

SERIES 900

TS2

1-11-2017



NAZTEC, INC.
NEMA TRAFFIC
CONTROLLER



OPERATION

1. PRESS ANY KEY TO ACTIVATE DISPLAY
2. PRESS NUM MENU COMB. STOPS FOR NUM MENU
3. PRESS 0 KEY OR NUM MENU FLOW TO SELECT
4. PRESS ALT FOR TRAFFIC FOR HELP & TO END HELP

FUNCTIONS

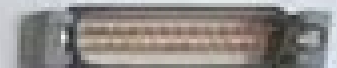
- DATE SWITCH DATE ON EXISTING DISPLAY
- TIME SWITCH TO PREVIOUS SCREEN/MENU
- NUM/MEN IF NOT AT NUM MENU, DISPLAY NUM MENU IMMEDIATELY
- IF AT NUM MENU, STOPS BACKGROUND DISPLAY

ALTERNATE FUNCTIONS

- TRAFFIC ALT TRAFFIC TRAIL OR THE ALTERNATE
- END TRAFFIC TRAIL
- ALT FOR TRAFFIC TRAIL
- NUM/MEN TRAFFIC BACKGROUND
- 0 END TRAFFIC

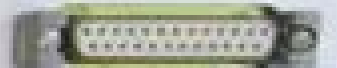
SYSTEM

P-4



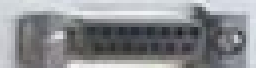
PC/PRINT

P-2



BOLD

P-1



ENET

FOR

P-3



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115VAC/1A



Naztec Controller Manuals

**Vehicle Navigation and Information
Systems Conference (Oslo Plaza,
Norway))**

Naztec Controller Manuals:

Field Manual for Configuring Traffic-responsive Control on TxDOT Closed-loop Systems Geza Pesti, Nadeem A. Chaudhary, Montasir Abbas, 2007 **Research Report on Improving Diamond Interchange Operations Using Advanced Controller Features** Roelof Johannes Engelbrecht, Steven P. Venglar, Zong Z. Tian, 2001 **Engineering Solutions to Improving Operations and Safety at Signalized Intersections Near Railroad Grade Crossings with Active Devices**, 2005 *Coordination of Actuated Controllers on Traffic Control Systems* Edmond Chin-Ping Chang, Joseph Koothrappally, 1994 **Evaluation of Advance Coordination Features in Traffic Signal Controllers** Srinivasa R. Sunkari, Roelof J. Engelbrecht, Kevin N. Balke, 2004 Public Works Manual, 1995 **Freeway Operations and Traffic Signal Systems, 2004** National Research Council (U.S.). Transportation Research Board, 2004 TRB's Transportation Research Record Journal of the Transportation Research Board 1867 examines several algorithms that estimate speed from traffic surveillance cameras in a variety of traffic weather and lighting conditions identify bottleneck locations the active times and the delays that are caused and are applied to the archived loop detector data in the I 4 data warehouse **Traffic Control Systems Handbook**, 1996 This Traffic Control Systems Handbook updates the 1985 edition FHWA IP 85 11 TRIS 00475445 and broadens the scope to include Intelligent Transportation Systems ITS technology and concepts The Handbook recommends decision making processes in selection implementation and operations of a traffic control system and describes ITS plans and programs The Traffic Control Systems Handbook serves as a basic reference in planning designing and implementing effective traffic control systems provides an updated compendium of existing traffic control technology for the advanced designer and user describes existing and evolving traffic control system technology and aids understanding and facilitates training in the traffic control system field Vehicle Navigation and Information Systems Vehicle Navigation and Information Systems Conference (Oslo Plaza, Norway)), 1994 *Best ITS Management Practices and Technologies for Ohio* Edd Hauser, 2001 To address congestion and safety concerns on Ohio's Macro Highway System the following priorities were identified in this research report as solutions in urban areas 1 incident management 2 arterial signal coordination primarily the responsibility of local governments and 3 traffic control during construction and maintenance activities On rural sections of highway maintained by ODOT the priorities identified for improvement are 1 traffic control during construction and maintenance activities 2 weather snow and ice monitoring and 3 advanced traveler information systems Specific technologies were explored in four areas that were identified to be of primary interest to ODOT traffic detection traffic controllers dynamic message signs and communications technologies The following specific recommendations were made 1 that ODOT pursue installation and use of nonintrusive detection methods wherever practical 2 that ODOT continue its direction of procuring and installing 2070 Lite controllers and develop the capability to maintain these devices as well 3 that limited use be made of the large dynamic message signs that are typically mounted on sign bridges over multiple lanes of freeways and

that smaller cantilever mounted or median mounted signs be used in most situations and 4 that a common ITS communications architecture master plan be defined for each region to establish cost effective deployment and operations of field devices and center components It was further recommended that collocation of police and fire agencies be integral to ITS investments in urban areas of Ohio Flexibility is the key to district staffing levels during the next several years of ITS deployment To address equity issues ODOT should centralize ITS operations and maintenance funding until ITS deployment becomes more widespread and integrated into District Offices planning and operations and into the Central Office functions including most major units within the Department

Guidelines for Determination of Optimal Traffic Responsive Plan Selection Control Parameters ,2005 Closed loop traffic control systems can be operated by either Time of Day TOD mode or Traffic Responsive Plan Selection TRPS mode When properly configured the TRPS mode has the potential to provide an optimal operation due to its ability to accommodate abnormal traffic conditions such as incidents special events and holiday traffic TRPS mode can also reduce the need for frequent redesign updates to signal timing plans To date there have not been any formal guidelines for selection of robust and optimal TRPS system parameters and thresholds Consequently traffic engineers usually revert to the TOD mode of operation for its ease of setup This report provides a new methodology for robust and optimal selection of TRPS parameters and thresholds The report presents an innovative framework of TRPS system setup following a comprehensive approach that incorporates a multi objective evolutionary algorithm and a supervised discriminant analysis The developed guidelines are presented in simplified tables to facilitate their implementation Guidelines were verified by using hardware in the loop simulations Compared to just the worst possible solutions encountered during the optimization the final solution provided a concurrent savings of 53 percent in delay and 19 percent in stops

Methodology for Determination of Optimal Traffic Responsive Plan Selection Control Parameters ,2004

NTCIP(4)— SCP ASC 3 GPRS

Global Practices on Road Traffic Signal Control Keshuang Tang,Manfred Boltze,Hideki Nakamura,Zong Tian,2019-05-03 Global Practices on Road Traffic Signal Control is a valuable reference on the current state of the art of road traffic signal control around the world The book provides a detailed description of the common principles of road traffic signal control using a well defined and consistent format that examines their application in countries and regions across the globe This important resource considers the differences and special considerations across countries providing useful insights into selecting control strategies for signal timing at intersections and pedestrian crosswalks The book s authors also include success stories for coping with increasing traffic related problems examining both constraints and the reasons behind them Presents a comprehensive reference on country by country practices on road traffic signal control Compiles and compares approaches across countries Covers theories and common principles Examines the most current systems and their implementation

2008 IFES Buyer's Guide to Election Suppliers Ifes, **Incident Detection Optimization and**

Data Quality Control César Augusto Quiroga, Khaled Hamad, Eun Sug Park, 2005 *Transportation Research Record*, 1974
Development and Evaluation of a Framework for Selecting Operational Strategies for an Integrated Diamond Interchange
Zongzhong Tian, Kevin N. Balke, 2004 *Implementation of Traffic Responsive Control on TxDOT Closed-loop Systems* Geza
Pesti, Nadeem A. Chaudhary, Montasir Abbas, 2007 Left-turn Treatments at Intersections James L. Pline, 1996 This
synthesis will be of interest to traffic engineers in both the public and private sectors as well as to design engineers safety
and law enforcement officials traffic signal technicians and others concerned with the accommodation of nonmotorized
transportation pedestrians and bicycles on the roadway The synthesis describes the traffic conditions signalization signing
and geometric design issues associated with accommodating left turning vehicles at intersections This report of the
Transportation Research Board discusses the basic concerns related to left turn movements and the guidelines and
requirements for handling these movements in the traffic stream It also addresses the design criteria for left turn treatments
and the performance measures frequently applied to determine their effectiveness The synthesis discusses the specific
requirements for signing and pavement markings and the various elements of traffic signal requirements signal design and
installation phasing optimization and lane use controls There is also a description of special applications such as U turn
control pedestrian requirements bicycles and light rail transit interface

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