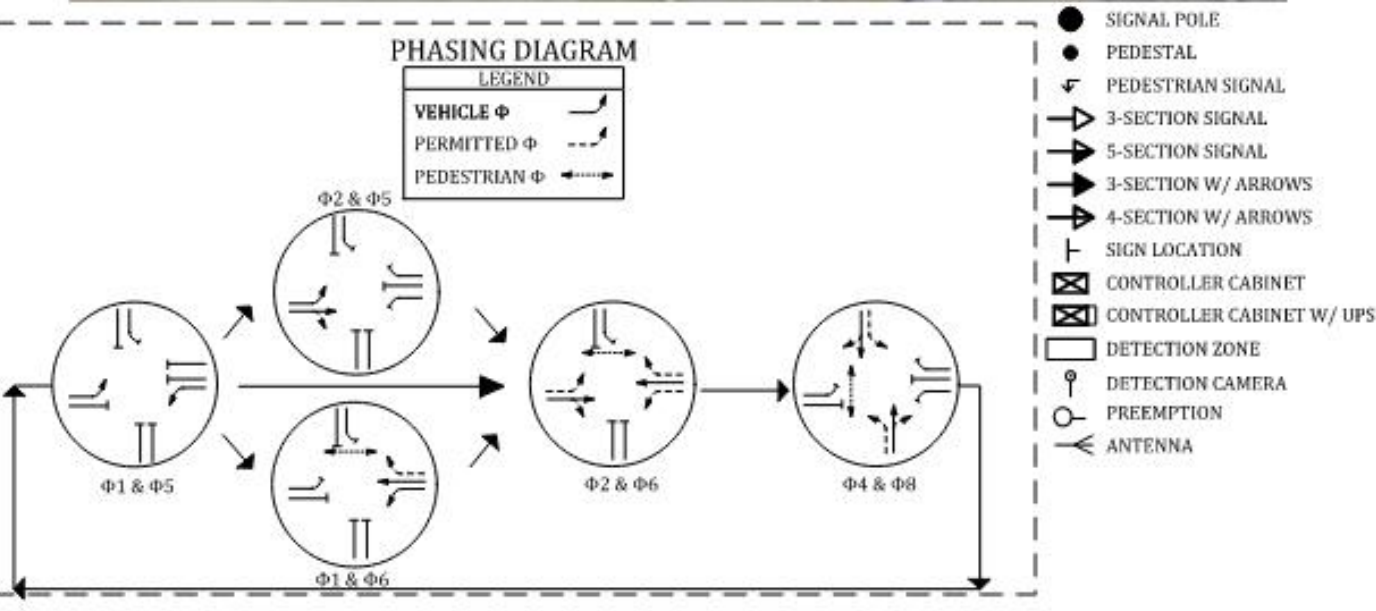
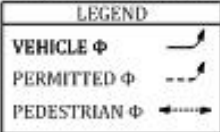




## SR 254 @ Transportation Dr. EXISTING GEOMETRICS AND SIGNAL LAYOUT



### PHASING DIAGRAM



START UP		DUAL ENTRY: YES		PHASES: 2, 4, 6, 8				ECONOLITE COORD SETTINGS	
START IN:	ALL-RED FLASH	REST IN RED:		RING 1	NO	RING 2	NO	MANUAL PATTERN	AUTO
TIME FOR: FLASH, ALL RED (SEC.):	9, 6	OVERLAP		A	B	C	D	SYSTEM SOURCE	SYS
FIRST PHASE(S):	2, 6	PHASES		-	-	-	-	SPLITS IN	SECONDS
COLOR DISPLAYED:	GREEN							TRANSITION	SMOOTH
								DWELL/ADD TIME	0
								OFFSET	
								REFERENCE	YELLOW
								PED RECALL	NO
								LOCAL ZERO	
								OFFSET	
								RE-SYNC COUNT	0
								ECPI COORD	YES
								SYSTEM FORMAT	STD
								OFFSET IN	SECONDS
								MAX SELECT	MAXINH
								FORCE OFF	FLOAT
								USE PED TIME	YES
								PED RESERVICE	NO
								FO ADD INI GRN	NO
								MULTISYNC	NO
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		WBL	EBT	-	SBT	EBL	WBT	-	NBT
MINIMUM GREEN (INITIAL) (SEC.)		7	20	-	10	7	20	-	10
ADDED INITIAL *(SEC./ACTUATION)		-	-	-	-	-	-	-	-
MAXIMUM INITIAL *(SEC.)		-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP) (SEC.)		3	3	-	3	3	3	-	3
TIME BEFORE REDUCTION *(SEC.)		-	-	-	-	-	-	-	-
MINIMUM GAP *(SEC.)		-	-	-	-	-	-	-	-
TIME TO REDUCE *(SEC.)		-	-	-	-	-	-	-	-
MAXIMUM GREEN I (SEC.)		15	58	-	22	15	58	-	22
MAXIMUM GREEN II (SEC.)		15	58	-	22	15	58	-	22
YELLOW CHANGE (SEC.)		3.1	4	-	3.8	3.1	4	-	3.8
ALL RED CLEARANCE (SEC.)		3	1.8	-	1.2	3	1.8	-	1.2
DELAYED GREEN (LPI) # (SEC.)		-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^ (SEC.)		-	-	-	-	-	-	-	-
WALK (SEC.)		-	-	-	7	-	10	-	-
PEDESTRIAN CLEARANCE (SEC.)		-	-	-	11	-	23	-	-
RECALL	MAXIMUM (ON/OFF)	NO	NO	-	NO	NO	NO	-	NO
	MINIMUM (ON/OFF)	NO	YES	-	NO	NO	YES	-	NO
	PEDESTRIAN (ON/OFF)	NO	NO	-	NO	NO	NO	-	NO
MEMORY		(ON/OFF)	YES	YES	-	YES	YES	-	YES

COORDINATION TIMING PLANS										
DAY(S) OF WEEK	PLAN NAME	HOURS	PLAN NO. OR CYCLE/SPLIT/OFFSET	CYCLE LENGTH (SEC)						
Detroit Rd Intersections										
MON-FRI	FREE	0000-0600	-	-						
MON-FRI	AM Peak	0530-0900	10	115						
MON-FRI	Offpeak	0900-1100	40	110						
MON-FRI	MD Peak	1100-1400	20	120						
MON-FRI	PM Peak	1400-1830	30	125						
MON-FRI	Offpeak	1830-2100	30	110						
MON-FRI	FREE	2100-2400	-	-						
SAT-SUN	FREE	0000-0800	-	-						
SAT-SUN	Offpeak	0800-1000	40	110						
SAT-SUN	Weekend Peak	1000-1800	60	120						
SAT-SUN	Offpeak	1800-2000	40	110						
SAT-SUN	FREE	2000-2400	-	-						
MON-FRI	High Vol Balanced	-	70	140						
MON-FRI	High Vol NB & WB	-	71	140						
MON-FRI	High Vol EB & SB	-	72	140						
Detroit Rd & Transportation Dr/Mike Bass Ford Dr										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WBL	EBT	-	SBT	EBL	WBT	-	NBT		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
10 (AM)	18	70	-	27	18	70	-	27	53	-
20 (MD)	17	74	-	29	17	74	-	29	56	-
30 (PM)	17	80	-	28	17	80	-	28	43	-
40 (OP)	16	67	-	27	16	67	-	27	2	-
60 (WKEND)	15	81	-	24	15	81	-	24	4	-
70 (HV-BAL)	17	91	-	32	17	91	-	32	17	-
71 (HV- NB & WB)	17	91	-	32	17	91	-	32	8	-
72 (HV-EB & SB)	17	91	-	32	17	91	-	32	47	-



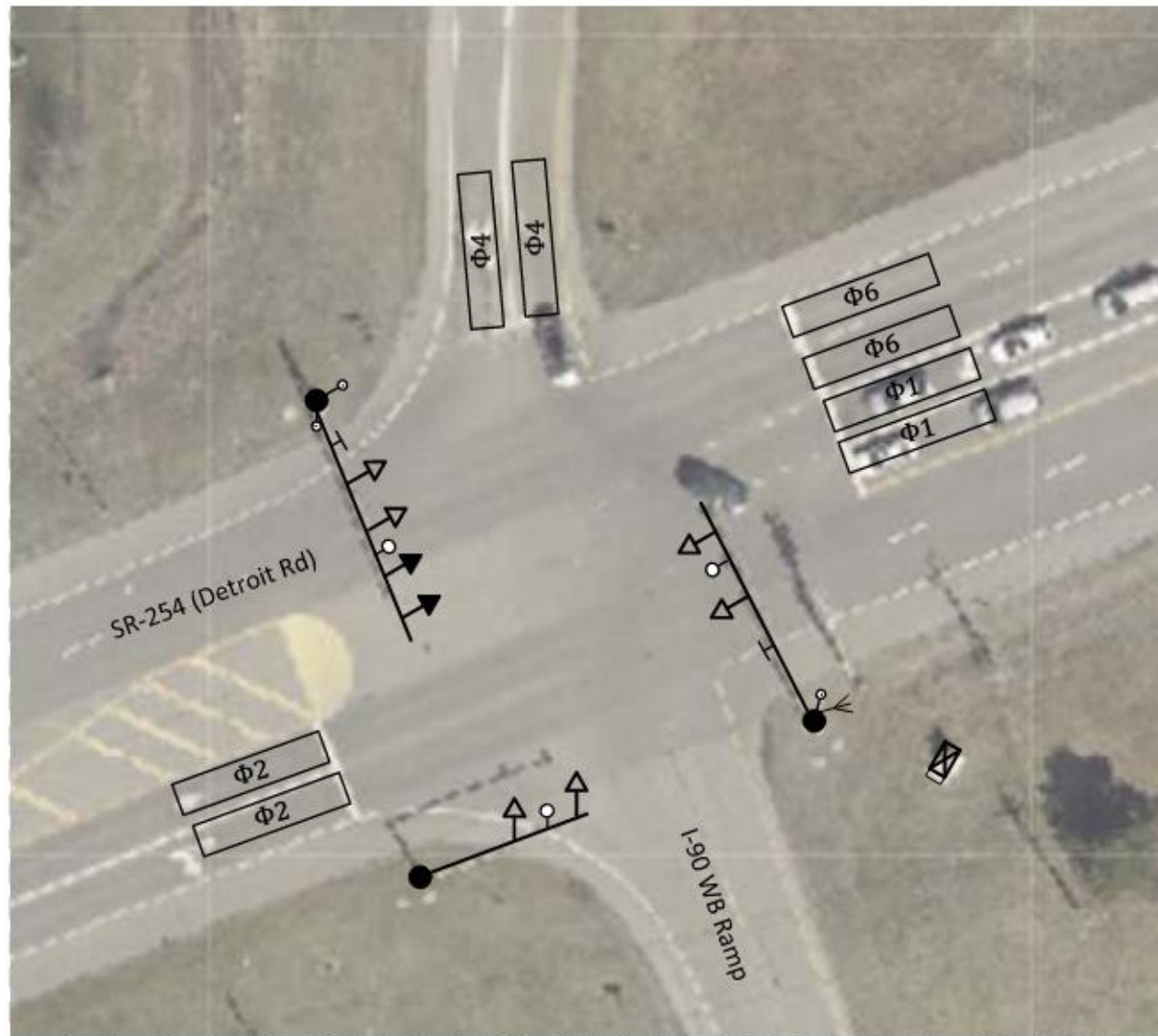
## Signal Timing Summary

LOR-254 & Transportation Dr  
 Sheffield Village  
 Lorain County – ODOT D3

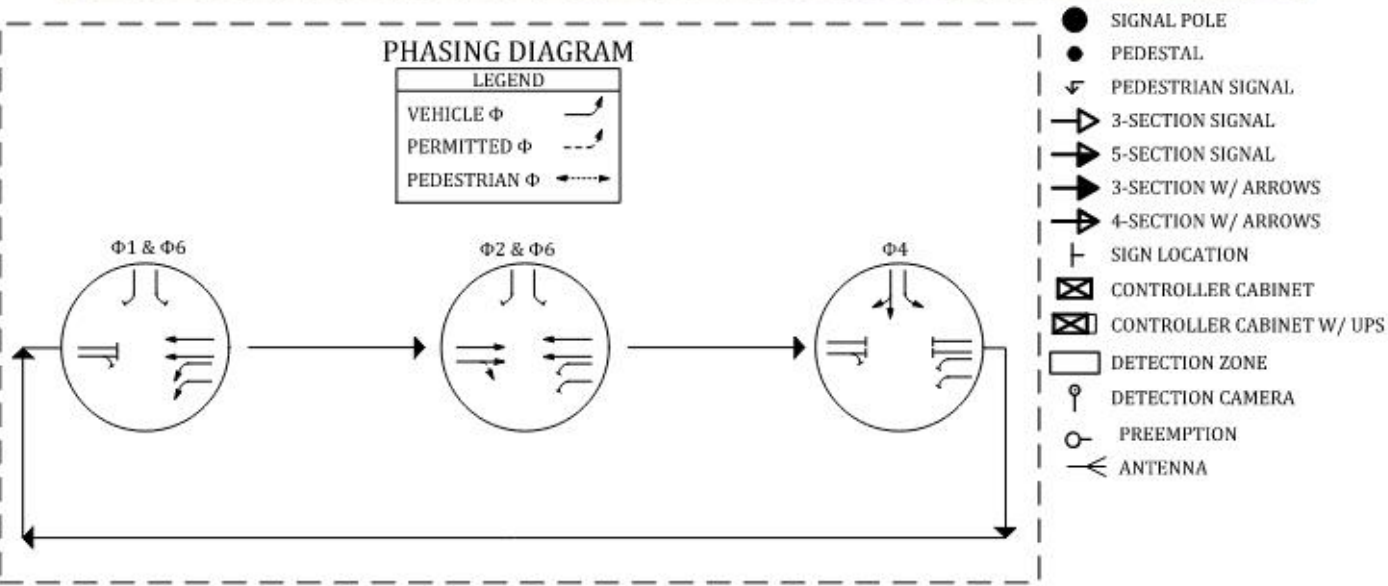
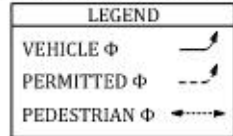


## SR 254 @ I-90 WB Ramp

### EXISTING GEOMETRICS AND SIGNAL LAYOUT



#### PHASING DIAGRAM



START UP		DUAL ENTRY:	YES	PHASES:	2, 4, 6				ECONOLITE COORD SETTINGS				
START IN:	ALL-RED FLASH	REST IN RED:		RING 1	NO	RING 2	NO	MANUAL PATTERN	AUTO				
TIME FOR FLASH / ALL RED (SEC.):	9, 6	OVERLAP		A	B	C	D	SYSTEM SOURCE	TBC				
FIRST PHASE(S):	2, 6	PHASES		-	-	-	-	SPLITS IN TRANSITION	SMOOTH				
COLOR DISPLAYED:	GREEN	INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.									
		INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8	OFFSET	
		DIRECTION		WBL	EB	-	SB	-	WB	-	-	REFERENCE	YELLOW
		MINIMUM GREEN (INITIAL) (SEC.)		10	20	-	10	-	20	-	-	PED RECALL	NO
		ADDED INITIAL *(SEC./ACTUATION)		-	-	-	-	-	-	-	-	LOCAL ZERO	
		MAXIMUM INITIAL *(SEC.)		-	-	-	-	-	-	-	-	OFFSET	
		PASSAGE TIME (PRESET GAP) (SEC.)		3	3	-	3	-	3	-	-	RE-SYNC COUNT	0
		TIME BEFORE REDUCTION *(SEC.)		-	-	-	-	-	-	-	-	ECPI COORD	YES
		MINIMUM GAP *(SEC.)		-	-	-	-	-	-	-	-	SYSTEM FORMAT	STD
		TIME TO REDUCE *(SEC.)		-	-	-	-	-	-	-	-	OFFSET IN	SECONDS
		MAXIMUM GREEN I (SEC.)		15	60	-	40	-	60	-	-	MAX SELECT	MAXINH
		MAXIMUM GREEN II (SEC.)		15	60	-	40	-	60	-	-	FORCE OFF	FLOAT
		YELLOW CHANGE (SEC.)		3.1	4.2	-	3.6	-	4.2	-	-	USE PED TIME	YES
		ALL RED CLEARANCE (SEC.)		2.1	1	-	2.4	-	1	-	-	PED RESERVICE	NO
		DELAYED GREEN (LPI) # (SEC.)		-	-	-	-	-	-	-	-	FO ADD INI GRN	NO
		FLASHING YELLOW ARROW DELAY^ (SEC.)		-	-	-	-	-	-	-	-	MULTISYNC	NO
		WALK (SEC.)		-	-	-	-	-	-	-	-		
		PEDESTRIAN CLEARANCE (SEC.)		-	-	-	-	-	-	-	-		
		RECALL		MAXIMUM (ON/OFF)	NO	NO	-	NO	-	NO	-		
				MINIMUM (ON/OFF)	NO	YES	-	NO	-	YES	-		
				PEDESTRIAN (ON/OFF)	NO	NO	-	NO	-	NO	-		
		MEMORY		(ON/OFF)	NO	YES	-	NO	-	YES	-		

COORDINATION TIMING PLANS										
DAY(S) OF WEEK	PLAN NAME	HOURS	PLAN NO. OR CYCLE/SPLIT/OFFSET	CYCLE LENGTH (SEC)						
<b>Detroit Rd Intersections</b>										
MON-FRI	FREE	0000-0600	-	-						
MON-FRI	AM Peak	0530-0900	10	115						
MON-FRI	Offpeak	0900-1100	40	110						
MON-FRI	MD Peak	1100-1400	20	120						
MON-FRI	PM Peak	1400-1830	30	125						
MON-FRI	Offpeak	1830-2100	30	110						
MON-FRI	FREE	2100-2400	-	-						
SAT-SUN	FREE	0000-0800	-	-						
SAT-SUN	Offpeak	0800-1000	40	110						
SAT-SUN	Weekend Peak	1000-1800	60	120						
SAT-SUN	Offpeak	1800-2000	40	110						
SAT-SUN	FREE	2000-2400	-	-						
MON-FRI	High Vol Balanced	-	70	140						
MON-FRI	High Vol NB & WB	-	71	140						
MON-FRI	High Vol EB & SB	-	72	140						
<b>Detroit Rd &amp; I-90 WB Ramps</b>										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WBL	EBT	-	SBT	-	WBT	-	-		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
10 (AM)	34	38	-	43	-	72	-	-	43	-
20 (MD)	33	42	-	45	-	75	-	-	50	-
30 (PM)	45	32	-	48	-	77	-	-	25	-
40 (OP)	28	42	-	40	-	70	-	-	107	-
60 (WKEND)	33	45	-	42	-	78	-	-	115	-
70 (HV-BAL)	41	43	-	56	-	84	-	-	6	-
71 (HV- NB & WB)	41	43	-	56	-	84	-	-	133	-
72 (HV-EB & SB)	41	43	-	56	-	84	-	-	60	-



## Signal Timing Summary

LOR-254 & I-90 WB Ramps  
 Sheffield Village  
 Lorain County – ODOT D3

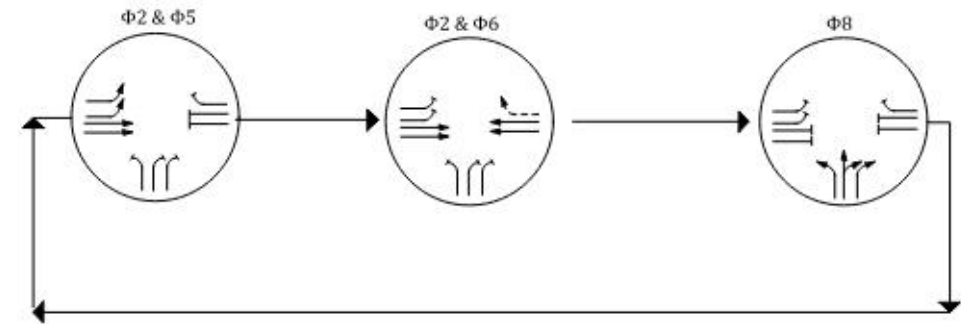
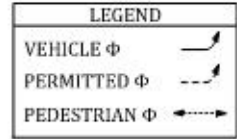


## SR 254 @ I-90 EB Ramp

### EXISTING GEOMETRICS AND SIGNAL LAYOUT



#### PHASING DIAGRAM



- SIGNAL POLE
- PEDESTAL
- PEDESTRIAN SIGNAL
- 3-SECTION SIGNAL
- 5-SECTION SIGNAL
- 3-SECTION W/ ARROWS
- 4-SECTION W/ ARROWS
- SIGN LOCATION
- CONTROLLER CABINET
- CONTROLLER CABINET W/ UPS
- DETECTION ZONE
- DETECTION CAMERA
- PREEMPTION
- ANTENNA

START UP		DUAL ENTRY:	YES	PHASES:	2, 6, 8				ECONOLITE COORD SETTINGS										
START IN:		RING 1		RING 2		RING 2		RING 2											
ALL-RED FLASH		NO		NO		NO		MANUAL PATTERN		AUTO									
TIME FOR FLASH / ALL RED (SEC.):		9, 6		OVERLAP		A		B		C	D	SYSTEM SOURCE	TBC						
FIRST PHASE(S):		2, 6		PHASES		-		-		-		SPLITS IN		SECONDS					
COLOR DISPLAYED:		GREEN		PHASES		-		-		-		TRANSITION		SMOOTH					
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.		1		2		3		4		5		6	7	8	OFFSET	YELLOW	
INTERSECTION MOVEMENT (PHASE)		1		2		3		4		5		6		7		8		REFERENCE	YELLOW
DIRECTION		-		EBT		-		-		EBL		WBT		-		NBT		PED RECALL	NO
MINIMUM GREEN (INITIAL) (SEC.)		-		20		-		-		10		20		-		10		LOCAL ZERO	NO
ADDED INITIAL *(SEC./ACTUATION)		-		-		-		-		-		-		-		-		OFFSET	NO
MAXIMUM INITIAL *(SEC.)		-		-		-		-		-		-		-		-		RE-SYNC COUNT	0
PASSAGE TIME (PRESET GAP) (SEC.)		-		3		-		-		3		3		-		3		ECPI COORD	YES
TIME BEFORE REDUCTION *(SEC.)		-		-		-		-		-		-		-		-		SYSTEM FORMAT	STD
MINIMUM GAP *(SEC.)		-		-		-		-		-		-		-		-		OFFSET IN	SECONDS
TIME TO REDUCE *(SEC.)		-		-		-		-		-		-		-		-		MAX SELECT	MAXINH
MAXIMUM GREEN I (SEC.)		-		60		-		-		15		60		-		40		FORCE OFF	FLOAT
MAXIMUM GREEN II (SEC.)		-		60		-		-		15		60		-		40		USE PED TIME	YES
YELLOW CHANGE (SEC.)		-		4.2		-		-		3.3		4.2		-		3.8		PED RESERVICE	NO
ALL RED CLEARANCE (SEC.)		-		1.2		-		-		2.8		1.2		-		2.1		FO ADD INI GRN	NO
DELAYED GREEN (LPI) # (SEC.)		-		-		-		-		-		-		-		-		MULTISYNC	NO
FLASHING YELLOW ARROW DELAY^ (SEC.)		-		-		-		-		-		-		-		-			
WALK (SEC.)		-		-		-		-		-		-		-		-			
PEDESTRIAN CLEARANCE (SEC.)		-		-		-		-		-		-		-		-			
RECALL		MAXIMUM (ON/OFF)		-		NO		-		NO		NO		-		NO			
		MINIMUM (ON/OFF)		-		YES		-		NO		YES		-		NO			
		PEDESTRIAN (ON/OFF)		-		NO		-		NO		NO		-		NO			
MEMORY		(ON/OFF)		-		YES		-		NO		YES		-		NO			

COORDINATION TIMING PLANS										
DAY(S) OF WEEK	PLAN NAME	HOURS	PLAN NO. OR CYCLE/SPLIT/OFFSET	CYCLE LENGTH (SEC)						
<b>Detroit Rd Intersections</b>										
MON-FRI	FREE	0000-0600	-	-						
MON-FRI	AM Peak	0530-0900	10	115						
MON-FRI	Offpeak	0900-1100	40	110						
MON-FRI	MD Peak	1100-1400	20	120						
MON-FRI	PM Peak	1400-1830	30	125						
MON-FRI	Offpeak	1830-2100	30	110						
MON-FRI	FREE	2100-2400	-	-						
SAT-SUN	FREE	0000-0800	-	-						
SAT-SUN	Offpeak	0800-1000	40	110						
SAT-SUN	Weekend Peak	1000-1800	60	120						
SAT-SUN	Offpeak	1800-2000	40	110						
SAT-SUN	FREE	2000-2400	-	-						
MON-FRI	High Vol Balanced	-	70	140						
MON-FRI	High Vol NB & WB	-	71	140						
MON-FRI	High Vol EB & SB	-	72	140						
<b>Detroit Rd &amp; I-90 EB Ramps</b>										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	-	EBT	-	-	EBL	WBT	-	NBT		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
10 (AM)	-	82	-	-	29	53	-	33	0	-
20 (MD)	-	82	-	-	24	58	-	38	13	-
30 (PM)	-	85	-	-	27	58	-	40	96	-
40 (OP)	-	79	-	-	23	56	-	31	4	-
60 (WKEND)	-	87	-	-	28	59	-	33	119	-
70 (HV-BAL)	-	104	-	-	27	77	-	36	134	-
71 (HV- NB & WB)	-	104	-	-	27	77	-	36	107	-
72 (HV-EB & SB)	-	104	-	-	27	77	-	36	4	-



## Signal Timing Summary

LOR-254 & I-90 EB Ramps  
 Sheffield Village  
 Lorain County – ODOT D3

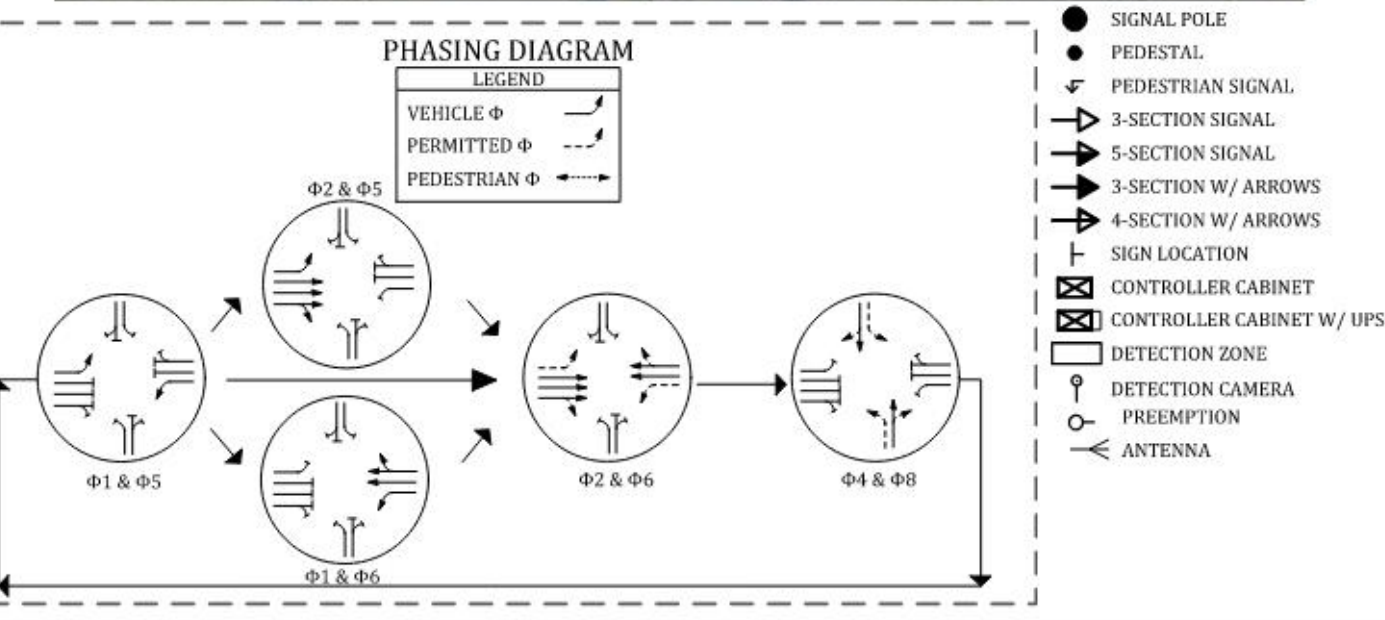
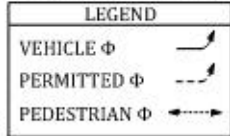


# SR 254 @ Sheffield Crossing

## EXISTING GEOMETRICS AND SIGNAL LAYOUT



### PHASING DIAGRAM



- SIGNAL POLE
- PEDESTAL
- ↔ PEDESTRIAN SIGNAL
- ↔ 3-SECTION SIGNAL
- ↔ 5-SECTION SIGNAL
- ↔ 3-SECTION W/ ARROWS
- ↔ 4-SECTION W/ ARROWS
- T SIGN LOCATION
- ☒ CONTROLLER CABINET
- ☒ CONTROLLER CABINET W/ UPS
- DETECTION ZONE
- DETECTION CAMERA
- PREEMPTION
- ⚡ ANTENNA

START UP		DUAL ENTRY:	YES	PHASES:	2, 4, 6, 8				ECONOLITE COORD SETTINGS				
START IN: ALL-RED FLASH		REST IN RED:		RING 1	NO	RING 2	NO	MANUAL PATTERN	AUTO				
TIME FOR FLASH / ALL RED (SEC.): 9, 6		OVERLAP		A	B	C	D	SYSTEM SOURCE	TBC				
FIRST PHASE(S): 2, 6		PHASES		-	-	-	-	SPLITS IN TRANSITION	SECONDS				
COLOR DISPLAYED: GREEN		INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.				DWELL/ADD TIME	0				
		INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8	REFERENCE	YELLOW
		DIRECTION		WBL	EBT	-	SBT	EBL	WB	-	NB	PED RECALL	NO
		MINIMUM GREEN (INITIAL) (SEC.)		7	20	-	10	7	20	-	10	LOCAL ZERO	NO
		ADDED INITIAL *(SEC./ACTUATION)		-	-	-	-	-	-	-	-	OFFSET	NO
		MAXIMUM INITIAL *(SEC.)		-	-	-	-	-	-	-	-	RE-SYNC COUNT	0
		PASSAGE TIME (PRESET GAP) (SEC.)		3	3	-	3	3	3	-	3	ECPI COORD	YES
		TIME BEFORE REDUCTION *(SEC.)		-	-	-	-	-	-	-	-	SYSTEM FORMAT	STD
		MINIMUM GAP *(SEC.)		-	-	-	-	-	-	-	-	OFFSET IN	SECONDS
		TIME TO REDUCE *(SEC.)		-	-	-	-	-	-	-	-	MAX SELECT	MAXINH
		MAXIMUM GREEN I (SEC.)		15	60	-	30	15	60	-	30	FORCE OFF	FLOAT
		MAXIMUM GREEN II (SEC.)		15	60	-	30	15	60	-	30	USE PED TIME	YES
		YELLOW CHANGE (SEC.)		3.3	4.2	-	3.3	3.3	4.2	-	3.3	PED RESERVICE	NO
		ALL RED CLEARANCE (SEC.)		2.2	1	-	1.5	2.2	1	-	1.5	FO ADD INI GRN	NO
		DELAYED GREEN (LPI) # (SEC.)		-	-	-	-	-	-	-	-	MULTISYNC	NO
		FLASHING YELLOW ARROW DELAY* (SEC.)		-	-	-	-	-	-	-	-		
		WALK (SEC.)		-	-	-	-	-	-	-	-		
		PEDESTRIAN CLEARANCE (SEC.)		-	-	-	-	-	-	-	-		
RECALL	MAXIMUM (ON/OFF)	NO	NO	-	NO	NO	NO	NO	-	NO			
	MINIMUM (ON/OFF)	NO	YES	-	NO	NO	YES	-	NO				
	PEDESTRIAN (ON/OFF)	NO	NO	-	NO	NO	NO	-	NO				
MEMORY	(ON/OFF)	NO	YES	-	NO	NO	YES	-	NO				

### COORDINATION TIMING PLANS

DAY(S) OF WEEK	PLAN NAME	HOURS	PLAN NO. OR CYCLE/SPLIT/OFFSET	CYCLE LENGTH (SEC)						
Detroit Rd Intersections										
MON-FRI	FREE	0000-0600	-	-						
MON-FRI	AM Peak	0530-0900	10	115						
MON-FRI	Offpeak	0900-1100	40	110						
MON-FRI	MD Peak	1100-1400	20	120						
MON-FRI	PM Peak	1400-1830	30	125						
MON-FRI	Offpeak	1830-2100	30	110						
MON-FRI	FREE	2100-2400	-	-						
SAT-SUN	FREE	0000-0800	-	-						
SAT-SUN	Offpeak	0800-1000	40	110						
SAT-SUN	Weekend Peak	1000-1800	60	120						
SAT-SUN	Offpeak	1800-2000	40	110						
SAT-SUN	FREE	2000-2400	-	-						
MON-FRI	High Vol Balanced	-	70	140						
MON-FRI	High Vol NB & WB	-	71	140						
MON-FRI	High Vol EB & SB	-	72	140						
Detroit Rd & Sheffield Crossing										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WBL	EBT	-	SBT	EBL	WB	-	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
10 (AM)	18	63	-	34	18	63	-	34	0	-
20 (MD)	14	61	-	45	21	54	-	45	101	-
30 (PM)	15	71	-	39	21	65	-	39	97	-
40 (OP)	15	55	-	40	19	51	-	40	98	-
60 (WKEND)	15	60	-	45	22	53	-	45	105	-
70 (HV-BAL)	14	82	-	44	18	78	-	44	4	-
71 (HV- NB & WB)	14	82	-	44	18	78	-	44	104	-
72 (HV-EB & SB)	14	82	-	44	18	78	-	44	5	-



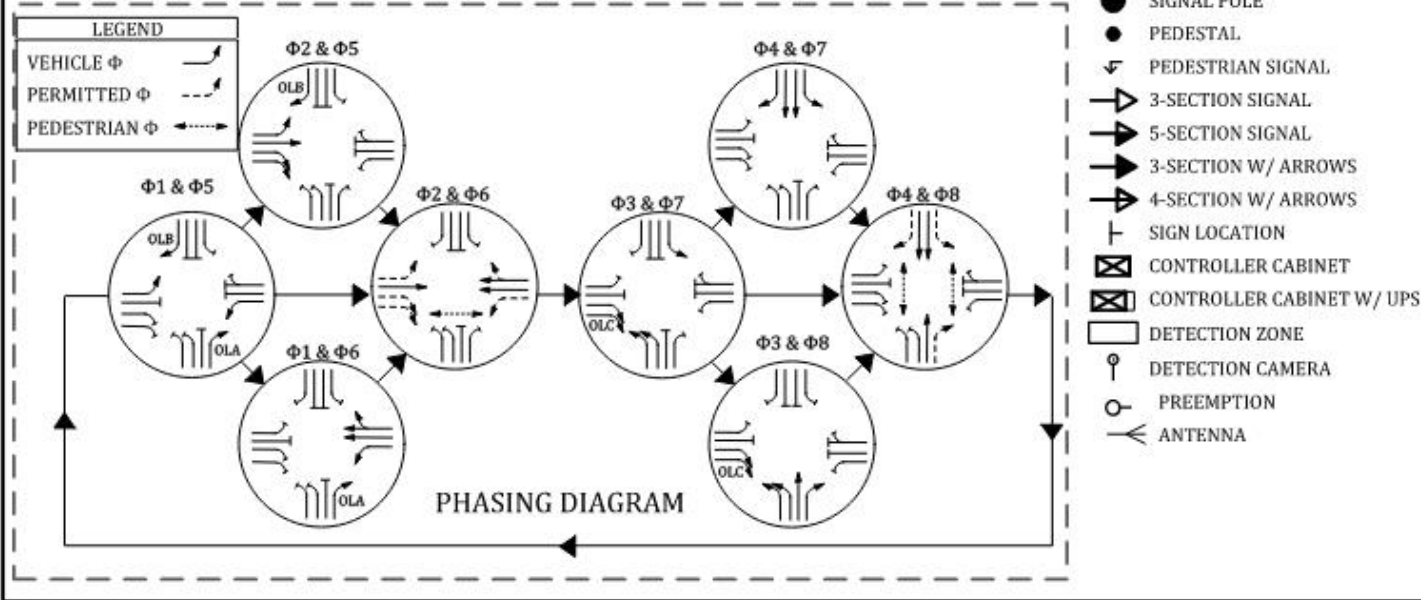
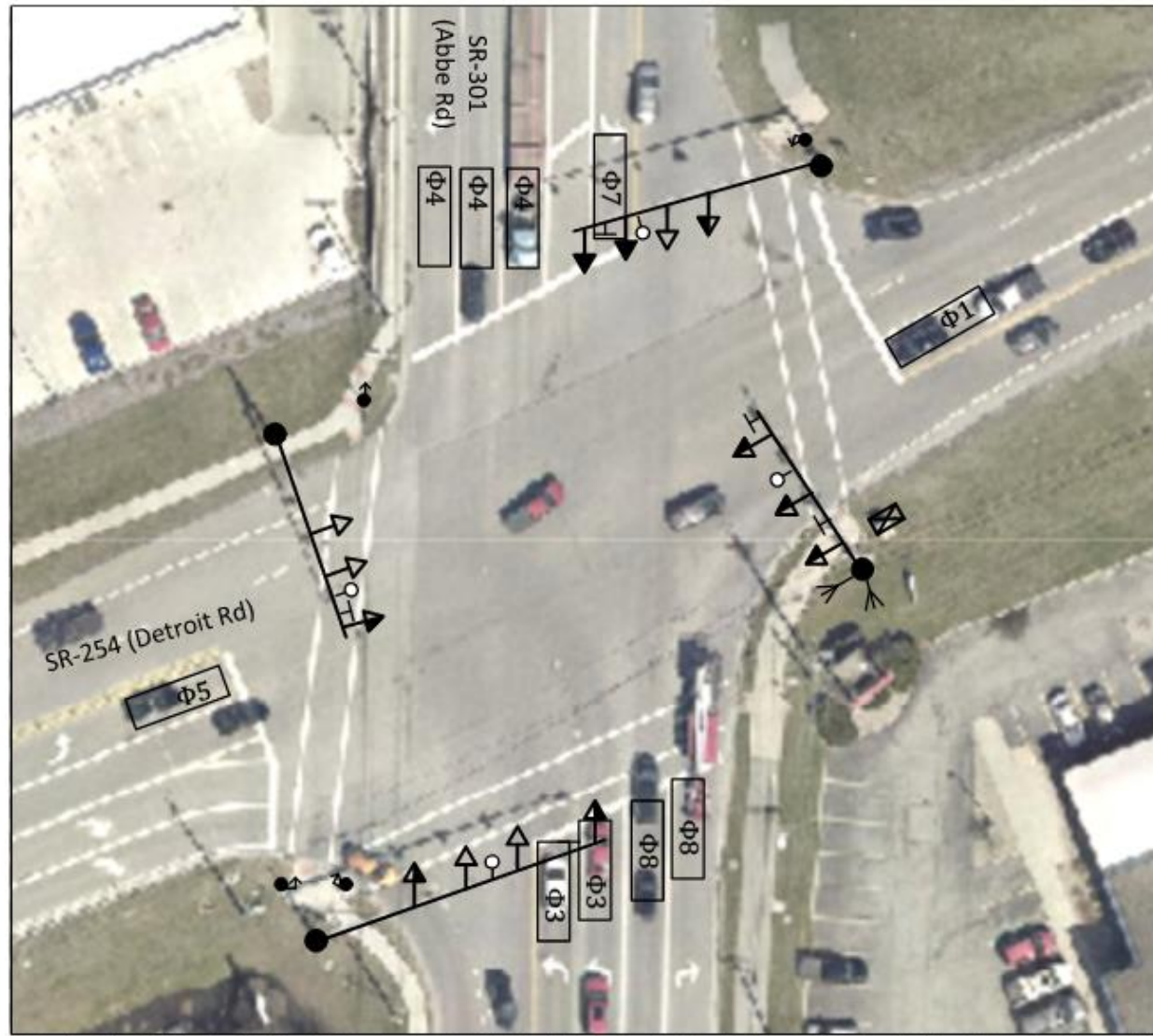
## Signal Timing Summary

LOR-254 & Sheffield Crossing  
 Sheffield Village  
 Lorain County – ODOT D3



## SR 254 @ SR 301 (Abbe Rd)

### EXISTING GEOMETRICS AND SIGNAL LAYOUT



START UP		DUAL ENTRY: YES		PHASES: 2, 4, 6, 8				ECONOLITE COORD SETTINGS	
START IN:	ALL-RED FLASH	REST IN RED:		RING 1	NO	RING 2	NO	MANUAL PATTERN	AUTO
TIME FOR FLASH / ALL RED (SEC.):	9, 6	OVERLAP		A	B	C	D	SYSTEM SOURCE	TBC
FIRST PHASE(S):	2, 6	PHASES		1	5	3	-	SPLITS IN	SECONDS
COLOR DISPLAYED:	GREEN							TRANSITION	SMOOTH
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MINIMUM GREEN (INITIAL) (SEC.)		7	20	10	10	7	20	7	10
ADDED INITIAL *(SEC./ACTUATION)		-	-	-	-	-	-	-	-
MAXIMUM INITIAL *(SEC.)		-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP) (SEC.)		3	3	3	3	3	3	3	3
TIME BEFORE REDUCTION *(SEC.)		-	-	-	-	-	-	-	-
MINIMUM GAP *(SEC.)		-	-	-	-	-	-	-	-
TIME TO REDUCE *(SEC.)		-	-	-	-	-	-	-	-
MAXIMUM GREEN I (SEC.)		15	50	20	45	15	50	20	45
MAXIMUM GREEN II (SEC.)		15	50	20	45	15	50	20	45
YELLOW CHANGE (SEC.)		3.5	4.3	3.1	4	3.5	4.3	3.1	4
ALL RED CLEARANCE (SEC.)		4.4	2.2	3	1.6	4.4	2.2	3	1.6
DELAYED GREEN (LPI) # (SEC.)		-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^ (SEC.)		-	-	-	-	-	-	-	-
WALK (SEC.)		-	11	-	11	-	-	-	10
PEDESTRIAN CLEARANCE (SEC.)		-	29	-	29	-	-	-	25
RECALL	MAXIMUM (ON/OFF)	NO	NO	NO	NO	NO	NO	NO	NO
	MINIMUM (ON/OFF)	NO	YES	NO	NO	NO	YES	NO	NO
	PEDESTRIAN (ON/OFF)	NO	NO	NO	NO	NO	NO	NO	NO
MEMORY	(ON/OFF)	NO	YES	NO	NO	NO	YES	NO	NO

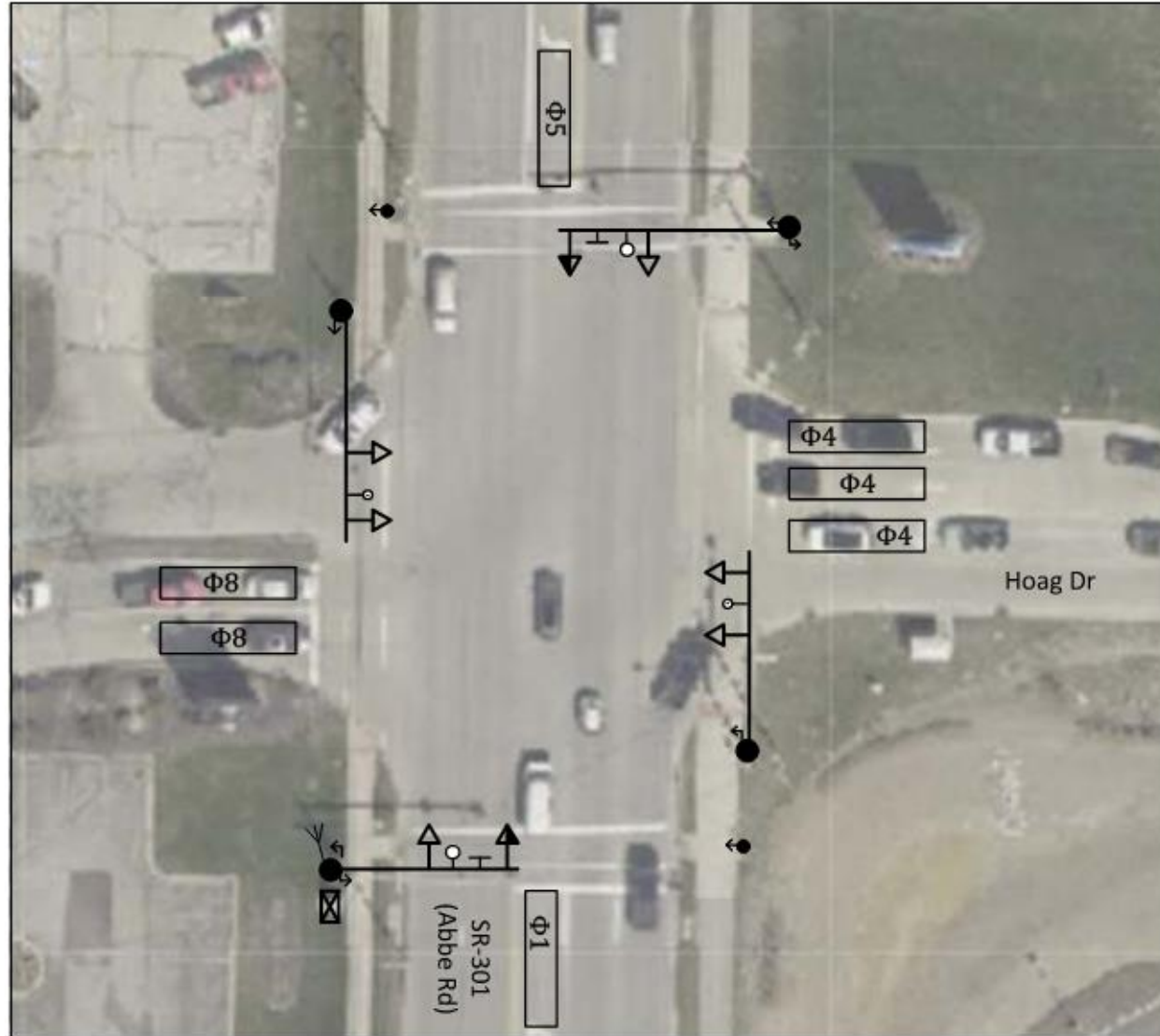
COORDINATION TIMING PLANS										
DAY(S) OF WEEK	PLAN NAME	HOURS	PLAN NO. OR CYCLE/SPLIT/OFFSET	CYCLE LENGTH (SEC)						
<b>Detroit Rd Intersections</b>										
MON-FRI	FREE	0000-0600	-	-						
MON-FRI	AM Peak	0530-0900	10	115						
MON-FRI	Offpeak	0900-1100	40	110						
MON-FRI	MD Peak	1100-1400	20	120						
MON-FRI	PM Peak	1400-1830	30	125						
MON-FRI	Offpeak	1830-2100	30	110						
MON-FRI	FREE	2100-2400	-	-						
SAT-SUN	FREE	0000-0800	-	-						
SAT-SUN	Offpeak	0800-1000	40	110						
SAT-SUN	Weekend Peak	1000-1800	60	120						
SAT-SUN	Offpeak	1800-2000	40	110						
SAT-SUN	FREE	2000-2400	-	-						
MON-FRI	High Vol Balanced	-	70	140						
MON-FRI	High Vol NB & WB	-	71	140						
MON-FRI	High Vol EB & SB	-	72	140						
<b>Detroit Rd &amp; Abbe Rd</b>										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
10 (AM)	18	47	29	21	19	46	16	34	0	-
20 (MD)	18	47	34	21	18	47	19	36	0	-
30 (PM)	20	47	37	21	20	47	17	41	17	-
40 (OP)	16	47	27	20	16	47	17	30	0	-
60 (WKEND)	20	47	32	21	18	49	20	33	29	-
70 (HV-BAL)	23	47	48	22	30	40	22	48	0	-
71 (HV- NB & WB)	23	47	48	22	27	43	22	48	0	-
72 (HV-EB & SB)	23	47	48	22	30	40	22	48	0	-





## SR 301 @ Hoag Dr

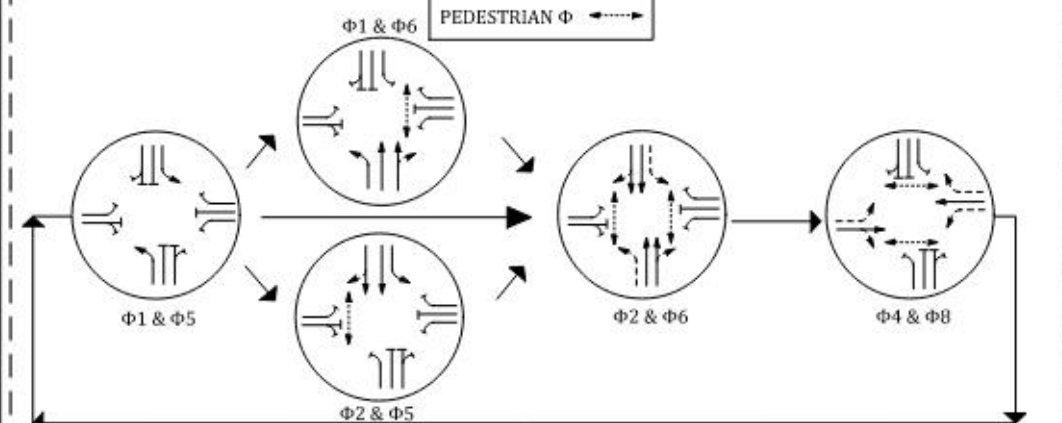
### EXISTING GEOMETRICS AND SIGNAL LAYOUT



#### PHASING DIAGRAM

LEGEND	
VEHICLE Φ	[Symbol]
PERMITTED Φ	[Symbol]
PEDESTRIAN Φ	[Symbol]

- SIGNAL POLE
- PEDESTAL
- ⤴ PEDESTRIAN SIGNAL
- ⤵ 3-SECTION SIGNAL
- ⤴⤵ 5-SECTION SIGNAL
- ⤴⤵ 3-SECTION W/ ARROWS
- ⤴⤵ 4-SECTION W/ ARROWS
- T SIGN LOCATION
- ☒ CONTROLLER CABINET
- ☒ CONTROLLER CABINET W/ UPS
- DETECTION ZONE
- 📷 VIDEO DETECTION CAMERA
- ⊖ PREEMPTION
- 📡 ANTENNA



START UP		DUAL ENTRY: YES		PHASES: 2, 4, 6, 8				ECONOLITE COORD SETTINGS	
START IN:	ALL-RED FLASH	REST IN RED:		RING 1	NO	RING 2	NO	MANUAL PATTERN	AUTO
TIME FOR FLASH / ALL RED (SEC.):	9, 6	OVERLAP		A	B	C	D	SYSTEM SOURCE	SYS
FIRST PHASE(S):	2, 6	PHASES		-	-	-	-	SPLITS IN	SECONDS
COLOR DISPLAYED:	GREEN	INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.				TRANSITION	SMOOTH
		1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT (PHASE)		NBL	SBT	-	WBT	SBL	NBT	-	EBT
DIRECTION									
MINIMUM GREEN (INITIAL) (SEC.)		7	20	-	10	7	20	-	10
ADDED INITIAL *(SEC./ACTUATION)		-	-	-	-	-	-	-	-
MAXIMUM INITIAL *(SEC.)		-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP) (SEC.)		3	3	-	3	3	3	-	3
TIME BEFORE REDUCTION *(SEC.)		-	-	-	-	-	-	-	-
MINIMUM GAP *(SEC.)		-	-	-	-	-	-	-	-
TIME TO REDUCE *(SEC.)		-	-	-	-	-	-	-	-
MAXIMUM GREEN I (SEC.)		15	55	-	30	15	55	-	30
MAXIMUM GREEN II (SEC.)		15	55	-	30	15	55	-	30
YELLOW CHANGE (SEC.)		3.3	4.2	-	3.4	3.3	4.2	-	3.4
ALL RED CLEARANCE (SEC.)		2.9	1.9	-	1.6	2.9	1.9	-	1.6
DELAYED GREEN (LPI) # (SEC.)		-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^ (SEC.)		-	-	-	-	-	-	-	-
WALK (SEC.)		-	7	-	10	-	7	-	9
PEDESTRIAN CLEARANCE (SEC.)		-	20	-	15	-	17	-	15
RECALL	MAXIMUM (ON/OFF)	NO	NO	NO	NO	NO	NO	NO	NO
	MINIMUM (ON/OFF)	NO	YES	NO	NO	NO	YES	NO	NO
	PEDESTRIAN (ON/OFF)	NO	YES	NO	NO	NO	YES	NO	NO
MEMORY	(ON/OFF)	NO	YES	NO	NO	NO	YES	NO	NO



## Signal Timing Summary

Abbe Rd @ Hoag Dr										
MON-FRI	FREE	0000-2400	-	-	-	-	-	-	-	
SAT-SUN	FREE	0000-2400	-	-	-	-	-	-	-	
Abbe Rd & Hoag Dr										
PHASE	1	2	3	4	5	6	7	8		
DIRECTION	NBL	SBT	-	WBT	SBL	NBT	-	EBT		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS								OFFSET 1 (SEC)	OFFSET 2 (SEC)
FREE	-	-	-	-	-	-	-	-	-	

LOR-301 & Hoag Dr  
 Sheffield Village  
 Lorain County – ODOT D3