
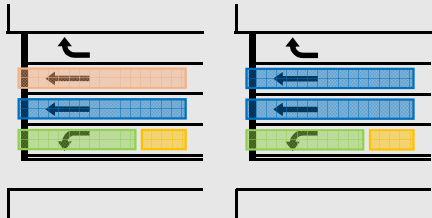




Detection	Metric
<p>None (metrics will display and show info in ATSPM without detection, however, the metrics will be more useful with detection)</p> 	<p>Purdue Phase Termination (without detection, only maxouts/forceoffs) Split Monitor (without detection, splits will be fixed time) Preemption Details (requires preemption device) Pedestrian Delay (requires pedestrian detection) Timing and Actuation (without detection, only timing will be displayed)</p>
<p>Lane-by-lane or Lane Group Presence</p> 	<p>Purdue Split Failure</p>
<p>Lane-by-lane Stop Bar Count</p> 	<p>Turning Movement Counts Yellow and Red Actuations (requires placement of detection into the intersection and beyond the stop bar OR placement of detection at the stop bar with a speed filter)</p>
<p>Advanced Count (Lane-by-lane or group)</p> 	<p>Purdue Coordination Diagram Purdue Link Pivot Offset Optimization Approach Volume Approach Delay Arrivals on Red Approach Speed (requires detection with speed service)</p>

UDOT Detection Setup

Advanced Count zone

Used for:

- Purdue Coordination Diagram
- Purdue Link Pivot Offset Optimization
- Approach Volume
- Approach Delay & Arrivals on Red
- Approach Speed

Located: 350 to 600 ft behind the stop bar

Note: Place in advance of initial queue of vehicles during the red. Extra benefit if same as DZ detection. Priority #2

Small yellow & red actuation zone

Used for:

- Yellow and Red Actuations

Located:

- On stopbar (if detector has a speed filter)
- Slightly advance of stopbar (if no speed filter)

Note: Placing detector at stop bar will provide a more accurate representation of when vehicle enter the intersection. Consider latency adjustments. Priority #5

