THE NEW ERA OF TRAFFIC CONTROL
Portable Traffic Signals with Real Time Traffic Management

Presented by:
Jeff Hollenback
Jonathan Walther
Mike Davis
TECHNOLOGY & INNOVATION THAT WILL STOP TRAFFIC LITERALLY
For 30 years, Jeff was in the Traffic Control Industry and owned one of the largest fleets of portable traffic signals, using Addco, Horizon and units built in-house.

- Flaggers struck while directing traffic
- Jeff wanted to create a safer method of stopping traffic
- He envisioned a signal that could be remotely programmed, monitored, controlled in real time.
For over 23 years, Jon worked in Computer Science and with NASA in the Jet Propulsion Laboratory.

- Developed programs for remote monitor and control of spacecraft

They bring superior industry experience and unmatched technical skill.
9 years ago, Jeff met a guy who made this dream a possibility.

It started with a lake, a remote control boat and a
6 Device Platforms

- **STS PTS-1000 Trailer** ~ ideal for single-lane control in a multitude of applications
- **STS Pedestal** ~ can be used as single signal, pedestrian signal, stop bar illuminator, advanced work-zone camera, bicycle preemption & advanced flasher
- **STS Truss** ~ can span across 3 lanes of traffic; multiple lane, phase and/or direction control
- **LTC Retrofit** ~ on any brand of PTS; gives the same remote monitoring & control functionality
- **Temporary Control Cabinet Integration** (in development) ~ allows permanent controller to manage temporary signal, vice versa
- **Integrated Message Board** (in development) ~ info to motorists can be managed in real-time; delay times
Standard Features

- Redundant Video & Radar detection
- Dual Webcams – traffic & work-zone facing
- 3 Comm. Frequencies – (900 MHz, 2.4 GHz, Cellular)
- Optional Satellite uplink Capability
  *when cellular is not available*
- 24/7 Remote System Status Monitoring
- Conflict Monitoring, Pager Alerts & GPS
- Handheld Remote Control Device
- Railroad & Emergency Preemption can be added on
Light Controller Overview

Jonathan Walther
Partner, Lead System Engineer
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NEMA250 Enclosure Testing ~ Submersion Test

NEMA 4, 4X, & 6 Rated
Job & Website Demonstrations

Jeff Hollenback
Partner, CEO
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Live Demonstrations
Kalispell Bypass ~ Kalispell, MT
Project Location

Montana Department of Transportation
Kalispepul US 93 Bypass Project
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<th>Gm Min</th>
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<th>Ped Flash</th>
<th>Adv Flash</th>
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**Recent Activity**

- No Activity Reported
- No Activity Reported
- No Activity Reported
- No Activity Reported

**Timelines**

- LTC35 Std
- EB Truss
- Signal
- LTC38 Std
- WB Truss
- Signal
- LTC38 Left
- WB Truss
- Signal
- LTC30 Std
- Adv Flash
- LTC36 Std
- Bypass Off Ramp
- Off Ramp
- LTC45 Std
- Haul Rd
- No Activity Reported
- No Activity Reported
- No Activity Reported
- No Activity Reported

**Scales**

- MCU Volt: 12.3 V
- MCU Watts: 22.2 W
- MCU Temp: 106.2 F

**System Status**

- Name: LTC35
- Status: Auto
- Sched: No Mode
Montana Dept. of Transportation
US 93 Bypass Project
Kalispell, MT

US 93 Bypass And Bikepath Signalized Crossing
Divisions & Main St ~ Spokane, WA
Division & Main Street Project
Spokane Washington
Division Street & Main Street - Spokane Washington
Program type is Scheduled Coordination and Programmed Flash

Schedule:

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Timing Plan:

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Superior Traffic Services
Questions
Thank You

Jonathan Walther
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Jeff Hollenback
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Mike Davis
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Jessica Davis
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TECHNOLOGY THAT DOES ALL THE DIRTY WORK
Lolo Bike Path ~ Lolo, MT
4 Lane Equipment Crossing Utilizing the STS Truss Signal
Proposed Traffic Control Plan

MISSOULA 2 LOLO TRAIL Trail
Trucks entering US 93 from North at Sta. 3080+00

See Sheet 4 for details on Signalized equip. entrance.
What were the benefits of this method?

• Contractor was able to work longer hours
• Owner saved money on Traffic Control costs
• Less inconvenience to traveling public
• Increased Safety
Remote Real-Time Programming, Monitoring, and Control
Succor Creek ~ Homedale, ID
Succor Creek
Intersection Diagram

River Road

SH-19
WB

DW1

SH-19
EB

WB

DW2

DW3
**Legend:**
- Green Phase
- Red Phase
- Yellow Phase
- Optional Green and Yellow Phases (Demand Only)

**Clear Times**

A = EB Signal to NB Signal (equal to E)
B = NB Signal to Driveway 1
C = Driveway 1 to Driveway 2
D = Driveway 2 to Driveway 3
E = Driveway 3 to WB signal

F = WB signal to Driveway 3
G = Driveway 3 to Driveway 2 (equal to D)
H = Driveway 2 to Driveway 1 (equal to C)
I = Driveway 1 to NB Signal (equal to B)
J = NB Signal to EB signal (equal to A)
Succor Creek Work Lane Travel Direction