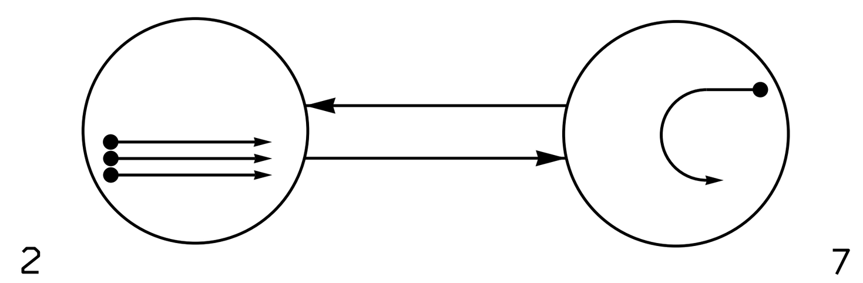
PROJECT REFERENCE NO.	SHEET NO.
U-5302	Sig. 2.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

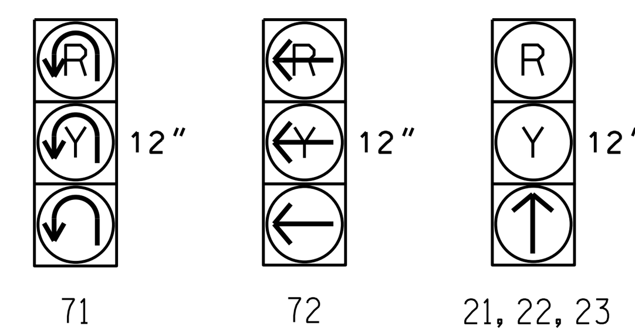
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE 2	PHASE 7	PHASE FLASH
21, 22, 23	↑	R	R
71	Ⓡ	∩	Ⓡ
72	←R	←	←R

SIGNAL FACE I.D.

All Heads L.E.D.



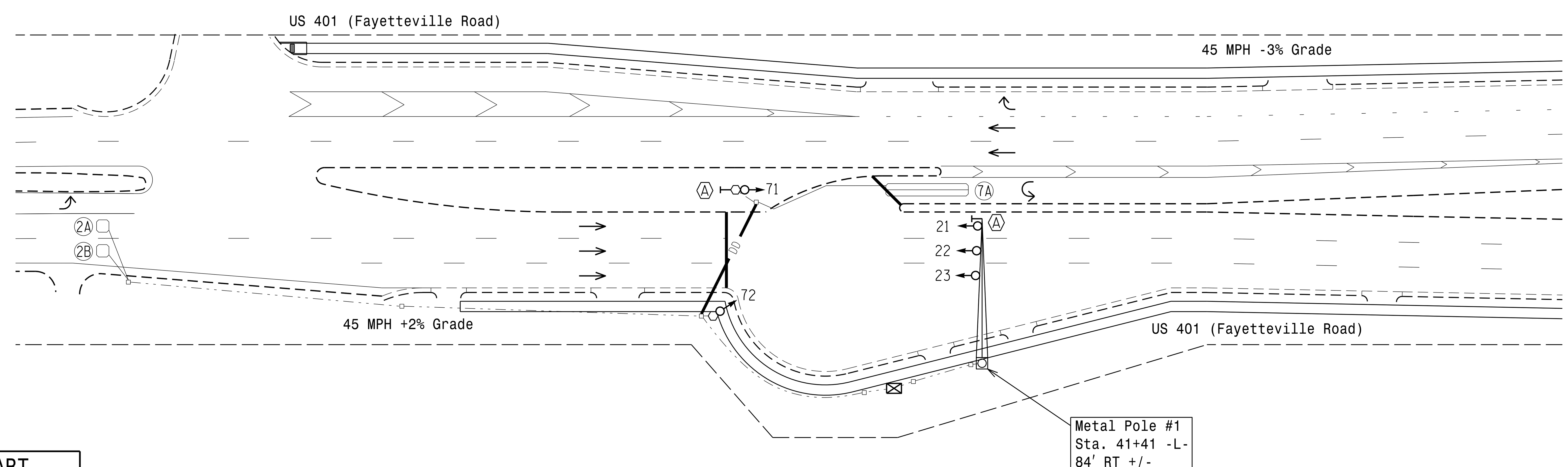
SE-PAC 2070 LOOP & DETECTOR UNIT INSTALLATION CHART

INDUCTIVE LOOPS						DETECTOR PROGRAMMING															
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	ASSIGNED PHASE	TIMING: DELAY	TIMING: EXTEND (STRETCH)	OPERATION MODE 0: VEHICLE	1: PEDESTRIAN	2: 1 CALL	3: STOP A	4: STOP B	5: PROT/PER LEFT	6: PROT/PER THROUGH	7: AND	SWITCH	SYSTEM LOOPS	STATUS: NEW	STATUS: EXISTING
2A	6X6	5	300	X	-	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
2B	6X6	5	300	X	-	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-
7A	6X40	2-4-2	0	X	-	7	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	-	X	-

2 Phase
Fully Actuated
(Raleigh Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
6. Program phase 3 as a dummy phase for Ring 1.



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
	Metal Pole with Mastarm	
	Type II Signal Pedestal	
DD	Directional Drill	N/A
A	No Left Turn Sign (R3-2)	A

SE-PAC 2070 TIMING CHART

FEATURE	PHASE 2	PHASE 3	PHASE 7
Min Green *	12	7	7
Passage Gap *	6.0	-	2.0
Maximum Green *	90	30	30
Yellow Change	4.3	3.0	3.0
Red Clear	1.3	2.1	2.1
Walk *	-	-	-
Pedestrian Clear	-	-	-
Added Initial *	1.5	-	-
Maximum Initial *	34	-	-
Time Before Reduction *	15	-	-
Time To Reduce *	30	-	-
Minimum Gap	3.0	-	-
Recall Mode	MIN RECALL	-	-
Vehicle Call Memory	LOCK	-	NON-LOCK
Dual Entry	-	-	-
Simultaneous Gap	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phase 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

New Installation

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

US 401 NB (Fayetteville Road) at U-Turn South of SR 1006 (Old Stage Road)

Division 5 | Wake County | Raleigh

PLAN DATE: February 2025	REVIEWED BY:
PREPARED BY: J.A. Lohr	REVIEWED BY:

SCALE 0 40
1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL 026486
ENGINEER
ROBERT J. ZIEMBA

DocuSigned by:
03/27/2025
DATE

SIG. INVENTORY NO. 05-1783