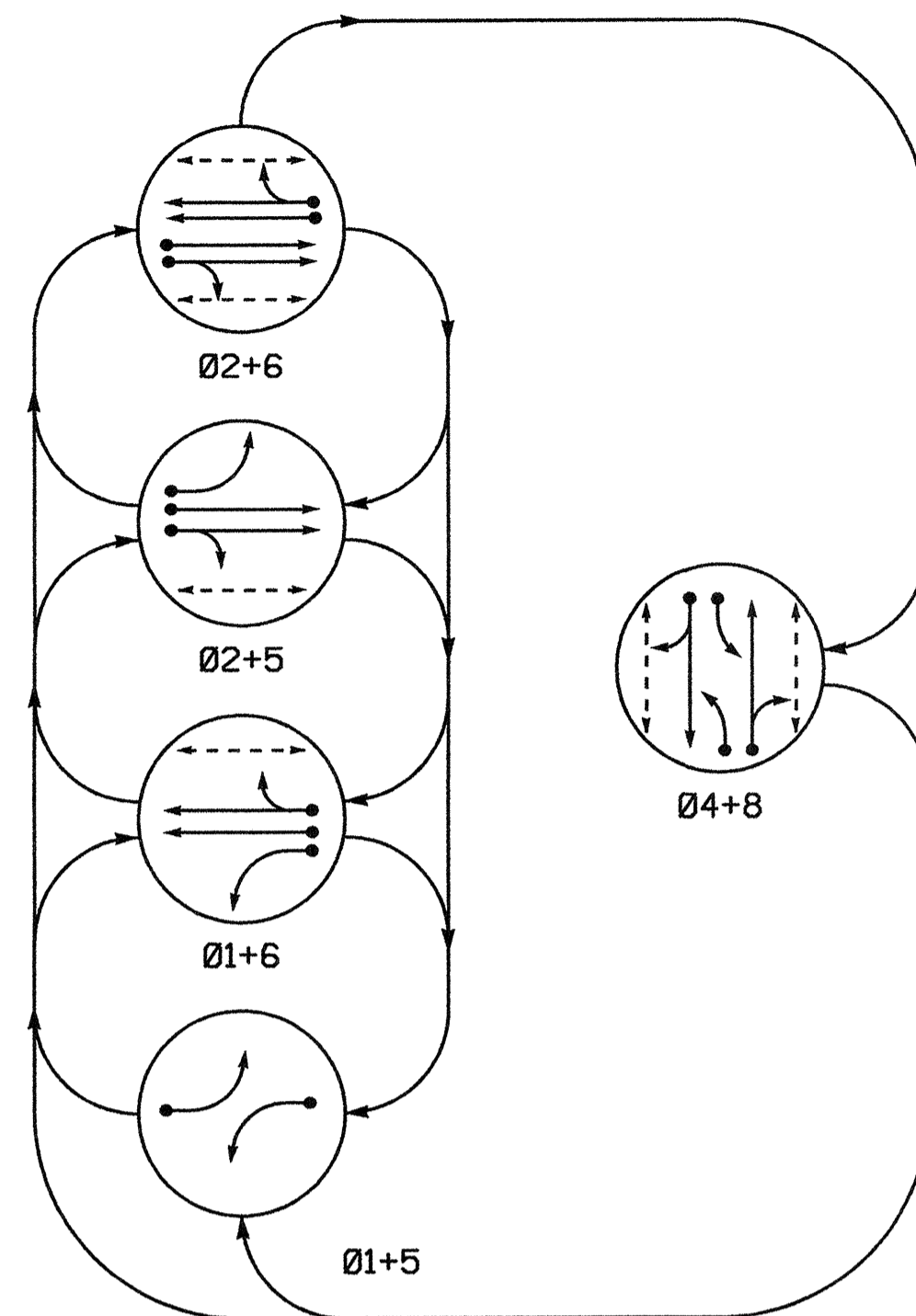


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND





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

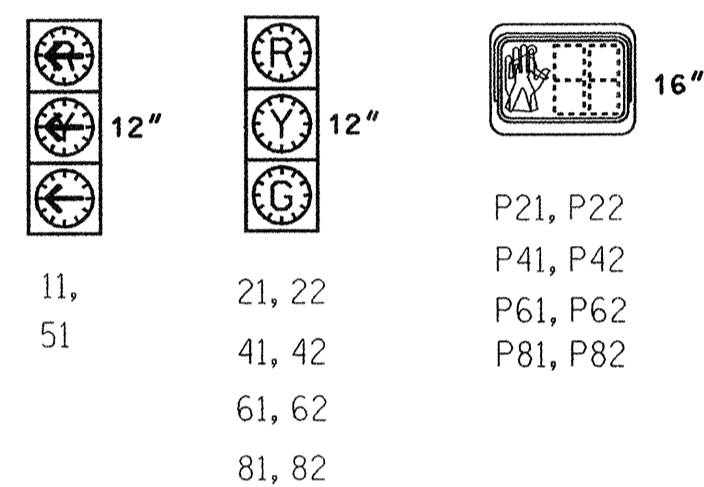
TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | | | |
|----------------|------------------|------------------|------------------|------------------|-------|-----|
| | Ø 1 + 5 | Ø 2 + 5 | Ø 2 + 6 | Ø 4 + 8 | FLASH | |
| 11 | ← | ← | ← | ← | ← | ← |
| 21, 22 | R | R | G | G | R | Y |
| 41, 42 | R | R | R | R | G | R |
| 51 | ← | ← | ← | ← | ← | ← |
| 61, 62 | R | G | R | G | R | Y |
| 81, 82 | R | R | R | R | G | R |
| P21, P22 | DW | DW | W | W | DW | DRK |
| P41, P42 | DW | DW | DW | DW | W | DRK |
| P61, P62 | DW | W | DW | W | DW | DRK |
| P81, P82 | DW | DW | DW | DW | W | DRK |

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

SIGNAL FACE I.D.

 Denotes L.E.D.



| SE-PAC 2070 TIMING CHART | | | | | | |
|--------------------------|----------|------------|----------|----------|------------|----------|
| FEATURE | PHASE | | | | | |
| | 1 | 2 | 4 | 5 | 6 | 8 |
| Min Green * | 7 | 10 | 7 | 7 | 10 | 7 |
| Passage Gap * | 1.0 | 3.0 | 1.0 | 1.0 | 3.0 | 1.0 |
| Maximum Green * | 15 | 30 | 15 | 15 | 30 | 15 |
| Yellow Change | 3.0 | 4.1 | 3.1 | 3.0 | 3.7 | 3.1 |
| Red Clear | 2.3 | 1.5 | 2.3 | 2.1 | 1.5 | 2.2 |
| Walk * | - | 4 | 4 | - | 4 | 4 |
| Pedestrian Clear | - | 8 | 11 | - | 7 | 11 |
| 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 | NON-LOCK | LOCK | NON-LOCK |
| Dual Entry | - | - | ON | - | - | ON |
| Simultaneous Gap | ON | 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.

LOOP & DETECTOR UNIT INSTALLATION CHART

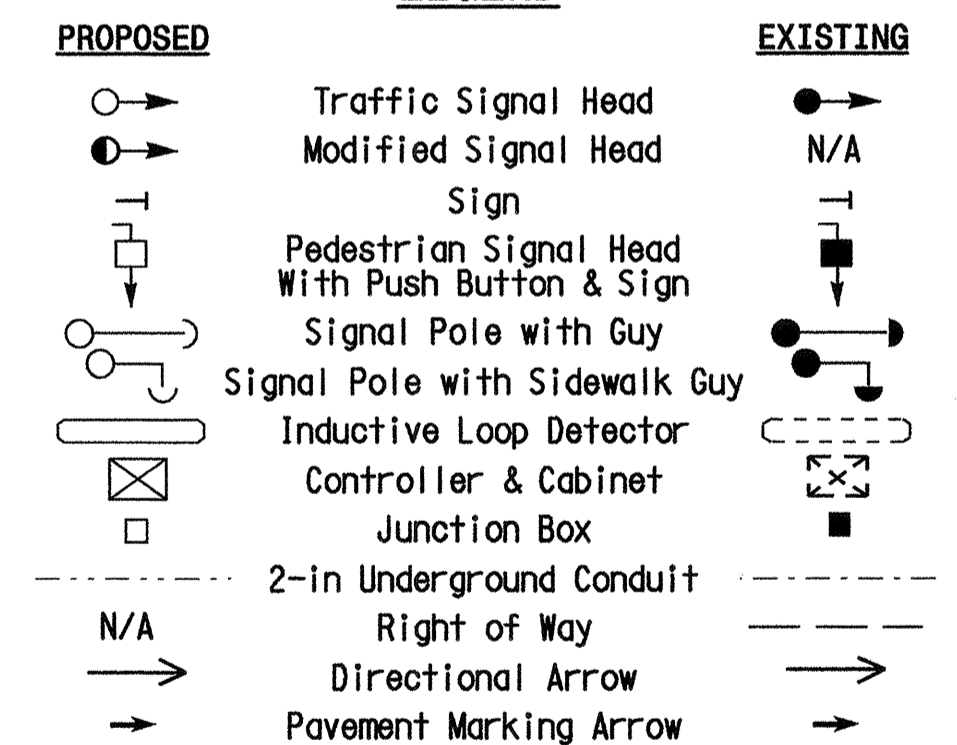
[illegible]

5 Phase
Fully Actuated
(Raleigh City Signal System)

NOTES


1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 or phase 5 may be lagged.
4. Set all detector units to presence mode.
5. 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.
6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
9. Pavement markings are existing.
10. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

LEGEND



Signal Upgrade


Prepared in the Offices of:



122 N. McDowell St., Raleigh, NC 27603


SR 2034 (New Hope Church Rd.)
at
Brentwood Rd.

SEAL



| | | | | | |
|---------------------------|--|---------------------------|--|---------|--|
| Division 5 | | Wake County | | Raleigh | |
| PLAN DATE: April 2007 | | REVIEWED BY: Z. M. Little | | | |
| PREPARED BY: C. E. Pierce | | REVIEWED BY: | | | |

SCALE



| REVISIONS | INIT. | DATE |
|-----------|-------|------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

SIG. INVENTORY NO. 05-0460

Zachary M. Little 9/1/07
SIGNATURE DATE