2 4 6

1426

FED. ROAD DIV. NO.	STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	SC	LEXINGTON			S-36	TS-15	

SIGNAL EQUIPMENT

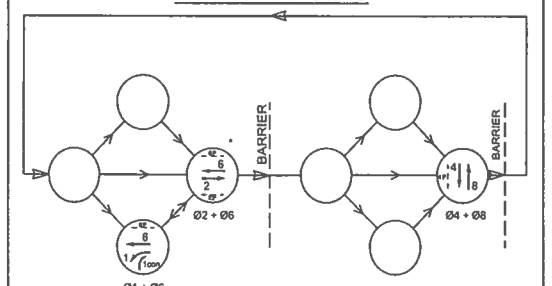
ONE(1) 8- PHASE FULLY ACTUATED STANDARD 2070 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND BASE - MOUNTED 332A CABINET.

7 MODEL 222, (2)-CHANNEL VEHICLE DETECTOR UNITS

HEAD NUMBER	1,2F	2	4	6	8	1con		2P	4P	6P
LENS	R	R	R	R						
	Y	Y	Y	Y						
	G	G	G	G						
PHASE	1,0LA	2	4	6	8	1		2P	4P	6P
SIZE	12"	12"	12"	12"	12"	12"		16"	16"	16"
QUANTITY	1	3	2	3	2	1		2	2	2

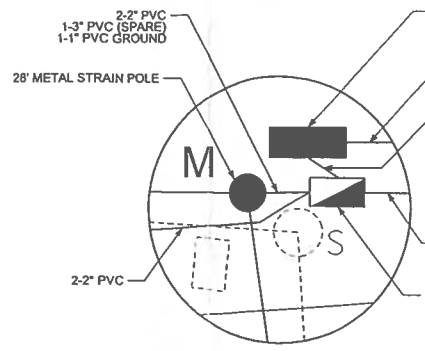
OLA=Ø1+Ø2 (FYA) OLC
OLB OLD

NEMA PHASING



NOTE: ACTUATED PHASES HAVING NO CALL, SHALL BE SKIPPED

* E-W STREET COORDINATED



NOTE A:

INSTALL AERIAL FIBER OPTIC INTERCONNECT CENTERS ON EACH SIDE OF THE STRAIN POLE. INSTALL AERIAL STORAGE RACKS BETWEEN THE INTERCONNECT CENTERS AND THE CONTROLLER CABINET. INSTALL FIBER OPTIC CABLE BETWEEN THE INTERCONNECT CENTERS TO THE CONTROLLER CABINET, INCLUDING 100' OF CABLE IN EACH STORAGE RACK.

SIGNAL DISPLAY SEQUENCE CHART

G-GREEN
Y-YELLOW
R-RED
G-G, ARROW
Y-Y, ARROW
W-WALK *
DW-DON'T WALK

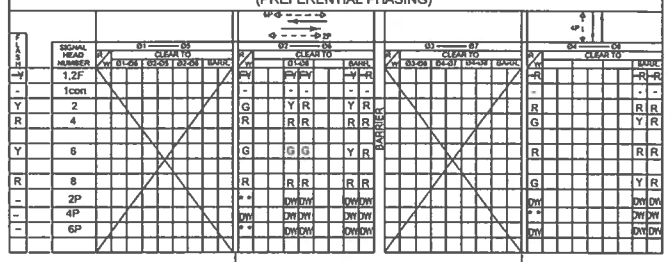
PHASE OH (A)	NON-CONFLICTION PHASE (S)	CONFLICTING PHASE *
1	1, 6, 8P	2,3,4,7,8,2P, 4P, 6P
2	5,6, 2P, 6P	1,3,4,7,8, 4P, 8P
3	7, 8, 8P	1,2,4,5,6,2P, 4P, 6P
4	7, 8,4P, 8P	1,2,3,5,6,2P, 6P
5	1, 2, 2P	3,4,6,7, 6,4P, 8P, 8P
6	1,2, 2P, 6P	3,4,5,7,8,4P, 8P
7	3,4,4P,	1,2,5,6,8,2P, 6P
8	3,4,4P, 8P	1,2,5,6,7, 2P, 6P

'C' = COORDINATE Ø2 : Ø6

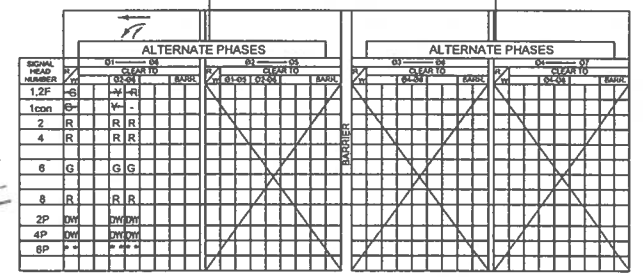
NOTE A: ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE OMITTED.
NOTE B: WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CHART).
* CONFLICTING PHASES REQUIRE A CLEARANCE INTERVAL.

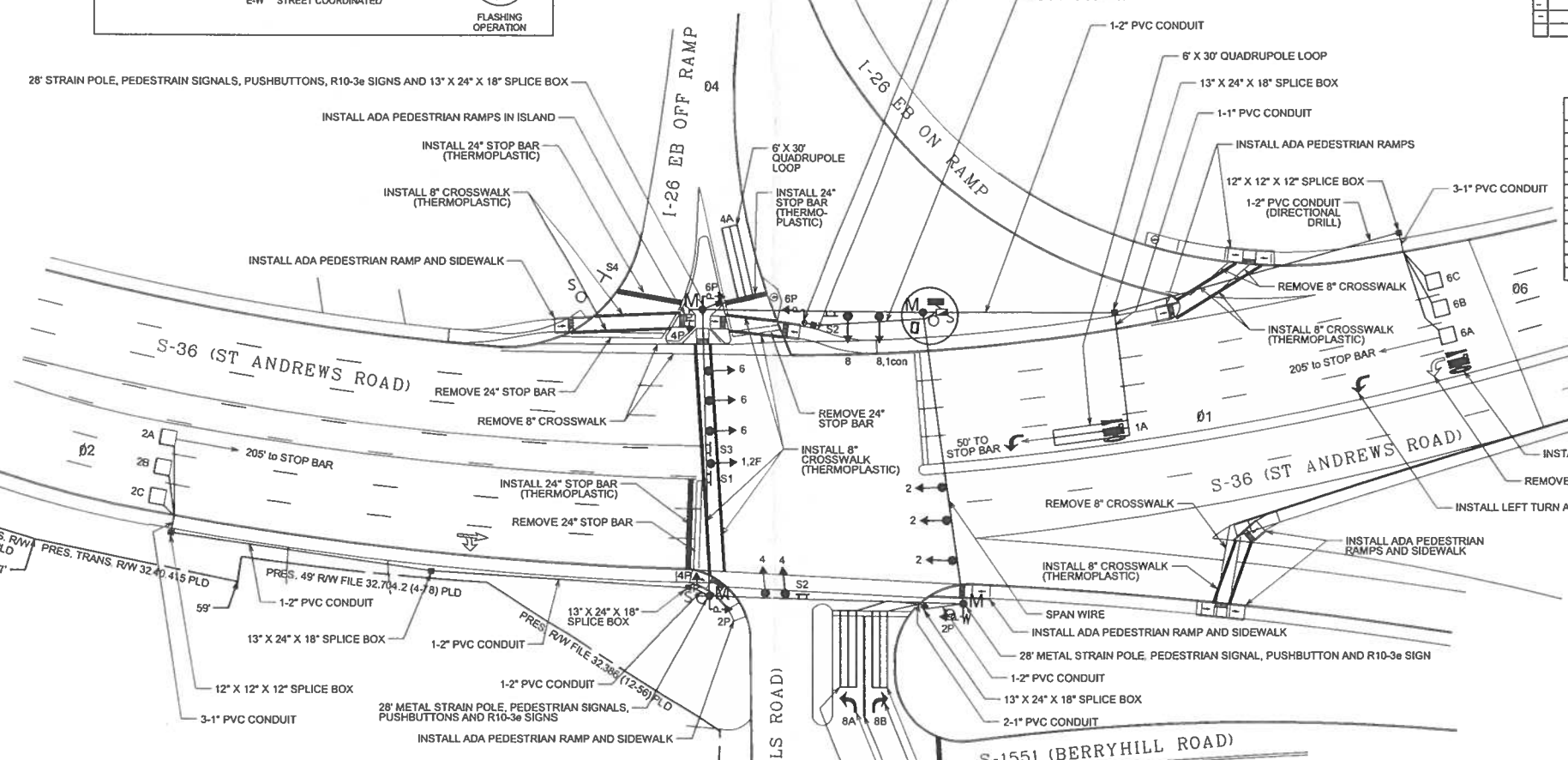
** WHEN CALLED, DISPLAY SOLID 'WALKING PERSON' AND TIMES OUT WALK TIMING, THEN DISPLAYS FLASHING 'UPRAISED HAND' AND TIMES WALK CLEARANCE (DON'T WALK TIMING), THEN DISPLAYS A SOLID 'UPRAISED HAND'.

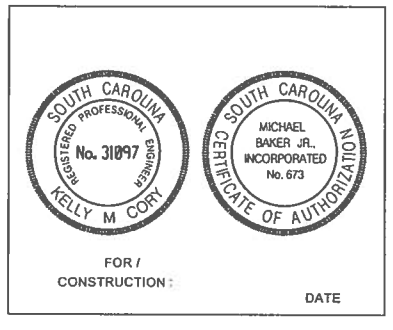
SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)



ALTERNATE PHASES







FOR / CONSTRUCTION:

DATE

SIGNAL TIMINGS

	PHASE	1	2	3	4	5	6	7	8
	WALK		7		7		7		
	DON'T WALK		26		28		8		
	MIN INITIAL	6	15		~~8~~ 4		15		~~8~~ 4
	MAX INITIAL		30				30		
	ADD'VEH		1.5				1.5		
INTERVAL	VEH EXT	3.0	~~3.0~~ 4.0		3.0		~~8.0~~ 4.0		3.0
	TIM BFR REDUC								
	TIME TO REDUC								
	MIN GAP							6.0	
	MAX LIMIT	15	~~45~~ 50		~~30~~ 35		~~45~~		~~25~~ 35
	MAXIMUM 2	~~20~~	~~56~~		~~25~~		~~56~~		~~25~~
	YELLOW	3.0	4.5		4.4		4.5		4.4
	RED CLEAR	3.1	1.9		3.5		1.9		3.5

LOOP DETECTOR INSTALLATION CHART

PHASE/ LOOP LTR#	DETECTOR AMP NO.	DETECTOR CHAN NO.	WIRED TO PHASE(S)	LOCK	NON-LOCK	PULSE	PRES	OPERATION DELAY SEC	OPERATION EXT SEC	SPECIAL FEATURES TIME OF DAY-TOD SWITCHING, etc.	LOOP DESIGN SIZE X	LOOP DESIGN NO.OF TURNS	LOOP DESIGN DIST. FROM ⊕
1A			1		X		X			QUAD	6' X 30'	2-4-2	50'
2A			2	X			X				6' X 6'	4	205'
2B			2	X			X				6' X 6'	4	205'
2C			2	X			X				6' X 6'	4	205'
4A			4		X		X			QUAD	6' X 30'	2-4-2	0'
6A			6	X			X				6' X 6'	4	205'
6B			6	X			X				6' X 6'	4	205'
6C			6	X			X				6' X 6'	4	205'
8A			8		X		X			QUAD	6' X 30'	2-4-2	0'
8B			8		X		X	10		QUAD	6' X 30'	2-4-2	0'

NOTE:
Install Backplates on All Signal Heads

Coordinate with Existing Utilities for Placement of Conduit and Pole Foundations.

Return All Existing Traffic Signal Equipment, Poles and Stop Signs to SCDOT

Present right of way widths have been verified from existing SCDOT plans. Right of way lines shown on these plans have not been surveyed and are for information only.

SCDOT
South Carolina Department of Transportation
Post Office Box 191
Columbia, South Carolina 29202 ©

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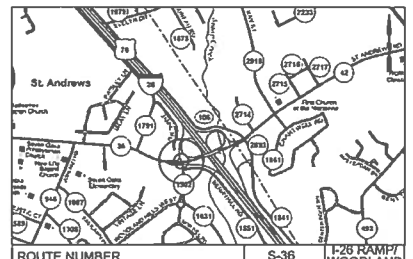

ROUTE NUMBER	S-36		I-26 RAMP/ WOODLAND	
APPROACH DIRECTION	EB	WB	NB	SB
SIGNAL DESIGN SPEED	40	40	25	45
GRADE (%)	-5.0%	0.4%	4.1%	-1.0%

* ESTIMATED FILE #: SHEET #:

DATE	REVISIONS
9/2014	Added FYAs
DESIGNED	KMC
DRAWN	KMC
CHECKED	RJD
REVIEWED	
RECOMMENDED	

SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION
COLUMBIA, S.C.

SUBJECT TITLE: ST. ANDREWS SIGNAL UPGRADE

SPECIFIC LOCATION: ST. ANDREWS RD (S-36) & I-26 EB RAMP/WOODLAND HILLS RD

CITY: COLUMBIA COUNTY: LEXINGTON

APPROVED BY

DISTRICT # 1 TRAFFIC ENGINEER ENGINEER

SCALE	DATE	SHEET NO.	INDEX NO.
1"= 30 '	10/2013	0F	