

SIGNAL EQUIPMENT

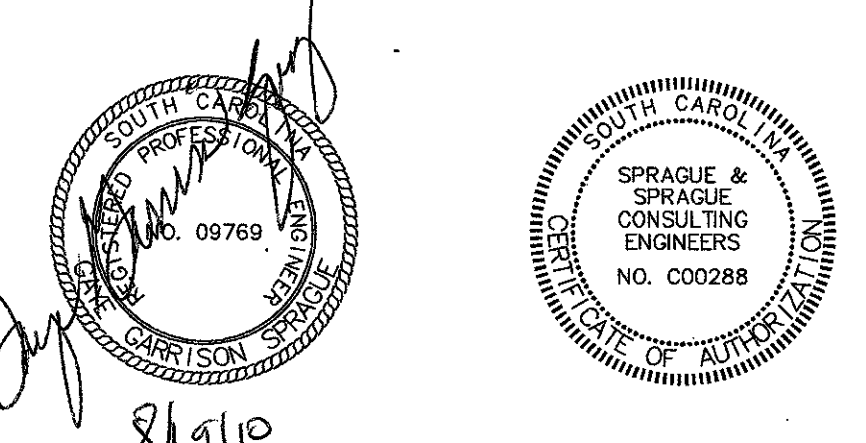
- 1 8 PHASE FULLY ACTUATED STANDARD 170 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, POLE-MOUNTED 336S CABINET.
- 1 BASE-MOUNTED 332A CABINET.
- 4 MODEL 222, (2)-CHANNEL VEHICLE DETECTOR UNITS
- PEDESTRIAN PUSH BOTTON W/R10-3 SIGN

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

SIGNAL NUMBER	2	4	6	8
LENS				
PHASE	2	4	6	8
SIZE	12"	12"	12"	12"
QUANTITY	2	2	2	2

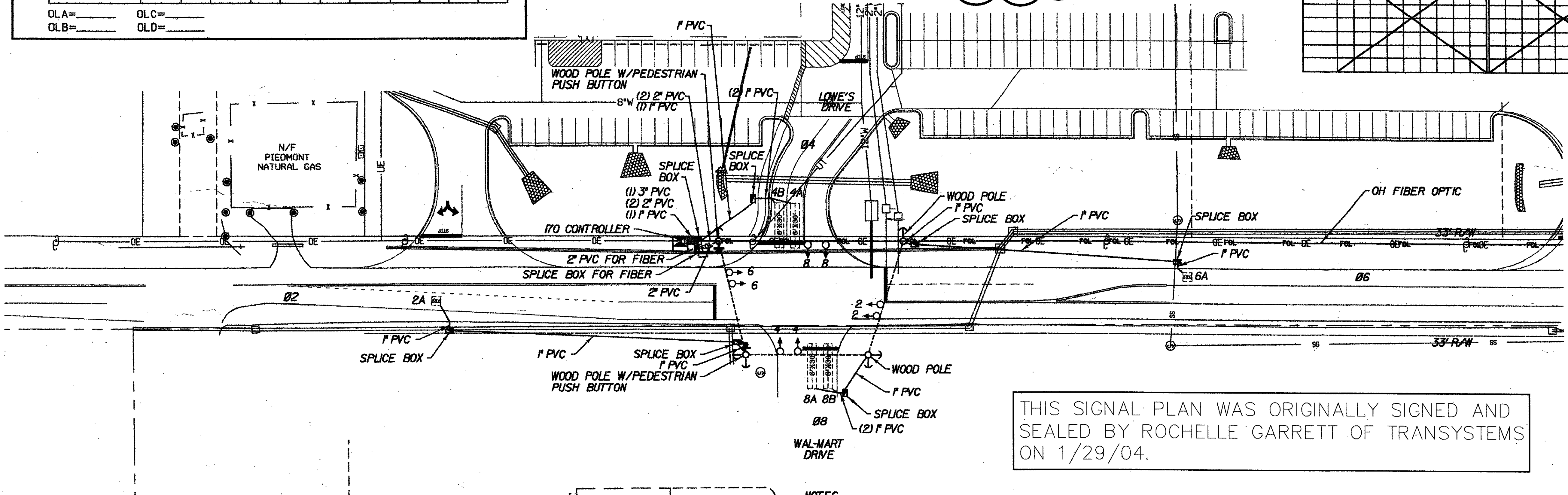
OLA= OLC= OLB= OLD=

SB EMERGENCY PRE-EMPT
EVA = PHASES 2 AND 6
CLEARANCE AND DELAY TO BE SET IN FIELD BY DISTRICT TRAFFIC ENGINEERING.
EQUIPMENT: RADIO RECEIVER AND COAX CABLE AND ANTENNA

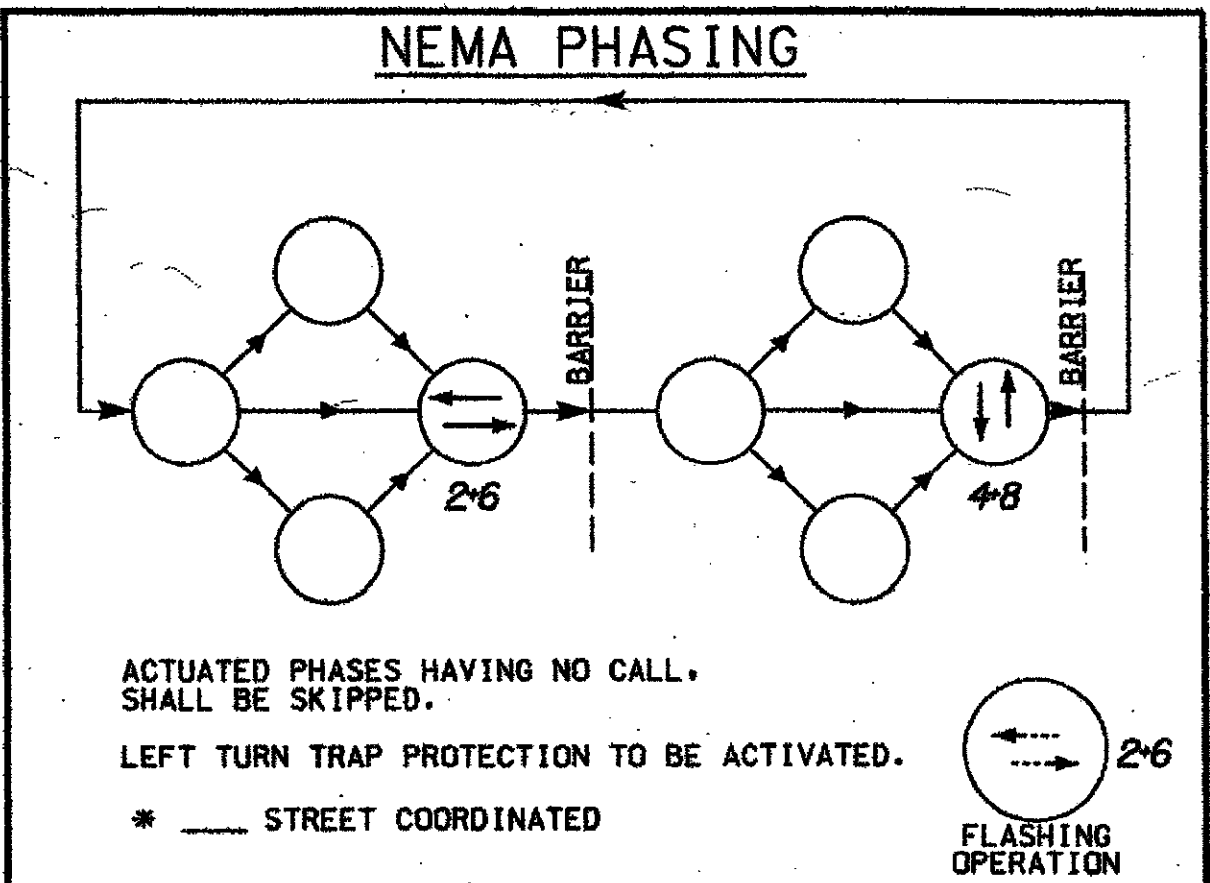


FLASHER	SIGNAL HEAD NO.	Ø1 CLEAR TO Ø5				Ø2 CLEAR TO Ø6				Ø3 CLEAR TO Ø7				Ø4 CLEAR TO Ø8					
		W	Ø1-Ø6	Ø2-Ø5	Ø2-Ø6	BARR	W	Ø2-Ø6	Ø3-Ø5	Ø3-Ø6	BARR	W	Ø3-Ø6	Ø4-Ø7	Ø4-Ø8	BARR	W	Ø4-Ø8	BARR
Y	2																		
R	4																		
Y	6																		
R	8																		

ALTERNATE PHASES																			
SIGNAL HEAD NO.	Ø1 CLEAR TO Ø6				Ø2 CLEAR TO Ø5				Ø3 CLEAR TO Ø8				Ø4 CLEAR TO Ø7						
	W	Ø2-Ø6	Ø2-Ø5	Ø2-Ø6	BARR	W	Ø2-Ø6	Ø3-Ø5	Ø3-Ø6	BARR	W	Ø4-Ø8	Ø4-Ø7	Ø4-Ø8	BARR	W	Ø4-Ø8	BARR	



STREET NAME	RAINBOW LAKE				LOWE'S / WAL-MART			
APPROACH DIRECTION	NB	SB	EB	WB	NB	SB	EB	WB
SIGNAL DESIGN SPEED	40	40					25	25
GRADE (%)	UNK	UNK					UNK	UNK



THIS SIGNAL PLAN WAS ORIGINALLY SIGNED AND SEALED BY ROCHELLE GARRETT OF TRANSYSTEMS ON 1/29/04.

TRAFFIC SIGNAL SETTINGS

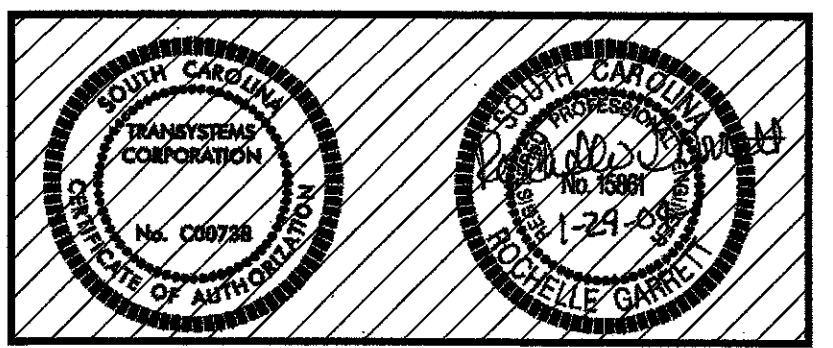
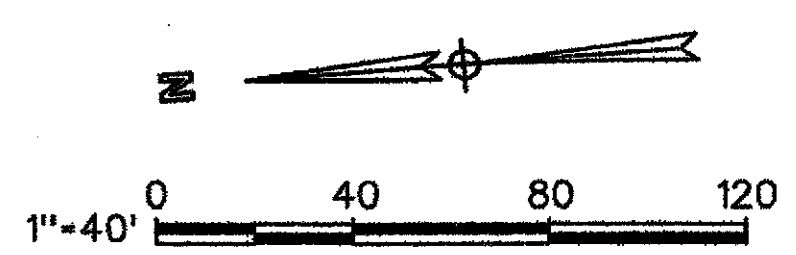
FUNCTIONS	SECONDS							
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MIN GREEN		15		6		15		6
ADDED INIT (SEC/ACT)								
MAX INITIAL								
PASSAGE		3		2		3		2
TIME BEFORE REDUCE								
TIME TO REDUCE								
MIN GAP								
MAXIMUM I		40		15		40		15
MAXIMUM II								
YELLOW CHANGE		3.9		3.5		3.9		3.5
RED CLEAR		1.8		2.0		1.8		2.0
RECALL		MIN		OFF		MIN		OFF
DET. MEMORY		L		N		L		N
L - LOCK, N - NON-LOCK								
DET. DELAY				4B/8				8B/8
DET. MODE		PR		PR		PR		PR
P - PULSE, PR - PRESENCE								
WALK								
PEDESTRIAN CLEAR								

DETECTOR SUMMARY

DETECTOR NUMBER	PHASE CALLED	INDUCTIVE LOOP	TURNS	SIZE	DIST. FROM STOP BAR	COMMENTS
2A	2	YES	4	6x6	200'	
4A	4	YES	2-4-2	6x30	-2	
4B	4	YES	2-4-2	6x30	-2	8 SECOND DELAY
6A	6	YES	4	6x6	200'	
8A	8	YES	2-4-2	6x30	-2	
8B	8	YES	2-4-2	6x30	-2	8 SECOND DELAY

NOTES:

- CONTROLLER LOCATION CAN BE ADJUSTED WITH THE SCDOT'S APPROVAL.
- CONTROLLER TO BE EQUIPPED WITH FIBER MODEM INTERCONNECT CENTER AND FIBER MODEM.
- CONTRACTOR TO PROVIDE FIBER OPTIC INTERCONNECT FROM SIGNAL CONTROLLER TO EXISTING TRAFFIC CONTROLLER ON THE SOUTHEAST CORNER OF SC 9 AND RAINBOW LAKE ROAD. INSTALL USING EXISTING UTILITY POLES OR UNDERGROUND IN NEW 2" PVC CONDUIT.
- AN SCDOT APPROVED CONTRACTOR MUST INSTALL THE TRAFFIC SIGNAL.
- A MINIMUM 48-HOUR WEEKDAY NOTICE SHALL BE GIVEN TO THE SCDOT PRIOR TO ANY WORK BEING DONE. CONTACT DISTRICT MECHANICAL ENGINEER AT (864) 241-1010 OR DISTRICT SIGNAL SUPERVISOR AT (864) 241-1117.
- ALL EQUIPMENT, MATERIALS, AND INSTALLATION PROCEDURES SHALL ADHERE TO THE SCDOT SIGNAL EQUIPMENT SPECIFICATIONS LATEST VERSION.
- LEFT TURN TRAP PROGRAM SHALL BE ACTIVATED.
- ALL PAVEMENT MARKINGS ARE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM TO SCDOT STANDARDS.
- STOP BARS AND SIGNAL AHEAD SIGNS WILL BE INSTALLED BY THE CONTRACTOR ON THE SAME DAY AND JUST PRIOR TO THE SIGNAL ACTIVATION.
- STOP BARS SHALL BE 2" WIDE AND BE SCDOT SPECIFIED THERMOPLASTIC.
- DEVELOPER SHALL BE RESPONSIBLE FOR THE POWER BILL.
- SET ALL DETECTOR UNITS TO PRESENCE MODE.
- ALL SIGNAL HEAD DISPLAYS SHALL BE L.E.D.
- CONSIDER JOINT USE POLES FOR SIGNAL SPAN IF UTILITY ISSUES CAN BE RESOLVED.



4			
3			
2			
1	GGG	8/16/10	ADD EMERGENCY PRE-EMPT
REV. NO.	BY	DATE	DESCRIPTION OF REVISION
TOPG.		DATE	
DWG.		DATE	
R/W		DATE	

TRANSYSTEMS CORPORATION
75 BEATTIE PLACE, SUITE 400
GREENVILLE, SC 29601

TRAFFIC SIGNAL PLAN
RAINBOW LAKE ROAD (S-42)
AND LOWE'S/WAL-MART DRIVEWAY

SCALE 1" = 40' RTE. S-42 DWG. NO.