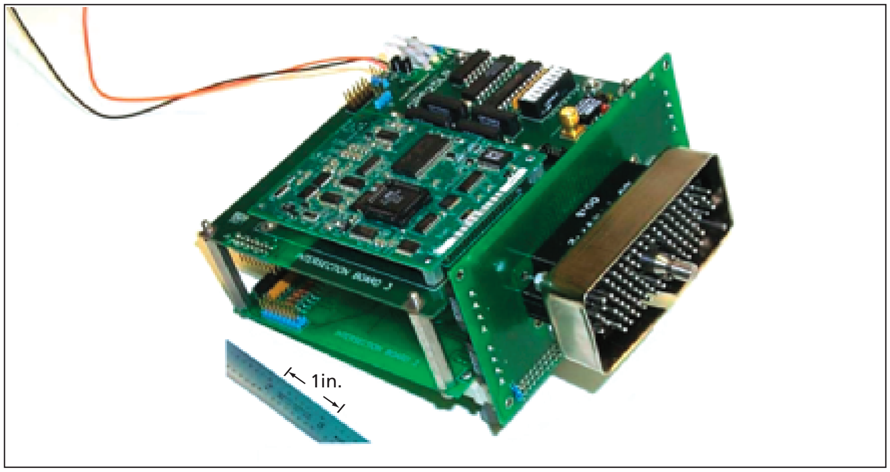
Intersection Monitor for Traffic-Light-Preemption System

This unit provides real-time phase data essential for effective preemption.

NASA's Jet Propulsion Laboratory, Pasadena, California

The figure shows an intersection monitor that is a key subsystem of an emergency traffic-light-preemption system that could be any of the systems described in the three immediately preceding articles and in "Systems Would Preempt Traffic Lights for Emergency Vehicles" (NPO-30573), *NASA Tech Briefs*, Vol. 28, No. 10 (October 2004), page 36. This unit is so named because it is installed at an intersection, where it monitors the phases (in the sense of timing) of the traffic lights. The mode of operation of this monitor is independent of the type of traffic-light-controller hardware or software in use at the intersection. Moreover, the design of the monitor is such that (1) the monitor does not, by itself, affect the operation of the traffic-light controller and (2) in the event of a failure of the monitor, the traffic-light controller continues to function normally (albeit without preemption).



The **Intersection Monitor**, shown here with its covers off, provides real-time data on the phases of traffic lights at an intersection, without interfering with the traffic-light control circuitry.

The monitor is installed in series with the traffic-light controller at an intersection. The control signals of interest are monitored by use of high-impedance taps on affected control lines. These taps are fully isolated and further protected by high-voltage diodes that prevent any voltages or short circuits that arise within the monitor from affecting the controller. The signals from the taps are processed digitally and cleaned up by use of high-speed logic gates, and the resulting data are passed on to other parts of the traffic-light-preemption intersection subsystem. The data are compared continuously with data from vehicles and used to calculate timing for reliable preemption of the traffic lights. The pedestrian crossing at the intersection is also monitored, and pedestrians are warned not to cross during preemption.

This work was done by Aaron Bachelder and Conrad Foster of Caltech for **NASA's Jet Propulsion Laboratory**. *Further information is contained in a TSP (see page 1).*

In accordance with Public Law 96-517, the contractor has elected to retain title to this invention. Inquiries concerning rights for its commercial use should be addressed to:

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Refer to NPO-30612, volume and number of this NASA Tech Briefs *issue, and the page number.*

Full-Duplex Digital Communication on a Single Laser Beam

The laser beam would be transmitted with one modulation and retroreflected with another modulation.

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A proposed free-space optical communication system would operate in a full-duplex mode, using a single constant-power laser beam for transmission and reception of binary signals at both ends of the free-space optical path. The system was conceived for two-way data communication between a ground station and a spacecraft in a low orbit around the Earth. It has been estimated that in this application, a data rate of 10 kb/s could be achieved at a ground-station-to-spacecraft distance of 320 km, using a laser power of only 100 mW. The basic system concept is also applicable to terrestrial free-space optical communications.

The system (see figure) would include a diode laser at one end of the link (originally, the ground station) and a liquid-crystal-based retroreflecting modulator at the other end of the link (originally, the spacecraft). At the laser end, the beam to be transmitted would be made to pass through a quarter-wave plate, which would convert its linear polarization to right circular polarization. For transmission of data from the laser end to the retroreflector end, the laser beam would be modulated with subcarrier phase-shift keying (SC-PSK). The transmitted beam would then pass through an aperture-sharing element (ASE) — basically, a mirror with a hole in it, used to separate the paths of the transmitted and received light beams. The transmitted beam would continue outward through a telescope (which, in the original application, would be equipped with a spacecraft-tracking system) that would launch the transmitted beam along the free-space optical path to the retroreflector end.

At the retroreflector end, a portion of the received laser beam would be sent to a demodulator for detection of the SC-PSK signal. For transmitting data to the laser end, the retroreflected portion of the received laser beam would be modulated with circular-polarization keying (CPK), in which left circular polarization signifies a binary level ("1" in this case) and right circu-