

COUNTY	PROJECT NO.	ROUTE NO.	ROUTE NAME	SHEET NO.
LEXINGTON	PO02226	S-273	BUSH RIVER ROAD	TS2

DETECTOR INSTALLATION CHART

PHASE/ DETECTOR LOOP LTR#	AMP NO.	CHAN NO.	WIRED TO PHASE(S)	LOCK	NON-LOCK	PULSE PRES	OPERATION DELAY SEC	EXT SEC	SPECIAL FEATURES	LOOP DESIGN	
										SIZE	NO. OF TURNS FROM S
1A	1	1	1	X	X	X	15	—	Quadrapole	6x30'	2-4-2
2A	2	2	2	X	X	X	3	—	Quadrapole	6x30'	2-4-2
3A	3	3	3	X	X	X	10	—	Quadrapole	6x30'	2-4-2
4A	4	4	4	X	X	X	10	—	Quadrapole	6x30'	2-4-2
5A	5	5	5	X	X	X	10	—	Quadrapole	6x30'	2-4-2
6A	6	6	6	X	X	X	10	—	Quadrapole	6x30'	2-4-2
7A	7	7	7	X	X	X	10	—	Quadrapole	6x30'	2-4-2
8A	8	8	8	X	X	X	10	—	Quadrapole	6x30'	2-4-2
9A	9	9	9	X	X	X	10	—	Quadrapole	6x30'	2-4-2
10A	10	10	10	X	X	X	10	—	Quadrapole	6x30'	2-4-2

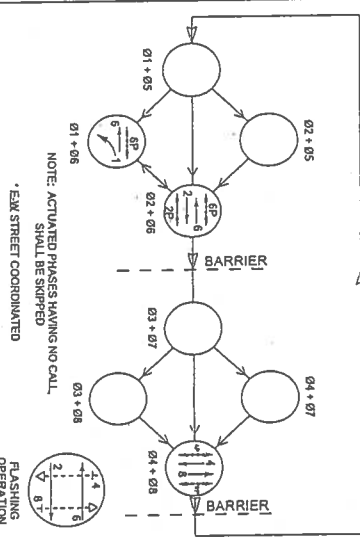
* PROGRAM DELAY FOR LOOP 2A AS FULL TIME DELAY SO DELAY IS ACTIVE DURING RED, YELLOW, & GREEN

SIGNAL TIMINGS

PHASE											
WALK	1	2	4	5	6	7	8	9	10	11	12
DONT WALK	—	7	7	7	7	7	7	7	7	7	7
MIN INITIAL	6	15	6	15	6	15	6	15	6	15	6
MAX INITIAL	—	32	—	34	—	34	—	34	—	34	—
ADDDVEH	—	1.5	—	1.5	—	1.5	—	1.5	—	1.5	—
VEH EXT	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0	3.0
TIME TO REDUC	—	20	—	20	—	20	—	20	—	20	—
TIME TO REDUC	—	15	—	15	—	15	—	15	—	15	—
MIN GAP	—	2.2	—	2.5	—	2.5	—	2.5	—	2.5	—
MAX LIMIT	15	60	30	60	30	60	30	60	30	60	30
MAXIMUM 2	—	—	—	—	—	—	—	—	—	—	—
YELLOW	4.5	4.5	3.1	4.5	3.1	4.5	3.1	4.5	3.1	4.5	3.1
RED CLEAR	2.2	2.2	3.1	2.2	3.1	2.2	3.1	2.2	3.1	2.2	3.1

NOTE: COORDINATED TIMINGS WILL SUPERCEDE THESE VALUES

NEMA PHASING



SIGNAL EQUIPMENT

ONE (1) NEW 8-PHASE FULLY ACTUATED STANDARD 2070 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND BASE-MOUNTED 332A CABINET.
FIVE (5) NEW MODEL 222 2-CHANNEL VEHICLE DETECTOR UNITS

PEDESTRIAN SIGNALS: EXT. PROP. W/ACT. SIGN

VEHICLE SIGNALS: EXT. PROP. SIGN

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

OLE: 01+02(FVA) OLC: 06(FVA)

METAL POLES W/ MAST ARMS: EXT. PROP. M

METAL POLES W/ MAST ARMS: EXT. PROP. W

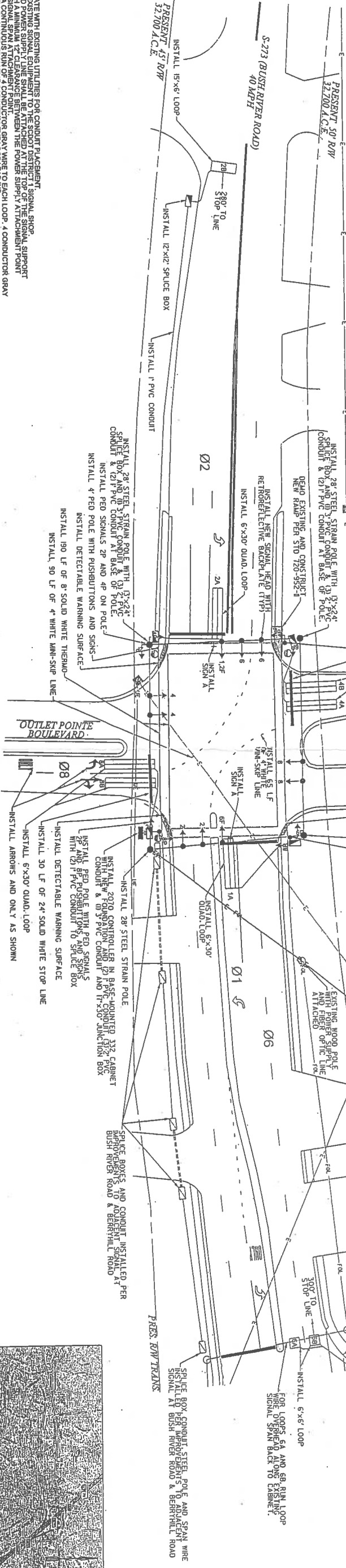
WOOD POLES AS NECESSARY: EXT. PROP. W

SPICE BOXES AS NECESSARY: EXT. PROP. W

INDUCTANCE LOOPS AS NECESSARY: EXT. PROP. W

GUYS AS NECESSARY: EXT. PROP. W

WIRELESS DETECTORS AS NECESSARY: EXT. PROP. W



- NOTES:
- COORDINATE WITH EXISTING UTILITIES FOR CONDUIT PLACEMENT
 - OVERHEAD POWER SUPPLY LINE SHALL BE ATTACHED AT THE TOP OF THE SIGNAL SUPPORT
 - POLE WITH A MINIMUM 12' CLEARANCE BETWEEN THE POWER SUPPLY ATTACHMENT POINT
 - PROVIDE SUFFICIENT RUN OF CONDUCTOR GRAY WIRE TO EACH LOOP & CONDUCTOR GRAY
 - SHALL NOT BE SPICED FROM THE CABINET TO THE LOOP LEAD INS.
 - REB SPACING: RELAY AT BOXES WITHIN 10' OF EACH OTHER. RELAY AT BOXES WITHIN 10' OF EACH OTHER. RELAY AT BOXES WITHIN 10' OF EACH OTHER.
 - THIS WORK TO BE PERFORMED UNDER TEMPORARY ADJUSTMENT OF TRAFFIC SIGNAL EQUIPMENT PAY ITEM.
 - INSTALL NEW SIGNAL HEADS WITH RETROREFLECTIVE BACKLITE ON ALL APPROACHES.
 - WIRING FOR DETECTORS 6A AND 6B IS TO BE RUN ALONG SOUTH SIDE OF BUSH RIVER ROAD
 - VIA SPICE BOXES AND CONDUIT INSTALLED PER IMPROVEMENTS TO THE ADJACENT
 - INSTALL DETECTABLE WARNING SURFACES AT ALL VAPES.

PHASE IN OPERATION		01	02	04	06	08
SIGNAL HEAD#	1, 2F	06	06	06	06	06
2	R	G	R	G	R	G
4	R	G	R	G	R	G
6	R	G	R	G	R	G
8	R	G	R	G	R	G
2P	DW	WTRM	DW	DRK	DW	WTRM
4P	DW	WTRM	DW	DRK	DW	WTRM
6P	DW	WTRM	DW	DRK	DW	WTRM
8P	DW	WTRM	DW	DRK	DW	WTRM

FLASHING YELLOW ARROW HEAD WIRING DETAIL

1, 2F

0LA R

0LA Y

0LA G

0LC R

0LC Y

0LC G

01 G

SCALE IN FEET



ROUTE NO. 18

ROUTE NUMBER	S-273	OUTLET POINTE/ WOODLAND HILLS
APPROACH DIRECTION	EB WB NB SB	
SIGNAL DESIGN SPEED	40 40 30 25	
GRADE (%)	4.5% -0.3% +3%* -1%*	

DKT. NO. 32.700

ESTIMATED

SHEET NO. 18

PLANS PREPARED BY:



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SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

S-273 (BUSH RIVER ROAD) @
OUTLET POINTE BOULEVARD (O.S.)
(SIGNAL ID: TS1256)
TRAFFIC SIGNAL PLAN
SCALE: 1" = 30'