

(COUNTY ST. & KEMPTON ST.)
SIGNAL PHASING, SEQUENCE &
TIMING FOR SEMI-ACTUATED
TRAFFIC SIGNAL CONTROL

STREETS	DIRECTION	FACES	PHASE A				PHASE B				PHASE C				FLASH
			VEH. R.O.W.	VEH. CLER.	OUT. YEL.	CLR. GRN.	VEH. R.O.W.	VEH. CLER.	OUT. YEL.	CLR. GRN.	VEH. R.O.W.	VEH. CLER.	OUT. YEL.	CLR. GRN.	
County Street	N.B.	G, D	G	G	Y	R	R	R	R	R	R	R	R	R	Y
County Street	S.B.	R, B	G	G	Y	R	R	R	R	R	R	R	R	R	Y
Kempton Street	E.B.	E, F	R	R	R	R	R	R	R	R	G	Y	R	R	
Pedestrian P1			D.W.	D.W.	D.W.	D.W.	D.W.	W.K.	FDW	D.W.	D.W.	FW	FW	D.W.	OUT
Pedestrian P2			D.W.	D.W.	D.W.	D.W.	D.W.	W.K.	FDW	D.W.	D.W.	FW	FW	D.W.	OUT
Pedestrian P3			FW	FDW	D.W.	D.W.	D.W.	W.K.	FDW	D.W.	D.W.	D.W.	D.W.	D.W.	OUT
Pedestrian P4			W.K.	FDW	D.W.	D.W.	D.W.	W.K.	FDW	D.W.	D.W.	D.W.	D.W.	D.W.	OUT

- * Actuated Pedestrian Walk.
① These Intervals Included Or Omitted Depending If One, Two Or All Controllers At County With Kempton, Mill & North Yield From Phase A. (See Sheet II).
② Becomes Yellow When Outside Yellow And Clearance Green Intervals Are Omitted.
③ Becomes D.W. If Phase B Is In Use

TIMING IN SECONDS									
INITIAL INTERVAL		15				MIN.		6	
VEHICLE INTERVAL		15				MIN.		4	
MAXIMUM GREEN		40				25		30	
YELLOW CLEAR			3		3		0		3
ALL RED CLEAR							0		1
WALK INTERVAL						7		7	
PED. CLEAR			8			9		9	
CLEAR GREEN				5					
DETECTOR						LOCK		LOCK	
RECALL		ON				OFF		OFF	

(COUNTY ST. & NORTH ST.)
SIGNAL PHASING, SEQUENCE &
TIMING FOR SEMI-ACTUATED
TRAFFIC SIGNAL CONTROL

STREETS	DIRECTION	FACES	PHASE A				PHASE B				PHASE C				FLASH
			VEH. R.O.W.	VEH. CLER.	OUT. YEL.	CLR. GRN.	VEH. R.O.W.	VEH. CLER.	OUT. YEL.	CLR. GRN.	VEH. R.O.W.	VEH. CLER.	OUT. YEL.	CLR. GRN.	
County Street	N.B.	O	G	G	Y	R	R	R	R	R	R	R	R	R	Y
County Street	N.B.	P	G	G	Y	R	R	R	R	R	R	R	R	R	Y
County Street	S.B.	M, N	G	G	Y	R	R	R	R	R	R	R	R	R	Y
North Street	W.B.	Q, R	R	R	R	R	R	R	R	R	G	Y	R	R	
Pedestrian - P9			D.W.	D.W.	D.W.	D.W.	D.W.	W.K.	FDW	D.W.	D.W.	FW	FW	D.W.	OUT
Pedestrian - P10			D.W.	D.W.	D.W.	D.W.	D.W.	W.K.	FDW	D.W.	D.W.	FW	FW	D.W.	OUT
Pedestrian - P11			W.K.	FDW	D.W.	D.W.	D.W.	W.K.	FDW	D.W.	D.W.	D.W.	D.W.	D.W.	OUT
Pedestrian - P12			FW	FDW	D.W.	D.W.	D.W.	FW	FDW	D.W.	D.W.	D.W.	D.W.	D.W.	OUT

- * Actuated Pedestrian Walk.
① Future Use (Actuated Exclusive Pedestrian Phase)
② These Intervals Included Or Omitted Depending If One, Two Or All Controllers At County With Kempton, Mill & North Yield From Phase A. (See Sheet II).
③ Becomes Yellow When Outside Yellow & Clearance Green Are Omitted
④ Becomes D.W. If Phase B Is In Use
⑤ Becomes G If Phase C Is Next
⑥ Becomes Y If Phase A Is Skipped
⑦ Becomes R If Phase A Is Skipped

TIMING IN SECONDS									
INITIAL INTERVAL		15				MIN.		6	
VEHICLE INTERVAL		15				MIN.		4	
MAXIMUM GREEN		40				25		30	
YELLOW CLEAR			3		3		0		3
ALL RED CLEAR							0		1
WALK INTERVAL						7		7	
PED. CLEAR			6			10		10	
CLEAR GREEN									
DETECTOR				5		LOCK		LOCK	
RECALL		ON				OFF		OFF	

(COUNTY ST. & MILL ST.)
SIGNAL PHASING, SEQUENCE &
TIMING FOR SEMI-ACTUATED
TRAFFIC SIGNAL CONTROL

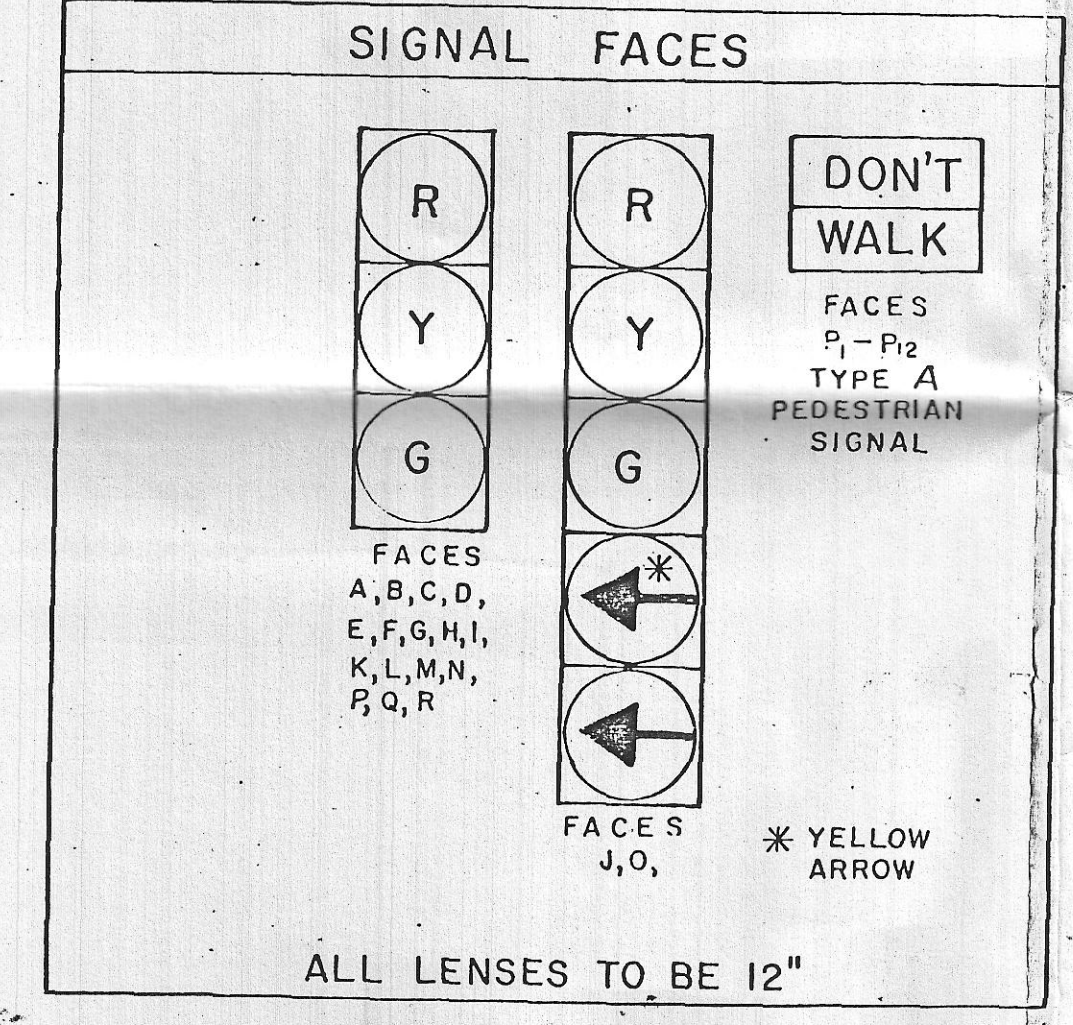
STREETS	DIRECTION	FACES	PHASE A				PHASE B				PHASE C				PHASE D				FLASH
			VEH. R.O.W.	VEH. CLER.	OUT. YEL.	CLR. GRN.	VEH. R.O.W.	VEH. CLER.	OUT. YEL.	CLR. GRN.	VEH. R.O.W.	VEH. CLER.	OUT. YEL.	CLR. GRN.	VEH. R.O.W.	VEH. CLER.	OUT. YEL.	CLR. GRN.	
County Street	N.B.	I	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	Y
County Street	N.B.	J	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	Y
County Street	S.B.	G, H	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	Y
Mill Street	W.B.	K, L	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	Y
Pedestrian P5			D.W.	D.W.	D.W.	D.W.	D.W.	W.K.	FDW	D.W.	D.W.	FW	FW	D.W.	D.W.	D.W.	D.W.	D.W.	OUT
Pedestrian P6			D.W.	D.W.	D.W.	D.W.	D.W.	W.K.	FDW	D.W.	D.W.	FW	FW	D.W.	D.W.	D.W.	D.W.	D.W.	OUT
Pedestrian P7			W.K.	FDW	D.W.	D.W.	D.W.	W.K.	FDW	D.W.	D.W.	D.W.	D.W.	D.W.	D.W.	D.W.	D.W.	D.W.	OUT
Pedestrian P8			FW	FDW	D.W.	D.W.	D.W.	FW	FDW	D.W.	D.W.	D.W.	D.W.	D.W.	D.W.	D.W.	D.W.	D.W.	OUT

- * Actuated Pedestrian Walk.
① Future Use (Actuated Exclusive Pedestrian Phase)
② These Intervals Included Or Omitted Depending If One, Two Or All Controllers At County With Kempton, Mill & North Yield From Phase A. (See Sheet II).
③ Becomes D.W. If Phase B Is In Use
④ Omitted If Pre-emption Occurs Prior To Phase A Clearance Time
⑤ Becomes Yellow If Only North Bound Double Clearance Time Is Omitted And Phase B, C, Or Pre-emption Is Next
⑥ Becomes Red If Only North Bound Double Clearance Time Is Omitted And Phase B, C, Or Pre-emption Is Next
⑦ Becomes Red If Only South Bound Double Clearance Time Is Omitted And Phase B, C, Or Pre-emption Is Next
⑧ Becomes Yellow If Only South Bound Double Clearance Time Is Omitted And Phase B, C, Or Pre-emption Is Next
⑨ Becomes Red If Phase A Is Skipped
⑩ Becomes Yellow If Phase A Is Skipped
⑪ Becomes Red If Phase A Is Skipped

TIMING IN SECONDS									
INITIAL INTERVAL		15				MIN.		6	
VEHICLE INTERVAL		15				MIN.		4	
MAXIMUM GREEN		40				25		30	
YELLOW CLEAR			3		3		0		3
ALL RED CLEAR							0		1
WALK INTERVAL						7		7	
PED. CLEAR			6			6		6	
CLEAR GREEN				3					
DETECTOR						LOCK		LOCK	
RECALL		ON				OFF		OFF	

Δ Displayed And Timed Prior To Vehicle Clearances.

(COUNTY, KEMPTON, MILL & NORTH STS.)
SIGNAL FACES



IN CHARGE OF PAL
DESIGNED BY TL
CHECKED BY ABR
DRAWN BY EG
CHECKED BY JFL