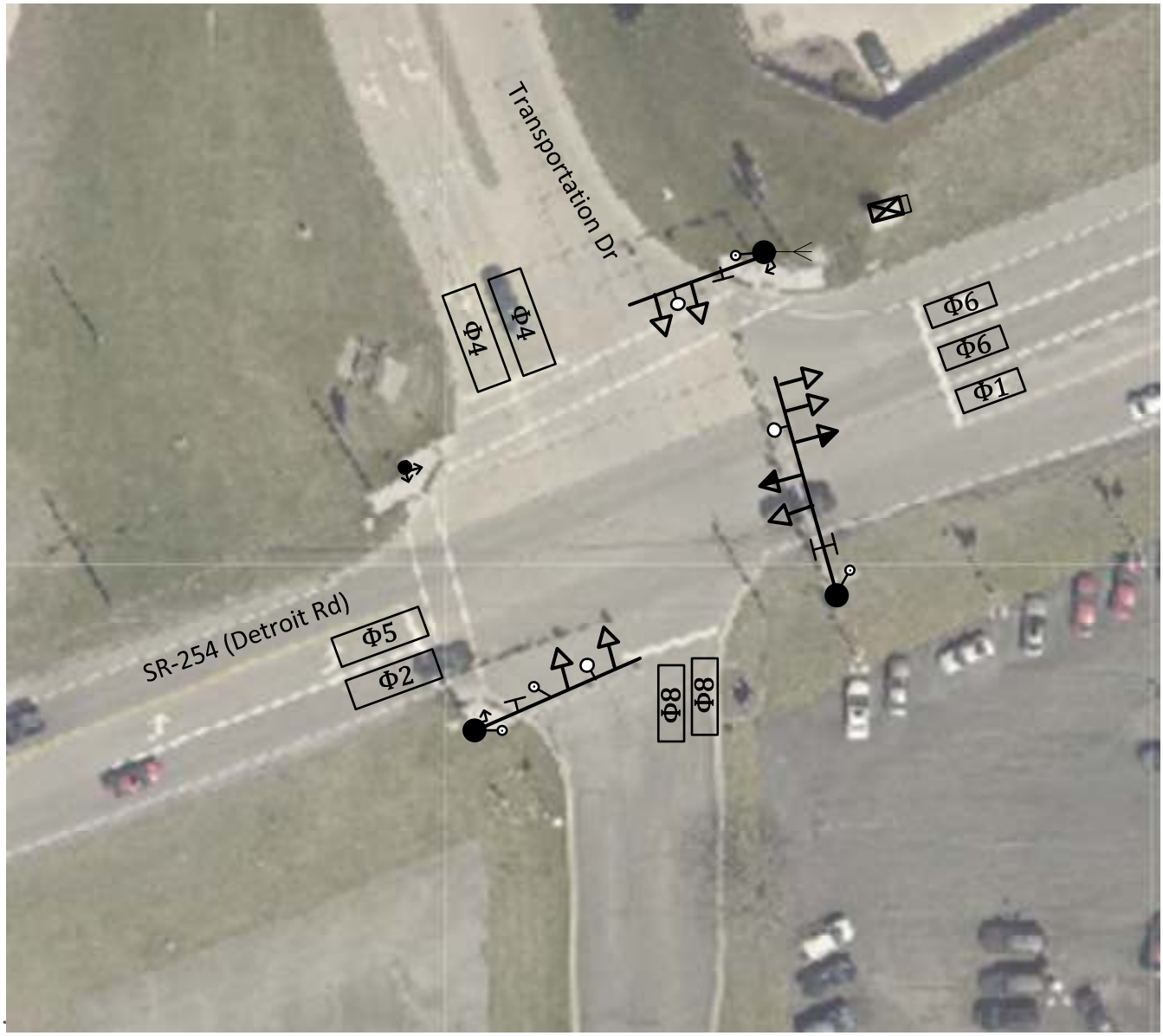
APPENDIX A – EXISTING CONDITIONS DIAGRAMS

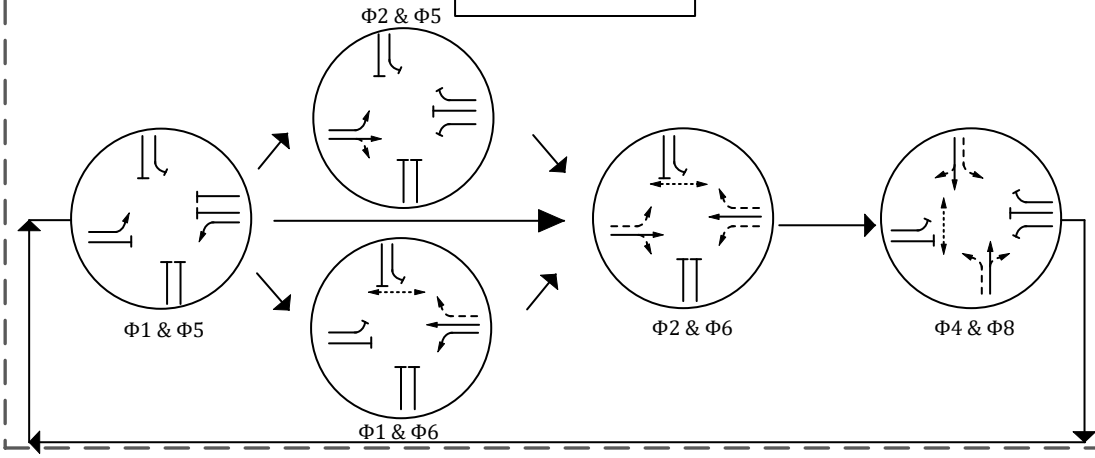
SR 254 @ Transportation Dr.

EXISTING GEOMETRICS AND SIGNAL LAYOUT



PHASING DIAGRAM

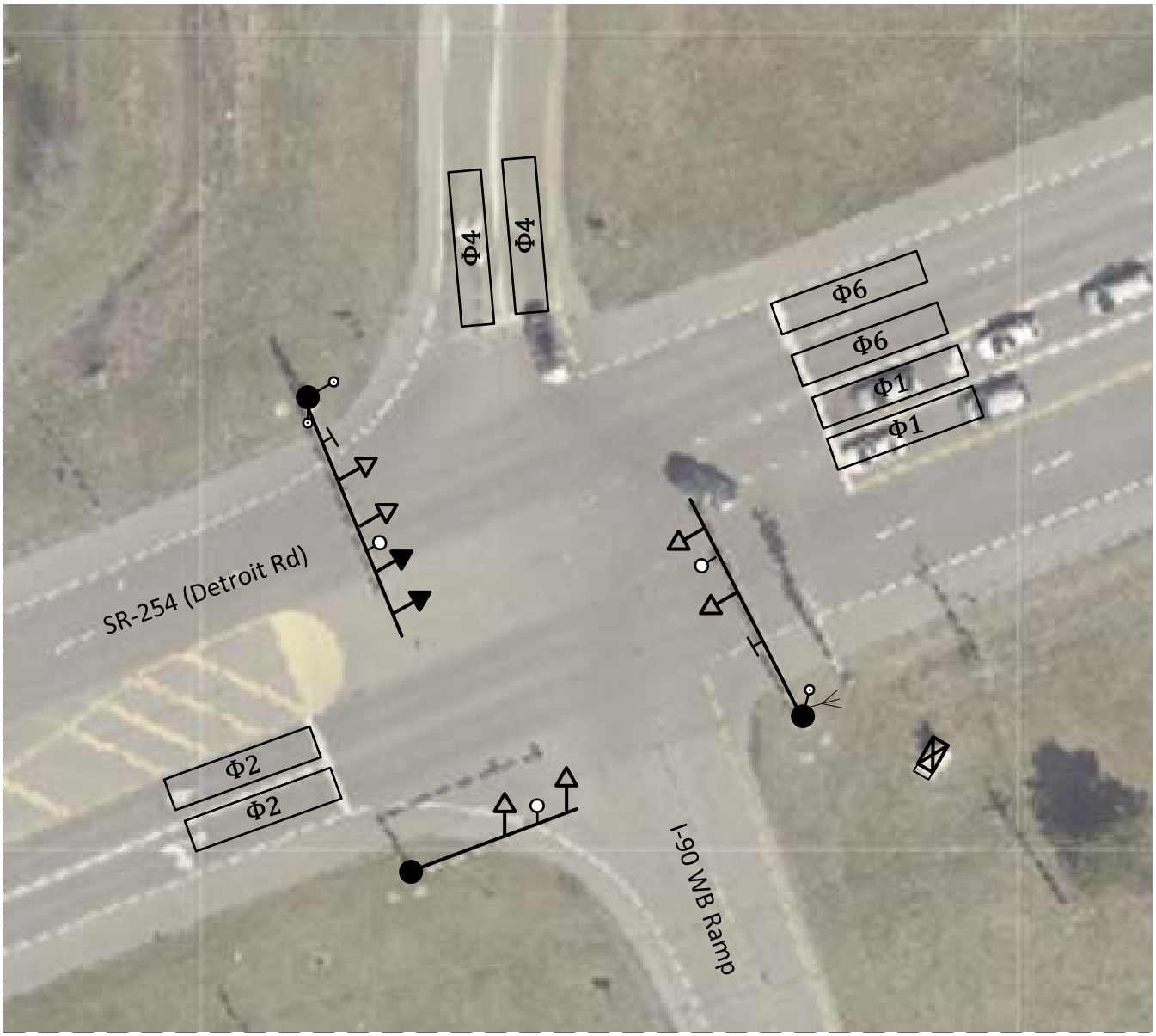
LEGEND	
VEHICLE Φ	
PERMITTED Φ	
PEDESTRIAN Φ	



- 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

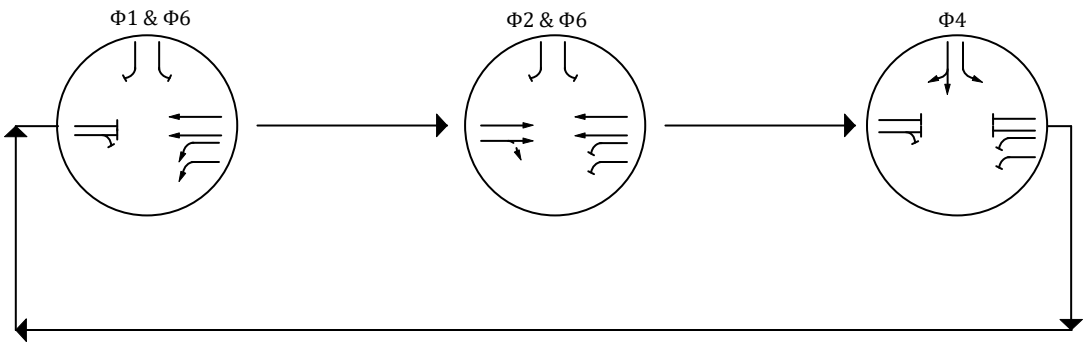
SR 254 @ I-90 WB Ramp

EXISTING GEOMETRICS AND SIGNAL LAYOUT



PHASING DIAGRAM

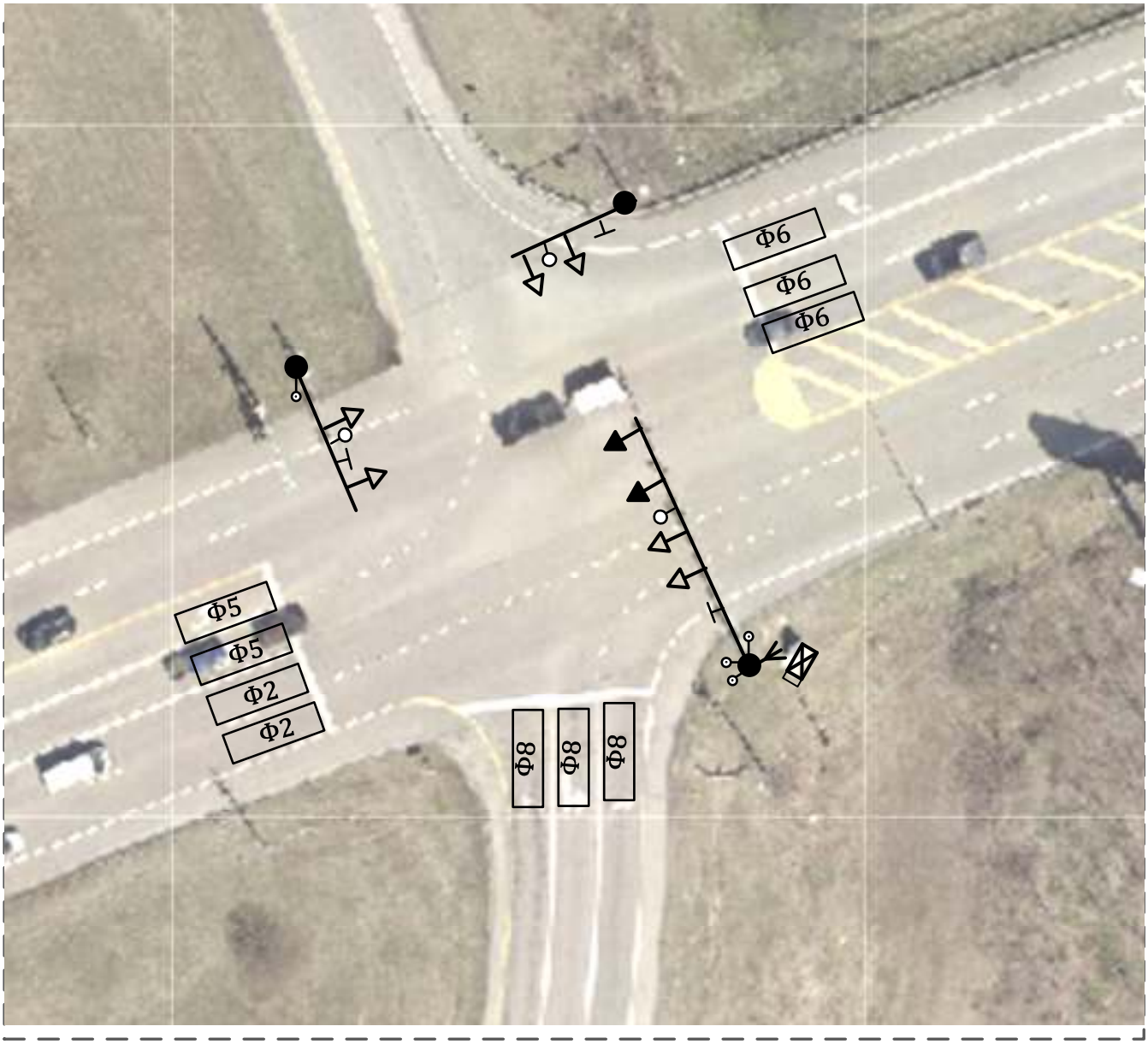
LEGEND	
VEHICLE Φ	
PERMITTED Φ	
PEDESTRIAN Φ	



- 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

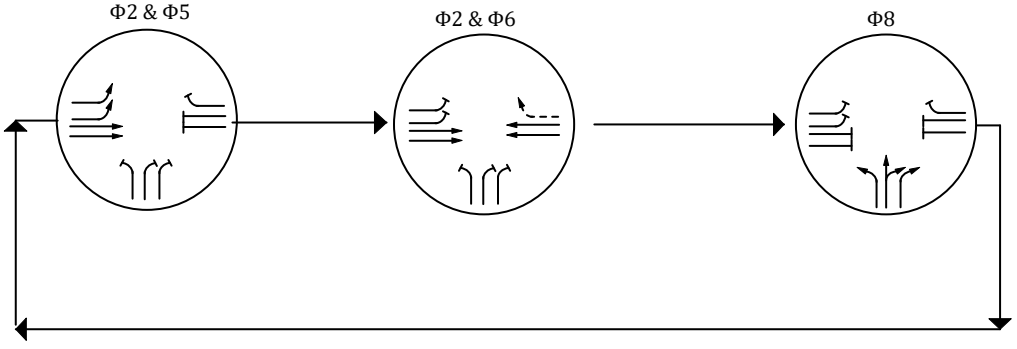
SR 254 @ I-90 EB Ramp

EXISTING GEOMETRICS AND SIGNAL LAYOUT



PHASING DIAGRAM

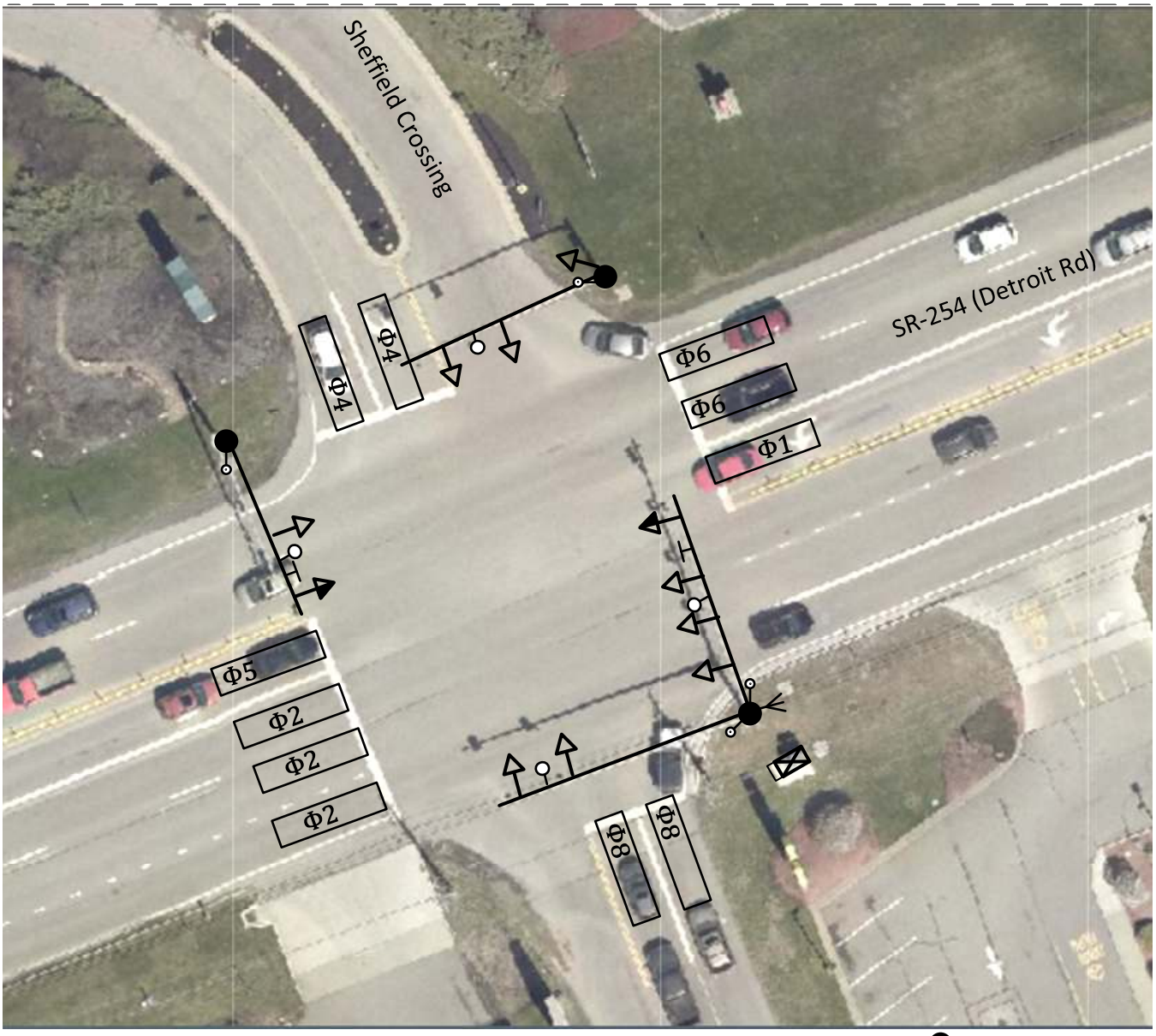
LEGEND	
VEHICLE Φ	
PERMITTED Φ	
PEDESTRIAN Φ	



- 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

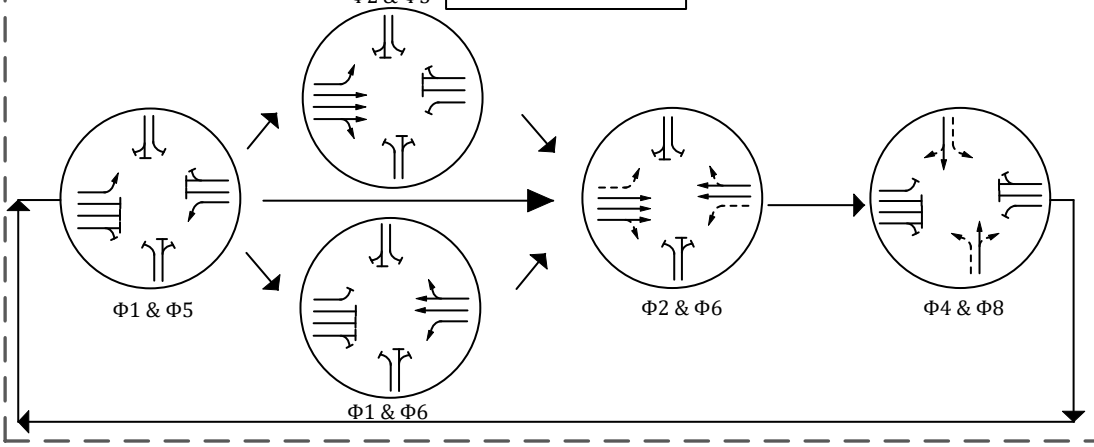
SR 254 @ Sheffield Crossing

EXISTING GEOMETRICS AND SIGNAL LAYOUT



PHASING DIAGRAM

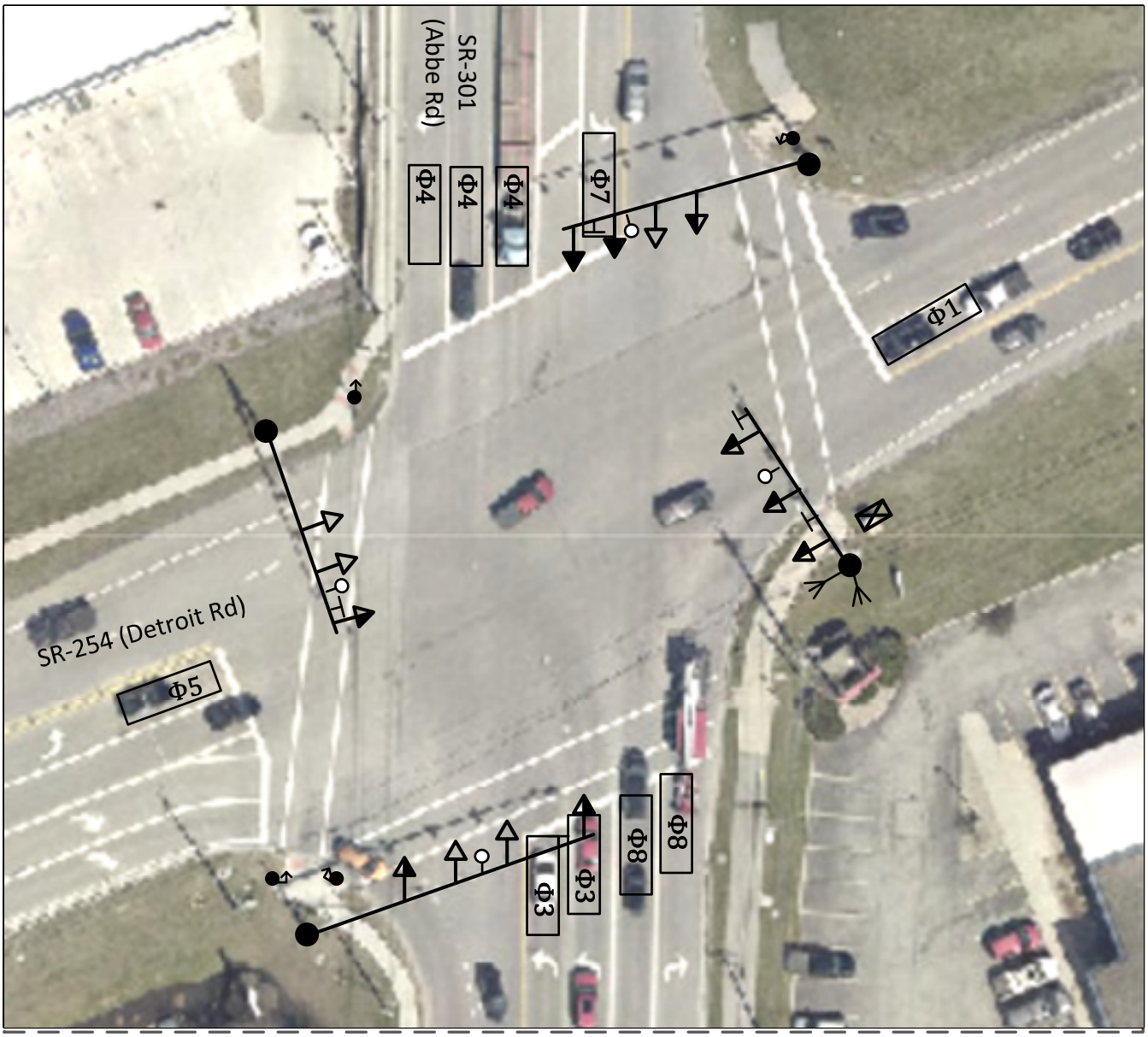
LEGEND	
VEHICLE Φ	
PERMITTED Φ	
PEDESTRIAN Φ	

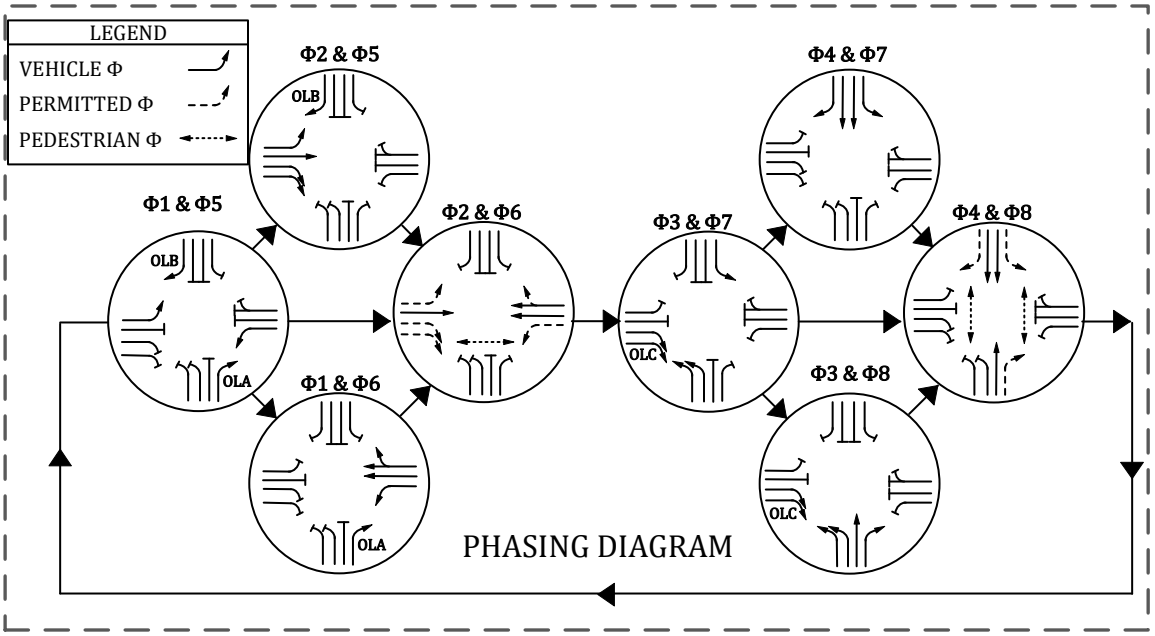


- SIGNAL POLE
- PEDESTAL
- PEDESTRIAN SIGNAL
- 3-SECTION SIGNAL
- 5-SECTION SIGNAL
- 3-SECTION W/ ARROWS
- 4-SECTION W/ ARROWS
- SIGN LOCATION
- CONTROLLER CABINET
- CONTROLLER CABINET W/ UPS
- DETECTION ZONE
- DETECTION CAMERA
- PREEMPTION
- ANTENNA

SR 254 @ SR 301 (Abbe Rd)

EXISTING GEOMETRICS AND SIGNAL LAYOUT

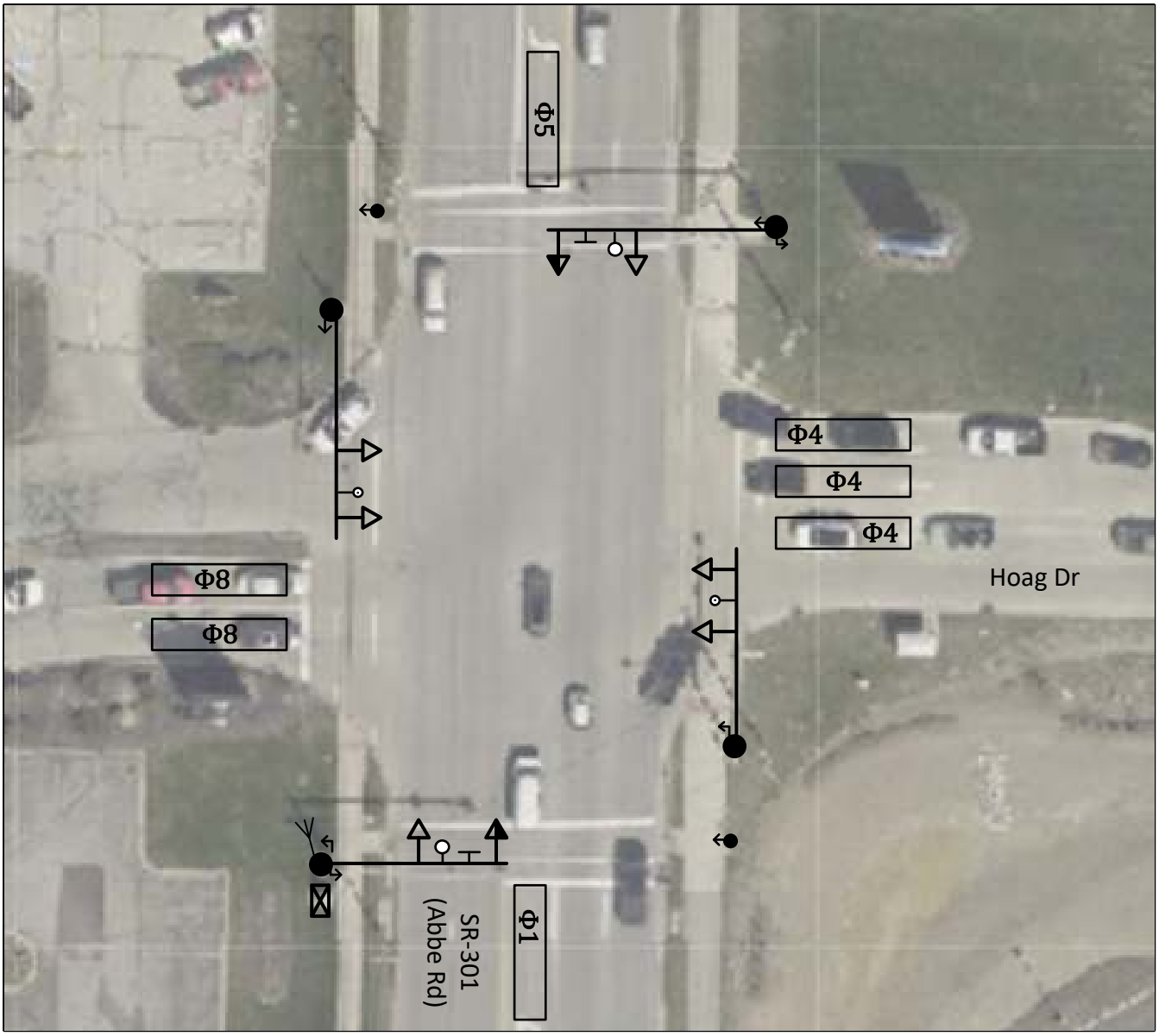




- SIGNAL POLE
- PEDESTAL
- PEDESTRIAN SIGNAL
- 3-SECTION SIGNAL
- 5-SECTION SIGNAL
- 3-SECTION W/ ARROWS
- 4-SECTION W/ ARROWS
- SIGN LOCATION
- CONTROLLER CABINET
- CONTROLLER CABINET W/ UPS
- DETECTION ZONE
- DETECTION CAMERA
- PREEMPTION
- ANTENNA

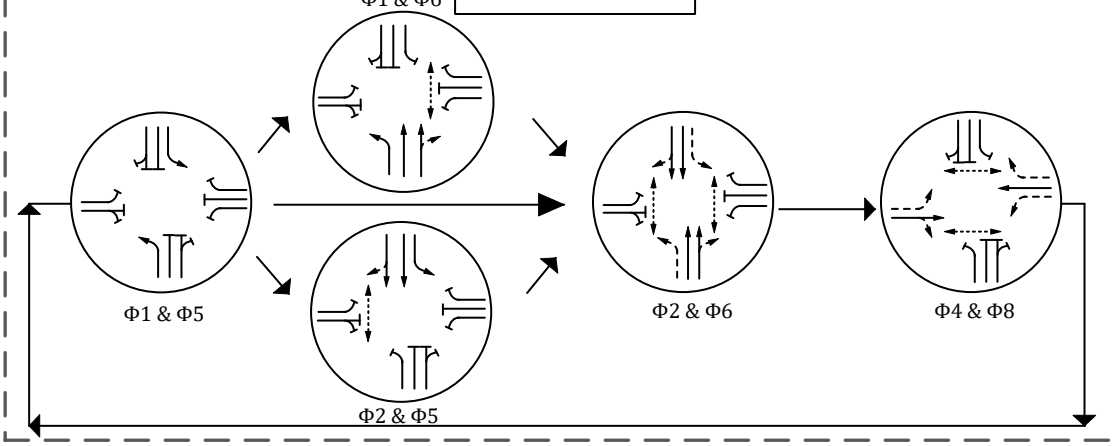
SR 301 @ Hoag Dr

EXISTING GEOMETRICS AND SIGNAL LAYOUT



PHASING DIAGRAM

LEGEND	
VEHICLE Φ	
PERMITTED Φ	
PEDESTRIAN Φ	



- 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
- VIDEO DETECTION CAMERA
- PREEMPTION
- ANTENNA

APPENDIX B – LOCAL CONTROLLER DATA – BEFORE (EXISTING)

LOR-254/301 Signal Timing

Existing Local Controller Data

INTERSECTION:	Detroit Rd & Transportation Dr/Mike Bass Ford Dr								
MAINTAINING AGENCY:	ODOT D3								
START UP	**DUAL ENTRY:**	YES	**PHASES:**			2, 4, 6, 8			
	REST IN RED:		RING 1	NO		RING 2	NO		
START IN: ALL-RED FLASH	**OVERLAP**			A	B	C	D		
TIME FOR: FLASH , ALL RED (SEC.): 9, 6									
FIRST PHASE(S): 2, 6	**PHASES**			-	-	-	-		
COLOR DISPLAYED: GREEN									
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.)	3.6	4	-	4	3.6	4	-	4	
ALL RED CLEARANCE (SEC.)	1	1	-	1	1	1	-	1	
DELAYED GREEN (LPI) # (SEC.)	-	-	-	-	-	-	-	-	
FLASHING YELLOW ARROW DELAY^ (SEC.)	-	-	-	-	-	-	-	-	
WALK (SEC.)	-	-	-	7	-	7	-	-	
PEDESTRIAN CLEARANCE (SEC.)	-	-	-	16	-	24	-	-	
RECALL MAXIMUM (ON/OFF)	NO	NO	-	NO	NO	NO	-	NO	
RECALL MINIMUM (ON/OFF)	NO	YES	-	NO	NO	YES	-	NO	
RECALL PEDESTRIAN (ON/OFF)	NO	NO	-	NO	NO	NO	-	NO	
MEMORY (ON/OFF)	YES	YES	-	YES	YES	YES	-	YES	

***VOLUME DENSITY CONTROLS**

 # FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	SYS
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

LOR-254/301 Signal Timing
Existing Local Controller Data

INTERSECTION: Detroit Rd & I-90 WB Ramps
MAINTAINING AGENCY: ODOT D3

START UP

START IN: ALL-RED FLASH
TIME FOR FLASH / ALL RED (SEC.): 9, 6
FIRST PHASE(S): 2, 6
COLOR DISPLAYED: GREEN

DUAL ENTRY: YES | PHASES: 2, 4, 6
REST IN RED: RING 1 NO | RING 2 NO

OVERLAP	A	B	C	D
PHASES	-	-	-	-

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			WBL	EB	-	SB	-	WB	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	10	20	-	10	-	20	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	1	1	-	1	-	1	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	15	60	-	40	-	60	-	-
MAXIMUM GREEN II		(SEC.)	15	60	-	40	-	60	-	-
YELLOW CHANGE		(SEC.)	3.2	4.1	-	3.7	-	4.1	-	-
ALL RED CLEARANCE		(SEC.)	2	1	-	1	-	1	-	-
DELAYED GREEN (LPI) #		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
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	-	-

*VOLUME DENSITY CONTROLS

FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

LOR-254/301 Signal Timing

Existing Local Controller Data

INTERSECTION:	**Detroit Rd & I-90 EB Ramps**
MAINTAINING AGENCY:	**ODOT D3**

START UP

START IN: ALL-RED FLASH
TIME FOR FLASH / ALL RED (SEC.): 9, 6
FIRST PHASE(S): 2, 6
COLOR DISPLAYED: GREEN

DUAL ENTRY: YES **PHASES:** 2, 6, 8
REST IN RED: RING 1 NO RING 2 NO

OVERLAP	A	B	C	D
PHASES	-	-	-	-

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EBT	-	-	EBL	WBT	-	NBT
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	-	7	20	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	1	-	-	1	1	-	1
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	60	-	-	15	60	-	40
MAXIMUM GREEN II		(SEC.)	-	60	-	-	15	60	-	40
YELLOW CHANGE		(SEC.)	-	4.1	-	-	3.2	4.1	-	4.1
ALL RED CLEARANCE		(SEC.)	-	1	-	-	2.3	1	-	1
DELAYED GREEN (LPI) #		(SEC.)	-	-	-	-	-	-	-	-
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

*VOLUME DENSITY CONTROLS

FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

LOR-254/301 Signal Timing

Existing Local Controller Data

INTERSECTION:	**Detroit Rd & Sheffield Crossing**								
MAINTAINING AGENCY:	**ODOT D3**								
START UP	**DUAL ENTRY:**	**YES**	**PHASES:**				**2, 4, 6, 8**	
	REST IN RED:		**RING 1**	**NO**			**RING 2**	**NO**
START IN: ALL-RED FLASH	**OVERLAP**			**A**	**B**	**C**	**D**	
TIME FOR FLASH / ALL RED (SEC.): 9, 6								
FIRST PHASE(S): 2, 6	**PHASES**			-	-	-	-	
COLOR DISPLAYED: GREEN								

INTERVAL OR FEATURE			**CONTROLLER MOVEMENT NO.**							
INTERSECTION MOVEMENT (PHASE)			**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
DIRECTION			**WBL**	**EBT**	-	**SBT**	**EBL**	**WB**	-	**NB**
MINIMUM GREEN (INITIAL)		**(SEC.)**	**7**	**20**	-	**10**	**7**	**20**	-	**10**
ADDED INITIAL		***(SEC./ACTUATION)**	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		***(SEC.)**	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		**(SEC.)**	**1**	**1**	-	**1**	**1**	**1**	-	**1**
TIME BEFORE REDUCTION		***(SEC.)**	-	-	-	-	-	-	-	-
MINIMUM GAP		***(SEC.)**	-	-	-	-	-	-	-	-
TIME TO REDUCE		***(SEC.)**	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		**(SEC.)**	**15**	**60**	-	**30**	**15**	**60**	-	**30**
MAXIMUM GREEN II		**(SEC.)**	**15**	**60**	-	**30**	**15**	**60**	-	**30**
YELLOW CHANGE		**(SEC.)**	**3.2**	**4.1**	-	**3.3**	**3.2**	**4.1**	-	**3.3**
ALL RED CLEARANCE		**(SEC.)**	**1.7**	**1**	-	**1.1**	**1.7**	**1**	-	**1.1**
DELAYED GREEN (LPI) #		**(SEC.)**	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		**(SEC.)**	-	-	-	-	-	-	-	-
WALK		**(SEC.)**	-	-	-	-	-	-	-	-
PEDESTRIAN CLEARANCE		**(SEC.)**	-	-	-	-	-	-	-	-
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)**	**NO**	**YES**	-	**NO**	**NO**	**YES**	-	**NO**

***VOLUME DENSITY CONTROLS**

 # FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

LOR-254/301 Signal Timing

Existing Local Controller Data

INTERSECTION:	**Detroit Rd & Abbe Rd**								
MAINTAINING AGENCY:	**ODOT D3**								
START UP	**DUAL ENTRY:**	**YES**	**PHASES:**				**2, 4, 6, 8**		
	REST IN RED:		**RING 1**	**NO**			**RING 2**	**NO**	
START IN: ALL-RED FLASH	**OVERLAP**			**A**	**B**	**C**	**D**		
TIME FOR FLASH / ALL RED (SEC.): 9, 6									
FIRST PHASE(S): 2, 6	**PHASES**			**1**	**5**	**3**	**-**		
COLOR DISPLAYED: GREEN									

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**	**7**	**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.)**	**3.2**	**4.1**	**3.2**	**4.1**	**3.2**	**4.1**	**3.2**	**4.1**
ALL RED CLEARANCE		**(SEC.)**	**3.6**	**1.6**	**2.3**	**1**	**3.6**	**1.6**	**2.3**	**1**
DELAYED GREEN (LPI) #		**(SEC.)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
FLASHING YELLOW ARROW DELAY^		**(SEC.)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
WALK		**(SEC.)**	**-**	**11**	**-**	**10**	**-**	**-**	**-**	**10**
PEDESTRIAN CLEARANCE		**(SEC.)**	**-**	**28**	**-**	**27**	**-**	**7**	**-**	**27**
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**

***VOLUME DENSITY CONTROLS**

 # FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

LOR-254/301 Signal Timing
Existing Local Controller Data

INTERSECTION: Abbe Rd & Hoag Dr
MAINTAINING AGENCY:

START UP

START IN: ALL-RED FLASH
TIME FOR FLASH / ALL RED (SEC.): 9, 6
FIRST PHASE(S): 2, 6
COLOR DISPLAYED: GREEN

DUAL ENTRY: YES | PHASES: 2, 4, 6, 8
REST IN RED: RING 1 NO | RING 2 NO

OVERLAP	A	B	C	D
PHASES	-	-	-	-

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		NBL	SBT	-	WBT	SBL	NBT	-	EBT
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.)	4.1	4.5	-	3.8	4.1	4.5	-	3.8
ALL RED CLEARANCE	(SEC.)	2	2	-	2	2	2	-	2
DELAYED GREEN (LPI) #	(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^	(SEC.)	-	-	-	-	-	-	-	-
WALK	(SEC.)	-	7	-	7	-	7	-	7
PEDESTRIAN CLEARANCE	(SEC.)	-	22	-	17	-	20	-	17
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

*VOLUME DENSITY CONTROLS

FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	SYS
SPLITS IN	PERCENT
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	LEAD
PED RECALL	NO
CAL ZERO OVERRIDE	NO
RE-SYNC COUNT	0
ECPI COORD	YES
SYSTEM FORMAT	STD
OFFSET IN	PERCENT
MAX SELECT	MAXINH
FORCE OFF	FLOAT
USE PED TIME	YES
PED RESERVICE	NO
FO ADD INI GRN	NO
MULTISYNC	NO

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

APPENDIX C – LOCAL CONTROLLER DATA – OPTIMIZED (PROPOSED)

LOR-254/301 Signal Timing

Proposed Local Controller Data

INTERSECTION:	Detroit Rd & Transportation Dr/Mike Bass Ford Dr								
MAINTAINING AGENCY:	ODOT D3								
START UP	**DUAL ENTRY:**	YES	**PHASES:**				2, 4, 6, 8	
	REST IN RED:		RING 1	NO			RING 2	NO
START IN: ALL-RED FLASH	**OVERLAP**			A	B	C	D	
TIME FOR: FLASH , ALL RED (SEC.): 9, 6								
FIRST PHASE(S): 2, 6	**PHASES**			-	-	-	-	
COLOR DISPLAYED: GREEN								
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
RECALL MINIMUM (ON/OFF)	NO	YES	-	NO	NO	YES	-	NO
RECALL PEDESTRIAN (ON/OFF)	NO	NO	-	NO	NO	NO	-	NO
MEMORY (ON/OFF)	YES	YES	-	YES	YES	YES	-	YES

***VOLUME DENSITY CONTROLS**

 # FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	SYS
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

LOR-254/301 Signal Timing
Proposed Local Controller Data

INTERSECTION:	**Detroit Rd & I-90 WB Ramps**								
MAINTAINING AGENCY:	**ODOT D3**								
START UP	**DUAL ENTRY:**	**YES**	**PHASES:**			**2, 4, 6**			
	REST IN RED:		**RING 1**	**NO**		**RING 2**	**NO**		
START IN: ALL-RED FLASH	**OVERLAP**			**A**	**B**	**C**	**D**		
TIME FOR FLASH / ALL RED (SEC.): 9, 6									
FIRST PHASE(S): 2, 6	**PHASES**			-	-	-	-		
COLOR DISPLAYED: GREEN									
INTERVAL OR FEATURE	**CONTROLLER MOVEMENT NO.**								
INTERSECTION MOVEMENT (PHASE)	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	
DIRECTION	**WBL**	**EB**	-	**SB**	-	**WB**	-	-	
MINIMUM GREEN (INITIAL) (SEC.)	**10**	**20**	-	**10**	-	**20**	-	-	
ADDED INITIAL *(SEC./ACTUATION)	-	-	-	-	-	-	-	-	
MAXIMUM INITIAL *(SEC.)	-	-	-	-	-	-	-	-	
PASSAGE TIME (PRESET GAP) (SEC.)	**3**	**3**	-	**3**	-	**3**	-	-	
TIME BEFORE REDUCTION *(SEC.)	-	-	-	-	-	-	-	-	
MINIMUM GAP *(SEC.)	-	-	-	-	-	-	-	-	
TIME TO REDUCE *(SEC.)	-	-	-	-	-	-	-	-	
MAXIMUM GREEN I (SEC.)	**15**	**60**	-	**40**	-	**60**	-	-	
MAXIMUM GREEN II (SEC.)	**15**	**60**	-	**40**	-	**60**	-	-	
YELLOW CHANGE (SEC.)	**3.1**	**4.2**	-	**3.6**	-	**4.2**	-	-	
ALL RED CLEARANCE (SEC.)	**2.1**	**1**	-	**2.4**	-	**1**	-	-	
DELAYED GREEN (LPI) # (SEC.)	-	-	-	-	-	-	-	-	
FLASHING YELLOW ARROW DELAY^ (SEC.)	-	-	-	-	-	-	-	-	
WALK (SEC.)	-	-	-	-	-	-	-	-	
PEDESTRIAN CLEARANCE (SEC.)	-	-	-	-	-	-	-	-	
RECALL **MAXIMUM (ON/OFF)**	**NO**	**NO**	-	**NO**	-	**NO**	-	-	
RECALL **MINIMUM (ON/OFF)**	**NO**	**YES**	-	**NO**	-	**YES**	-	-	
RECALL **PEDESTRIAN (ON/OFF)**	**NO**	**NO**	-	**NO**	-	**NO**	-	-	
MEMORY (ON/OFF)	**NO**	**YES**	-	**NO**	-	**YES**	-	-	

***VOLUME DENSITY CONTROLS**

 # FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

LOR-254/301 Signal Timing
Proposed Local Controller Data

INTERSECTION:	**Detroit Rd & I-90 EB Ramps**								
MAINTAINING AGENCY:	**ODOT D3**								
START UP	**DUAL ENTRY:**	**YES**	**PHASES:**				**2, 6, 8**		
	REST IN RED:		**RING 1**	**NO**			**RING 2**	**NO**	
START IN: ALL-RED FLASH	**OVERLAP**			**A**	**B**	**C**	**D**		
TIME FOR FLASH / ALL RED (SEC.): 9, 6									
FIRST PHASE(S): 2, 6	**PHASES**			-	-	-	-		
COLOR DISPLAYED: GREEN									

INTERVAL OR FEATURE			**CONTROLLER MOVEMENT NO.**							
INTERSECTION MOVEMENT (PHASE)			**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
DIRECTION			-	**EBT**	-	-	**EBL**	**WBT**	-	**NBT**
MINIMUM GREEN (INITIAL)		**(SEC.)**	-	**20**	-	-	**10**	**20**	-	**10**
ADDED INITIAL		***(SEC./ACTUATION)**	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		***(SEC.)**	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		**(SEC.)**	-	**3**	-	-	**3**	**3**	-	**3**
TIME BEFORE REDUCTION		***(SEC.)**	-	-	-	-	-	-	-	-
MINIMUM GAP		***(SEC.)**	-	-	-	-	-	-	-	-
TIME TO REDUCE		***(SEC.)**	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		**(SEC.)**	-	**60**	-	-	**15**	**60**	-	**40**
MAXIMUM GREEN II		**(SEC.)**	-	**60**	-	-	**15**	**60**	-	**40**
YELLOW CHANGE		**(SEC.)**	-	**4.2**	-	-	**3.3**	**4.2**	-	**3.8**
ALL RED CLEARANCE		**(SEC.)**	-	**1.2**	-	-	**2.8**	**1.2**	-	**2.1**
DELAYED GREEN (LPI) #		**(SEC.)**	-	-	-	-	-	-	-	-
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**

***VOLUME DENSITY CONTROLS**

 # FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

LOR-254/301 Signal Timing
Proposed Local Controller Data

INTERSECTION:	**Detroit Rd & Sheffield Crossing**								
MAINTAINING AGENCY:	**ODOT D3**								
START UP	**DUAL ENTRY:**	**YES**	**PHASES:**				**2, 4, 6, 8**	
	REST IN RED:		**RING 1**	**NO**			**RING 2**	**NO**
START IN:	**ALL-RED FLASH**	**OVERLAP**		**A**	**B**	**C**	**D**	
TIME FOR FLASH / ALL RED (SEC.):	**9, 6**							
FIRST PHASE(S):	**2, 6**	**PHASES**		**-**	**-**	**-**	**-**	
COLOR DISPLAYED:	**GREEN**							

INTERVAL OR FEATURE			**CONTROLLER MOVEMENT NO.**							
INTERSECTION MOVEMENT (PHASE)			**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
DIRECTION			**WBL**	**EBT**	**-**	**SBT**	**EBL**	**WB**	**-**	**NB**
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**	**60**	**-**	**30**	**15**	**60**	**-**	**30**
MAXIMUM GREEN II		**(SEC.)**	**15**	**60**	**-**	**30**	**15**	**60**	**-**	**30**
YELLOW CHANGE		**(SEC.)**	**3.3**	**4.2**	**-**	**3.3**	**3.3**	**4.2**	**-**	**3.3**
ALL RED CLEARANCE		**(SEC.)**	**2.2**	**1**	**-**	**1.5**	**2.2**	**1**	**-**	**1.5**
DELAYED GREEN (LPI) #		**(SEC.)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
FLASHING YELLOW ARROW DELAY^		**(SEC.)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
WALK		**(SEC.)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
PEDESTRIAN CLEARANCE		**(SEC.)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
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)**	**NO**	**YES**	**-**	**NO**	**NO**	**YES**	**-**	**NO**

***VOLUME DENSITY CONTROLS**

 # FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

LOR-254/301 Signal Timing
Proposed Local Controller Data

INTERSECTION:	**Detroit Rd & Abbe Rd**							
MAINTAINING AGENCY:	**ODOT D3**							
START UP	**DUAL ENTRY: YES**	**PHASES:**			**2, 4, 6, 8**			
	REST IN RED:		**RING 1**	**NO**		**RING 2**	**NO**	
START IN: ALL-RED FLASH	**OVERLAP**			**A**	**B**	**C**	**D**	
TIME FOR FLASH / ALL RED (SEC.): 9, 6								
FIRST PHASE(S): 2, 6	**PHASES**			**1**	**5**	**3**	**-**	
COLOR DISPLAYED: GREEN								

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**

***VOLUME DENSITY CONTROLS**

 # FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

LOR-254/301 Signal Timing
Proposed Local Controller Data

INTERSECTION:	**Abbe Rd & Hoag Dr**							
MAINTAINING AGENCY:	**ODOT D3**							
START UP	**DUAL ENTRY:**	**YES**	**PHASES:**			**2, 4, 6, 8**	
	REST IN RED:		**RING 1**	**NO**		**RING 2**	**NO**
START IN: ALL-RED FLASH	**OVERLAP**			**A**	**B**	**C**	**D**
TIME FOR FLASH / ALL RED (SEC.): 9, 6							
FIRST PHASE(S): 2, 6	**PHASES**			-	-	-	-
COLOR DISPLAYED: GREEN							

INTERVAL OR FEATURE			**CONTROLLER MOVEMENT NO.**							
INTERSECTION MOVEMENT (PHASE)			**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
DIRECTION			**NBL**	**SBT**	-	**WBT**	**SBL**	**NBT**	-	**EBT**
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**

***VOLUME DENSITY CONTROLS**

 # FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET

^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	SYS
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	LEAD
PED RECALL	NO
CAL ZERO OVERRIDE	NO
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

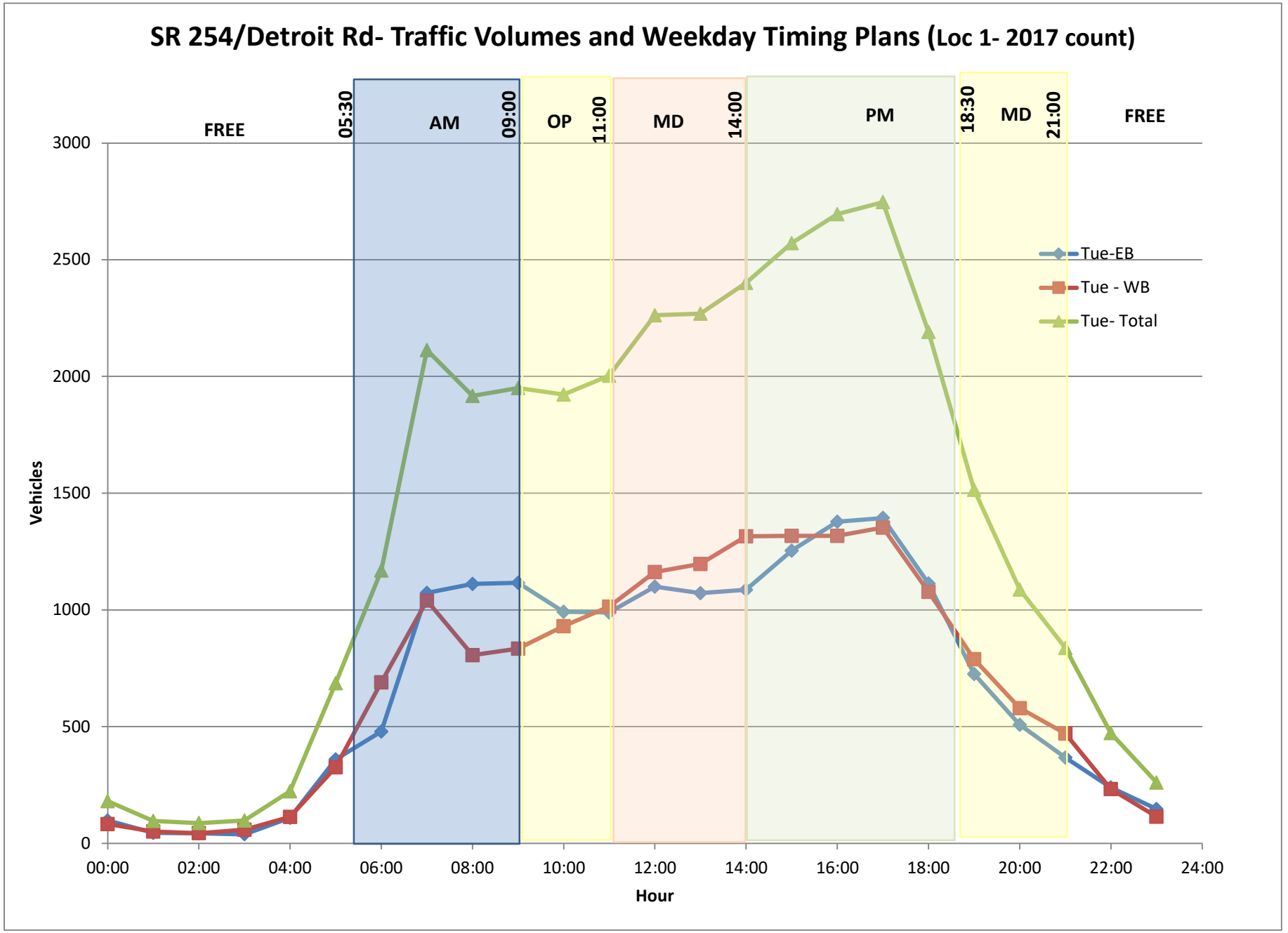
SIEMENS COORD SETTINGS	
OPERATION	-
MODE (NORMAL)	-
MAXIMUM	-
CORRECTION	-
OFFSET MODE	-
FORCE MODE	-
MAX DWELL TIME	-
YIELD PERIOD	-
MANUAL CONTROL: DIAL	-
MANUAL CONTROL: SPLIT	-
MANUAL CONTROL: OFFSET	-

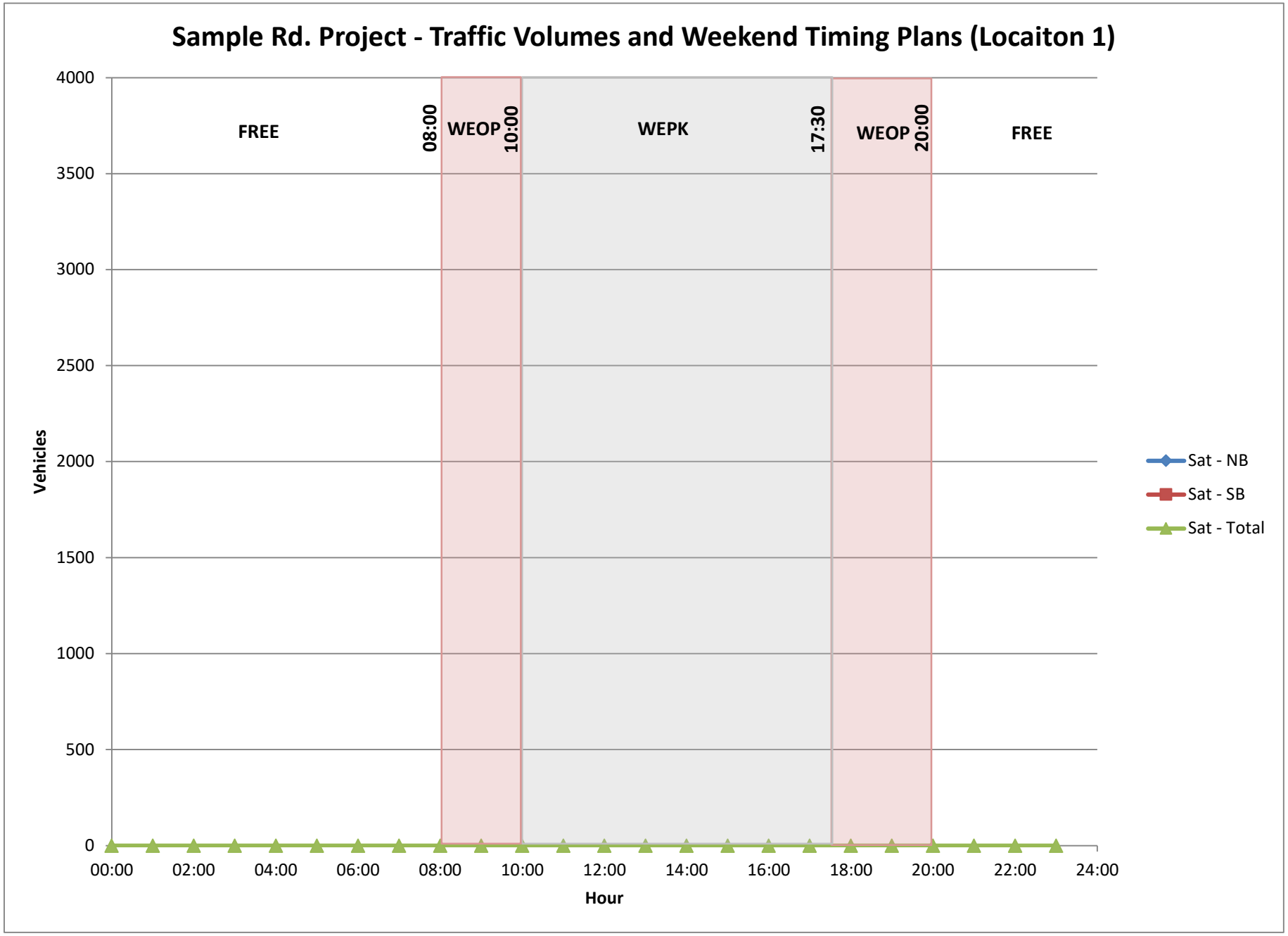
APPENDIX D – TIME OF DAY CHARTS

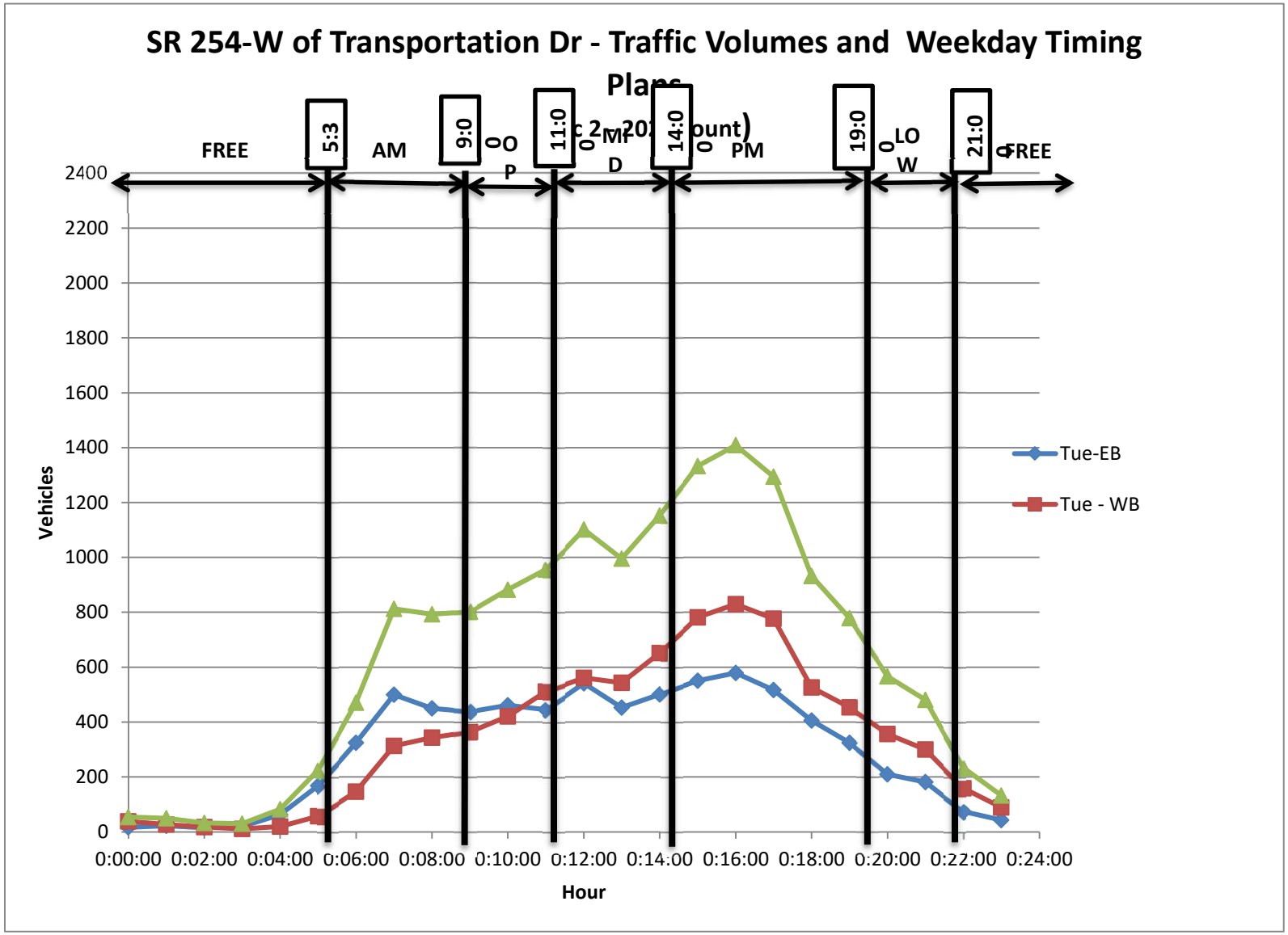
SR 254/Detroit Rd - E of I-90- 24 HR Traffic Counts (2017 Count)

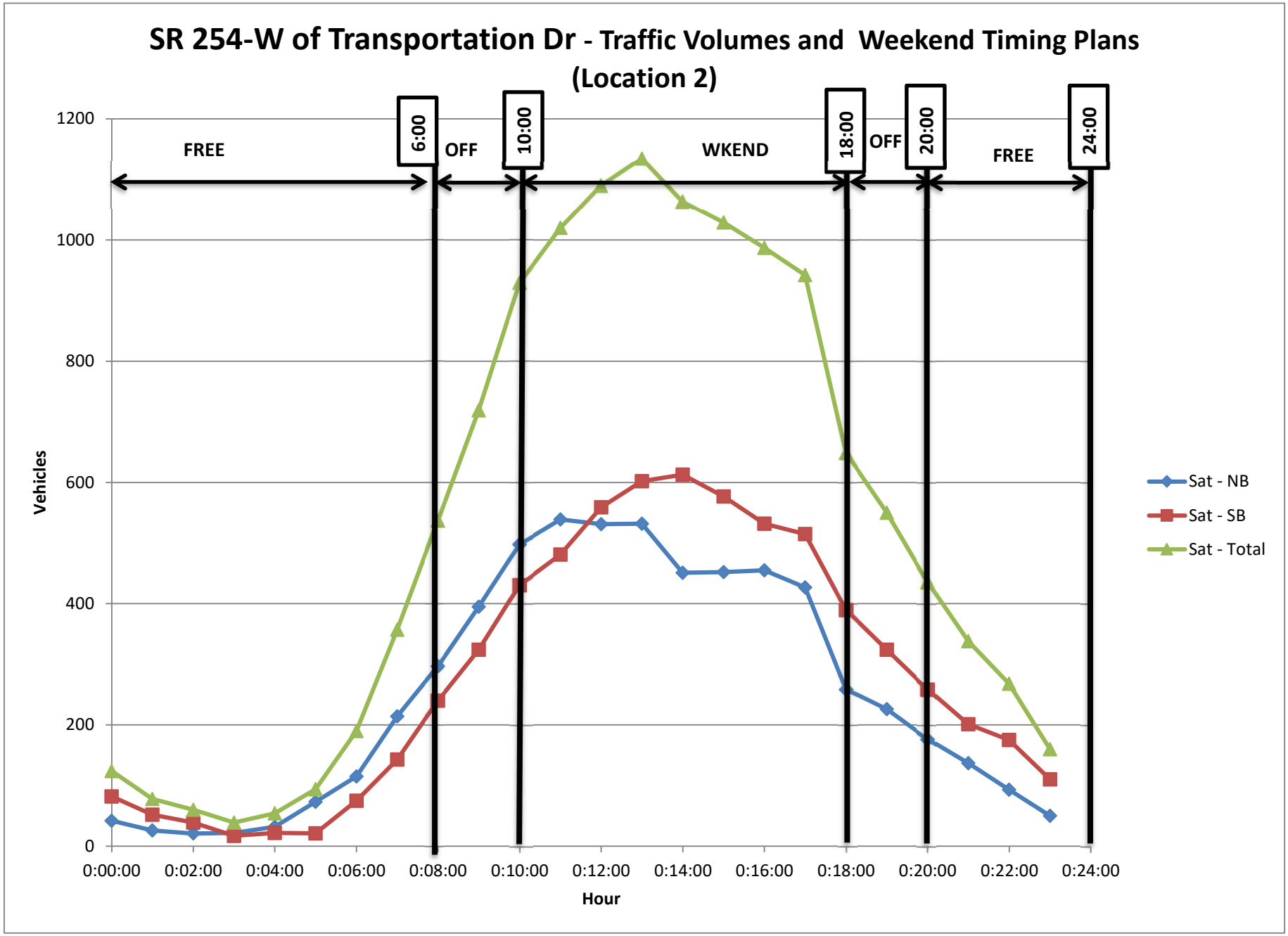
LOCATION 1										
			Tue-EB	Tue - WB	Fri - NB	Fri - SB	Sat - NB	Sat - SB	Tue- Total	Sat - Total
Time			Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles		
0:00:00			98	83					181	0
0:01:00			45	51					96	0
0:02:00			43	44					87	0
0:03:00			39	59					98	0
0:04:00			110	113					223	0
0:05:00			360	326					686	0
0:06:00			479	690					1169	0
0:07:00			1073	1040					2113	0
0:08:00			1111	806					1917	0
0:09:00			1116	834					1950	0
0:10:00			992	930					1922	0
0:11:00			989	1014					2003	0
0:12:00			1100	1162					2262	0
0:13:00			1072	1197					2269	0
0:14:00			1086	1315					2401	0
0:15:00			1254	1317					2571	0
0:16:00			1378	1317					2695	0
0:17:00			1394	1353					2747	0
0:18:00			1113	1078					2191	0
0:19:00			725	789					1514	0
0:20:00			508	579					1087	0
0:21:00			367	470					837	0
0:22:00			239	233					472	0
0:23:00			147	114					261	0

LOCATION 2 - SR 254/DETROIT - W OF TRANSPORTATION										
	Wed - NB	Wed - SB	Tue-EB	Tue - WB	Fri - NB	Fri - SB	Sat - NB	Sat - SB	Thurs - Total	Sat - Total
Time	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles		
0:00:00			16	38			42	82	54	124
0:01:00			22	27			26	52	49	78
0:02:00			15	17			21	39	32	60
0:03:00			19	11			22	17	30	39
0:04:00			63	19			32	22	82	54
0:05:00			168	57			73	21	225	94
0:06:00			325	146			115	75	471	190
0:07:00			500	313			214	143	813	357
0:08:00			450	343			297	240	793	537
0:09:00			438	364			395	324	802	719
0:10:00			461	421			498	431	882	929
0:11:00			445	511			539	481	956	1020
0:12:00			541	561			531	559	1102	1090
0:13:00			453	543			532	602	996	1134
0:14:00			501	652			451	613	1153	1064
0:15:00			551	782			452	577	1333	1029
0:16:00			579	830			455	532	1409	987
0:17:00			517	777			427	515	1294	942
0:18:00			406	526			259	390	932	649
0:19:00			325	454			226	324	779	550
0:20:00			210	357			177	259	567	436
0:21:00			181	300			137	201	481	338
0:22:00			74	159			93	175	233	268
0:23:00			43	89			50	110	132	160


SR 254/Detroit Rd- Traffic Volumes and Weekday Timing Plans (Loc 1- 2017 count)
FREE
05:30
AM
09:00
OP
11:00
MD
14:00
PM
18:30
MD
21:00
FREE
3000
2500
2000
1500
1000
500
0
Vehicles
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
24:00
Hour
Tue-EB
Tue - WB
Tue- Total


Sample Rd. Project - Traffic Volumes and Weekend Timing Plans (Locaiton 1)
FREE
08:00
WEOP
10:00
WEPK
17:30
WEOP
20:00
FREE
4000
3500
3000
2500
2000
1500
1000
500
0
Vehicles
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
24:00
Hour
Sat - NB
Sat - SB
Sat - Total


SR 254-W of Transportation Dr - Traffic Volumes and Weekday Timing Plans
FREE
5:3
AM
9:0
OO P
11:0
0
MI D
14:0
0
PM
19:0
0
LO W
21:0
0
FREE
2400
2200
2000
1800
1600
1400
1200
1000
800
600
400
200
0
Vehicles
0:00:00 0:02:00 0:04:00 0:06:00 0:08:00 0:10:00 0:12:00 0:14:00 0:16:00 0:18:00 0:20:00 0:22:00 0:24:00
Hour
Tue-EB
Tue - WB


SR 254-W of Transportation Dr - Traffic Volumes and Weekend Timing Plans
(Location 2)
FREE
6:00
OFF
10:00
WKEND
18:00
OFF
20:00
FREE
24:00
1200
1000
800
600
400
200
0
Vehicles
0:00:00
0:02:00
0:04:00
0:06:00
0:08:00
0:10:00
0:12:00
0:14:00
0:16:00
0:18:00
0:20:00
0:22:00
0:24:00
Hour
Sat - NB
Sat - SB
Sat - Total

APPENDIX E – EQUIPMENT INSPECTION FORMS

TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: SR-254 + TRANSPORTATION **DATE:** 7-5-22

CABINET Type: ☐ 332 ☐ 336 ☒ TS-2 ☐ TS-1 Mounting: ☐ Pole ☒ Ground

CONTROLLER Make & Model: ECONOLITE COBALT Firmware Version: _____

Address: _____ Time Synced? ☐ YES ☐ NO Ethernet Port? ☒ YES ☐ NO Master? ☐ YES ☐ NO

COMMUNICATION Type: ☒ Radio ☐ Cell Modem ☐ Interconnect ☐ Other Brand: _____

Working Properly? ☐ YES ☐ NO; Issues found: _____

DETECTION Type: ☒ Radar ☐ Video ☐ Loops ☐ Other Brand: WAVETRONIX

Working Properly? ☐ YES ☐ NO; Issues found: _____

Left Turn 1st/2nd Car Detection:

	NB	SB	EB	WB
1st	☐	☐	☐	☐
2nd	☐	☐	☐	☐

Detector Delay (sec):

ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8

PUSHBUTTONS Provided? ☒ YES, Phase(s): 4+6 Do they conform to OMUTCD 4E.08 ADA requirements? ☐ YES ☐ NO

Working Properly? ☐ YES ☐ NO; Issues found: _____

LPI-Ready? Audible Push Buttons? ☐ YES ☒ NO

Crosswalk Markings? ☐ YES ☒ NO Countdown Ped-Heads? ☐ YES ☒ NO

PHASING Is split phasing used? ☐ YES, Phase(s): _____ ☒ NO

Do yellow ball traps exist? ☐ YES, Phase(s): _____ ☒ NO Offset Reference: YELLOW

TASKS ☑ Take pictures on each approach ☑ Take pictures in cabinet (both sides)

☑ Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
Dir.	WBL	EB		SB	EBL	WB		NB
OVL								
PED				WS		NS		

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)

See attached diagrams

(Indicate North)

LEGEND

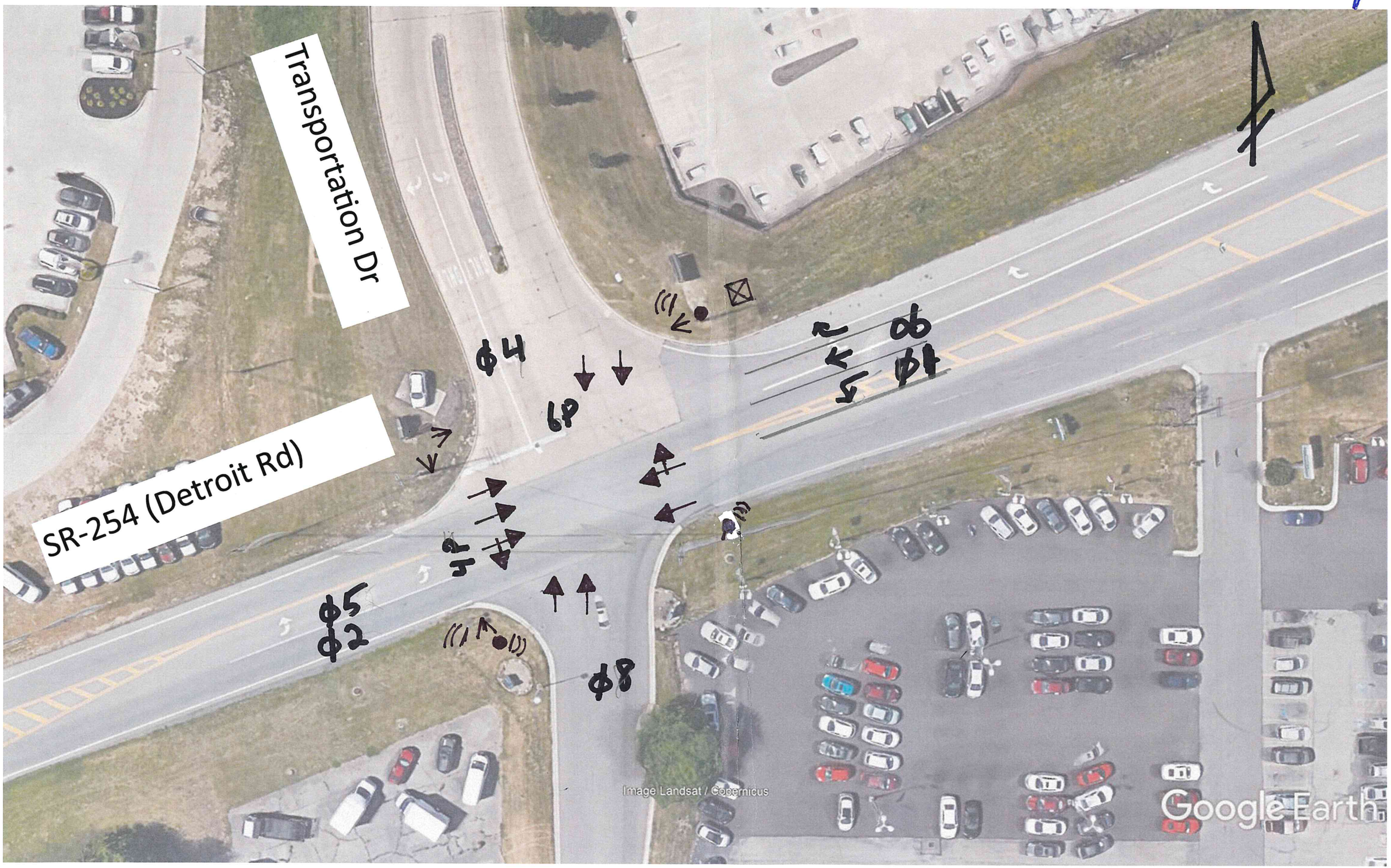
- ☒ CABINET
- → PED. PUSHBUTTON
- → 3-SECTION HEAD
- → 5-SECTION HEAD
- → 3-SECTION HEAD W/ ARROWS
- → 4-SECTION HEAD W/ ARROWS
- ▭ VIDEO DETECTION

-Is the controller operating: Coordinated @: 125 Free@ Unknown
-Does the controller appear to be "In Step" with the system cycle: Y N N/A
-Interconnect type: None Hardwire Fiber Radio TBC Other:
-Is the Time of Day Clock and Date set correctly? Y N N/A Adjusted
_____ minutes 6 seconds (slow/fast) from reference time

COMMENTS

SOME

Not to Scale


Transportation Dr
SR-254 (Detroit Rd)
Φ4
6P
Φ6
Φ1
5
3P
Φ5
Φ2
Φ8
Image Landsat / Copernicus
Google Earth

2

TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: SR-254 + I-90 WB **DATE:** 7-5-22

CABINET Type: ☐ 332 ☐ 336 ☒ TS-2 ☐ TS-1 Mounting: ☐ Pole ☒ Ground

CONTROLLER Make & Model: ECONOLITE COBALT Firmware Version: _____

Address: _____ Time Synced? ☐ YES ☐ NO Ethernet Port? ☒ YES ☐ NO Master? ☐ YES ☐ NO

COMMUNICATION Type: ☒ Radio ☐ Cell Modem ☐ Interconnect ☐ Other Brand: INTUICOM

Working Properly? ☐ YES ☐ NO; Issues found: _____

DETECTION Type: ☒ Radar ☐ Video ☐ Loops ☐ Other Brand: WAVETRONIC

Working Properly? ☐ YES ☐ NO; Issues found: _____

Left Turn 1st/2nd Car Detection:

	NB	SB	EB	WB
1st	☐	☒	☐	☒
2nd	☐	☐	☐	☐

Detector Delay (sec):

ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8

PUSHBUTTONS Provided? ☐ YES, Phase(s): NO PEDS Do they conform to OMUTCD 4E.08 ADA requirements? ☐ YES ☐ NO

Working Properly? ☐ YES ☐ NO; Issues found: _____

LPI-Ready? Audible Push Buttons? ☐ YES ☒ NO

Crosswalk Markings? ☐ YES ☒ NO Countdown Ped-Heads? ☐ YES ☒ NO

PHASING Is split phasing used? ☐ YES, Phase(s): _____ ☒ NO

Do yellow ball traps exist? ☐ YES, Phase(s): _____ ☒ NO Offset Reference: YELLOW

TASKS ☒ Take pictures on each approach ☒ Take pictures in cabinet (both sides)

☒ Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
Dir.	WBL	EB		SB		WB		
OVL								
PED								

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)

See attached diagrams

(Indicate North)

LEGEND

- ☒ CABINET
- → PED. PUSHBUTTON
- → 3-SECTION HEAD
- → 5-SECTION HEAD
- → 3-SECTION HEAD W/ ARROWS
- → 4-SECTION HEAD W/ ARROWS
- ▭ VIDEO DETECTION

-Is the controller operating: Coordinated @: 1319 Free@ Unknown

-Does the controller appear to be "In Step" with the system cycle: Y N N/A

-Interconnect type: None Hardwire Fiber Radio TBC Other:

-Is the Time of Day Clock and Date set correctly? Y N N/A Adjusted

_____ minutes 6 seconds (slow/fast) from reference time

COMMENTS

SONGM

Not to Scale

I-90 WB RAMP

SR-254 (Detroit Rd)

Ø4

Ø6

Ø1

Ø2

Image Landsat / Copernicus

Google Earth

3

TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: SR 254 + I-90 EB Ramp **DATE:** 7-5-22

CABINET Type: ☐ 332 ☐ 336 ☒ TS-2 ☐ TS-1 Mounting: ☐ Pole ☒ Ground

CONTROLLER Make & Model: ECONOLITE COBALT Firmware Version: _____

Address: _____ Time Synced? ☐ YES ☐ NO Ethernet Port? ☒ YES ☐ NO Master? ☐ YES ☐ NO

COMMUNICATION Type: ☒ Radio ☐ Cell Modem ☐ Interconnect ☐ Other Brand: TMTU.com

Working Properly? ☒ YES ☐ NO; Issues found: _____

DETECTION Type: ☒ Radar ☐ Video ☐ Loops ☐ Other Brand: WAVETRONIX

Working Properly? ☒ YES ☐ NO; Issues found: _____

Left Turn 1st/2nd Car Detection:

	NB	SB	EB	WB
1st	☒	☐	☒	☐
2nd	☐	☐	☐	☐

Detector Delay (sec):

ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8

PUSHBUTTONS Provided? ☐ YES, Phase(s): NO PEDS Do they conform to OMUTCD 4E.08 ADA requirements? ☐ YES ☒ NO

Working Properly? ☐ YES ☐ NO; Issues found: N/A

LPI-Ready? Audible Push Buttons? ☐ YES ☒ NO

Crosswalk Markings? ☐ YES ☒ NO Countdown Ped-Heads? ☐ YES ☒ NO

PHASING Is split phasing used? ☐ YES, Phase(s): _____ ☒ NO

Do yellow ball traps exist? ☐ YES, Phase(s): _____ ☒ NO Offset Reference: Yellow

TASKS ☒ Take pictures on each approach ☒ Take pictures in cabinet (both sides)

☒ Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
Dir.		EB			EBL	WB		NB
OVL								
PED								

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)

See attached diagrams

(Indicate North)

LEGEND

- ☒ CABINET
- → PED. PUSHBUTTON
- → 3-SECTION HEAD
- → 5-SECTION HEAD
- → 3-SECTION HEAD W/ ARROWS
- → 4-SECTION HEAD W/ ARROWS
- ▭ VIDEO DETECTION

-Is the controller operating: Coordinated @: 1410 Free@ Unknown

-Does the controller appear to be "In Step" with the system cycle? Y N N/A

-Interconnect type: None Hardwire Fiber (Radio) TBC Other:

-Is the Time of Day Clock and Date set correctly? Y N N/A Adjusted

_____ minutes 0 seconds (slow/fast) from reference time

COMMENTS

SOMFM

Not to Scale

SR-254 (Detroit Rd)

I-90 EB RAMP

RAMP TO EB I-90

Φ6

Φ5

Φ2

Φ8

RAMP FROM EB I-90

ONLY ONLY ONLY

Image Landsat / Copernicus

Google Earth

TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: SR-254 + SHEFFIELD CROSSING **DATE:** 7-5-22

CABINET Type: ☐ 332 ☐ 336 ☒ TS-2 ☐ TS-1 Mounting: ☐ Pole ☒ Ground

CONTROLLER Make & Model: ECOM COBALT Firmware Version: _____

Address: _____ Time Synced? ☐ YES ☐ NO Ethernet Port? ☒ YES ☐ NO Master? ☐ YES ☒ NO

COMMUNICATION Type: ☒ Radio ☐ Cell Modem ☐ Interconnect ☐ Other Brand: _____

Working Properly? ☒ YES ☐ NO; Issues found: _____

DETECTION Type: ☒ Radar ☐ Video ☐ Loops ☐ Other Brand: WAVETRONIX

Working Properly? ☒ YES ☐ NO; Issues found: _____

Left Turn 1st/2nd Car Detection:

	NB	SB	EB	WB
1st	☒	☐	☒	☒
2nd	☐	☐	☐	☐

Detector Delay (sec):

ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8

PUSHBUTTONS Provided? ☐ YES, Phase(s): NO PEDS Do they conform to OMUTCD 4E.08 ADA requirements? ☐ YES ☐ NO

Working Properly? ☐ YES ☐ NO; Issues found: _____

LPI-Ready? Audible Push Buttons? ☐ YES ☐ NO

Crosswalk Markings? ☐ YES ☒ NO Countdown Ped-Heads? ☐ YES ☐ NO

PHASING Is split phasing used? ☐ YES, Phase(s): _____ ☐ NO

Do yellow ball traps exist? ☐ YES, Phase(s): _____ ☒ NO Offset Reference: YELLOW

TASKS ☒ Take pictures on each approach ☒ Take pictures in cabinet (both sides)

☒ Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
Dir.	WBLT	EB		SB	EBLTWB			NB
OVL								
PED								

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)

See attached diagrams

(Indicate North)

LEGEND

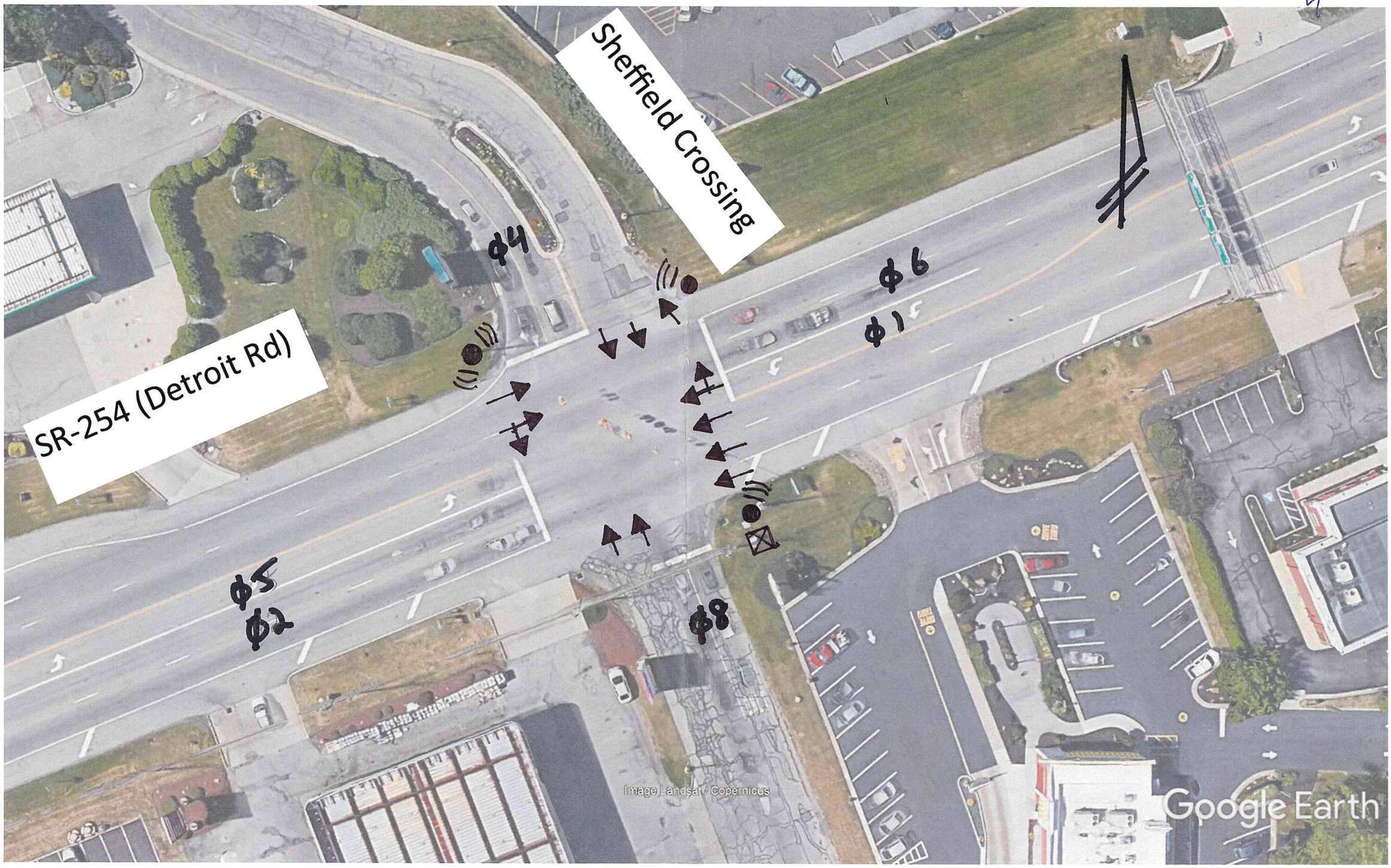
- ☒ CABINET
- → PED. PUSHBUTTON
- 3-SECTION HEAD
- 5-SECTION HEAD
- 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

-Is the controller operating: Coordinated @: 1236 Free@ Unknown
-Does the controller appear to be "In Step" with the system cycle: Y N N/A
-Interconnect type: None Hardwire Fiber Radio TBC Other:
-Is the Time of Day Clock and Date set correctly? Y N N/A Adjusted
_____ minutes 6 seconds (slow/fast) from reference time

COMMENTS

SOMEM PHASE EMP

Not to Scale


Sheffield Crossing
SR-254 (Detroit Rd)
Φ4
Φ6
Φ1
Φ5
Φ2
Φ8
Image Landsat / Copernicus
Google Earth

5

TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: SR-254 + SR 301 **DATE:** 7-5-22

CABINET Type: ☐ 332 ☐ 336 ☒ TS-2 ☐ TS-1 Mounting: ☐ Pole ☒ Ground

CONTROLLER Make & Model: ASC / 3-2100 Firmware Version: _____

Address: _____ Time Synced? ☐ YES ☐ NO Ethernet Port? ☒ YES ☐ NO Master? ☒ YES ☐ NO

COMMUNICATION Type: ☒ Radio ☐ Cell Modem ☐ Interconnect ☐ Other Brand: _____

Working Properly? ☐ YES ☐ NO; Issues found: _____

DETECTION Type: ☐ Radar ☐ Video ☒ Loops ☐ Other Brand: _____

Working Properly? ☐ YES ☒ NO; Issues found: WBLT FAULTED *

Left Turn 1st/2nd Car Detection:

	NB	SB	EB	WB
1st	☒	☒	☒	☐
2nd	☐	☐	☐	☐

Detector Delay (sec):

ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8

PUSHBUTTONS Provided? ☒ YES, Phase(s): 2-4-8 Do they conform to OMUTCD 4E.08 ADA requirements? ☐ YES ☒ NO

Working Properly? ☒ YES ☐ NO; Issues found: ϕ2 - SSC PUSH BUTTON STUCK

LPI-Ready? Audible Push Buttons? ☐ YES ☒ NO

Crosswalk Markings? ☒ YES ☐ NO Countdown Ped-Heads? ☒ YES ☐ NO

PHASING Is split phasing used? ☐ YES, Phase(s): _____ ☒ NO

Do yellow ball traps exist? ☐ YES, Phase(s): _____ ☒ NO Offset Reference: YELLOW

TASKS ☒ Take pictures on each approach ☐ Take pictures in cabinet (both sides)

☐ Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
Dir.	WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB
OVL	OLA		OLC		OLB			
PED		SS		WS		NS		ES

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)

See attached diagrams

(Indicate North)

LEGEND

- ☒ CABINET
- → PED. PUSHBUTTON
- → 3-SECTION HEAD
- → 5-SECTION HEAD
- → 3-SECTION HEAD W/ ARROWS
- → 4-SECTION HEAD W/ ARROWS
- ▭ VIDEO DETECTION

-Is the controller operating: Coordinated @: Free@ 1210 Unknown

-Does the controller appear to be "In Step" with the system cycle: Y N (N/A)

-Interconnect type: None Hardwire Fiber (Radio) TBC Other:

-Is the Time of Day Clock and Date set correctly? Y N N/A Adjusted

_____ minutes 0 seconds (slow/fast) from reference time

COMMENTS

SOMEM PDE-EMP - 2 UNITS

OLA = NBRT

OLB = SBRT

OLC = EBRT

Not to Scale

SR-254 (Detroit Rd)

SR-301 (Abbe Rd)

Google Earth

6

TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: SR 301 & HOAG **DATE:** 7-5-22

CABINET Type: ☐ 332 ☐ 336 ☒ TS-2 ☐ TS-1 Mounting: ☐ Pole ☒ Ground

CONTROLLER Make & Model: ECON ASC/3-2100 Firmware Version: _____

Address: _____ Time Synced? ☐ YES ☐ NO Ethernet Port? ☒ YES ☐ NO Master? ☒ YES ☐ NO

COMMUNICATION Type: ☒ Radio ☐ Cell Modem ☐ Interconnect ☐ Other Brand: INTUICOM

Working Properly? ☒ YES ☐ NO; Issues found: _____

DETECTION Type: ☐ Radar ☒ Video ☒ Loops ☐ Other Brand: AUTOSCOPE

Working Properly? ☒ YES ☐ NO; Issues found: _____

Left Turn 1st/2nd Car Detection:

	NB	SB	EB	WB
1st	☒	☒	☐	☐
2nd	☐	☐	☐	☐

Detector Delay (sec):

ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8

PUSHBUTTONS Provided? ☒ YES, Phase(s): 4 + 8 Do they conform to OMUTCD 4E.08 ADA requirements? ☒ YES ☐ NO

Working Properly? ☒ YES ☐ NO; Issues found: _____

LPI-Ready? Audible Push Buttons? ☐ YES ☒ NO

Crosswalk Markings? ☒ YES ☐ NO Countdown Ped-Heads? ☒ YES ☐ NO

PHASING Is split phasing used? ☐ YES, Phase(s): _____ ☒ NO

Do yellow ball traps exist? ☐ YES, Phase(s): _____ ☒ NO Offset Reference: LEAD

TASKS ☒ Take pictures on each approach ☒ Take pictures in cabinet (both sides)

☒ Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8
Dir.	NBL	SB		WB	SBL	NB		EB
OVL								
PED		WS		NS		ES		SS

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)

See attached diagrams

(Indicate North)

LEGEND

- ☒ CABINET
- → PED. PUSHBUTTON
- → 3-SECTION HEAD
- → 5-SECTION HEAD
- → 3-SECTION HEAD W/ ARROWS
- → 4-SECTION HEAD W/ ARROWS
- ▭ VIDEO DETECTION

-Is the controller operating: Coordinated @: (133) Free@ Unknown

-Does the controller appear to be "In Step" with the system cycle: (Y) N N/A

-Interconnect type: None Hardwire Fiber (Radio) TBC Other:

-Is the Time of Day Clock and Date set correctly? (Y) N N/A Adjusted

_____ minutes 6 seconds (slow/fast) from reference time

COMMENTS

PRE-EMPT - SOPHEM

Ø8 PED ON SWC - COUNT DOWN NOT WORKING

Not to Scale

SR-301 (Abbe Rd)

Hoag Dr

Ø2

Ø5

4P

2P

6P

Ø4

Ø8

8P

Ø1

Ø6

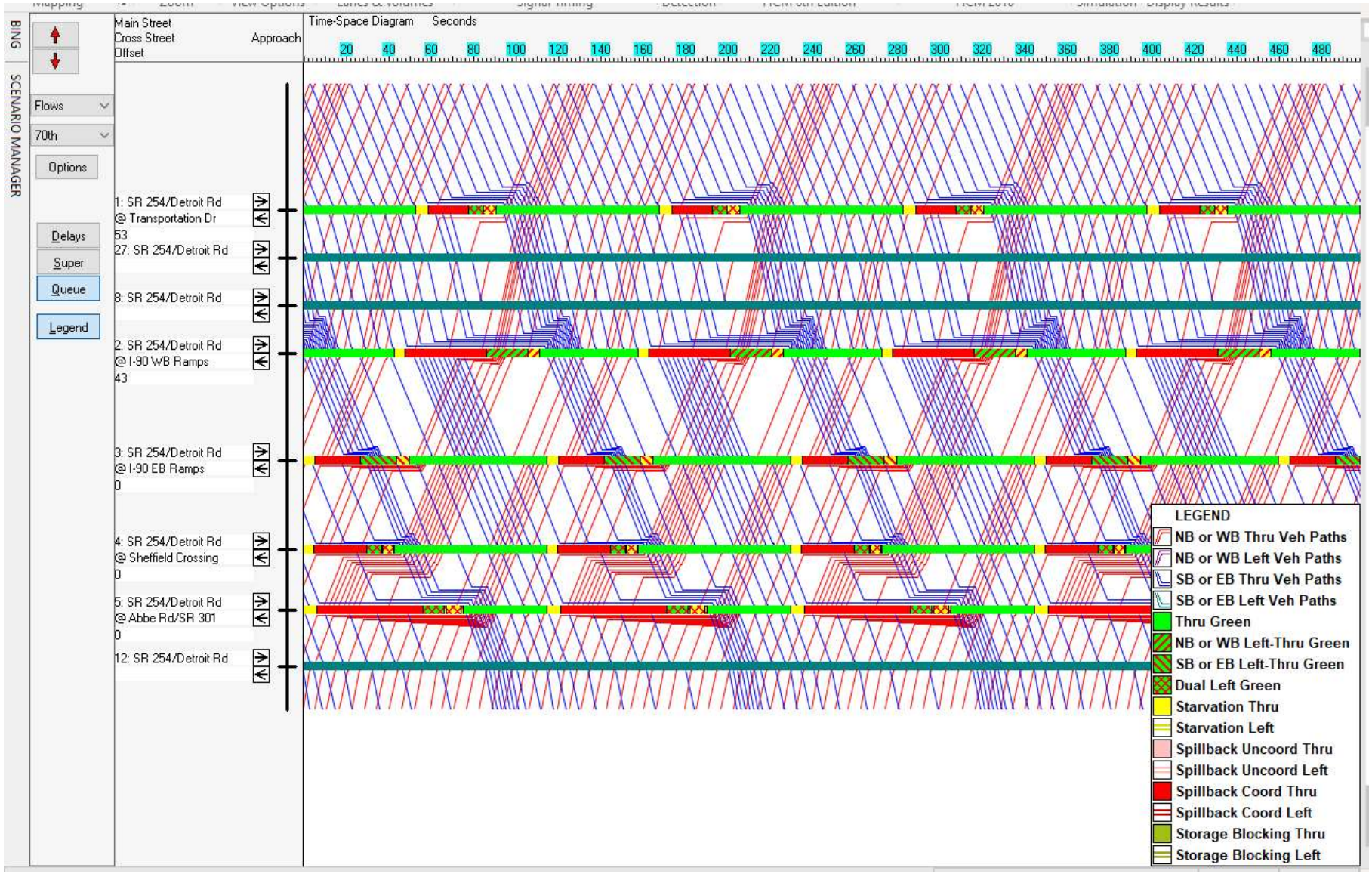
Image Landsat / Copernicus

Google Earth

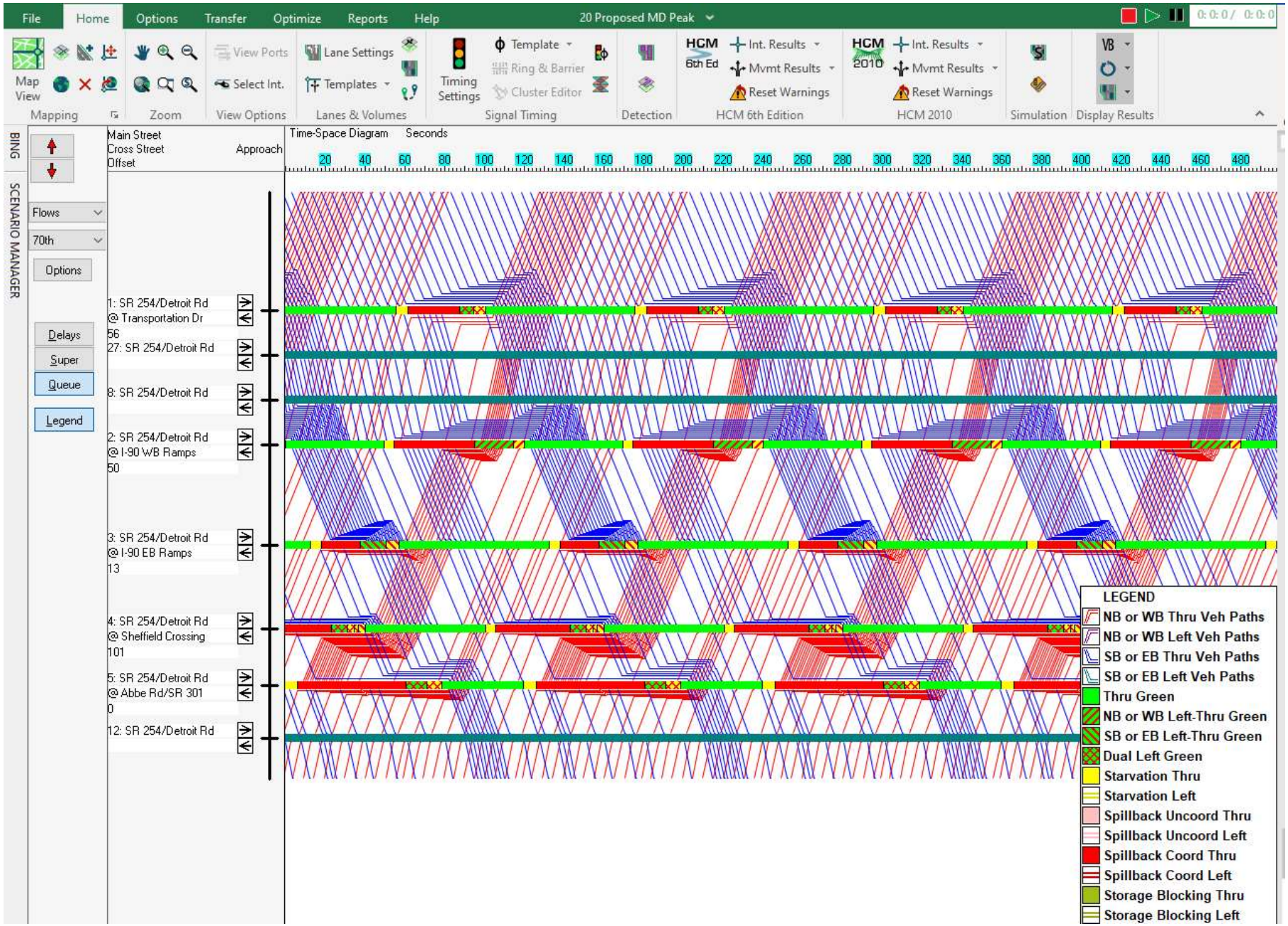
APPENDIX F – TIME SPACE DIAGRAMS

LOR-254 Time Space Diagrams

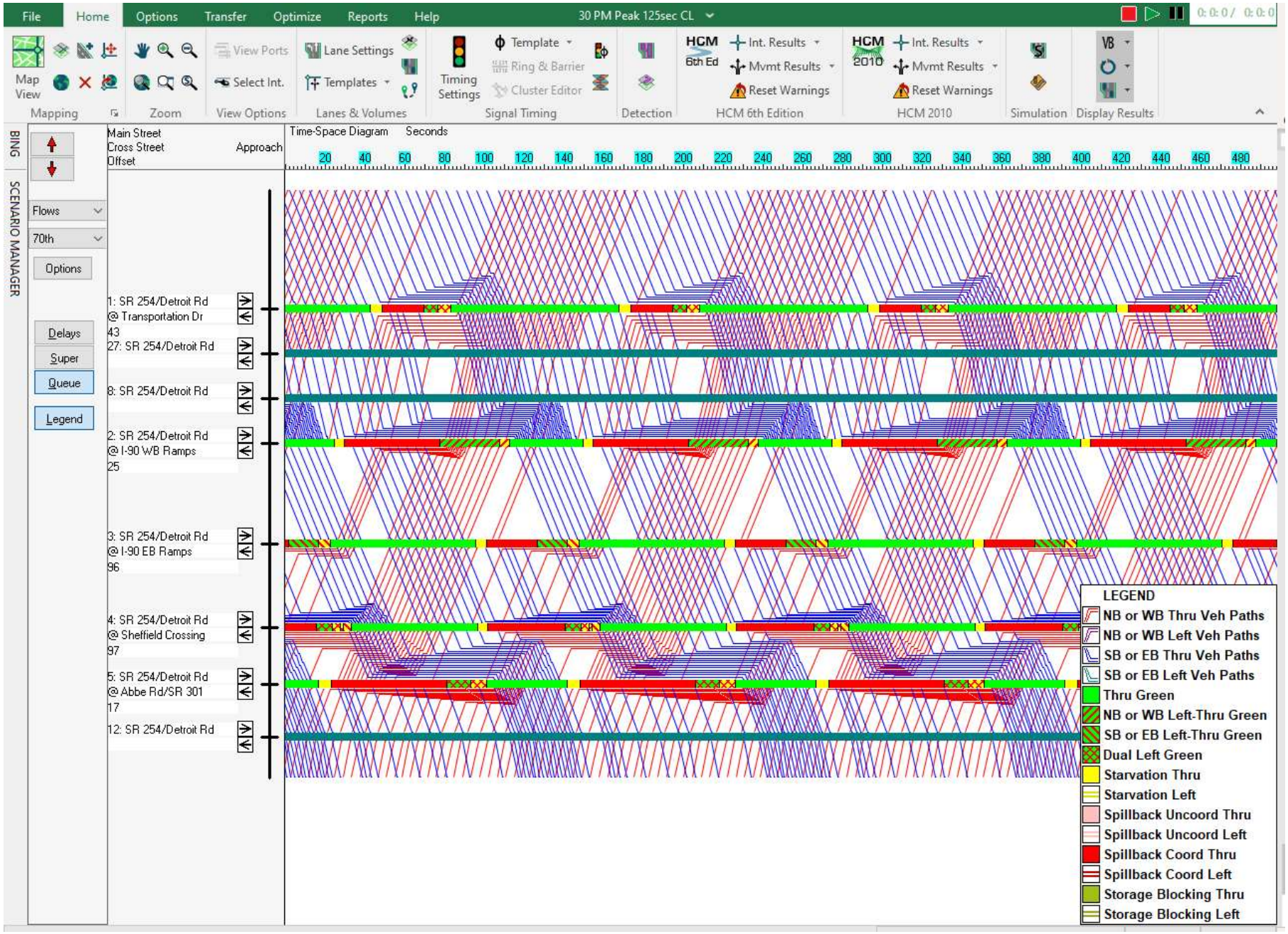
Optimized – AM Peak



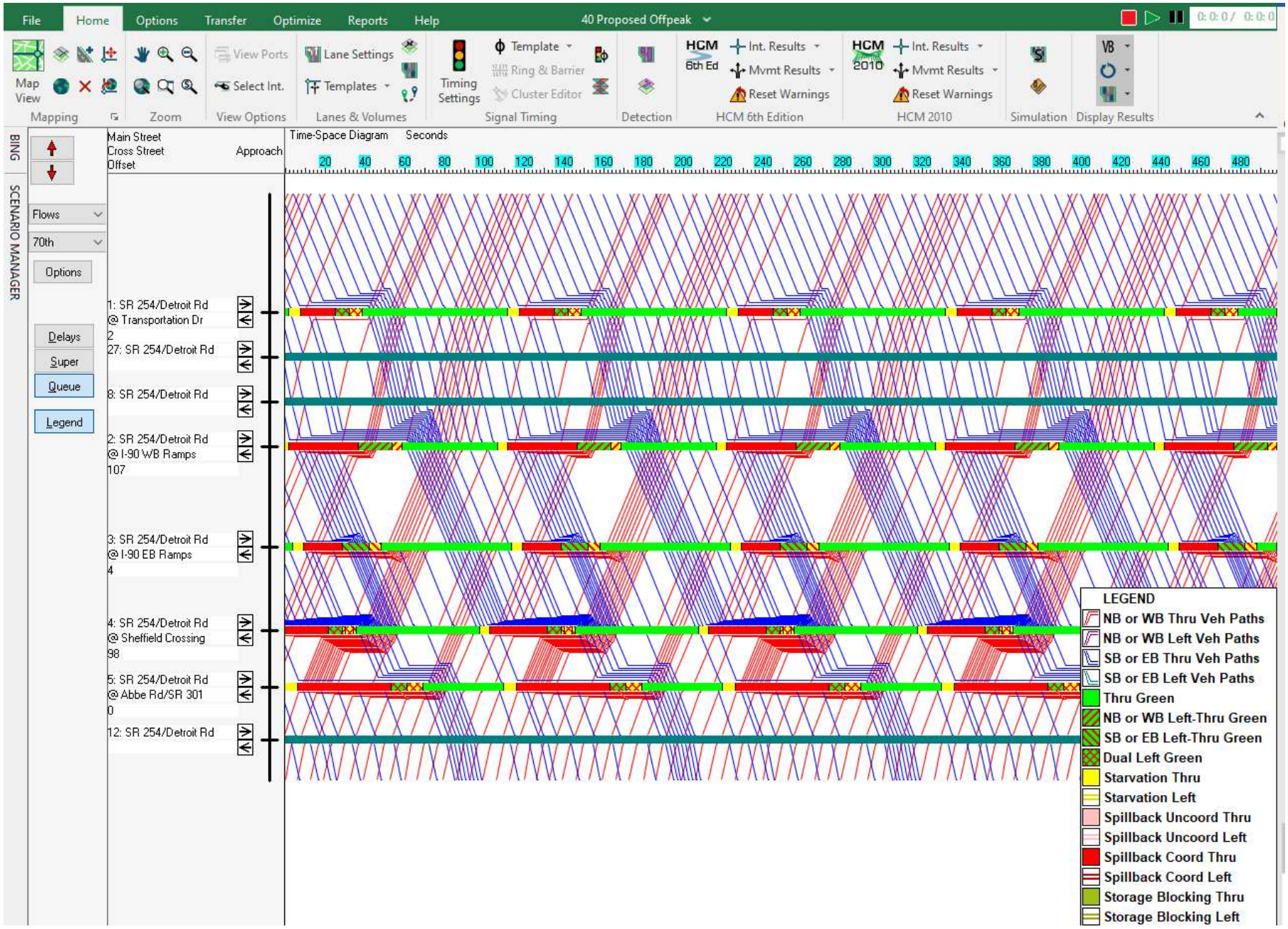
Optimized – MD



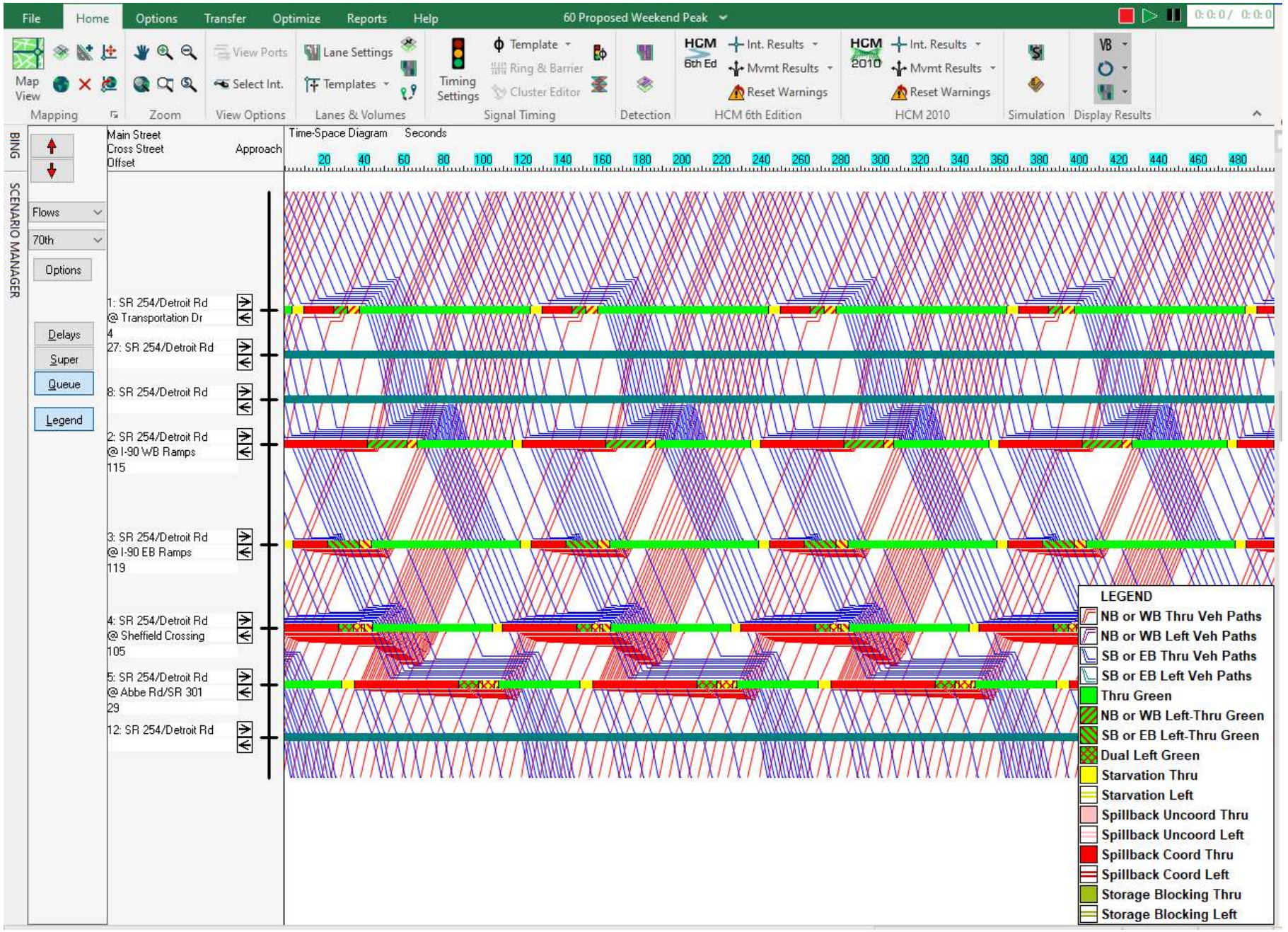
Optimized – PM peak



Optimized – Off peak



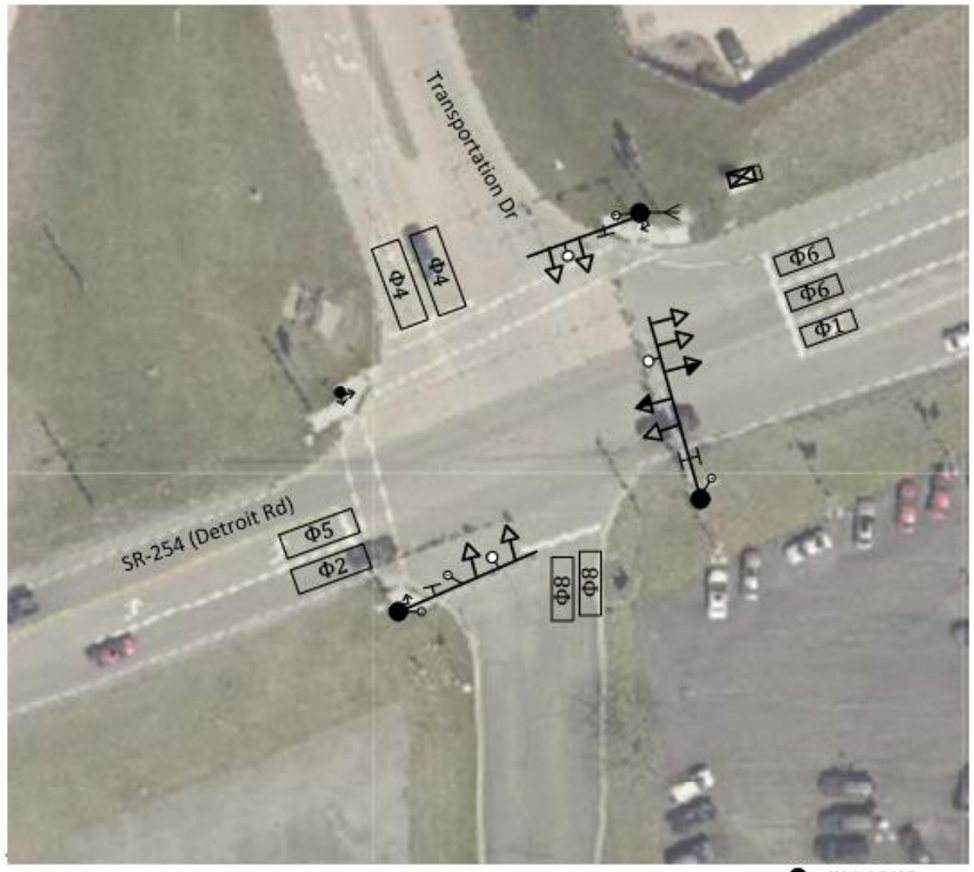
Optimized – Weekend Peak

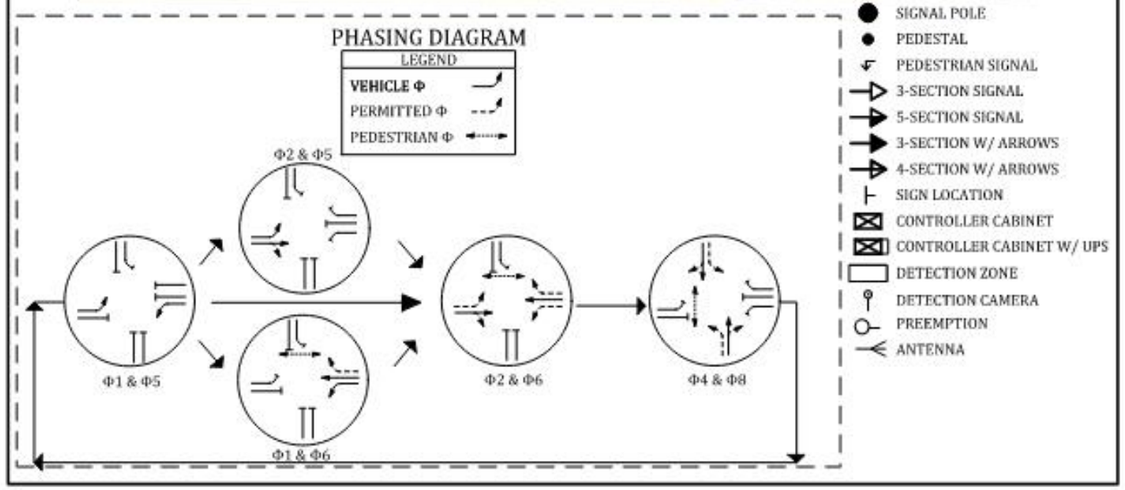


APPENDIX G – INTERSECTION SUMMARY DIAGRAMS

SR 254 @ Transportation Dr.

EXISTING GEOMETRICS AND SIGNAL LAYOUT





START UP			DUAL ENTRY:	YES	PHASES:		2, 4, 6, 8		
			REST IN RED:		RING 1	NO		RING 2	NO
START IN:	ALL-RED FLASH		OVERLAP			A	B	C	D
TIME FOR: FLASH , ALL RED (SEC.):	9, 6								
FIRST PHASE(S):	2, 6		PHASES			-	-	-	-
COLOR DISPLAYED:	GREEN								

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	-	YES

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	SYS
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
LOCAL ZERO OVERRIDE	NO
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

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

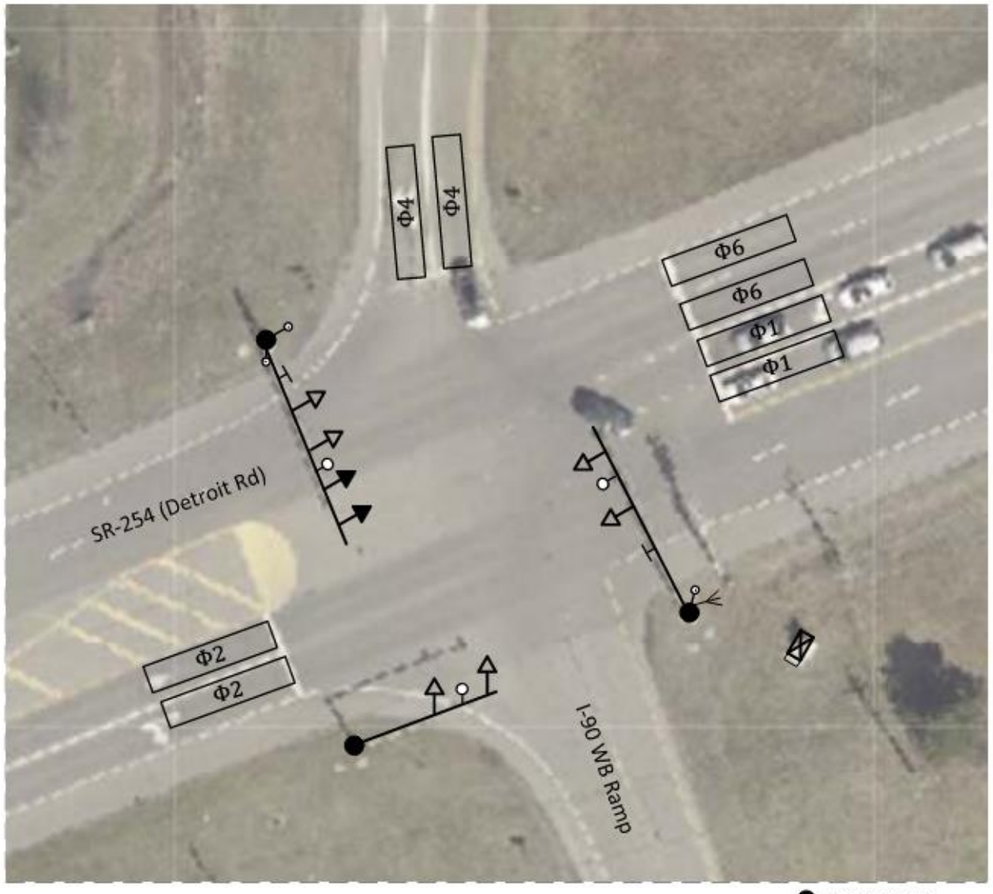
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WBL	EBT	-	SBT	EBL	WBT	-	NBT		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
10 (AM)	18	70	-	27	18	70	-	27	53	-
20 (MD)	17	74	-	29	17	74	-	29	56	-
30 (PM)	17	80	-	28	17	80	-	28	43	-
40 (OP)	16	67	-	27	16	67	-	27	2	-
60 (WKEND)	15	81	-	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	-

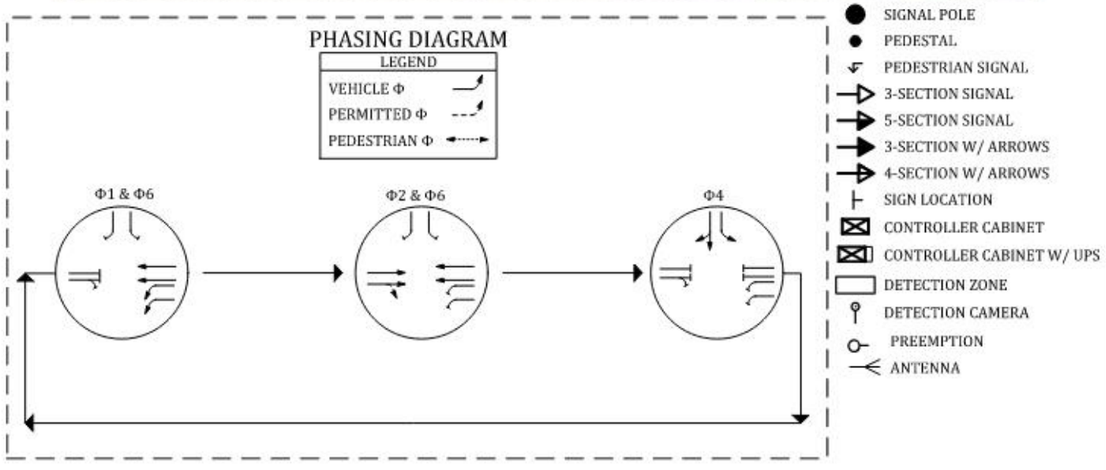
Signal Timing Summary

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

SR 254 @ I-90 WB Ramp

EXISTING GEOMETRICS AND SIGNAL LAYOUT





START UP			DUAL ENTRY:	YES	PHASES:		2, 4, 6		
			REST IN RED:		RING 1	NO		RING 2	NO
START IN:	ALL-RED FLASH		OVERLAP			A	B	C	D
TIME FOR FLASH / ALL RED (SEC.):	9, 6								
FIRST PHASE(S):	2, 6		PHASES			-	-	-	-
COLOR DISPLAYED:	GREEN								
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.						
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			WBL	EB	-	SB	-	WB	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	10	20	-	10	-	20	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	3	3	-	3	-	3	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	15	60	-	40	-	60	-	-
MAXIMUM GREEN II		(SEC.)	15	60	-	40	-	60	-	-
YELLOW CHANGE		(SEC.)	3.1	4.2	-	3.6	-	4.2	-	-
ALL RED CLEARANCE		(SEC.)	2.1	1	-	2.4	-	1	-	-
DELAYED GREEN (LPI) #		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
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	-	-

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
LOCAL ZERO OVERRIDE	NO
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

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

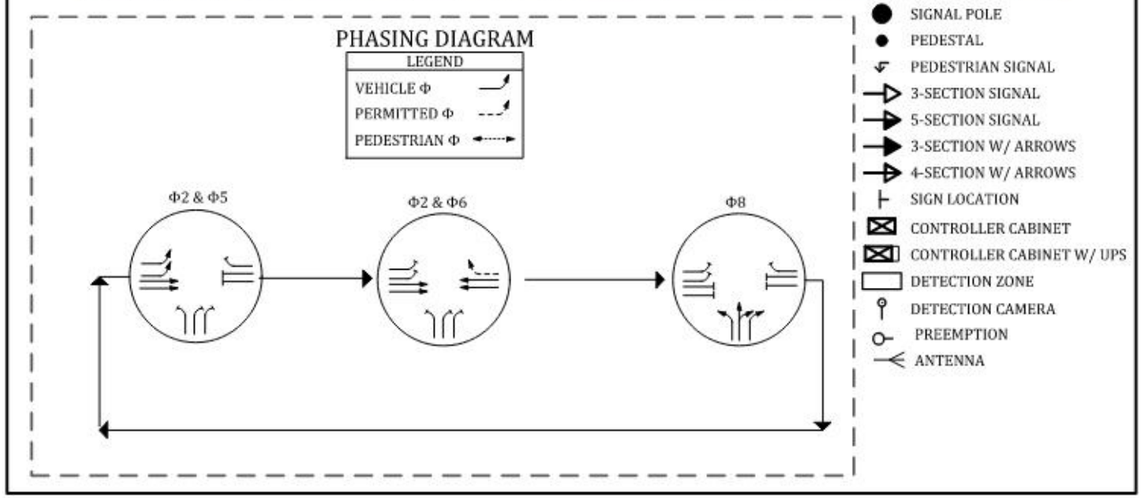
Detroit Rd & I-90 WB Ramps										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WBL	EBT	-	SBT	-	WBT	-	-		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
10 (AM)	34	38	-	43	-	72	-	-	43	-
20 (MD)	33	42	-	45	-	75	-	-	50	-
30 (PM)	45	32	-	48	-	77	-	-	25	-
40 (OP)	28	42	-	40	-	70	-	-	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



START UP			DUAL ENTRY:	YES	PHASES:		2, 6, 8		
			REST IN RED:		RING 1	NO		RING 2	NO
START IN:	ALL-RED FLASH		OVERLAP			A	B	C	D
TIME FOR FLASH / ALL RED (SEC.):	9, 6								
FIRST PHASE(S):	2, 6		PHASES			-	-	-	-
COLOR DISPLAYED:	GREEN								

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EBT	-	-	EBL	WBT	-	NBT
MINIMUM GREEN (INITIAL)		(SEC.)	-	20	-	-	10	20	-	10
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		*(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	3	-	-	3	3	-	3
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	60	-	-	15	60	-	40
MAXIMUM GREEN II		(SEC.)	-	60	-	-	15	60	-	40
YELLOW CHANGE		(SEC.)	-	4.2	-	-	3.3	4.2	-	3.8
ALL RED CLEARANCE		(SEC.)	-	1.2	-	-	2.8	1.2	-	2.1
DELAYED GREEN (LPI) #		(SEC.)	-	-	-	-	-	-	-	-
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

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
LOCAL ZERO OVERRIDE	NO
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

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

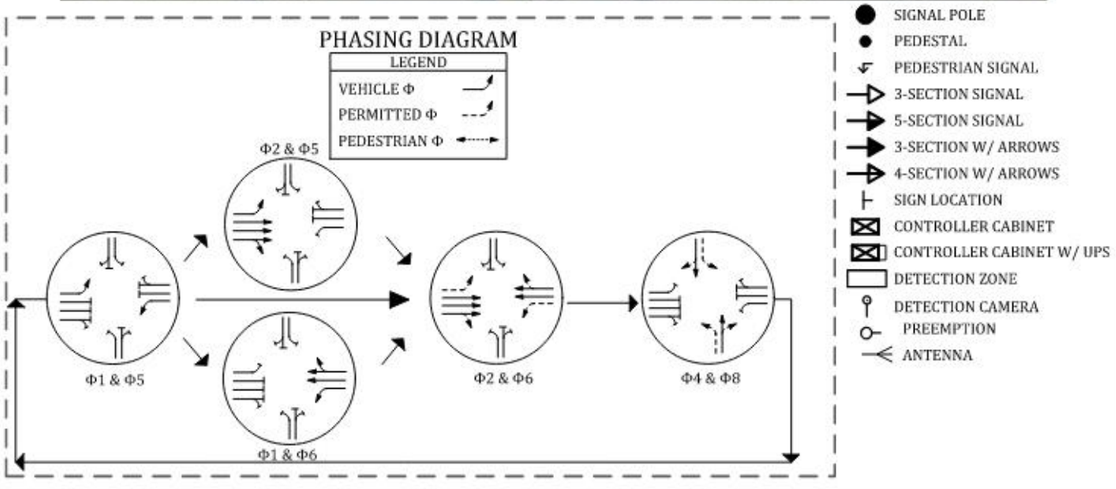
Detroit Rd & I-90 EB Ramps										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	-	EBT	-	-	EBL	WBT	-	NBT		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
10 (AM)	-	82	-	-	29	53	-	33	0	-
20 (MD)	-	82	-	-	24	58	-	38	13	-
30 (PM)	-	85	-	-	27	58	-	40	96	-
40 (OP)	-	79	-	-	23	56	-	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



START UP			DUAL ENTRY:	YES	PHASES:		2, 4, 6, 8		
START IN:	ALL-RED FLASH		REST IN RED:		RING 1	NO		RING 2	NO
TIME FOR FLASH / ALL RED (SEC.):	9, 6		OVERLAP			A	B	C	D
FIRST PHASE(S):	2, 6								
COLOR DISPLAYED:	GREEN		PHASES			-	-	-	-

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			WBL	EBT	-	SBT	EBL	WB	-	NB
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	60	-	30	15	60	-	30
MAXIMUM GREEN II		(SEC.)	15	60	-	30	15	60	-	30
YELLOW CHANGE		(SEC.)	3.3	4.2	-	3.3	3.3	4.2	-	3.3
ALL RED CLEARANCE		(SEC.)	2.2	1	-	1.5	2.2	1	-	1.5
DELAYED GREEN (LPI) #		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	-	-	-	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	-	-	-	-	-
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)	NO	YES	-	NO	NO	YES	-	NO

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
LOCAL ZERO OVERRIDE	NO
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

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

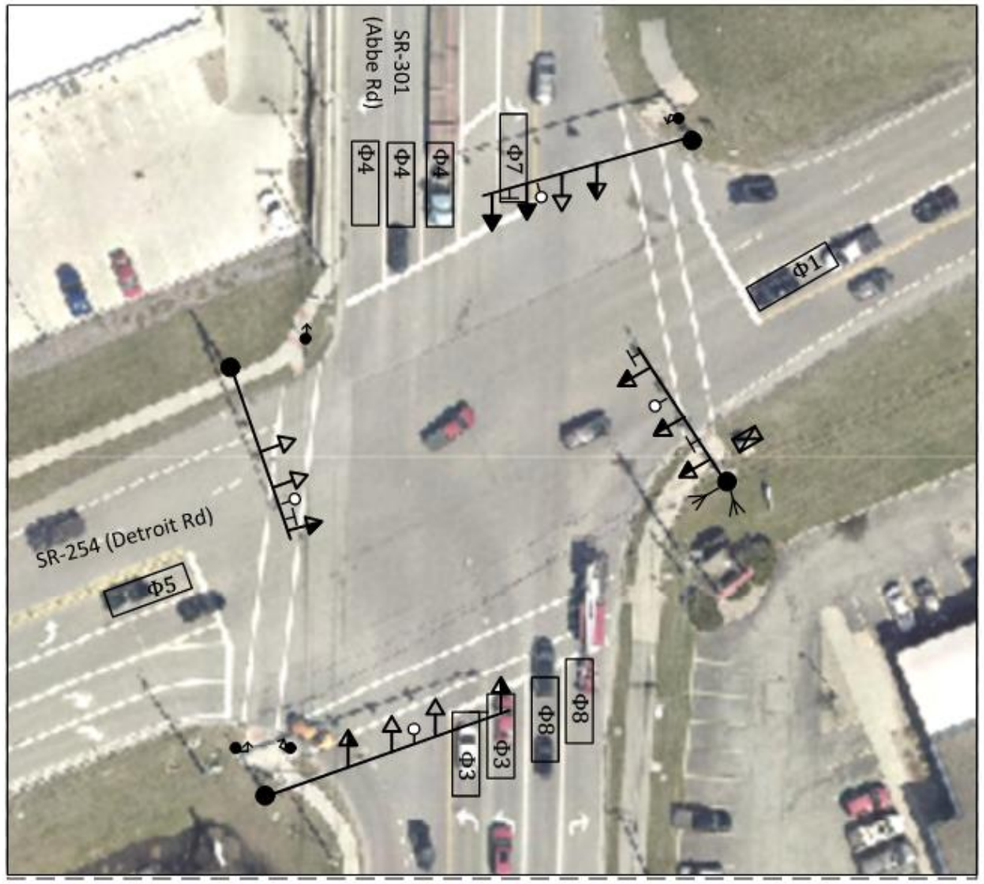
Detroit Rd & Sheffield Crossing										
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WBL	EBT	-	SBT	EBL	WB	-	NB		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
10 (AM)	18	63	-	34	18	63	-	34	0	-
20 (MD)	14	61	-	45	21	54	-	45	101	-
30 (PM)	15	71	-	39	21	65	-	39	97	-
40 (OP)	15	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	-

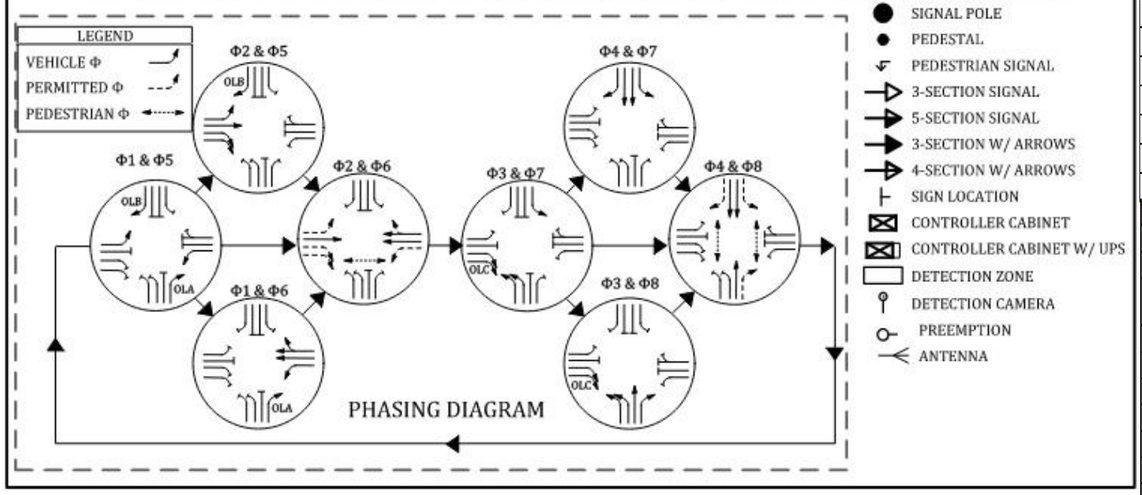
Signal Timing Summary

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		
			REST IN RED:		RING 1	NO		RING 2	NO
START IN:	ALL-RED FLASH		OVERLAP			A	B	C	D
TIME FOR FLASH / ALL RED (SEC.):	9, 6								
FIRST PHASE(S):	2, 6		PHASES			1	5	3	-
COLOR DISPLAYED:	GREEN								

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

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	TBC
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	YELLOW
PED RECALL	NO
LOCAL ZERO OVERRIDE	NO
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

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 & Abbe Rd

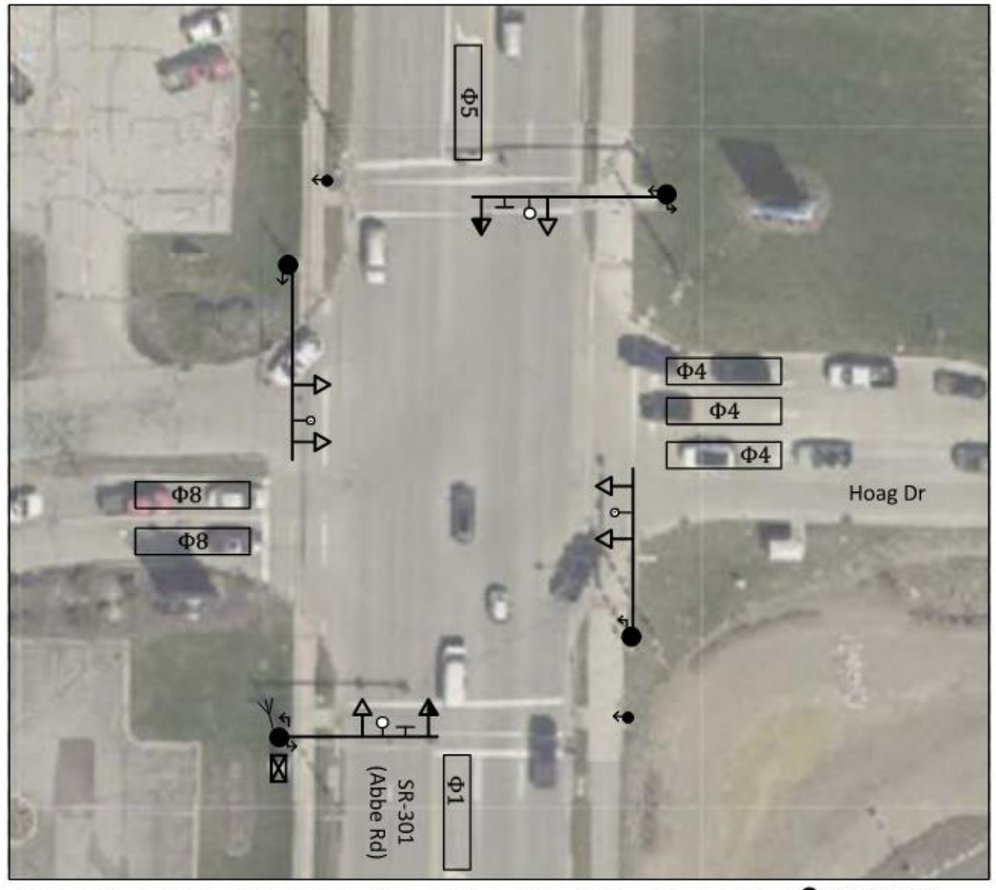
PHASE	1	2	3	4	5	6	7	8	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
10 (AM)	18	47	29	21	19	46	16	34	0	-
20 (MD)	18	47	34	21	18	47	19	36	0	-
30 (PM)	20	47	37	21	20	47	17	41	17	-
40 (OP)	16	47	27	20	16	47	17	30	0	-
60 (WKEND)	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	-

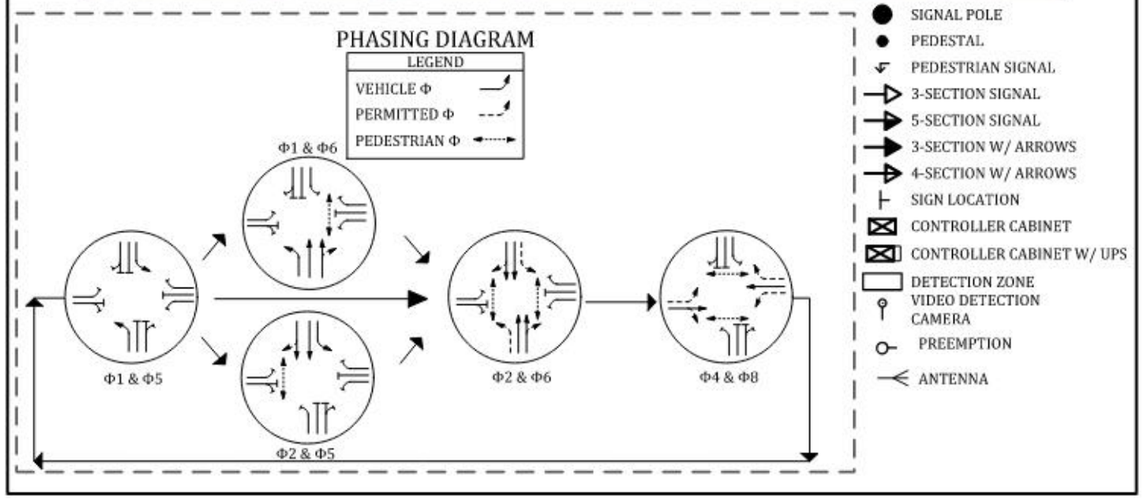
Signal Timing Summary

LOR-254 & SR 301
Sheffield Village
Lorain County – ODOT D3

SR 301 @ Hoag Dr

EXISTING GEOMETRICS AND SIGNAL LAYOUT





START UP			DUAL ENTRY:	YES	PHASES:	2, 4, 6, 8		
			REST IN RED:		RING 1	NO	RING 2	NO
START IN:	ALL-RED FLASH		OVERLAP		A	B	C	D
TIME FOR FLASH / ALL RED (SEC.):	9, 6							
FIRST PHASE(S):	2, 6		PHASES		-	-	-	-
COLOR DISPLAYED:	GREEN							

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			NBL	SBT	-	WBT	SBL	NBT	-	EBT
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

ECONOLITE COORD SETTINGS	
MANUAL PATTERN	AUTO
SYSTEM SOURCE	SYS
SPLITS IN	SECONDS
TRANSITION	SMOOTH
DWELL/ADD TIME	0
OFFSET REFERENCE	LEAD
PED RECALL	NO
LOCAL ZERO OVERRIDE	NO
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

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	OFFSET 1 (SEC)	OFFSET 2 (SEC)
DIRECTION	NBL	SBT	-	WBT	SBL	NBT	-	EBT		
PLAN NO. OR C/S/O	SPLITS (G+Y+AR) IN SECONDS									
FREE	-	-	-	-	-	-	-	-	-	-

Signal Timing Summary

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