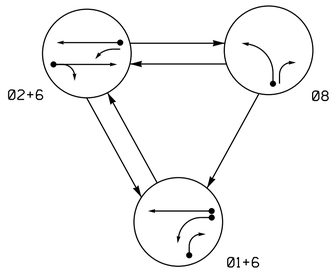
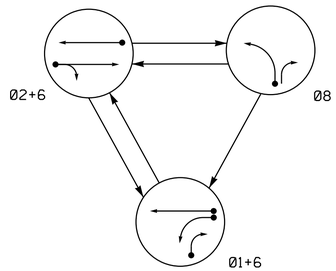
PROJECT REFERENCE NO.	SHEET NO.
U-5302	Sig. 21.0

DEFAULT PHASING DIAGRAM



ALTERNATE PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

SE-PAC 2070 LOOP & DETECTOR UNIT INSTALLATION CHART

INDUCTIVE LOOPS						DETECTOR PROGRAMMING														
							TIMING		OPERATION MODE									STATUS	
LOOP NO.	SIZE (ft)	TURNS	DIST. FROM STOPBAR (ft)	NEW	EXISTING	ASSIGNED PHASE	DELAY	EXTEND (STRETCH)	0 VEHICLE	1 PEDESTRIAN	2 1 CALL	3 STOP A	4 STOP B	5 PROTPER LEFT	6 PROTPER THROUGH	7 AND	SWITCH SYSTEM LOOPS	NEW	EXISTING
1A	6X40	2-4-2	0	X	-	1	5 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	X	-
1B	6X40	2-4-2	0	X	-	1	15 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	X	-
2A	6X6	4	200	X	-	2	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	X	-
6A	6X6	4	200	X	-	6	- SEC.	- SEC.	X	-	-	-	-	-	-	-	-	X	-
8A	6X40	2-4-2	0	X	-	8	3 SEC.	- SEC.	X	-	-	-	-	-	-	-	-	X	-

DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	PHASE 02+6	PHASE 08	FLASH
11	←	F Y	~~R~~	~~R~~
21, 22	R	G	R	R
61, 62	G	G	R	R
81, 83	~~R~~	~~R~~	←	~~R~~
82	→	R	→	R

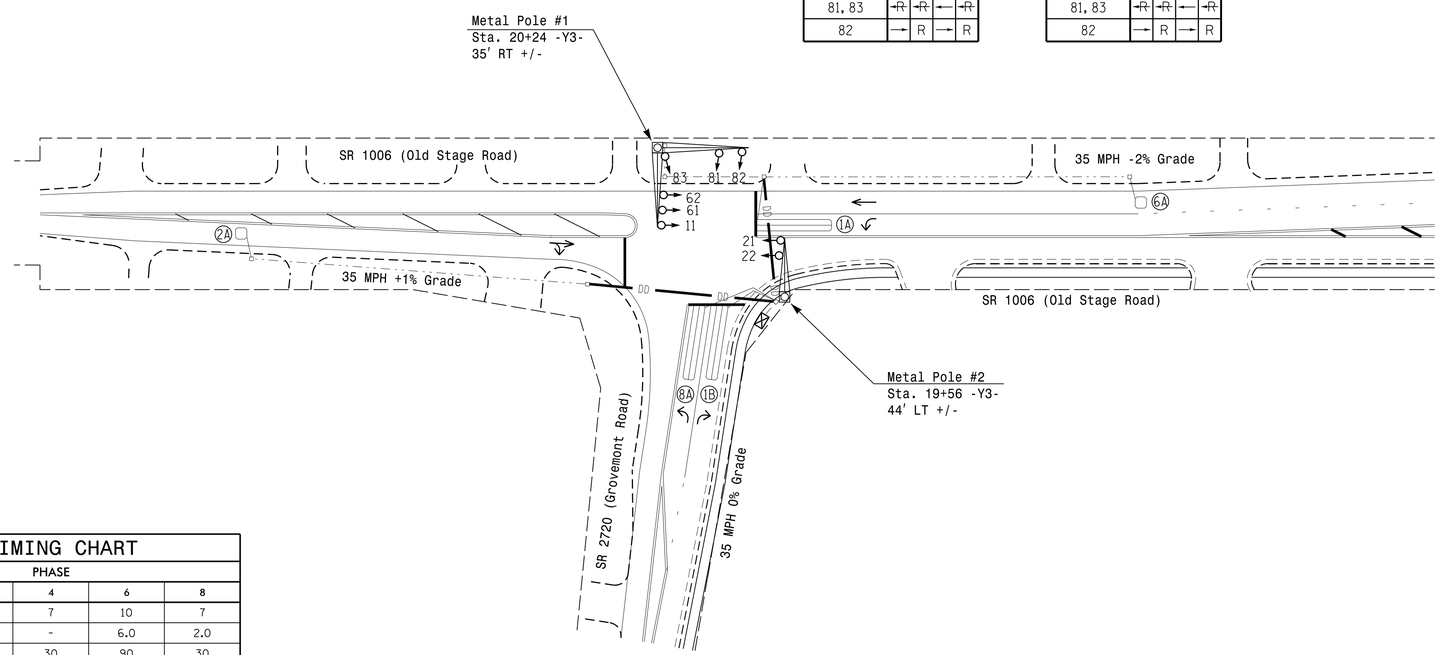
ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 01+6	PHASE 02+6	PHASE 08	FLASH
11	←	F Y	~~R~~	~~R~~
21, 22	R	G	R	R
61, 62	G	G	R	R
81, 83	~~R~~	~~R~~	←	~~R~~
82	→	R	→	R

3 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. Phase 1 may be lagged.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
8. Program phase 4 as a dummy phase for Ring 1.



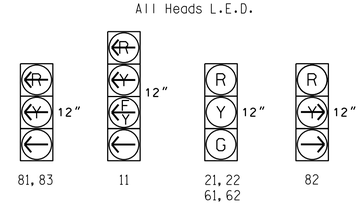
SE-PAC 2070 TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Min Green *	7	10	7	10	7
Passage Gap *	2.0	6.0	-	6.0	2.0
Maximum Green *	30	90	30	90	30
Yellow Change	3.0	4.0	3.0	4.0	3.0
Red Clear	1.4	1.3	1.9	1.3	1.9
Walk *	-	-	-	-	-
Pedestrian Clear	-	-	-	-	-
Added Initial *	-	2.5	-	2.5	-
Maximum Initial *	-	24	-	24	-
Time Before Reduction *	-	15	-	15	-
Time To Reduce *	-	30	-	30	-
Minimum Gap	-	3.0	-	3.0	-
Recall Mode	-	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	NON-LOCK	LOCK	-	LOCK	NON-LOCK
Dual Entry	-	-	-	-	-
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 FACE I.D.

All Heads L.E.D.



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	
DD	Directional Drill	N/A

New Installation

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SR 1006 (Old Stage Road)
at
SR 2720 (Grovemont Road)

Division 5 Wake County Raleigh

PLAN DATE: November 2024 REVIEWED BY:
PREPARED BY: I.O. Umozurike REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 026486 ENGINEER ROBERT J. ZIEMBA

DocuSigned by: Robert J. Ziemba 1B9B4B66274A494... 03/25/2025
DATE

SIG. INVENTORY NO. 05-0602

22 MAY 2025 14:46
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JALOPEZ