may arise. If a stop-line detector fails, Centracs Adaptive will recognize the failure and revert that specific split to the programmed time-of-day value. This split may still be extended beyond the programmed value; however, the adaptive algorithm will not allow the split to be adjusted lower until the detection failure has been resolved. In the event of an advanced detection failure, Centracs Adaptive will revert the offset to the time-of-day programmed value until the detection failure has been resolved.

**Reporting/MOE's**
The two primary MOE’s which are utilized within Centracs Adaptive are the degree of saturation and flow profile, which have been explained above. In addition, Centracs Adaptive in a module that is fully integrated into the Centracs ATMS. This allows any and all intersections controlled by the adaptive algorithm to use the MOE’s available within Centracs. For example, Econolite offers a “Measures of Effectiveness” module, which provides reports including volume to capacity ratios, split failures, flow rates, green times, cycle lengths, percent pedestrian calls and the Purdue Coordination Diagram.

**System configuration**
First, the coordination parameters directly from the compatible controller. Once the controller is uploaded, the user simply specifies each detector’s length, distance from stop bar and the free flow speed along that particular link.

After each detector has been configured, the user configures the system links by specifying the distance and speed limit between two signal controllers. Once the links have been configured, the user specifies the adaptive parameters of operation (i.e. time between adjustments, maximum split adjustment, maximum offset adjustment etc.)

**Handling of pedestrians, transit, emergency vehicles**
Centracs Adaptive will service pedestrian movements while maintaining adaptive operation.

In the event of pre-emption (EVP, railroad etc.), Centracs Adaptive will service the pre-emption and then resume operation from the previous adaptive control parameters.

At this time, transit priority is not supported.

Additional items required
Adaptive operation is housed entirely within the Centracs client and local controller software. Therefore, no additional hardware is required within the traffic cabinet. A high-speed communications network is recommended.

**Cost**
Other sources estimate ASC-Lite cost to be in the range of $6-10k per intersection. However, as Econolite points out, it is very dependent on the existing infrastructure.

**For more information**
Additional reading materials include …


… or contact one of the ASC-Lite supporting suppliers.

Hope you find this information helpful. Something to think about!

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**OBITUARIES**

**Far Western Section**

George H. Palacio, Jr.

George Palacio, Jr. with the City of Carson, CA had been a member since 2007

**Florida Section**

Dennis L. Murphy

Dennis Murphy an Engineering Assistant in Traffic had been a member since 2000.

**Ontario Section**

Paul Batchelor

Paul Batchelor had been a member of IMSA since the 1970’s. Paul’s obituary is on page 78.