



TRAFFIC SIGNAL PERMIT

 Permit No. 21-99
 Sheet 1 of 3

In accordance with the Vehicle Code, the Secretary of Transportation hereby approves the installation and operation of a traffic signal at the intersection of North Atherton Street (SR 3014) and Colonnade Way

in the Township of Patton, County of Centre

This permit is issued to, and accepted by the Township of Patton hereinafter known as the Permittee, as follows.

This installation shall be in accordance with the Vehicle Code and the Regulations for traffic signs, signals and markings of the Department of Transportation, and shall conform to the following requirements and those contained on the attached sheets.

Type of Controller Volume Density with Emergency Vehicle Preemption

Type of Signal Mounting Post Mounted and Overhead

Hours of Operation as "Stop" and "Go" When not operating as flashing.

Hours of Operation as Flashing As indicated on the attached diagram.

Controller Operation Controller to provide the phasing, timing and signal display as indicated on the attached diagram.

Controller to be interconnected with adjacent signal controllers along North Atherton Street to provide a progressive movement of traffic. Supervised by master controller located at North Atherton Street, Vairo Boulevard and Martin Street.

Preemption for emergency vehicles to provide the operation indicated on the attached diagram.

All work performed by the Permittee in the erection of the traffic signals shall be under and subject to the direction of the Secretary of Transportation or his authorized representatives. The said Permittee shall use due diligence in the execution of the work authorized under this permit and shall not obstruct or endanger travel along said road. All operations must be conducted so as to permit safe and reasonable free travel at all times over the road within the limits of the work herein permitted.

The Permittee covenants and agrees to fully indemnify and save harmless the Department of Transportation and assume all liability for damages or injury, occurring to any person, persons or property through or in consequence of any act or omission of anyone working on the construction, or from faulty maintenance or operation of such traffic signal.

The Secretary of Transportation, by law, reserves the right to revoke and annul this permit in the Permittee shall at any time willfully or negligently fail to comply with the conditions contained in this permit, or, upon changes in traffic conditions, fail to make any changes in the construction or operation of this signal, or to remove it, when so ordered by the Secretary of Transportation: or if this installation is not in operation within twenty-four (24) months of the receipt of this permit. The Permittee shall maintain the signal in a safe condition at all times. The Permittee shall not make any change in the construction or operation of this traffic signal without prior written approval of the Secretary of Transportation.

This permit cancels and supersedes all previous permits issued for this location upon completion of the installation specified herein.

DATE June 6, 2000
 Revised: June 17, 2002
 Revised: September 12, 2007
 Revised: December 7, 2007
 Revised: May 15, 2012
 REVISED: November 5, 2015
 Revised: April 26, 2016
 Revised: April 10, 2017

APPROVED Leslie S. Richards
 SECRETARY OF TRANSPORTATION
 BY [Signature]
 for DISTRICT ENGINEER

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
2-0	CENTRE	3014	-	2 OF 3
PATTON TOWNSHIP				
PERMIT NO. 21-99				
DATE ISSUED: 6/6/00		DATE REVISED: 02/02/17		

GENERAL NOTES

- INSTALL, OPERATE AND MAINTAIN THIS TRAFFIC SIGNAL IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS ON OFFICIAL TRAFFIC CONTROL DEVICES, AND FORM 408, LATEST REVISIONS.
- NO MODIFICATION OF THIS INSTALLATION IS PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE DEPARTMENT.
- ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS, INCLUDING TRIMMING OF TREES, IS THE RESPONSIBILITY OF THE PERMITEE.
- THE PERMITEE INSTALLS AND MAINTAINS ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING WHICH ARE CONSIDERED PART OF THE PERMIT, UNLESS OTHERWISE INDICATED. THE DEPARTMENT MAINTAINS THE LONGITUDINAL PAVEMENT MARKINGS ON STATE HIGHWAYS.
- INSTALL POST MOUNTED SIGNALS WITH THE SIGNAL HEADS A MINIMUM OF TWO (2) FEET BEHIND THE FACE OF THE CURB OR EDGE OF SHOULDER. ALSO, INSTALL SUPPORT POLES FOR OVERHEAD SIGNALS WITH A MINIMUM HORIZONTAL CLEARANCE OF TWO (2) FEET.
- INSTALL SIGNAL HEADS AND SIGNS ERECTED OVER THE ROADWAY WITH THE BOTTOMS FIFTEEN (15) FEET TO NINETEEN (19) FEET ABOVE THE ROADWAY.
- INSTALL POST MOUNTED SIGNAL HEADS WITH BOTTOMS NOT LESS THAN EIGHT (8) FEET NOR MORE THAN FIFTEEN (15) FEET ABOVE THE SIDEWALK OR PAVEMENT GRADE.
- INSTALL SIGNAL HEADS WITH A MINIMUM HORIZONTAL DISTANCE OF EIGHT (8) FEET BETWEEN THE HEADS AS MEASURED AT RIGHT ANGLES TO THE APPROACH.
- THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITEE COMPLIES WITH THE PROVISIONS OF ACT 38, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.
- PLACE PAVEMENT MARKINGS IN ACCORDANCE WITH TC-7600 PAVEMENT MARKING STANDARDS.

TRAFFIC SIGNAL PLAN

COUNTY: CENTRE

MUNICIPALITY: PATTON

INTERSECTION: NORTH ATHERTON STREET (S.R. 3014),

COLONNADE WAY AND PROPOSED DRIVEWAY

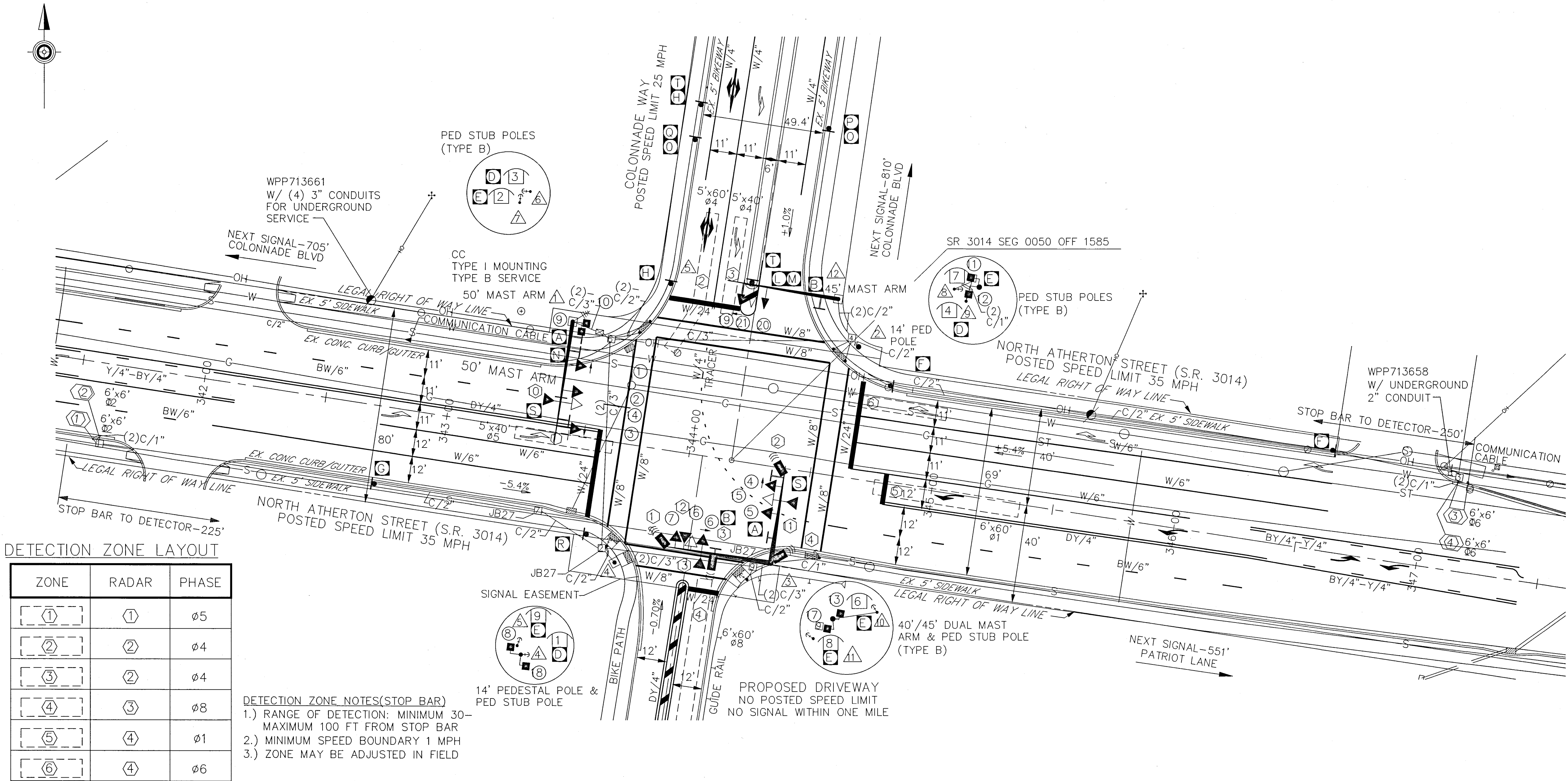
APPROVED AND ACCEPTED:

[Signature] 2/27/17
MUNICIPAL REPRESENTATIVE DATE

RECOMMENDED:

[Signature] 4/10/17
DISTRICT TRAFFIC ENGINEER DATE

0 25 50 75 100



0684111201 – Atherton – SIGS.dwg

1/24/2002 9:33 AM

David E. Wooster and Associates, Inc.

MOVEMENT PHASING SEQUENCE

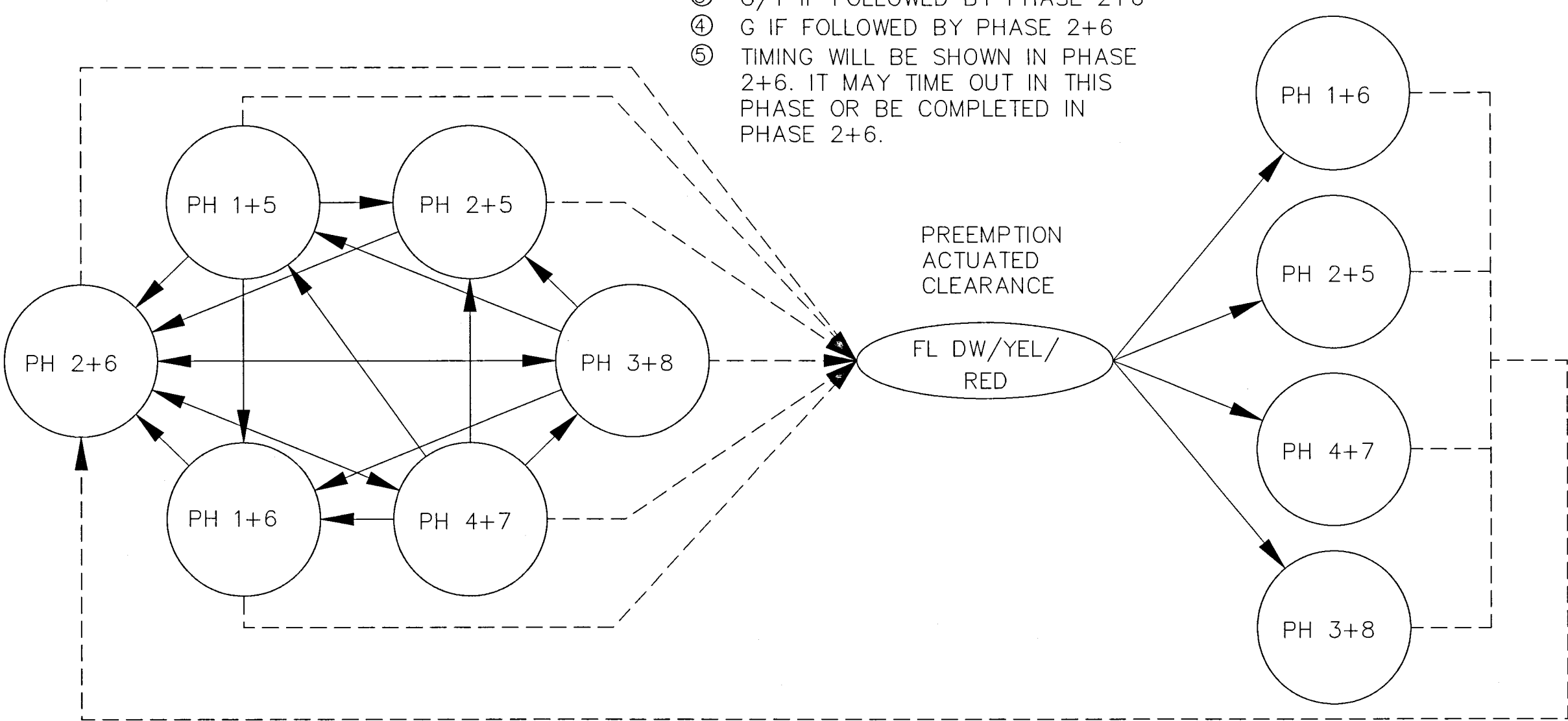
2-8 PHASE FULLY ACTUATED SS CONTROLLER W/ VOLUME DENSITY AND MANUAL CORD.
FREE OPERATION

																									FLASHING GREEN					
	INTERVALS				INTERVALS				INTERVALS				INTERVALS				INTERVALS				INTERVALS									
SIGNALS	1	2	3		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4						
1	R	R	R		R	R	R	R	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	Y					
2	R	R	R		R	R	R	R	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	Y					
3	R/6	Y	R	Ø	R	R	R	R	G/6	G/6	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	Y					
4	R/6	Y	R	Ø	G/6	G/6	Y	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	Y					
5	R	R	R		G	G	Y	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	Y					
6	R	R	R		R	R	R	R	R	R	R	R	R	R	R	R	G/6	G/6	Y	R	R	R	R	R	R					
7	R	R	R		R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R					
19	R	R	R		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G/6	G/6	Y	R	R					
20	R	R	R		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R					
8,9	DW	DW	DW		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	DW	DW	DW	DW	DW	OFF					
12,13	DW	DW	DW		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	DW	OFF					
10,11	DW	DW	DW		DW	DW	DW	DW	W	FD	DW	DW	W	FD	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	OFF					
17,18	DW	DW	DW		W	FD	DW	DW	DW	DW	DW	DW	W	FD	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	OFF					
FIXED					4.0	2.0					4.0	2.0					4.0	2.0					3.0	3.0					3.0	3.0
MIN. INITIAL	3.0				3.0				3.0				10.0				5.0				3.0									
SEC./ACTUATE	—				—				—				2.2				—				—									
PASSAGE	2.0				2.0				2.0				6.2				2.0				2.0									
MAX. INITIAL	—				—				—				25				—				—									
TIME TO REDUCE	—				—				—				10.0				—				—									
BEFORE REDUCE	—				—				—				20.0				—				—									
MINIMUM GAP	—				—				—				3.0				—				—									
MAXIMUM	15				15				15				45				29				15									
PEDESTRIAN *	— —				Ø —				Ø				7 22				7 22				7 22									
CYCLE 1	13				13				13				44				25				18									
CYCLE 2	13				13				13				40				27				20									
CYCLE 3	13				13				13				46				23				18									
CYCLE 4	13				13				13				45				24				18									
TSP CYCLE 1	14				14				14				56				16				15									
TSP CYCLE 2	14				14				14				51				19				16									
TSP CYCLE 3	14				14				14				52				20				15									
TSP CYCLE 4	14				14				14				59				15				13									
MEMORY	NL				NL				NL				MN				NL				NL									

* UPON PEDESTRIAN ACTUATION
■ TOTAL LENGTH OF PHASE

- Y/6 IF FOLLOWED BY PHASE 4+7
- R/6 IF FOLLOWED BY PHASE 4+7
- G/Y IF FOLLOWED BY PHASE 2+6
- G IF FOLLOWED BY PHASE 2+6
- TIMING WILL BE SHOWN IN PHASE 2+6. IT MAY TIME OUT IN THIS PHASE OR BE COMPLETED IN PHASE 2+6.

PREEMPTION OPERATION
APPROACH CONTROL
PHASING



COORDINATION PLAN

PLAN NO.	DAY OF WEEK							TIME	CYCLE	OFFSET	REMARKS
	S	M	T	W	T	F	S				
1	X	X	X	X	X	X	X	6:00	100	—	FREE
2								7:00	100	78	CYCLE 2
3	X	X	X	X	X	X	X	8:00	100	54	CYCLE 1
4								10:00	100	87	CYCLE 4
5								16:00	100	22	CYCLE 3
6								19:00	100	87	CYCLE 4
7	X	X	X	X	X	X	X	22:00	100	—	FREE

OFFSETS ARE REFERENCED TO START OF PHASE 2 + 6 GREEN

COORDINATION NOTES:

- INTERSECTIONS INTERCONNECTED VIA SPREAD SPECTRUM RADIO:
 - N ATHERTON ST (SR 3014), HAWBAKER INDUSTRIAL DR & DOUGLAS DR (T-729)
 - N ATHERTON ST (SR 3014) & COLONNADE BLVD
 - N ATHERTON ST (SR 3014) & COLONNADE WAY
 - N ATHERTON ST (SR 3014) & WOODYCREST AVE (T-691)
 - N ATHERTON ST (SR 3014) & N ATHERTON PLACE ENTRANCE
 - N ATHERTON ST (SR 3014), VAIRO BLVD (T-783) & MARTIN ST
 - VAIRO BLVD (T-783), N ATHERTON PL & TJ MAXX DRIVEWAY
 - VAIRO BLVD (T-783) & WADDLE RD (T-528)
 - N ATHERTON ST (SR 3014) & AARON DR (T-330)
 - N ATHERTON ST (SR 3014) & NORTH HILLS PL (T-794)
 - N ATHERTON ST (SR 3014), BLUE COURSE DR (T-989) & CLINTON AVE (T-743)
 - N ATHERTON ST (SR 3014) & W CHERRY LN (T342)
 - N ATHERTON SR (SR 3014) & HILLCREST AVE
 - N ATHERTON ST (SR 3014) & W PARK AVE (SR 3007)
 - N ATHERTON ST (SR 3014) & CURTIN RD
 - N ATHERTON ST (SR 3014) & WHITE COURSE RD
 - N ATHERTON ST (SR 3014) FOR BUS DEPT PED CROSSING

MEMORY INCLUDES

- PEDESTRIAN RECALL (PR)
- MINIMUM RECALL (MN)
- MAXIMUM RECALL (MX)
- NON-LOCKING (NL)
- LOCKING (L)

EMERGENCY PREEMPTION NOTES

NORMAL TRAFFIC SIGNAL OPERATION SHALL ONLY BE PREEMPTED BY EMERGENCY VEHICLES RESPONDING TO EMERGENCY CALLS.

EMERGENCY PREEMPTION SHALL BE PROVIDED ON A FIRST-COME, FIRST SERVE BASIS. ONCE THE FIRST PRIORITY EMERGENCY VEHICLE CALLS THE SYSTEM, IT SHALL PREVENT OTHER PREEMPTIVE VEHICLES FROM ENTERING CALLS UNTIL THE FIRST EMERGENCY VEHICLE RELEASES CONTROL AND CLEARS THE INTERSECTION.

EMERGENCY VEHICLE PREEMPTION MAY OCCUR DURING ANY INTERVAL OF THE NORMAL CONTROLLER OPERATION. PROVIDE EMERGENCY VEHICLE PREEMPTION EQUIPMENT IN THE CONTROLLER CABINET ON THE DIRECTION OF TRAVEL OF THE EMERGENCY VEHICLE, ONE OF THE FOLLOWING PHASES SHALL BE DISPLAYED: PHASE 2, PHASE 4, PHASE 6 OR PHASE 8. PROVIDE THE FOLLOWING SEQUENCE UPON ACTIVATION BY AN EMERGENCY VEHICLE.

IF THE CONTROLLER OPERATION IS IN INTERVAL 1 (GREEN/GREEN ARROW) OF A NON-PREEMPTIVE PHASE, THE CONTROLLER SHALL IMMEDIATELY TERMINATE THE CONFLICTING GREEN INDICATION AND PROCEED THROUGH THE YELLOW AND ALL RED CLEARANCE INTERVALS BEFORE PROCEEDING TO THE PREEMPTION PHASE GREEN.

IF THE CONTROLLER OPERATION IS IN INTERVAL 1 (GREEN/WALK) OF A NON-PREEMPTIVE PHASE, THE CONTROLLER SHALL IMMEDIATELY TERMINATE THE CONFLICTING WALK INDICATION AND PROCEED THROUGH THE FLASHING DON'T WALK INTERVAL, THE YELLOW AND ALL-RED INTERVALS BEFORE PROCEEDING TO THE PREEMPTION PHASE GREEN. THE GREEN INDICATION SHALL REMAIN GREEN THROUGH THE FLASHING DON'T WALK INTERVAL.

IF THE CONTROLLER IS IN INTERVAL 2 (GREEN/FLASHING DON'T WALK) OF A NON-PREEMPTIVE PHASE, THE CONTROLLER SHALL TIME OUT THE INTERVAL BEFORE PROCEEDING THROUGH THE YELLOW AND ALL-RED CLEARANCE INTERVALS. THE GREEN INDICATION SHALL REMAIN GREEN THROUGH THE FLASHING DON'T WALK INTERVAL.

IF THE CONTROLLER OPERATION IS IN INTERVAL 1 (GREEN) OF A PREEMPTION PHASE, THE CONTROLLER SHALL REMAIN IN THE GREEN INTERVAL OF THE PREEMPTION PHASE WHILE THE CONFLICTING GREEN INDICATIONS ARE IMMEDIATELY TERMINATED AND PROCEED THROUGH THE YELLOW AND ALL-RED INTERVALS.

IF THE CONTROLLER OPERATION IS IN INTERVAL 1 (GREEN/WALK) OF A PREEMPTION PHASE, THE CONTROLLER SHALL REMAIN IN THE GREEN INTERVAL OF THE PREEMPTION PHASE AND IMMEDIATELY TERMINATE THE WALK INDICATION AND PROCEED TO THE FLASHING DON'T WALK INTERVAL TIME. UPON CONCLUSION OF THE FLASHING DON'T WALK TIME, ANY CONFLICTING GREEN INDICATION WILL BE IMMEDIATELY TERMINATED AND PROCEED THROUGH THE YELLOW AND ALL-RED INTERVALS.

IF THE CONTROLLER OPERATION IS IN INTERVAL 2 (GREEN/FLASHING DON'T WALK) OF A PREEMPTION PHASE, THE CONTROLLER SHALL REMAIN IN THE GREEN INTERVAL OF THE PREEMPTION PHASE, EXCEPT THE FLASHING DON'T WALK SHALL TIME OUT. UPON CONCLUSION OF THE FLASHING DON'T WALK TIME, ANY CONFLICTING GREEN INDICATION WILL BE IMMEDIATELY TERMINATED AND PROCEED THROUGH THE YELLOW AND ALL-RED INTERVALS.

IF THE CONTROLLER OPERATION IS IN THE YELLOW, YELLOW ARROW OR RED CLEARANCE INTERVAL OF ANY PHASE, THE CONTROLLER SHALL TIME OUT THOSE INTERVALS NORMALLY BEFORE PROCEEDING TO THE PREEMPTION PHASE GREEN.

UPON TERMINATION OF THE PREEMPTION, THE SIGNAL SHALL RETURN TO NORMAL OPERATION.

IF EMERGENCY VEHICLE PREEMPTION OCCURS WHEN THE TRAFFIC SIGNALS ARE IN CONFLICTING/TIME CLOCK FLASHING OPERATION, THE NORMAL FLASHING OPERATION SEQUENCE, AS SHOWN IN THE PHASING DIAGRAM, SHALL CONTINUE.

WHEN THE PREEMPTION SIGNAL HAS BEEN ACCEPTED, THE FAIL-SAFE INDICATION SHALL BE DISPLAYED IMMEDIATELY ON THE PREEMPTED APPROACH IN THE FORM OF A FLASHING WHITE LIGHT. THE FAIL-SAFE INDICATION SHALL CONTINUE TO FLASH FOR THE DURATION OF THE PREEMPTION PHASE. NO FAIL-SAFE INDICATION SHALL BE GIVEN DURING FLASHING OPERATION.

COORDINATION NOTES (CONT.)

- TO PROVIDE A PROGRESSIVE MOVEMENT OF TRAFFIC ALONG SR 3014, CONTROLLER COORDINATED WITH ADJACENT SIGNALS:
 - N ATHERTON ST (SR 3014), HAWBAKER INDUSTRIAL DR & DOUGLAS DR (T-729)
 - N ATHERTON ST (SR 3014) & COLONNADE BLVD
 - N ATHERTON ST (SR 3014) & WOODYCREST AVE (T-691)
 - N ATHERTON ST (SR 3014) & N ATHERTON PLACE ENTRANCE
 - N ATHERTON ST (SR 3014), VAIRO BLVD (T-783) & MARTIN ST
 - N ATHERTON ST (SR 3014) & AARON DR (T-330)
 - N ATHERTON ST (SR 3014) & NORTH HILLS PL (T-794)
 - N ATHERTON ST (SR 3014), BLUE COURSE DR (T-989) & CLINTON AVE (T-743)
 - N ATHERTON ST (SR 3014) & W CHERRY LN (T342)
 - N ATHERTON SR (SR 3014) & HILLCREST AVE
 - N ATHERTON ST (SR 3014) & W PARK AVE (SR 3007)
 - N ATHERTON ST (SR 3014) & CURTIN RD
 - N ATHERTON ST (SR 3014) & WHITE COURSE RD
 - N ATHERTON ST (SR 3014) FOR BUS DEPT PED CROSSING
 - MASTER RADIO AND MASTER CONTROLLER LOCATED AT:
 - N ATHERTON ST (SR 3014), VAIRO BLVD (T-783) & MARTIN ST

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
2-0	CENTRE	3014	—	3 OF 3
PATTON TOWNSHIP				
PERMIT NO. 21-99				
DATE ISSUED: 6/6/00		DATE REVISED: 02/02/17		

TRANSIT SIGNAL PRIORITY NOTES

— NORMAL TRAFFIC SIGNAL OPERATION SHALL ONLY BE MODIFIED BY AUTHORIZED TRANSIT VEHICLES.

— PROVIDE TRANSIT SIGNAL PRIORITY EQUIPMENT IN THE CONTROLLER CABINET CAPABLE OF DISPLAYING APPROACH CONTROL OPERATION.

— TRANSIT SIGNAL PRIORITY REQUEST MAY BE DETECTED IN ANY PHASE, BUT SHALL ONLY BE GIVEN EXTENSION TIMING IN INTERVAL 1 (GREEN) OR INTERVAL 2 (GREEN/FLASHING HAND) OF PHASE 2+6.

— THE TRANSIT SIGNAL PRIORITY SYSTEM SHALL DETECT THE TRANSIT VEHICLES AT THE CHECK-IN POINT. THE CHECK-IN DISTANCE SHALL BE THE DISTANCE FROM THE STOP BAR TO THE CHECK-IN DISTANCE NOTED ON THIS PLAN SHEET. THE CHECK-IN POINT SHALL BE THE POINT AT WHICH THE TRANSIT VEHICLE CROSSES THE INTERSECTION AND IS NO LONGER DETECTED BY THE OPTICAL DETECTOR.

— ALL MINIMUM TIMINGS AND PEDESTRIAN CLEARANCE TIMES (FLASHING HAND) SHALL BE MAINTAINED IN ALL PHASES.

— PROVIDE THE FOLLOWING SEQUENCE UPON ACTIVATION BY A TRANSIT VEHICLE:

- IF THE CONTROLLER OPERATION IS NOT IN PHASE 2+6, THE CONTROLLER SHALL TIME OUT THOSE INTERVALS NORMALLY AND PROCEED THROUGH THE CYCLE UNTIL IT REACHES PHASE 2+6.

— IF THE CONTROLLER OPERATION IS IN INTERVAL 1 (GREEN) OF PHASE 2+6, THE CONTROLLER SHALL REMAIN GREEN UNTIL THE TRANSIT VEHICLE REACHES THE CHECK-OUT POINT AND THE TRANSIT SIGNAL PRIORITY CALL IS SERVICED. IF THE CALL IS NOT SERVICED FOR THE LENGTH OF THE NORMAL GREEN PLUS THE GREEN EXTENSION TIME, THE CALL SHALL BE TERMINATED TO MAINTAIN MINIMUM INITIAL TIMES IN ALL REMAINING PHASES.

— IF THE CONTROLLER OPERATION IS IN INTERVAL 2 (GREEN/FLASHING HAND) OF PHASE 2+6, THE CONTROLLER SHALL REMAIN GREEN/FLASHING HAND UNTIL THE TRANSIT VEHICLE REACHES THE CHECK-OUT POINT AND THE TRANSIT SIGNAL PRIORITY CALL IS SERVICED. IF THE CALL IS NOT SERVICED FOR THE LENGTH OF THE NORMAL GREEN PLUS THE GREEN EXTENSION TIME, THE CALL SHALL BE TERMINATED TO MAINTAIN MINIMUM INITIAL TIMES IN ALL REMAINING PHASES.

— IF THE CONTROLLER OPERATION IS IN THE YELLOW OR RED CLEARANCE INTERVAL, THE CONTROLLER SHALL TIME OUT THOSE INTERVALS NORMALLY AND PROCEED THROUGH THE CYCLE UNTIL IT REACHES PHASE 2+6.

— ONCE A TRANSIT SIGNAL PRIORITY CALL IS SERVICED, NO OTHER TRANSIT SIGNAL PRIORITY CALL SHALL BE SERVICED DURING THE CURRENT CYCLE OR THE FOLLOWING CYCLE.

— UPON TERMINATION OF THE TRANSIT SIGNAL PRIORITY, THE SIGNAL SHALL RETURN TO NORMAL OPERATION.

— IF TRANSIT SIGNAL PRIORITY OCCURS WHEN THE TRAFFIC SIGNALS ARE IN CONFLICT OR TIME CLOCK FLASHING OPERATION, THE NORMAL FLASHING OPERATION SEQUENCE, AS SHOWN IN THE PHASING DIAGRAM, SHALL CONTINUE.

— FAIL-SAFE INDICATION: NO FAIL-SAFE INDICATION SHALL BE GIVEN WHEN A TRANSIT SIGNAL PRIORITY CALL IS SERVICED.

TRANSIT SIGNAL PRIORITY PLAN

CYCLE	GREEN EXTENSION TIME
CYCLE 1	14 SEC
CYCLE 2	6 SEC
CYCLE 3	11 SEC
CYCLE 4	12 SEC

NB CHECK-IN DISTANCE IS 821 FT
SB CHECK-IN DISTANCE IS 574 FT

TRAFFIC SIGNAL PLAN

COUNTY:

CENTRE

MUNICIPALITY:

PATTON

INTERSECTION:

NORTH ATHERTON STREET (S.R. 3014).

COLONNADE WAY AND PROPOSED DRIVEWAY

APPROVED AND ACCEPTED:

MUNICIPAL REPRESENTATIVE

RECOMMENDED:

DISTRICT TRAFFIC ENGINEER

DATE

2/27/17

4/11/17

0 25 50 75 100