

# Advanced Transportation Controller (ATC) Standards Memo M0002

*from the Joint AASHTO / ITE / NEMA Committee on the ATC*

**DATE:** June 24, 2003

**TO:** AASHTO, ITE AND NEMA

**SUBJECT:** *Recommended Standard of Intelligent Transportation System (ITS) Standard Specification for Roadside Cabinet (ITS Cabinet),*

**ACTION:** Request to Ballot for Approval

RECOMMENDATION. This Memorandum reports that the Joint Committee on the ATC accepted the proposed *Intelligent Transportation System (ITS) Standard Specification for Roadside Cabinet (ITS Cabinet)*, as a Recommended Standard, and recommended to AASHTO, ITE and NEMA that the document be balloted as an approved standard. The recommendation was made at the regular Joint Committee meeting in Minneapolis, Minn. on May 22, 2003, and was approved by a majority of the committee members present.

The Joint Committee on the ATC contributes to the joint standards development process by accepting a proposed draft document at two stages in its development—first as a User Comment Draft and then again as a Recommended Standard.

BACKGROUND. This document was developed to be a Joint AASHTO / ITE / NEMA Standards Publication, part of the ATC family of standards. The purpose of this document is to define the standard specification for a variety of Intelligent Transportation System (ITS) enclosures.

The Advanced Transportation Controller (ATC) is being developed to provide an open architecture hardware and software platform for a wide variety of ITS applications. In this context, the words “open architecture” mean that the system will include both public and private sector developers, and have modular software cooperatively running on standardized and shared modular hardware platforms. This will provide cost-effective ITS functionality for a wide variety of applications. To accomplish this goal the system needs to provide the maximum flexibility for many different system configurations and installations.



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The general concept and model for the ATC is the PC Computer. However, the ATC will be a field-hardened, general-purpose computer for embedded applications, which with the appropriate software and hardware modules, could be asked to perform many different duties.

The ATC standards development committee has focused initially on the application oriented to traffic control: traffic signal control, ramp control; traffic surveillance; lane use signals; field masters; general ITS beacons; lane control; and access control. As a result, the modular structure focuses on providing rack space, power management, and serial buses for the classic traffic control input devices, load switching, and cabinet monitoring to ensure that the ITS cabinet is consistent with past practices. In addition, the serial control and monitoring bus arrangement is modular in nature and will support the development of additional special function oriented assemblies to support other ITS functions.

This Standard was developed by the ATC Cabinet Working Group, now chaired by Ron Johnson (Safetran) and Brian Van De Walle (Texas DOT). The Working Group has 17 members from the public and private sectors.

Attached you will find the Standards Development Report for this Recommended Standard.

An electronic copy of the Recommended Standard is available in the Forums area of the NEMA Website. To access the site follow the instruction below:

[www.nema.org](http://www.nema.org)

Go to: Standards  
Go to: Forums  
Go to: Advanced Transportation Controller  
Sign in as: GUEST (without posting rights) or USER (sign up for posting rights)  
Go to: Cabinet WG -- Public  
Go to: ITS Cabinet Standard (latest posting)

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