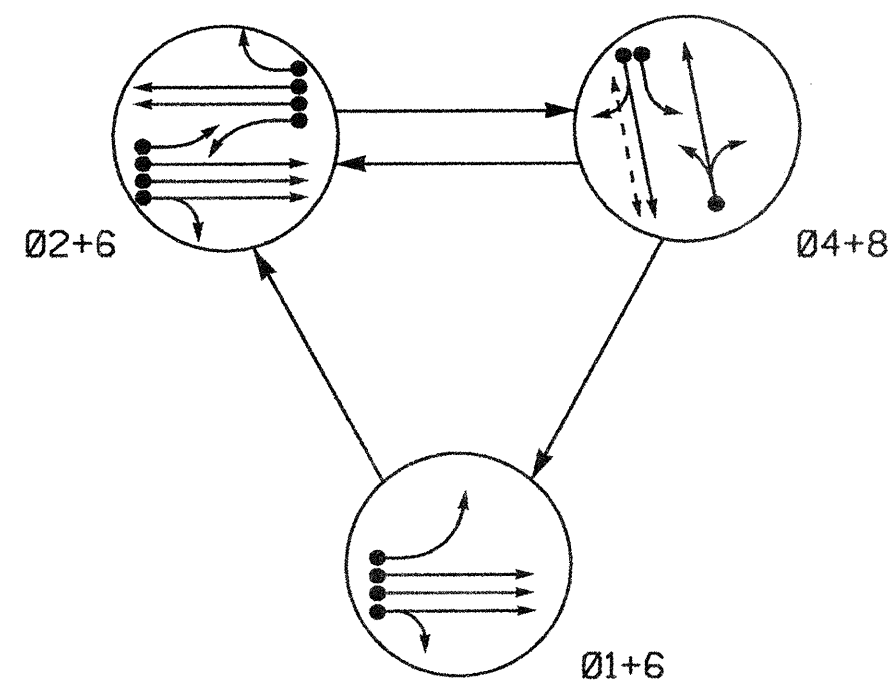


PHASING DIAGRAM



SIGNAL FACE	PHASE				
	Ø 1 + 6	Ø 2 + 6	Ø 4 + 8	Ø 1 + 6	Ø 2 + 6
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

LOOP & DETECTOR UNIT INSTALLATION CHART														
INDUCTIVE LOOPS										DETECTOR PROGRAMMING				
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	ASSIGNED PHASE	TIMING		OPERATION MODE	VEHICLE	T CALL	STOP A	STOP B	STOP C
							DELAY	EXTEND (STRETCH)						
1A	EXIST	EXIST	EXIST	-	X	1	15 SEC.	- SEC.	X	-	-	-	-	-
2A	EXIST	EXIST	EXIST	-	X	2	- SEC.	- SEC.	X	-	-	-	-	-
4A	EXIST	EXIST	EXIST	-	X	4	5 SEC.	- SEC.	X	-	-	-	-	-
6A	EXIST	EXIST	EXIST	-	X	6	- SEC.	- SEC.	X	-	-	-	-	-
8A,8B	EXIST	EXIST	EXIST	-	X	8	5 SEC.	- SEC.	X	-	-	-	-	-

3 Phase
Fully Actuated
(Raleigh City Signal System)

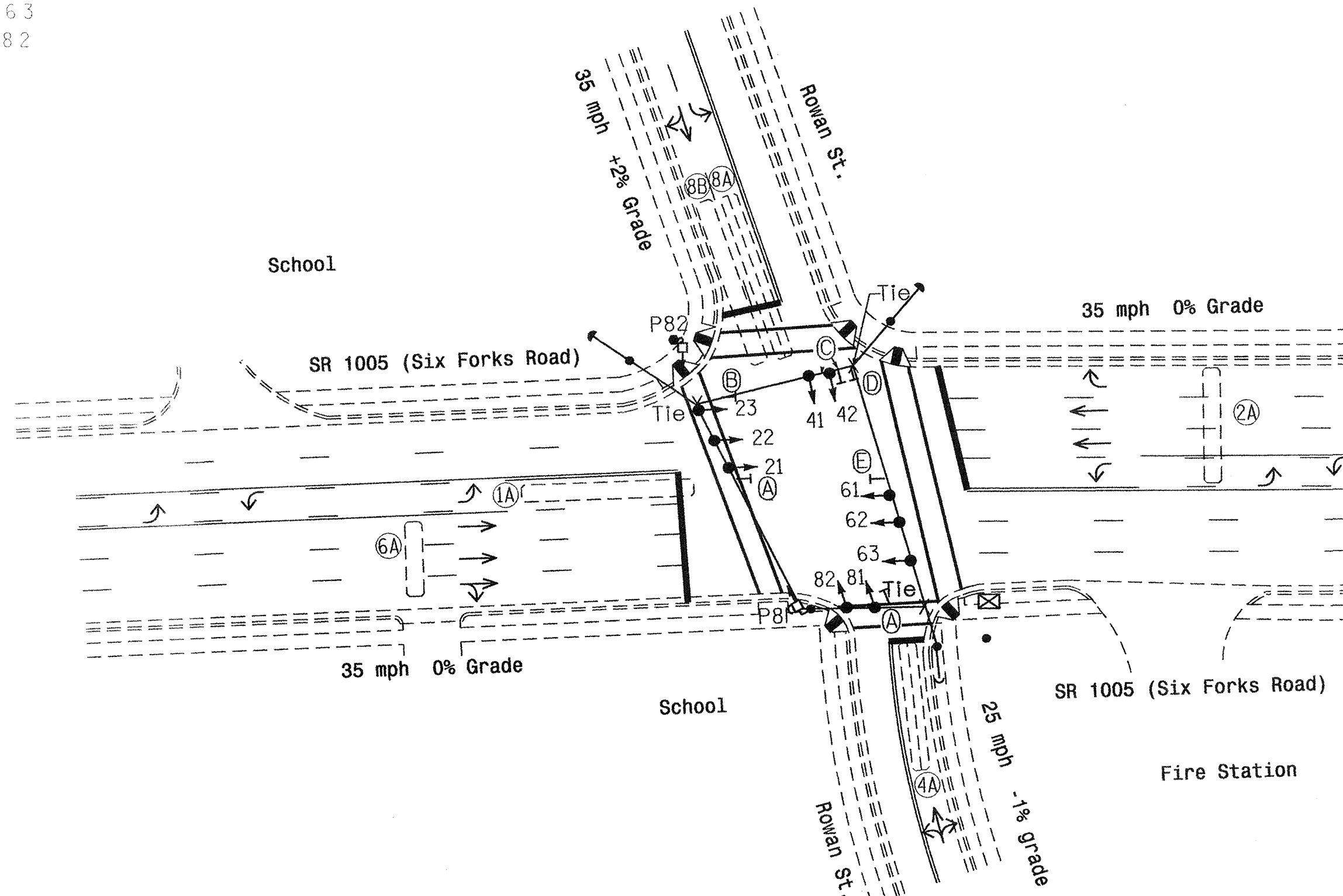
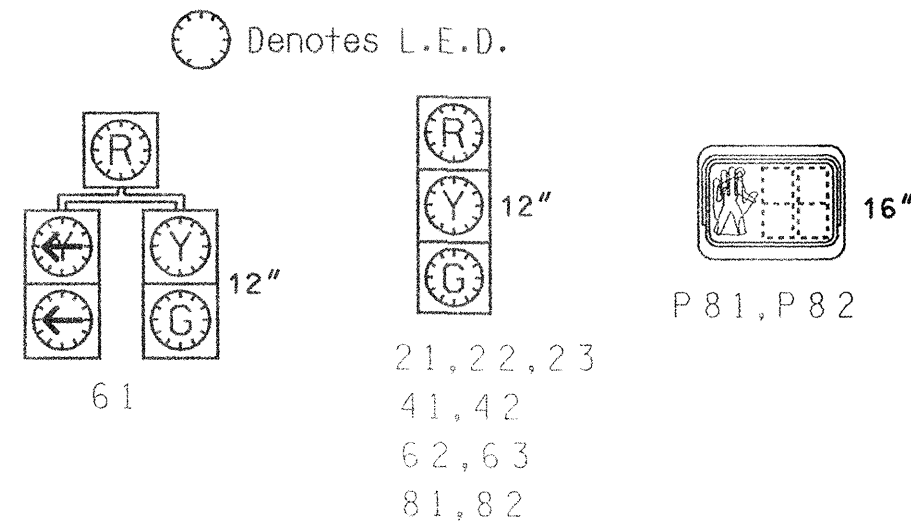
NOTES

- 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.

PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE I.D.



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 |
| N/A Left Arrow "ONLY" Sign (R3-5L) | (A) |
| N/A Right Arrow "ONLY" Sign (R3-5R) | (B) |
| N/A "NO TURN ON RED" Sign (R10-11) | (C) |
| N/A "SCHOOL DAYS 7 AM 8:30 AM 2 PM 3:30 PM" | (D) |
| N/A "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 Offices of: Traffic Engineering and Safety Services Raleigh City of Transportation Signals and Geometrics Section 122 N. McDowell St., Raleigh, NC 27603	SR 1005 (Six Forks Road) at Rowan Street Division 05 Wake County Raleigh PLAN DATE: December 2006 PREPARED BY: C. E. Pierce REVIEWED BY: Z. M. Little REVIEWED BY: D. Y. Ishak REVISIONS INIT. DATE	SEAL NORTH CAROLINA PROFESSIONAL ENGINEER 2402 26 February 07 SIGNATURE DATE SIG. INVENTORY NO. 05-0001
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