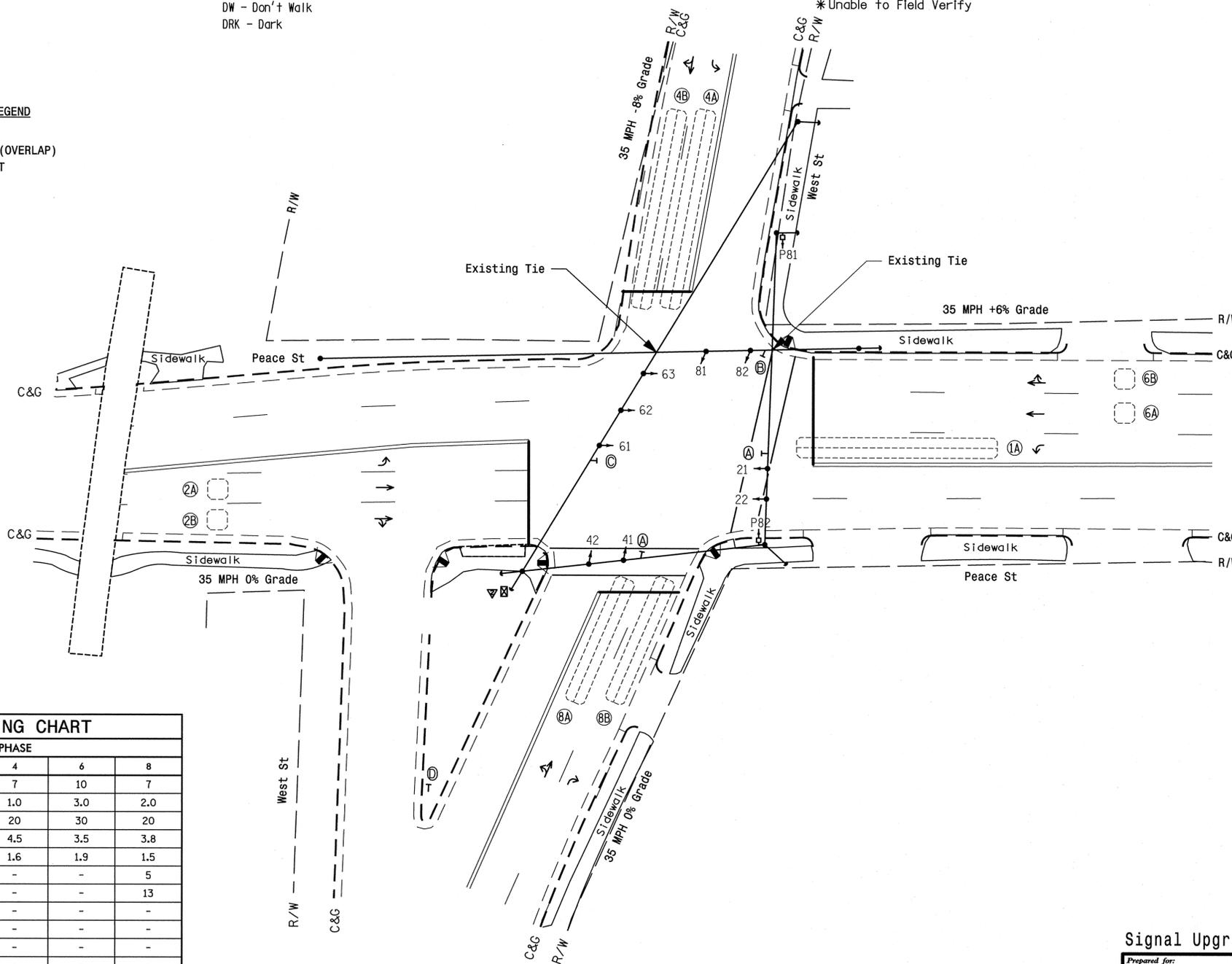
LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → Traffic Signal Head
○ → Modified Signal Head	N/A
○ → Sign	N/A
○ → Pedestrian Signal Head With Push Button & Sign	○ → Pedestrian Signal Head
○ → Signal Pole with Guy	○ → Signal Pole with Guy
○ → Signal Pole with Sidewalk Guy	○ → Signal Pole with Sidewalk Guy
○ → Inductive Loop Detector	○ → Inductive Loop Detector
○ → Controller & Cabinet	○ → Controller & Cabinet
○ → Junction Box	○ → Junction Box
○ → 2-in Underground Conduit	○ → 2-in Underground Conduit
N/A	○ → Right of Way with Marker
→	→ Directional Arrow
→	→ Pavement Marking Arrow
N/A	○ → Fire Hydrant
N/A	○ → Wheelchair Ramp
N/A	○ → Left Arrow "ONLY" Sign (R3-5L)
N/A	○ → Right Arrow "ONLY" Sign (R3-5R)
N/A	○ → "LEFT TURN YIELD ON GREEN" Sign (R10-12)
N/A	○ → "YIELD" Sign (R1-2)

SE-PAC 2070 TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Min Green *	7	10	7	10
Passage Gap *	2.0	3.0	1.0	3.0
Maximum Green *	15	30	20	30
Yellow Change	3.0	3.8	4.5	3.5
Red Clear	2.4	1.3	1.6	1.9
Walk *	-	-	-	5
Pedestrian Clear	-	-	-	13
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
Dual Entry	-	-	ON	ON
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

	Prepared for: Peace St at West St		
	Division 05 Wake County Raleigh PLAN DATE: August 2007 REVIEWED BY: S.T. Franklin PREPARED BY: B.A. Reynolds REVIEWED BY: N.M. Rodewick	REVISIONS Added pedestrian heads. NMR 02-2011 Changed to base mount. NMR 03-2011	
	SCALE 0 20 1"=20'	DATE NMR 02-2011 NMR 03-2011	SEAL DATE 3-2-11 DATE SIG. INVENTORY NO. 046