

Overview

Use a detector as a multi-purpose vehicle detector for the transportation industry. With an inductive loop or Microloop[™] as its detection sensor, it can detect vehicles in ITS applications and transmit other critical information for data analysis, storage and communications — making it more valuable than detection-only alternatives.



ITS Capabilities

Dual-Loop Output and Classification Support

Many ITS applications have two loops per lane to improve detection accuracy, speed and classification. Supporting dual loop detection and offering the intelligence to compute, store and communicate event-specific information based on speed and/or length. For example, you can use it for warning applications when trucks are traveling too fast.

Rural Safety Applications

Combine dual-loop output and classification capability with driver warning technology to warn drivers and reduce crashes at dangerous stop-sign-controlled intersections in rural settings.

Wrong Way Detection Applications

With dual-loop output and driver warning technology, you can configure the system to alert driver of the error, and remind them to go the right way.

Ramp Metering

With ramp metering, you can regulate the flow of traffic entering the freeways according to traffic conditions. Used to decrease congestion and improve driver safety.

Data Integration Software Protocol

Many state and large city DOTs use agency-specific software for traffic data collection and reporting architecture. The software supports the legacy 3M Canoga protocol used by many DOTs for integrating count, occupancy, speed and classification information into ITS applications.

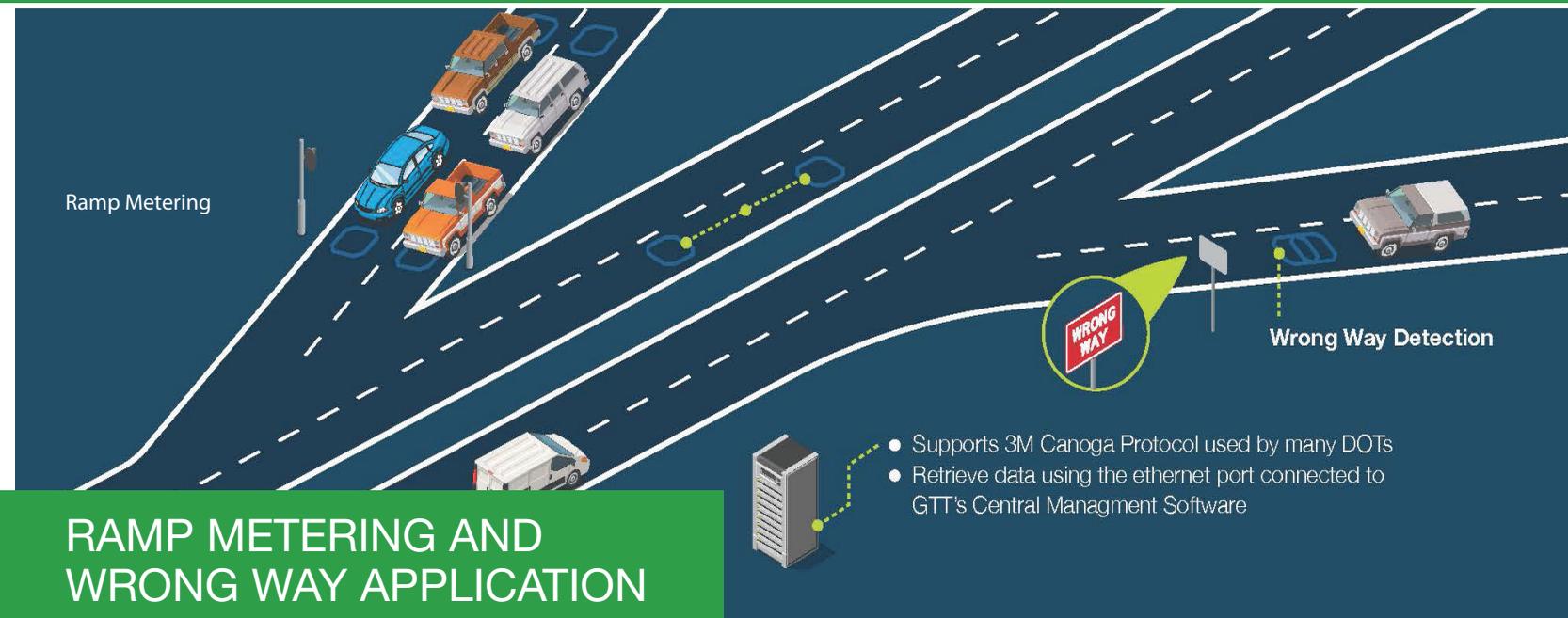
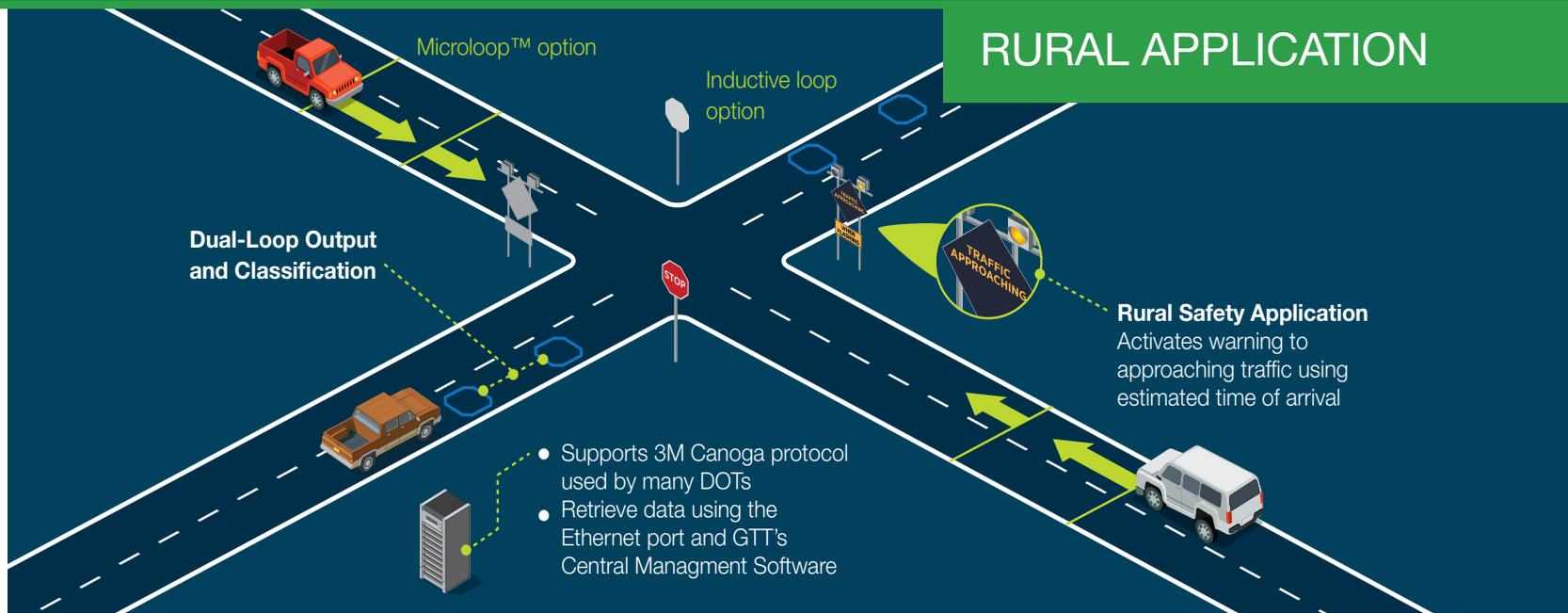
Single Loop Classification

Some ITS projects prohibit changes to existing hardware infrastructure. Easily add count and classification data to presence detection stations so community planners can make necessary changes in mid-block pedestrian and advanced detection locations.

Central Software Integration

Retrieve loop-specific count, occupancy, speed and classification reports by using the ethernet port on your controller to connect to GTT's Central Management Software (CMS). Because CMS is the same software that allows customers to manage, monitor and maintain Opticom[™] priority control environment, traffic engineers can control all GTT resources from a single platform.

RURAL APPLICATION



RAMP METERING AND WRONG WAY APPLICATION



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