Appendix J: Existing Signal Plans and Timing

1803 Broad St @ Camden Hwy Plan
1803 Broad St @ Camden Hwy Timings
1871 N.Main @ N.Pike E&W Plan
1871 N.Main @ N.Pike E&W Timings
1872 N. Main @ Lafayette Timings
1872 N.Main @ Lafayette Plan
1919 Camden Hwy @ Jefferson Plan
1919 Camden Hwy @ Jefferson Timings

New Int. ~~607~~ 1805

PW # 39869 RD 08

FED. RD. DIV. NO.	STATE	COUNTY	FILE NO.	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
	S.C.	SUMTER	43.0.3398697		US-76	TS 1	

SIGNAL EQUIPMENT

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

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

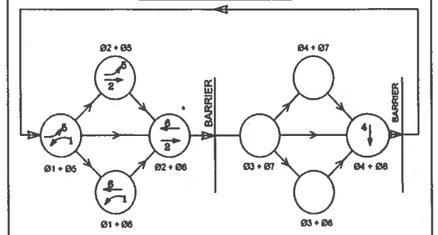
PEDESTRIAN SIGNALS: EXT. P PROP. P W/ACT. & SIGN

VEHICLE SIGNALS: EXT. PROP.

HEAD NUMBER	1	2	3	4	5	6	7	8
LENS	~~R~~ ~~R~~ ~~Y~~ ~~G~~	R Y G	—	R Y ~~G~~	~~R~~ ~~R~~ ~~Y~~ ~~G~~	R Y G	—	—
PHASE	1	2	—	4	5	6	—	—
SIZE	12"	12"	—	12"	12"	12"	—	—
QUANTITY	1	3	—	2	1	3	—	—

OLA ____ OLC ____
OLB ____ OLD ____
METAL POLES AS NECESSARY: EXT. ○ PROP. ●M
WOOD POLES AS NECESSARY: EXT. ● PROP. ●W

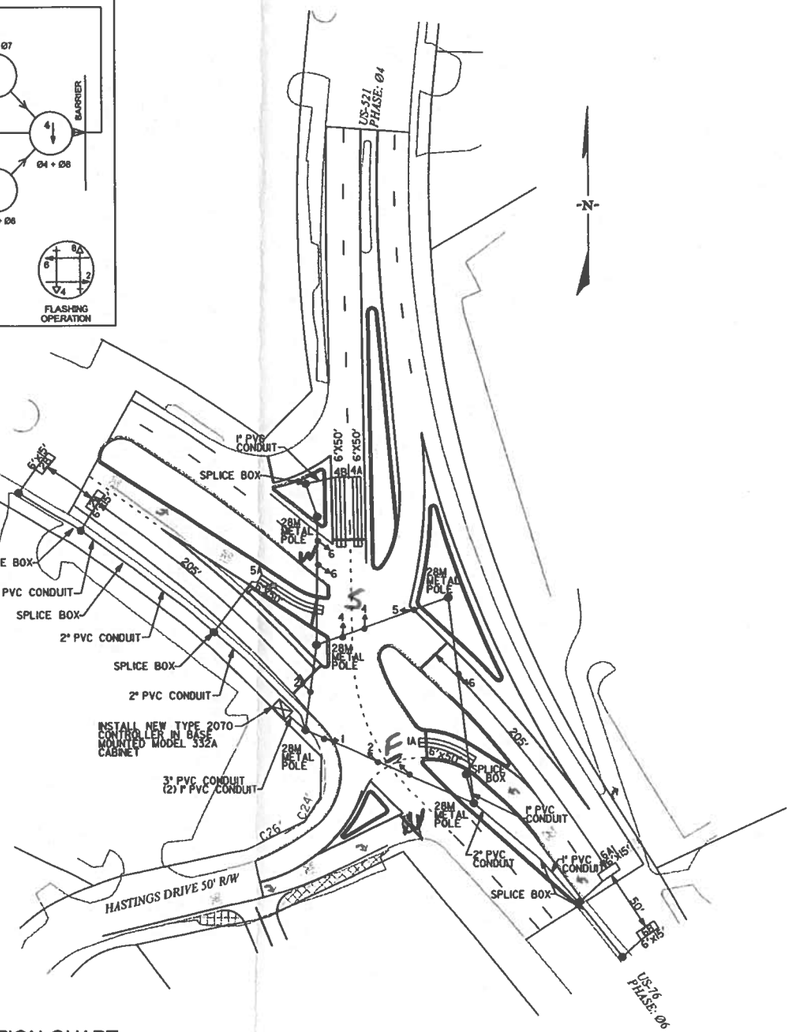
NEMA PHASING



NOTE: ACTUATED PHASES HAVING NO CALL, SHALL BE SKIPPED

* E-W STREET COORDINATED

FLASHING OPERATION



SIGNAL DISPLAY SEQUENCE CHART

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

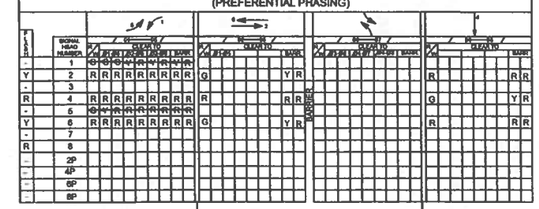
PHASE ON (A)	NON-CONFLICTING PHASE (B)	CONFLICTING PHASE *
1	5, 6, 8P	2,3,4,7, 2, 3P, 4P, 8P
2	5,6, 3P, 8P	1,3,4,7, 3, 4P, 8P
3	7, 8, 8P	1,2,4,5,6, 1P, 2P, 4P, 6P
4	7, 8, 4P, 8P	1,2,3,5,6, 2P, 3P
5	1, 2, 2P	3,4,6,7, 4, 4P, 6P, 8P
6	1,2, 2P, 4P	3,4,5,7, 3, 4P, 8P
7	3,4, 4P	1,2,5,6, 1, 2P, 4P
8	3,4, 4P, 6P	1,2,5,6,7, 2P, 4P

'C' = COORDINATE Ø2 : Ø6

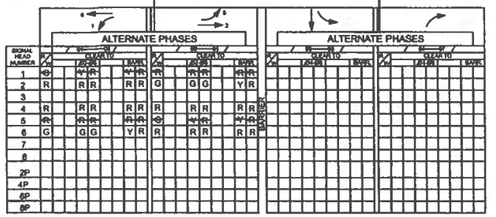
NOTE A: ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE OMITTED
NOTE B: WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CON-CURRENTLY WITHOUT A CLEARANCE INTERVAL OUT CONFLICT
* CONFLICTING PHASES REQUIRE A CLEARANCE INTERVAL.

** 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



COORDINATION DATA	
COORDINATE Ø2 & Ø6	
CYCLE LENGTH:	130 SEC.
AM PEAK OFFSET:	6 SEC.
PM PEAK OFFSET:	105 SEC.
REFERENCED TO PHASE 2 AND 6 (START OF YELLOW)	

NOTES:

1. INSTALL LOUVRES ON SIGNAL HEADS AS DIRECTED BY THE ENGINEER.
2. ALL SIGNAL HEADS SHALL INCLUDE BACKPLATES WITH YELLOW REFLECTORIZED TAPE. SEE SCDOT TRAFFIC SIGNAL SPECIFICATIONS FOR DETAILS.

ROUTE NUMBER	US-76		US-521	
APPROACH DIRECTION	EB	WB	NB	SB
SIGNAL DESIGN SPEED	40	40	35	35
GRADE (%)	0.04	0.33	0.33	0.33

* ESTIMATED

SIGNAL TIMINGS

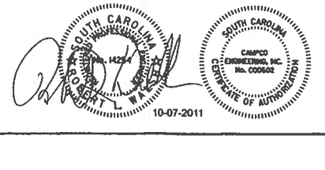
INTERVAL	PHASE 1	2	3	4	5	6	7	8
WALK	—	—	—	—	—	—	—	—
DON'T WALK	—	—	—		—	—	—	—
MIN INITIAL	8.0	15.0	—	15.0	8.0	15.0	—	—
MAX INITIAL	—	—	—	—	—	—	—	—
ADD/VEH	—	—	—	—	—	—	—	—
VEH EXT	3.0	4.0	—	3.0	3.0	4.0	—	—
TIM BFR REDUC	—	20.0	—	—	—	20.0	—	—
TIME TO REDUC	—	10.0	—	—	—	10.0	—	—
MIN GAP	—	3.0	—	—	—	3.0	—	—
*MAX LIMIT	20.0	46.2	—	44.5	24.0	44.2	—	—
**MAXIMUM 2	17.0	55.2	—	38.5	17.0	57.2	—	—
YELLOW	4.0	4.0	—	4.0	4.0	4.0	—	—
RED CLEAR	2.0	2.9	—	2.9	2.0	2.9	—	—

*USE MAX LIMIT FOR AM PEAK HOUR
**USE MAXIMUM 2 FOR PM PEAK HOUR

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_	NO. OF TURNS	DIST. FROM ℄
1A	1	1	1	.	X	.	X	—	—	QUADRUPOLE	6x50	2-4-2	:5
—	.	.	.	.	.	.	.	—	—	_____	___	.	—
2A	2	1	2	X	.	.	X	—	—	_____	6x15	3	205
2B	2	2	2	X	.	.	X	—	—	_____	6x15	3	255
4A	3	1	4	.	X	.	X	—	—	QUADRUPOLE	6x50	2-4-2	:5
4B	3	2	4	.	X	.	X	—	—	QUADRUPOLE	6x50	2-4-2	:5
5A	1	2	5	.	X	.	X	—	—	QUADRUPOLE	6x50	2-4-2	:5
—	.	.	.	.	.	.	.	—	—	_____	___	.	—
6A	4	1	6	X	.	.	X	—	—	_____	6x15	3	205
6B	4	2	6	X	.	.	X	—	—	_____	6x15	3	255

ALIGNMENT CONTROL CAN BE FOUND ON REFERENCE SHEET



10-07-2011

REV. NO.	BY	DATE	DESCRIPTION OF REVISION
4			
3			
2			
1			

TOPO. _____ DATE _____
DWG. _____ DATE _____ SQUAD ____ - ____
R/W _____ DATE _____

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ROAD DESIGN COLUMBIA, S.C.

SUMTER COUNTY
US-76 (BROAD STREET)
@ US-521 (CAMDEN HWY.)
IMPROVEMENTS
TRAFFIC SIGNAL PLAN

SCALE: 1"= 50' RTE. US-76 DWG. NO. PNI

K:\9595-01\ts\9595-01ts4.dgn
10/7/2011

Controller Database Timing Sheet

Station: 1803 - US-76,521 Broad St. @ Camden Hwy.(Permanent File)

Type: NTCIP 65.x 2070 Ethernet **Firmware:** 65.00p

Created By: sessionsje **Modified By:** **Reviewed By:**

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Hour	0	7	9	11	15	20	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0
Action	99	1	99	2	3	99	0	0	0	0	0	0	0	0	0	0
TABLE - 2																
Hour	0	10	22	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	2	99	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 3																
Hour	0	12	21	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	2	99	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 4																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 5																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Patterns Expanded

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
TABLE - 1																																																		
Cycle Time	130	130	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Entries

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	8	15	0	15	8	15	0	0	0	0	0	0	0	0	0	0
Passage	3	4	0	3	3	4	0	0	0	0	0	0	0	0	0	0
Max1	20	46	0	44	24	44	0	0	0	0	0	0	0	0	0	0
Max2	17	55	0	38	17	57	0	0	0	0	0	0	0	0	0	0
Yellow	4	4	0	4	4	4	0	0	4	4	4	4	4	4	4	4
Red	2	2.9	0	2.9	2	2.9	0	0	2	2	2	2	2	2	2	2
Red Revert	5	5	0	5	5	5	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	3	4	0	3	3	4	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	X	X	.	X	X	X	.	.	.	.	.	.	.	.	.	.
Auto Entry	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auto Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Non Act1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Act2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lock Call	X	X	.	.	X	X	.	.	.	.	.	.	.	.	.	.
Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.

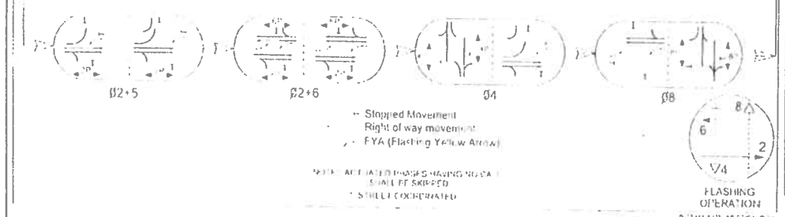
Phase Entries																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Sim Gap Enable	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Add Init Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	1	1	0	0	0	0	0	0	0	0
Concur 1	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Concur 2	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Splits Expanded																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Time	24	62	0	44	30	56	0	0	0	0	0	0	0	0	0	0
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 2																
Time	19	74	0	37	36	57	0	0	0	0	0	0	0	0	0	0
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 3																
Time	21	90	0	39	45	66	0	0	0	0	0	0	0	0	0	0
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 4																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 5																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

US-15 N. Main St @ S-1428 N. Pike E. / S-1429 N. Pike W. TS 1871
Rebuild Sumter County Project
we supplied 3 Steel Poles Foundations + Quazit Boxes

cp 6
qty 43
mp 12.83

NEMA PHASING



SIGNAL EQUIPMENT

ONE (1) NEW 8- PHASE FULLY ACTUATED STANDARD 2070 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT AND BASE -MOUNTED 332A CABINET (18 PHASE)

EXISTING, PROPOSED

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

PEDESTRIAN SIGNALS: EXT PROP

VEHICLE SIGNALS: EXT PROP

HEAD NUMBER	A	B	C	D	E	F	G	2	2P	4	4P	6	6P	8	8P
LENS	R	R	R	R		R	R	R		R		R		R	
	Y	Y	Y	Y		Y	Y	Y		Y		Y		Y	
	G	Y	G	Y	G	FY	FY	G		G		G		G	
		G		G											
PHASE	OLA	OLB	OLC	OLD	OLE	OLF	OLG	2	2P	4	4P	6	6P	8	8P
SIZE	12"	12"	12"	12"	12"	12"	12"	12"	16"	12	16"	12"	16"	12"	16"
QUANTITY	1	2	1	2	1	1	1	2	4	4	4	2	4	4	4

OLA 4-5+6 FYA OLB 6+8 OLC 5+6+8 FYA OLD 2+4 OLE 4-5 OLF 2+4 OLG 2+8

METAL POLES AS NECESSARY EX PROP M
WOOD POLES AS NECESSARY EX PROP W
PEDESTRIAN PEDESTALS AS NECESSARY EX PROP

Note:
1. This intersection requires an 18 phase cabinet see special provisions.
2. Existing span mounted signs shall be relocated to the new span wire or mast arm at the same attachment location. Replace signs if necessary.

Backplates for all heads

SIGNS

INSTALL PEDESTRIAN PUSH BUTTON SIGNS

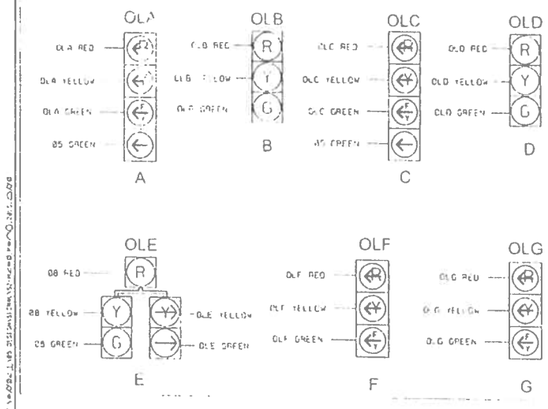
R10-12A-30

TABLE OF OPERATION

SIGNAL FACE	PHASE 02+05	PHASE 02+06	PHASE 04	PHASE 08	FLASH
A	G	FY	G	R	Y
B	R	G	R	G	Y
C	G	FY	R	FY	Y
D	G	G	G	R	Y
E	G	-	G	-	-
F	FY	FY	R	FY	Y
G	FY	FY	FY	FY	Y
2	G	G	R	R	Y
4	R	R	G	G	R
6	R	G	R	R	Y
8	R	R	R	G	R
2P	W	W	DW	DW	DR
4P	DW	DW	W	DW	DR
6P	DW	W	DW	DW	DR
8P	DW	DW	DW	W	DR

FY = Flashing Yellow Arrow

SIGNAL WIRING DETAIL



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/DOW, SWITCHING, ETC)	LOOP DESIGN SIZE X	LOOP DESIGN NO OF TURNS	LOOP DESIGN DIST FROM STOP BAR
2A,2B			2	X			X				6 X 6'	5	80
2C,2D			2	X			X				6 X 6'	6	80
4A			4		X		X				6 X 30	2-4-2	-2
4B			4		X		X	10			6 X 30	2-4-2	-2
4C			4		X		X				6 X 30	2-4-2	-2
4D			4		X		X	10			6 X 30	2-4-2	-2
5A			5		X		X	10			6 X 30	2-4-2	-2
5B			5		X		X	10			6 X 30	2-4-2	-2
6A,6B			6	X			X				6 X 6	6	80
6C,6D			6	X			X				6 X 6'	6	80
8A			8		X		X				6 X 30	2-4-2	-2
8B			8		X		X	15			6 X 30	2-4-2	-2
8C			8		X		X	10			6 X 30	2-4-2	-2

SIGNAL TIMINGS

	PHASE 2	3	4	5	6	7	8
WALK	-	-	7	-	7	-	7
DON'T WALK	20	-	30	-	18	-	33
MIN INITIAL	12	-	6	6	12	-	6
MAX INITIAL	-	-	-	-	-	-	-
ADJ/VEH	-	-	-	-	-	-	-
VEH EXT	2.5	-	3.0	3.0	2.5	-	3.0
TIMER RED DUC	-	-	-	-	-	-	-
MAX TO RED DUC	-	-	-	-	-	-	-
MIN GAP	-	-	-	-	-	-	-
MAX 1 WAIT	60	-	30	25	60	-	30
MAXIMUM 2	-	-	-	-	-	-	-
YELLOW	3.0	-	3.0	3.0	3.0	-	3.3
RED CLEAR	3.1	-	3.5	-	3.1	-	3.5
RECALL	MIN	-	-	-	MIN	-	-

INTERVAL

STREET	APPROACH	SPEED	GRADE
STRANGE STREET	WB	30	0%
SG-1429 (S. PIKE EAST)	WB	30	0%
SG-1428 (S. PIKE WEST)	EB	30	0%
SG-1429 (N. PIKE WEST)	EB	30	0%
US 15 (N. MAIN ST.)	NB	25	0%
US 15 (N. MAIN ST.)	SB	25	0%

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

Refer to ABF-632-3 Traffic Signal Equipment, Poles and Stop Signs to SCDOT

LOCATION MAP

SEAL
SOUTH CAROLINA
NO. 28312
Stephen P. Phillips
STEPHEN P. PHILLIPS
8/4/2016

Kimley»Horn
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

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SCDOT
Post Office Box 191
Columbia, South Carolina 29202

This intersection border drawing including the information blocks contained within is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on the sheet without written authorization from the SCDOT Traffic Engineering office is prohibited

DESIGNED	SMP
DRAWN	SPP
CHECKED	SLP
REVIEWED	
RECOMMENDED	

DATE	REVISIONS

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

SUBJECT TITLE: TRAFFIC SIGNAL PLAN
SPECIFIC LOCATION: US 15 (N. MAIN ST.) AT S-1428 N. PIKE EAST & S-1429 N. PIKE WEST

CITY	COUNTY
SUMTER	SUMTER

APPROVED BY
DISTRICT #1 TRAFFIC ENGINEER
ENGINEER

SCALE	DATE	SHEET NO	REFERENCE NO
1" = 40'	8/4/2016	2 OF 3	

Controller Database Timing Sheet

Station: 1871 - S-5 N. Main St. @ N. Pike W. - N. Pike(Special 3 File)

Type: NTCIP 65.x 2070 Ethernet **Firmware:**

Created By: smithtl **Modified By:** **Reviewed By:**

Coord	
	Value
TABLE - 1	
Operation Mode	0
Correct Mode	SHRT/LNG
Maximum Mode	MAX INH
Force Mode	FLOAT

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 2																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 3																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 4																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 5																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 6																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 7																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 8																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

| Patterns Expanded | | | | | | | | | | | | | | | |

| Patterns Expanded | | |

Phase Entries																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	20	0	30	0	18	0	23	0	0	0	0	0	0	0	0
Min Green	0	12	0	6	6	12	0	6	0	0	0	0	0	0	0	0
Passage	0	2.5	0	3	3	2.5	0	3	0	0	0	0	0	0	0	0
Max1	0	60	0	30	25	60	0	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3.5	3	3.5	3	3	3	3.5	3.3	4	4	4	4	4	4	4	4
Red	3.1	3.1	0	3.5	3.5	3.1	0	3.5	2	2	2	2	2	2	2	2
Red Revert	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	2.5	0	2.5	2.5	2.5	0	2.5	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	.	X	.	X	X	X	.	X	.	.	.	.	.	.	.	.
Auto Entry	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auto Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Non Act1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Act2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lock Call	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Sim Gap Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Add Init Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Entries

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scheduler

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Plan
1		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	X	X	X	X	X	.
2		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	X
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| Scheduler | | |

| Scheduler | | |

Scheduler

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Plan
92		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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Splits Expanded

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 2																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 3																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 4																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 5																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 6																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 7																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

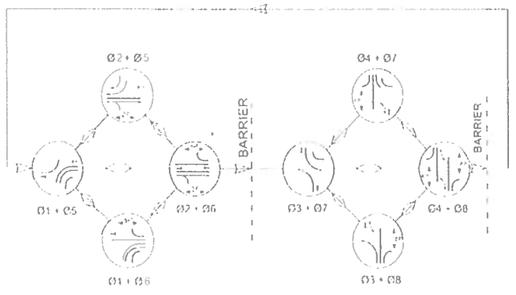
Splits Expanded																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 8																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Lafayette Drive Road Project
2/9/21

US-15 N. Main St e US-15 Lafayette/S-1429 S. Pike W, TS 1872

cty 43
cp 6
mp 12.77

NEMA PHASING



• Stopped Movement
—— Right of way movement
- - - FYA (Flashing Yellow Arrow)

NOTE: ACTUATED PHASES HAVING NO CALL, SHALL BE SKIPPED

• STREET COORDINATED

FLASHING OPERATION

SIGNAL EQUIPMENT

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

☒ EXISTING, ☒ PROPOSED

8 MODEL 222, (2) CHANNEL VEHICLE DETECTOR UNITS

PEDESTRIAN SIGNALS EXT. PROP.

VEHICLE SIGNALS EXT. PROP.

HEAD NUMBER	1	1CONN	2	2P	3,4F	4	4P	5	5 CONN	6	6P	7,8F	7CONN	8	8P
LENS	←R ↑Y →G	Y→	R Y G		←R ↑Y ↓Y →G	R Y G		←R ↑Y →G	Y→ G→	R Y G		←R ↑Y ↓Y →G	Y→ G→	R Y G	
PHASE	1	1	2	2P	3,4F	4	4P	5	5 CONN	6	6P	7,8F	7CONN	8	8P
SIZE	12"	12"	12"	16"	12"	12"	16"	12"	12"	12"	16"	12"	12"	12"	16"
QUANTITY	1	1	2	2	1	2	2	1	1	2	2	1	1	2	2

OLA OLC
OLB (Ø3 + Ø8 FYA) OLD (Ø7 + Ø8 FYA)

METAL POLES AS NECESSARY EX. ○ M PROP. ● M
WOOD POLES AS NECESSARY EX. ○ W PROP. ● W
PEDESTRAIN PEDESTALS AS NECESSARY: EX. ○ PROP. ●

Install Backplates for all heads

SIGNS

INSTALL PEDESTRIAN PUSH BUTTON SIGNS

INSTALL SIGN "A"

R10-12A/30

STATE RD/ROAD SEC NO.	STATE	COUNTY	FED AID	PROJECT NO	FED NO	SHEET NO	TOTAL SHEETS
	SC	SUMTER				01	

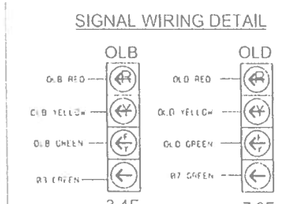
TABLE OF OPERATION

SIGNAL FACE	PHASE 01 + 05	01 + 06	02 + 05	02 + 06	03 + 07	03 + 08	04 + 07	04 + 08	FLASH
1	G	G	R	R	R	R	R	R	R
1CONN	G	G	-	-	-	-	-	-	-
2	R	R	G	G	R	R	R	R	Y
3,4F	R	R	R	R	G	G	F	F	R
4	R	R	R	R	R	R	G	G	R
5	G	R	G	R	R	R	R	R	R
5 CONN	G	-	G	-	-	-	-	-	-
6	R	G	R	G	R	R	R	Y	
7,8F	R	R	R	G	F	F	G	F	R
7CONN	-	-	-	G	-	G	-	-	
8	R	R	R	R	G	R	G	R	
2P	DW	DW	W	W	DW	DW	DW	W	DW
4P	DW	DW	DW	DW	DW	DW	W	W	DW
6P	DW	W	DW	W	DW	DW	DW	DW	DW
8P	DW	DW	DW	DW	DW	W	DW	W	DW

F = Flashing Yellow Arrow

LOCATION MAP

SIGNAL WIRING DETAIL

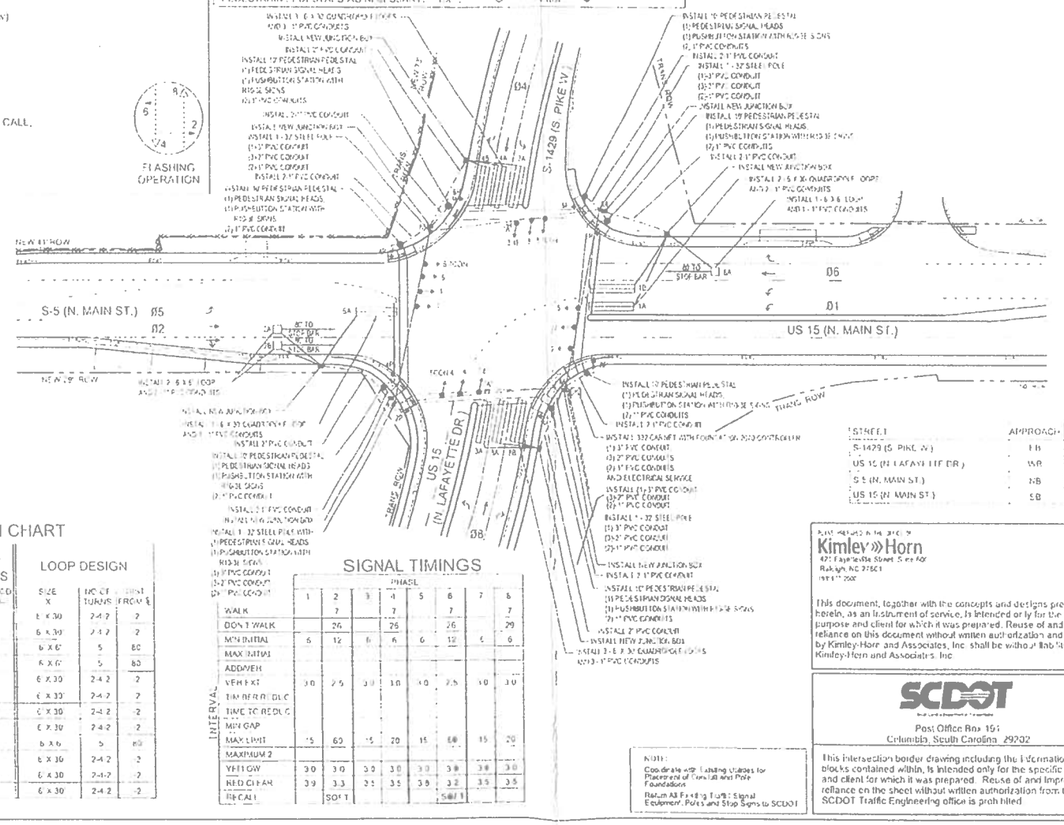


LOOP DETECTOR INSTALLATION CHART

PHASE	DETECTOR DIAMETER	AMP NO.	CHAN NO.	WIRED TO PHASE (S)	LOCK	NON-LOCK	PULSE	PASS	OPERATION DELAY SEC	EXT SEC	SPECIAL FEATURES TIME OF DAY TOD SWITCHING etc.	LOOP DESIGN SIZE X	NO OF WIRE TURNS FROM E	
1A				1		X		X				6 X 30	2+2	2
1B				1		X		X				6 X 30	2+2	2
2A				2	X			X				6 X 6'	5	80
2B				2	X			X				6 X 6'	5	80
3A				3		X		X	10			6 X 30	2+2	2
4A				4		X		X				6 X 30	2+2	2
4B				4		X		X	15			6 X 30	2+2	2
5A				5		X		X				6 X 30	2+2	2
6A				6	X			X				6 X 6	5	80
7A				7		X		X	10			6 X 30	2+2	2
8A				8		X		X				6 X 30	2+1+2	2
8B				8		X		X	15			6 X 30	2+2	2

SIGNAL TIMINGS

INTERVAL	PHASE 1	2	3	4	5	6	7	8
WALK		7		7		7		7
DON'T WALK		26		26		26		29
MIN INITIAL	6	12	6	6	6	12	6	6
MAX INITIAL								
ADD/VEH								
VEH EXT	3.0	2.5	3.0	3.0	3.0	2.5	3.0	3.0
TIME TO REDUCE								
MIN GAP								
MAX LIMIT	15	62	15	20	15	60	15	20
MAXIMUM 2								
YELLOW	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLEAR	3.0	3.3	2.5	3.5	3.0	3.2	3.5	3.5
RECALL		SOFT				SOFT		



STREET	APPROACH	SPEED	GRADE
S-1429 (S. PIKE W.)	EB	25	0%
US 15 (N. LAFAYETTE DR.)	WB	25	0%
S-5 (N. MAIN ST.)	NB	25	0%
US 15 (N. MAIN ST.)	SB	25	0%

Kimley»Horn
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Raleigh, NC 27601
(919) 677-2000

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SCDOT
Post Office Box 191
Columbia, South Carolina 29202 ©

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NOTE:
Coordinate with Existing Utilities for Placement of Conduits and Pole Foundations

Return All Existing Traffic Signal Equipment, Poles and Sign to SCDOT

20 0 10

DATE	REVISIONS

DESIGNED	SPT
DRAWN	SPT
CHECKED	SLF
REVIEWED	
RECOMMENDED	

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

SUBJECT TITLE
TRAFFIC SIGNAL PLAN

SPECIFIC LOCATION
S-5 (N. MAIN ST.) / US 15 (N. MAIN ST.)
AT
US 15 (N. LAFAYETTE DR.) / S-1429 (S. PIKE W.)

CITY	COUNTY
SUMTER	SUMTER

APPROVED BY

DISTRICT # TRAFFIC ENGINEER — ENGINEER

SCALE	DATE	SHEET NO	PROJECT NO
1"= 40'	8/4/2016	1 OF 3	

SEAL
NO. 28312
STATE OF SOUTH CAROLINA
SPENCER T. PHILLIPS
8/4/2016

8/4/2016

Controller Database Timing Sheet

Station: 1872 - US-15 N. Main @ N. Lafayette / S. Pike(Permanent File)

Type: NTCIP 65.x 2070 Ethernet **Firmware:**

Created By: smithtl **Modified By:** **Reviewed By:**

Coord	
	Value
TABLE - 1	
Operation Mode	0
Correct Mode	SHRT/LNG
Maximum Mode	MAX INH
Force Mode	FLOAT

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 2																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 3																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 4																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 5																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 6																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 7																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 8																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

| Patterns Expanded | | | | | | | | | | | | | | | |

| Patterns Expanded | | |

Phase Entries																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	26	0	25	0	26	0	29	0	0	0	0	0	0	0	0
Min Green	6	12	6	6	6	12	6	6	0	0	0	0	0	0	0	0
Passage	3	2.5	3	3	3	2.5	3	3	0	0	0	0	0	0	0	0
Max1	15	60	15	20	15	60	15	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4
Red	3.9	3.3	3.5	3.5	3.5	3.2	3.5	3.5	2	2	2	2	2	2	2	2
Red Revert	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.
Auto Entry	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auto Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Non Act1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Act2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lock Call	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Sim Gap Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Add Init Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Entries																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scheduler

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Plan
1		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	X	X	X	X	X	.
2		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	X
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| Scheduler | | |

Scheduler

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Plan
58		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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| Scheduler | | |

Splits Expanded																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 8																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

US 521 Thomas Sumter Hwy @ S-53 Jefferson Rd

CO 5 #1919 MP 13.95

File Copy

FED. ROAD DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	SC	SUMTER	P032216	US 521	TS 2

SIGNAL EQUIPMENT

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

8 MODEL 222 (2)-CHANNEL VEHICLE DETECTOR UNITS

PEDESTRIAN SIGNALS: EXT. PROP. W/ACT. 4 SIGN

VEHICLE SIGNALS: EXT PROP

HEAD NUMBER	2F	2	4	6F	6	8
LENS	R	R	R	R	R	R
	Y	Y	Y	Y	Y	Y
	FY	G	G	FY	G	G
PHASE	OLA	2	4	OLC	6	8
SIZE	12"	12"	12"	12"	12"	12"
QUANTITY	1	2	2	1	2	2

OLA = Ø2 (FYA) OLC = Ø6 (FYA)
OLB = OLD =
METAL POLES AS NECESSARY: EXT. ☐ PROP ▣
WOOD POLES AS NECESSARY EXT ○ PROP ●

NEMA PHASING

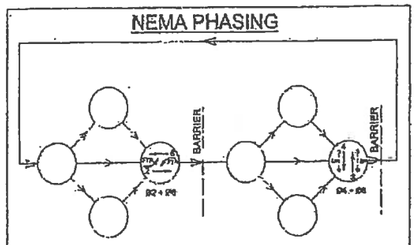


TABLE OF OPERATION			
SIGNAL FACE	PHASE Ø2+6	PHASE Ø4+8	FLASH
2F	FY	R	Y
2	G	R	Y
4	R	G	R
8F	FY	R	Y
6	G	R	Y
8	R	G	R

2F 6F

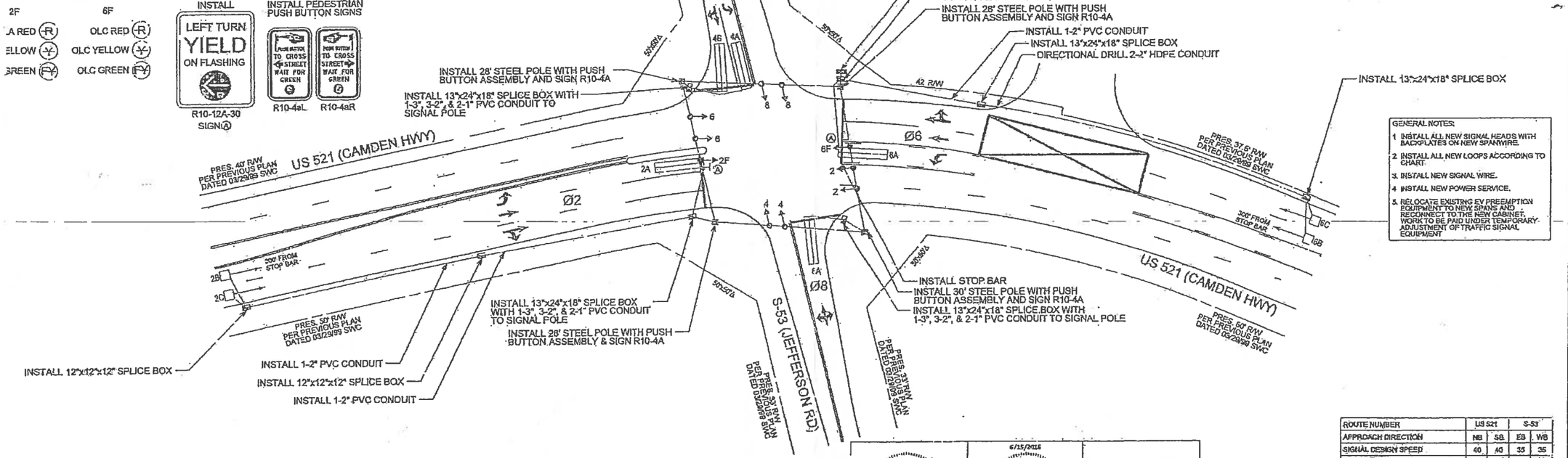
A RED (R) OLC RED (R)
ELLOW (Y) OLC YELLOW (Y)
GREEN (FY) OLC GREEN (FY)

INSTALL LEFT TURN YIELD ON FLASHING

R10-12A-30 SIGN (A)

INSTALL PEDESTRIAN PUSH BUTTON SIGNS

R10-4aL R10-4aR



GENERAL NOTES:

1. INSTALL ALL NEW SIGNAL HEADS WITH BACKPLATES ON NEW SPANWIRE.
2. INSTALL ALL NEW LOOPS ACCORDING TO CHART.
3. INSTALL NEW SIGNAL WIRE.
4. INSTALL NEW POWER SERVICE.
5. RELOCATE EXISTING EV PREEMPTION EQUIPMENT TO NEW SPANS AND RECONNECT TO THE NEW CABINET. WORK TO BE PAID UNDER TEMPORARY ADJUSTMENT OF TRAFFIC SIGNAL EQUIPMENT

SIGNAL TIMINGS

	PHASE 2	4	6	8
WALK		4		4
Clear	MIN	22		22
min	ADJ	6	15	6
MAX	MAX1	34	34	
Add	EXT	1.5	1.5	
Passage		6.0	3.0	6.0	3.0
Time B4	REDUC	20	20	
Time 2	REDUC	15	15	
min) Ad		2.5	2.5	
MAX	T	40	20	40	20
	42				
Yellow		4.1	3.7	4.1	3.7
Red	AR	1.8	2.0	1.5	2.0
	MODE	MIN	OFF	MIN	OFF

WALK TIME FOR PUSH BUTTONS WITHOUT PEDESTRIAN SIGNALS CAN SIMULTANEOUSLY WITH YELLOW TIME FOR CORRESPONDING MOVEMENT

LOOP DETECTOR INSTALLATION CHART

PHASE/ LOOP LTR	DETECTOR AMP NO.	DETECTOR CHAN NO	WIRED TO PHASE(S)	LOCK: X	NON-LOCK X	PULSE	PRES X	OPERATION DELAY SEC	OPERATION EXT SEC	SPECIAL FEATURES TIME OF DAY-TOD SWITCHING, etc.	LOOP DESIGN SIZE X	NO. OF TURNS	DIST. FROM ⊈
2A*			2		X		X	3			6'x30'	2-4-2	-2'
2B			2	X			X				6'x6'	4	300'
2C			2	X			X				6'x6'	4	300'
4A			4		X		X				6'x30'	2-4-2	-2'
4B			4		X		X	10			6'x20'	2-4-2	-2'
6A*			6		X		X	3			6'x30'	2-4-2	-2'
6B			6	X			X				6'x6'	4	300'
6C			6	X			X				6'x6'	4	300'
8A*			8		X		X	10			6'x30'	2-4-2	-2'

* PROGRAM LOOPS 2A & 6A FOR FULL TIME DELAY 3.0. DELAY IS ACTIVE DURING RED, YELLOW & GREEN.

ROUTE NUMBER	US 521		S-53	
APPROACH DIRECTION	NB	SB	EB	WB
SIGNAL DESIGN SPEED	40	40	35	35
GRADE (%)*	+0.4	-0.2	-0.1	0

*FIELD MEASURED

SOUTH CAROLINA AECOM TECHNICAL SERVICES, INC. NO CO 1473 CERTIFICATE OF AUTHORIZATION
CONSULTING ENGINEERING FIRM

6/15/2016 SOUTH CAROLINA PROFESSIONAL ENGINEER No. 32101 Jeffrey J. Roberts
SIGNAL PROJECT ENGINEER

PLANS PREPARED BY:
AECOM
10 Patewood Drive
Building VI, Suite 500
Greenville, SC 29615
Phone: 864-234-3000

SCALE IN FEET
0 30 60 90

NOTE:
All work to be performed within SCDOT Right of Way.
Coordinate with Existing Utilities for Placement of Conduit and Pole Foundations.
Return All Existing Traffic Signal Equipment, Poles and Stop Signs to District 1 Signal Shop.

SCDOT
Post Office Box 191
Columbia, South Carolina 29202
©

This intersection border drawing including the information blocks contained within, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on the sheet without written authorization from the SCDOT Traffic Engineering office is prohibited.

DATE	REVISIONS

SCDOT SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION ENGINEERING DIVISION COLUMBIA, SC

SUBJECT TITLE: TRAFFIC SIGNAL PLAN

SPECIFIC LOCATION: INTERSECTION OF US 521 (CAMDEN HWY) & S-53 (JEFFERSON RD)

CITY: SUMTER COUNTY: SUMTER

APPROVED BY: DISTRICT 1 TRAFFIC ENGINEER

DESIGNED	SWC
DRAWN	JDN
CHECKED	SWC
REVIEWED	CLK
RECOMMENDED	

SCALE	DATE	SHEET NO.	TEAMS CUSTOM ID
1"= 30'	2-2016		TS 1919

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		12		6		12		6
Gap, Ext		3		3		3		3
Max 1		40		20		40		20
Max 2								
Yel Clearance		4		4		4		4
Red Clearance		2		2		2		2
Walk								
Ped Clearance								
Red Revert		5		5		5		5
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap		3		3		3		3
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable		On		On		On		On
Min Recall		On				On		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls		On				On		
Auto Flash Entry				On				On
Auto Flash Exit		On				On		
Dual Entry		On		On		On		On
Enable Simul Gap		On		On		On		On
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Gm/Ped Delay								

ID: 1919 US-521 Thomas Sumter Hwy. @ Jefferson R

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	0	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	0	0	0	0	0	0	0	0	13	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0
	####	NON	NON	NON	NON	NON	NON	NON	NON		####	NON	NON	NON	NON	NON	NON	NON	NON

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

STD8

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	Off
2	1	GREEN	On
3	1	RED	Off
4	1	RED	On
5	2	RED	Off
6	2	GREEN	On
7	2	RED	Off
8	2	RED	On

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX INH
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand Splt	ON
Ped Recycle	P3478_INH
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	40
Flash Red	0

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	MODE 0
Loc Fish Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	15
Red Revert	4
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	OFF
Auto Ped Clear	OFF
SDLC Retry	0

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Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1						30	50	255
2	2						30	50	255
3	2						30	50	255
4	2						30	50	255
5	2						30	50	255
6	2						30	50	255
7	3						30	50	255
8	4						30	50	255
9	4		10				30	50	255
10	4						30	50	255
11	4						30	50	255
12	4						30	50	255
13	1						30	50	255
14	3						30	50	255
15	5						30	50	255
16	6						30	50	255
17	6						30	50	255
18	6						30	50	255
19	6						30	50	255
20	6						30	50	255
21	7						30	50	255
22	8		10				30	50	255
23	8						30	50	255
24	8						30	50	255
25	8						30	50	255
26	8						30	50	255
27	5						30	50	255
28	7						30	50	255
29									
30									
31									
32									

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33									
34									
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49									
50									
51									
52									
53									
54									
55									
56									
57									
58									
59									
60									
61									
62									
63									
64									

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On			On	On
2	On	On		On			On	On
3	On	On		On			On	On
4	On	On		On			On	On
5	On	On		On			On	On
6	On	On		On			On	On
7	On	On		On			On	On
8	On	On		On			On	On
9	On	On		On			On	On
10	On	On		On			On	On
11	On	On		On			On	On
12	On	On		On			On	On
13	On	On		On			On	On
14	On	On		On			On	On
15	On	On		On			On	On
16	On	On		On			On	On
17	On	On		On			On	On
18	On	On		On			On	On
19	On	On		On			On	On
20	On	On		On			On	On
21	On	On		On			On	On
22	On	On		On			On	On
23	On	On		On			On	On
24	On	On		On			On	On
25	On	On		On			On	On
26	On	On		On			On	On
27	On	On		On			On	On
28	On	On		On			On	On
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	On	On		On				
34	On	On		On				
35	On	On		On				
36	On	On		On				
37	On	On		On				
38	On	On		On				
39	On	On		On				
40	On	On		On				
41	On	On		On				
42	On	On		On				
43	On	On		On				
44	On	On		On				
45	On	On		On				
46	On	On		On				
47	On	On		On				
48	On	On		On				
49	On	On		On				
50	On	On		On				
51	On	On		On				
52	On	On		On				
53	On	On		On				
54	On	On		On				
55	On	On		On				
56	On	On		On				
57	On	On		On				
58	On	On		On				
59	On	On		On				
60	On	On		On				
61	On	On		On				
62	On	On		On				
63	On	On		On				
64	On	On		On				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Gm	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1				
2	2		5	
3				
4	4		5	
5				
6	6		5	
7				
8	8		5	

Unit Paramters [1.2.1]

TS2 Det Faults	OFF

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	10
Vol/Occ Period Minutes	0