

THE TRAFFIC SIGNAL

APRIL 1, 2009

INSIDE THIS ISSUE:

| | |
|------------------------------------|----------|
| CDOT AWARDS CABINET BID | 2 |
| RETROFIT LED KIT | 2 |
| TECH TIP- A SHOCKING SUCESS | 3 |
| 2008- EMPLOYEE OF THE YEAR | 3 |
| MOLE | 3 |
| DID YOU KNOW.. | 4 |

TRAFFIC SYSTEMS POWER QUALITY

Getting some people to pay attention to power quality issues is often like trying to sell them insurance; they wonder, "Why bother: it never happens to me." It becomes a gamble, or as Dirty Harry would say, "Do you feel lucky?"

Power quality issues have been around since Westinghouse and Edison debated whether generation should be AC or DC power. But what has been changing is the increase in PQ Pollution and the susceptibility of all types of electronic control equipment.

Even industries such as ITS and traffic are becoming increasingly and critically vulnerable.

Maintaining traffic control normally is important, but it becomes critical" under any type of emergency condition, whether man made or natural.

It is no long a matter of "if", but rather "when" it will affect traffic systems and their operations and communications.

"But should I care; what's the downside to me." Ask the traffic and signal engineers. How do you measure revenue loss or death and injury from a dark intersection because the utility power is down or controls are corrupted



because a transient, spike, brownout or some other type of power quality problem has occurred. These power quality phenomena are out there, lurking in the wires, every day.

The "winning ticket" is being proactive. Knowing the susceptibilities and power quality before the PQ-related problems become more than just an inconvenience.

TRANS TECH

Traffic Signal Control's newest addition to its line card, Trans-Tech Specialized Signs and Solutions, is a leading manufacturer of LED signs and signals, providing a variety of customization solutions for the transportation industry.



Trans-Tech's high-performance LED signs are easy to read in all lighting conditions, which make them ideal for a multitude of transportation applications.

Some of these applications include lane control, safety, and regulatory and warning signage.

Typical sign functions include alerting motorists of changes in traffic patterns, lane closings or merging, and displaying which lanes of a toll plaza are open or closed.

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TRANS- TECH (CONTINUED)

For applications where multiple fixed messages are needed, a direct-view LED sign is a cost-efficient alternative to a VMS or DMS sign, which can be extremely expensive and come with a longer lead time than an overlaid LED sign.

Examples of messages where direct-view LED signs can be used instead of a VMS/DMS sign include communicating to truck

drivers whether a weigh station is open or closed; making motorists aware of lanes merging before a bridge; and alternate route information.

Trans-Tech also offers LED "blank out" signs, which blank out completely when not in use, eliminating any chance of a "phantom message." Blank out signs are ideal for reinforcing traffic signals, or for

applications where traffic patterns change periodically, such as during heavily attended events where streets may be temporarily blocked off.

Trans-Tech's blank out signs conform to MUTCD layouts, and display messages like No Right Turn, Left Turn Only and Do Not Enter.

All Trans-Tech's signs are proudly manufactured in the U.S.A, and carry a 5-year warranty. Other benefits Trans-Tech provides include professionally engineered drawings and designs, fast quote turnaround, same-day shipping on in-stock signage, and a short lead-time for custom orders.

CDOT CABINET AWARD

On February 24, 2009 the Colorado Department of Transportation awarded the contract for Traffic Control Cabinets and replacements items to Traffic Signal Controls.

This award includes 6 cabinets: 332D, 333SD ITS, 332, 303/8, 303/ATR, and the 334.

Options included on this contract are: Phoenix blocks on output files and auxiliary files, MVC surge protection instead of the SHA1210 and EDI 206 Power Supply.

Also available under the replacement items are the Clary UPS system, the 170E-HC11 Controller, CPU Board, Output Board, Input Board, Front Panel Board and Power Supply.

The time line of this award is from the date of award through the subsequent twelve (12) months with two (2) additional one-year renewal periods at the sole option of the CDOT. For more information on what this contract covers, please contact us.

Award includes 6 cabinets: 332D, 333SD ITS, 332, 303/8, 303/ATR, and the 334.

RETROFIT KIT FOR ILLUMINATED SIGNS

Traffic Signal Controls is pleased to announce that their illuminated signs are now available with the option of being illuminated by LED lights! Take advantage of the quality you have come to expect from TSC and add the benefits of LEDs to form a winning combination.

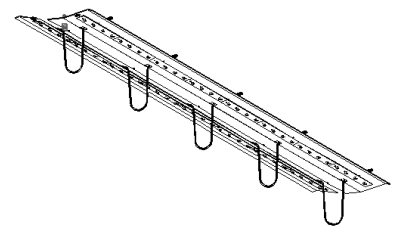
Convert your existing sign into an LED illuminated sign without having to purchase a new sign body.

Single Unit Assembly: Contains Driver, LEDs, and Reflectors for easy installation.

High Efficiency: LEDs have lower energy consumption thus lowering energy costs.

Lower Maintenance Costs: LEDs have a life span of approx. 10 times that of fluorescent lamps which will lower maintenance costs.

Durability: LEDs are more durable than fluorescent lamps.



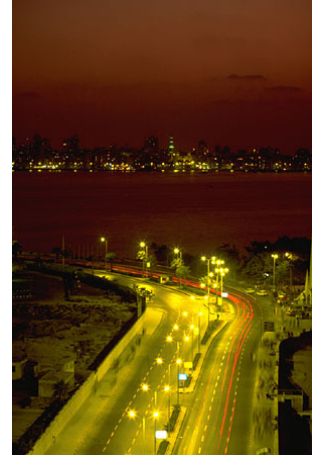
LED Conversion Kit

TECH TIP- A SHOCKING SUCCESS

It was reported to us that when a customer plugged in his fiber optic interface card and was touching the chassis of the controller he received a shock. When we arrived, sure enough, there was an AC potential between the DC ground bus and chassis ground of 60+ VAC. After much effort it was determined that the earth ground wire

connection between the Opticom card in slots 12 and 13 on the lower input file had not been installed as required by the Opticom manufacturer. When the Opticom card was inserted into either of these slot this AC potential existed because of the lack of this earth ground connection.

The Opticom manual requires that Pin "K" on the back of the input file be connected to earth ground. We connected both "k" pins to earth ground (two cards) and the potential was successfully reduced to within the millivolt range.



2008- EMPLOYEE OF THE YEAR

The 2008 Employee of the Year, Walter Towle is the Operations Manager at Traffic Signal Controls and has been with TSC since 2000. A 1980 graduate of the University of Colorado Business School, he has worked as a Certified Public Accountant and as the Director of Operations for a manufacturing company before joining TSC.

Born in Germany, his interests include Golf and NASCAR. As the backbone of TSC, his responsibilities include all warehouse and production scheduling as well as accounting, human resources and administrative functions of the Company.

Congratulations to Walt!



2008 Employee of the Year, Walter Towle is the Operations Manager

MOBILE OFFICER LIGHT ENFORCER

The Mobile Officer Light Enforcer, MOLE™ is a portable traffic safety device designed to help police officers enforce red light running in a safe, efficient and cost-effective manner.

The MOLE™ allows officers to supervise any direction from anywhere around an intersection,

increasing traffic safety and police officer's safety during red light enforcement activities. The MOLE™ operates based on Proactive Enforcement. An officer in the field enforcing traffic and using the MOLE™ is more efficient and cost-effective than red light cameras. Its inconspicuous nature,

the knowledge of the potential presence of the MOLE™ at any intersection and the inconvenience of having to face an officer right after committing a red light violation deters more drivers from running red lights.

The MOLE™ is an excellent alternative to red light cameras and "rat-boxes"/ blue-lights, yet it can also coexist with them.



Find us on the web at
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Never Fail Loops

NuArt

Olson

Pelco

RTC

Signal Solar & Light

SpeedCheck

Transportation Tech

Wapiti

DID YOU KNOW..

The very first traffic light was actually installed in Parliament Square, Westminster, London on 9th December 1868, a long time before the invention of the motor car. Consisting of a gas lamp on a revolving pillar, it had only two colors, red for 'Stop' and green for 'Caution'. It was operated by a policeman who turned it with a lever, so that the appropriate light faced the traffic.

Sadly, on 2nd January 1869, it exploded, injuring the constable operating it.

A Detroit police officer named William L. Potts invented the 4-way, 3-color traffic signal.

Detroit was a hotbed of innovation for traffic signals. In 1917, Detroit installed the first traffic tower in the United States at the intersection of Woodward Ave and Michigan Ave. In 1920, Detroit became the first city to use red, green, and yellow lights to control traffic.

The tower design in the photo at right was used in Detroit, MI, in the 1920s. A traffic officer controlled signal lights at the top of the tower and at driver eye level.

In 1928 a horn-actuated signal was installed near Baltimore, Maryland. Charles Adler, Jr. invented a signal that detected a vehicle's horn honk. A microphone was mounted on a pole at an intersection. The driver had to stop and honk. Sonic vibrations made the mechanism shift electrical circuits and change the light. Then the driver had 10 seconds to get through the intersection.



Photo courtesy of the Institute of Transportation Engineers.