

SeMARC[™] Intersection Software Solution

Description

Siemens SEMARC™ Closed-Loop Master Software drives the coordinating master in a closed-loop traffic control system. SEMARC™ software combines system management control, monitoring, and data collection capabilities for up to thirty-two (32) intersections. One master controller with SEMARC™ software can control and supervise the Traffic Program Selection for two (2) independent groups. Siemens now offers its versatile SEMARC™ Closed-Loop Master Software on the Siemens MARC, 2070 ATC, m50 Series NEMA controller, and Siemens m51 and m52 (with fiber modem) controllers. the ATCNX™ controller. The SEMARC™ Closed-Loop Master Software is fully compatible with Siemens local controllers, and provides continuous real-time monitoring and reporting of conditions for each interconnected ATCNXTM or 2070 ATC (with SEPAC™ software), EPAC™ m40/ m50 (actuated), or EPIC (interval) controller.

The friendly, English language-based user interface allows full system access from the on-street master or from an optional central office site via Siemens MARC NX or ACTRA™ Windows-based central system software packages. The remote access allows master and local intersection programming and monitoring, providing improved programming efficiency while reducing errors.

Features

- The system features a SSM(Signal System Master) with the ability to select system timing plans responsively based on surveillance of actual traffic conditions, Time Base events, manual, and/or remote commands.
- Primary system objectives are:
- Flexibility of traffic responsive and / or time base (timeof-day/day-of-week/month dayof-year) system control.
- System diagnosis from a single site.
- System monitoring and reporting at a single site.
- System timing modification from a single site.
- Multi-level back-up operation.
- Minimize reliance on and cost of communications.
- Staged implementation capability.
- Future potential for multi-level central operation.

SEMARC™ Controller Software by Siemens

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System Functions

The principal function of a computerized traffic control system is to provide optimum area-wide, traffic responsive signal timing. Secondary functions provided by a computerized traffic control system include:

- Traffic Responsive: The SSM computes smoothed values of current traffic volume + occupancy at various locations throughout the system, and matches (compares) them with values of various traffic pattern thresholds stored in the SSM memory.
- Malfunction Detection: Once malfunctions have been detected, the SSM logs the event and reports selected malfunctions to the Central, where used.
- Time Base: The time base events are scheduled on a time-of-day/day-of-week/month/day-of-year basis and are initiated from SSM memory as a result of time. A time base event shall select the traffic pattern (Dial, Split, Offset, Free, and Flash) and special functions.
- Back-up Modes: In the event of a system failure, such as a SSM malfunction or a communications failure, the SSL will continue to operate in accordance with the last system timing information for a specific interval of time.

System Controls

- MARC/2070ATC/m50 Series based
- Thirty-two (32) Local Intersections
- Two (2) Independent Traffic Control Groups
- Sixty-four (64) System Detectors
- Forty-Eight (48) Traffic Coordination Patterns
- Sixteen (16) Timing Plans with Cycle Length, Splits,
 Offsets
- Priority Based Program Selection (Manual, Remote, Time Based, Traffic Responsive)
- Common Group Sync Reference (Crossing Arterials)
- Group Traffic Responsive Operation
- Matching Program Technique (based on V+O)
- Group Time Based Traffic Operation
- One hundred eighty (180) Event Capacity
- Ten (10) Week & Ninety-nine (99) Day Programs
- Group Time Based, Manual and Remote Traffic Plans



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