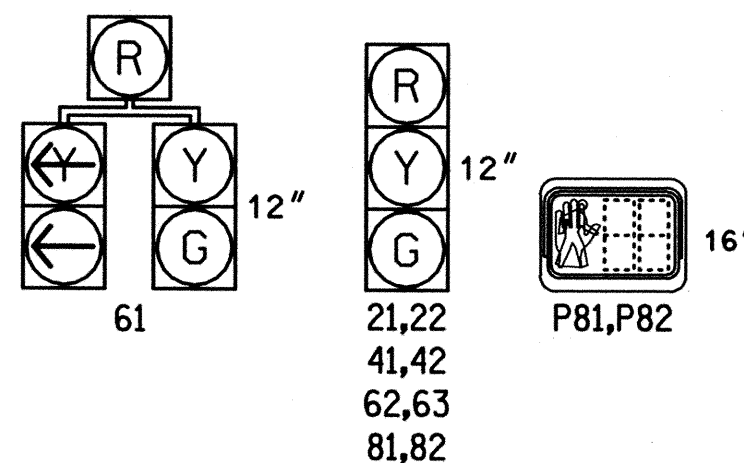


SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 4 + 8	FLASH
21,22	R	G	R	Y
41,42	R	R	G	R
61		G	R	Y
62,63	G	G	R	Y
81,82	R	R	G	R
P81,P82	DW	DW	W	DRK

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

SIGNAL FACE I.D.

All Heads L.E.D.



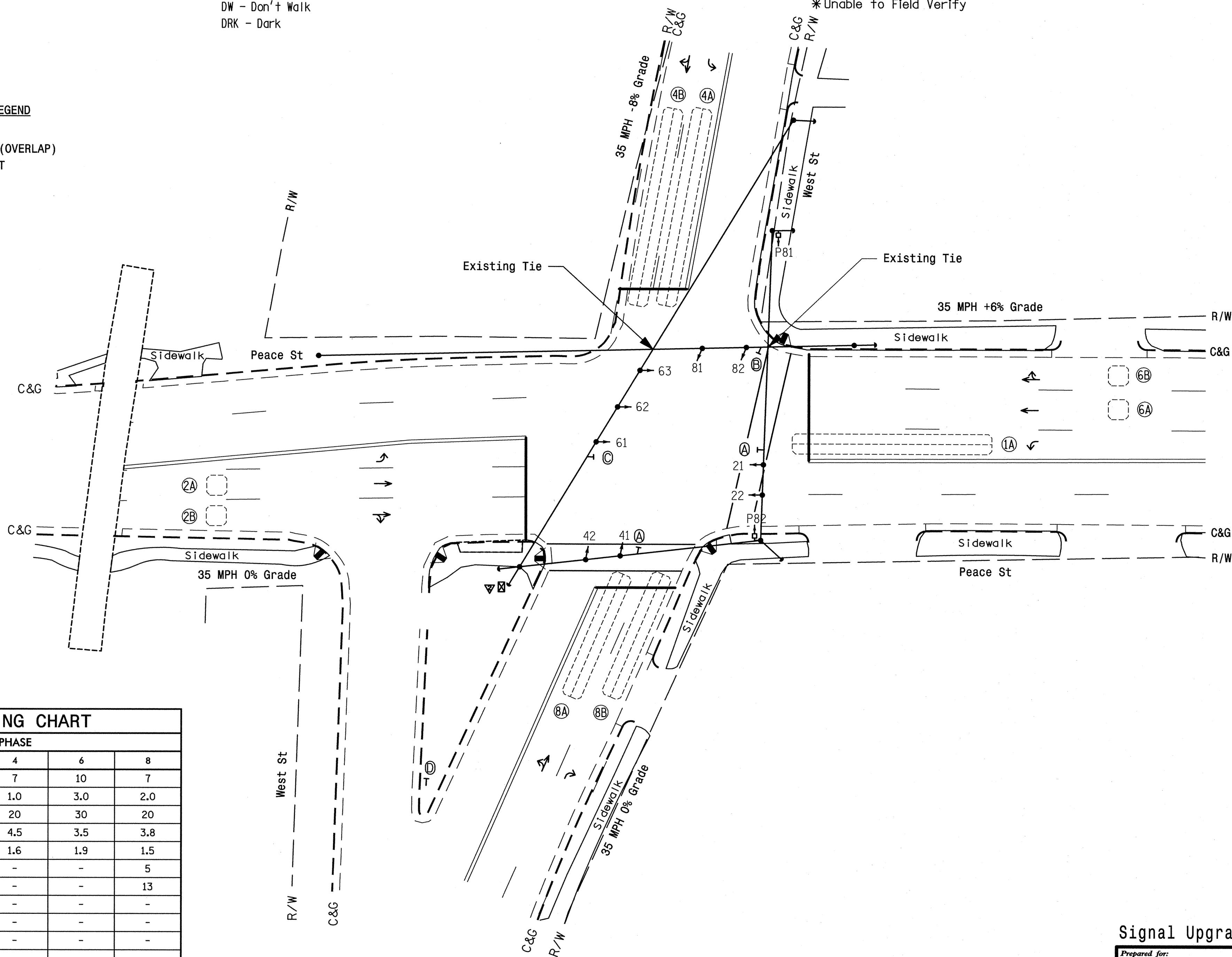
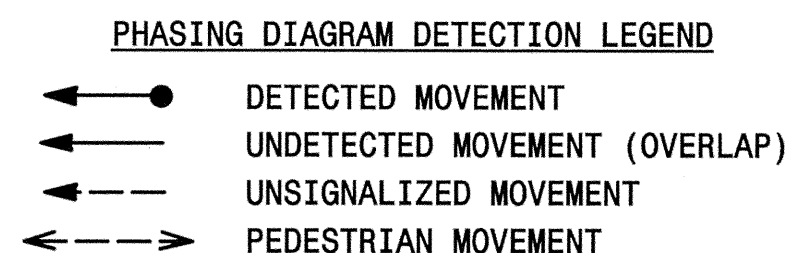
LOOP & DETECTOR UNIT INSTALLATION CHART																			
SE-PAC 2070 CONTROLLER WITH 170 CABINET																			
INDUCTIVE LOOPS						DETECTOR PROGRAMMING													
						ASSIGNED PHASE	TIMING		OPERATION MODE							SWITCH	SYSTEM LOOPS	STATUS	
									0	1	2	3	4	5	6			7	NEW
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	DELAY	EXTEND (STRETCH)	VEHICLE	PEDESTRIAN	1 CALL	STOP A	STOP B	PROTECTOR LEFT	PROTECTOR RIGHT	THROUGH	AND			
1A	6X60	EXIST	+5	-	X	1	10 SEC.	- SEC.	X	-	-	-	-	-	-	-	X		
						6	- 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.



SE-PAC 2070 TIMING CHART					
FEATURE	PHASE				
	1	2	4	6	8
Min Green *	7	10	7	10	7
Passage Gap *	2.0	3.0	1.0	3.0	2.0
Maximum Green *	15	30	20	30	20
Yellow Change	3.0	3.8	4.5	3.5	3.8
Red Clear	2.4	1.3	1.6	1.9	1.5
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	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

PROPOSED	EXISTING
	N/A
	N/A
	N/A
	N/A
	N/A
	N/A
	N/A
	N/A
	N/A
	N/A
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	

Signal Upgrade

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