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Research Report on Improving Diamond Interchange Operations Using Advanced Controller Features Roelof Johannes Engelbrecht,Steven P. Venglar,Zong Z. Tian,2001 *Field Manual for Configuring Traffic-responsive Control on TxDOT Closed-loop Systems* Geza Pesti,Nadeem A. Chaudhary,Montasir Abbas,2007 *Engineering Solutions to Improving Operations and Safety at Signalized Intersections Near Railroad Grade Crossings with Active Devices* ,2005

Incorporating the Effects of Signal Transitions in the Selection of Timing Plans in Traffic Responsive Signal Systems Kevin N. Balke,K. S. Rao,Mark Husted,1998 As part of this research project a computer program SIGTRAN was developed to estimate the impacts of the transition phase when changing timing plans The program uses the same procedures as PASSER II 90 to compute the estimated delay due to transition Using the SIGTRAN program a proposed algorithm for selecting new timing plans in a traffic responsive mode was developed The algorithm compares the delay associated with retaining the old traffic signal timing to the delay associated with implementing a new timing plan plus the delay caused by transitioning to the new timing plan If the delay for the old timing plan exceeded the delay estimates for the new timing plan plus the delay accrued during transition then the new timing plan was adopted otherwise the old timing plan was retained The new algorithm was tested using data from NASA Road 1 in Houston Texas It was found that the traffic responsive timing plans developed using the algorithm produced substantial delay savings in the A M peak and noon periods over operating the signals in a time of day mode Less significant delay savings were generated during the A M off peak P M off peak and P M peak periods During these periods either traffic volumes did not change significantly or the differences in the timing plans were so slight that most of the benefits of changing timing plans were offset by the increase in delays caused by transitioning to the new timing plans **Overcoming Obstacles to the Use of Traffic Signal Detector Data for Traffic Forecasting** ,2001 *2000 Transportation Engineering Research Reports* Sean Merrell,2000 The engineering research reports in this document resulted from the ninth year of the undergraduate Transportation Engineering Fellows Program during the summer of 2000 The ten week program sponsored by the Advanced Institute program of the Southwest Region University Transportation Center SWUTC the Texas Transportation Institute TTI and the Civil Engineering Department at Texas A M University provides undergraduate students in Civil Engineering with the opportunity to learn more about transportation engineering through participation in a transportation research program The program design allows the students to interact directly with a faculty member or TTI researcher in developing a research proposal conducting appropriate research and documenting the research results This compendium contains reports on two transportation research projects One paper documents an evaluation of signal control strategies using data from Wellborn Road and the CORSIM simulation model A few recommendations for additional studies were made based on the procedures developed in the project No specific conclusions could be drawn concerning specific control strategy changes The other

paper compares the perception of the Houston Metro bus service and the bus volume and ridership Past bus volumes and perception were compared and used with future scenarios An all bus plan and a projection of the light rail operating condition were used as comparison cases Several case specific conclusions were drawn from the analysis as well as some general conclusions concerning the methodology used **Development and Evaluation of a Framework for Selecting Operational Strategies for an Integrated Diamond Interchange** Zongzhong Tian,Kevin N. Balke,2004 **Adaptive Left Turn Phasing** Allison C. Meadors,1997 As technology in the traffic controller industry continues to improve controllers are now more responsive to changing traffic conditions Taking advantage of the advances in traffic controller technology the Texas Transportation Institute designed an adaptive left turn feature for a signal controller Automatic Signal Eagle Signal has introduced this logic internal to their EPAC 300 controller which is capable of deciding and implementing when a separate left turn phase should be provided or when permissive operation is acceptable based on traffic conditions The adaptive left turn feature was tested for a wide range of left turn volumes and opposing through volumes Measures of effectiveness that were examined included cycle length average stopped delay total delay and queue length It was determined that the adaptive feature activated in the controller typically provided a benefit to the opposing through traffic some disadvantage to the left turning traffic but generally a benefit to the overall intersection **Development of a Traffic Signal Performance Measurement System (TSPMS)** Kevin N. Balke,Hassan A. Charara,Ricky Parker,2005 The purpose of this research was to examine the type of performance measures that could be collected at an intersection and develop a system for automatically collecting these performance measures in the field We began the research by conducting an assessment ofthe needs of the Texas Department of Transportation TxDOT practitioners for an automated system to collect intersection and traffic signal performance measures We then examined capabilities of some of the existing traffic signal controllers and detection systems to produce the desired performance measures Based on the findings of the needs assessments and an evaluation of the limitation of the existing detection system we developed a series of innovative performance measures that practitioners could use to assess traffic operations and the effectiveness of the signal timing at intersections We then developed a prototype system for automatically collecting these data in the field We installed the prototype system in two different locations that exhibited different operating characteristics and assessed the ability of the system to collect meaningful and appropriate performance measures Improved Traffic Signal Efficiency in Rural Areas Through the Use of Variable Maximum Green Time Steven M. Click,Aswini Rajagopalan,2007 **Transportation Research Record** ,1974 *A Bus Signal Priority System Using Automatic Vehicle Location* Chen-Fu Liao,2008 **Development and Application of On-line Strategies for Optimal Intersection Control** Eil Kwon,1996 The previous phases of this research reviewed and tested existing intersection control algorithms in a simulated environment Further a machine vision detection system with four cameras was installed at the intersection of Franklin and Lyndale Avenues in Minneapolis Minnesota to

develop a live intersection laboratory Phase III enhanced the live laboratory with two additional cameras covering the intersection proper and the extended approach of southbound Lyndale Avenue A comprehensive operational plan for the laboratory was developed and a new microscopic simulator for the laboratory intersection was also developed Two types of new intersection control strategies i e one with link wide congestion measurements and the other based on neural network approach were developed and evaluated in the simulated environment Further using the data collected from the machine vision detection system an automatic procedure to estimate the intersection delay was also developed and applied to compare the performance of fixed timing control with that of the actuated control strategy   Compendium of Technical Papers Institute of Transportation Engineers. Meeting,1996   **Advanced Techniques Manual** R. Smith,1966   *AED-0 Programming Manual* ,1965

The Enigmatic Realm of **Manual For Epac300**: Unleashing the Language is Inner Magic

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