

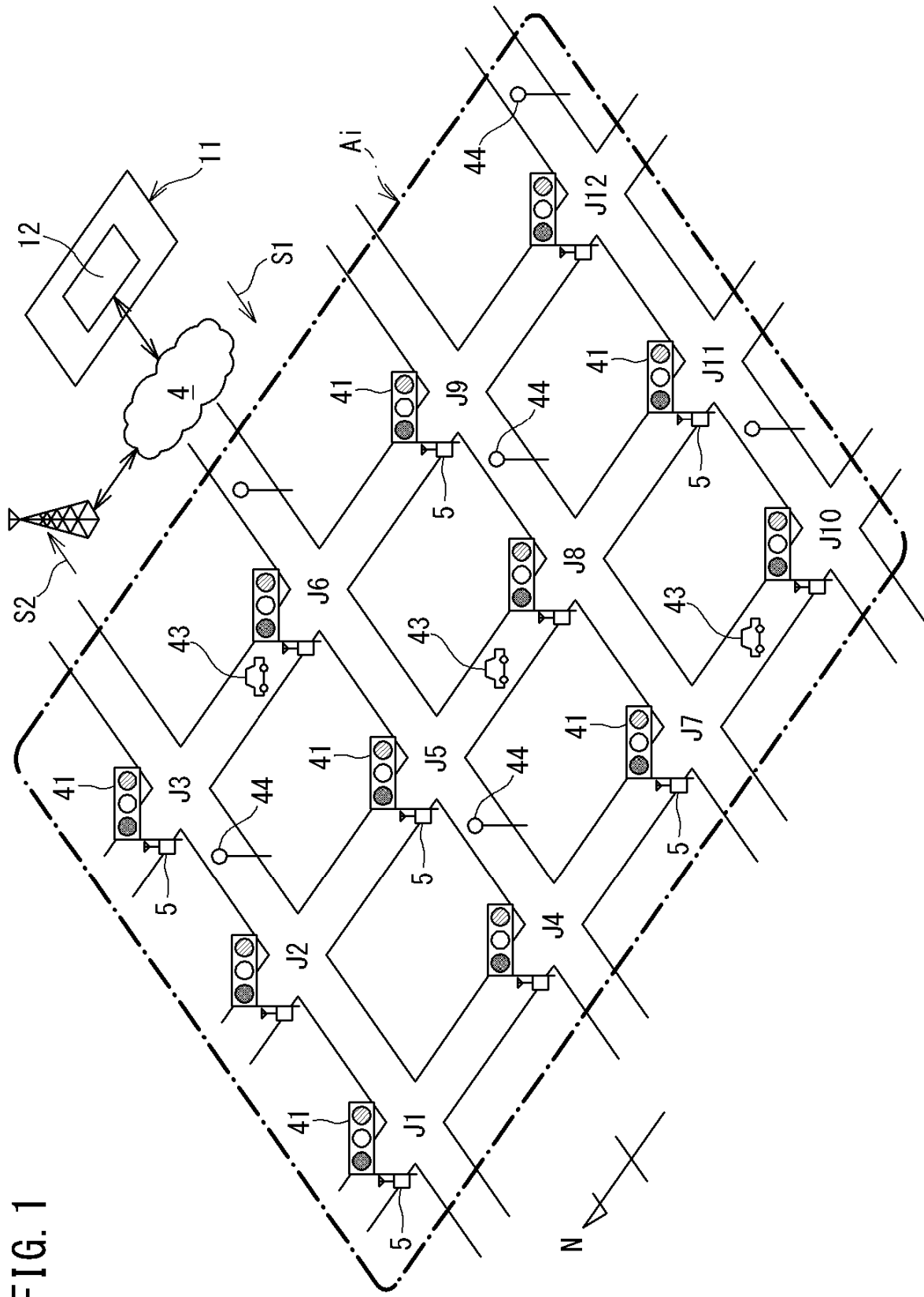


FIG. 2

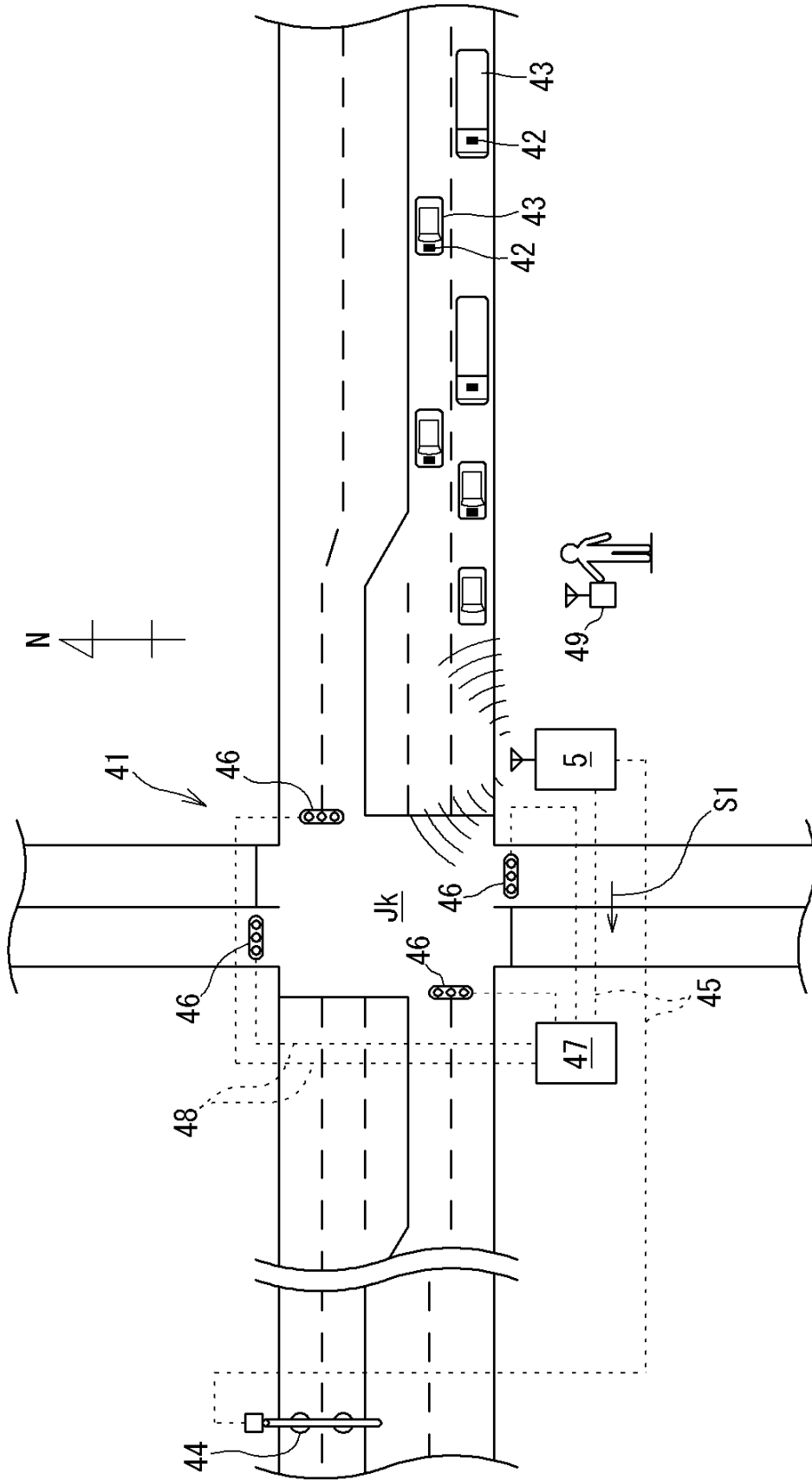


FIG. 3

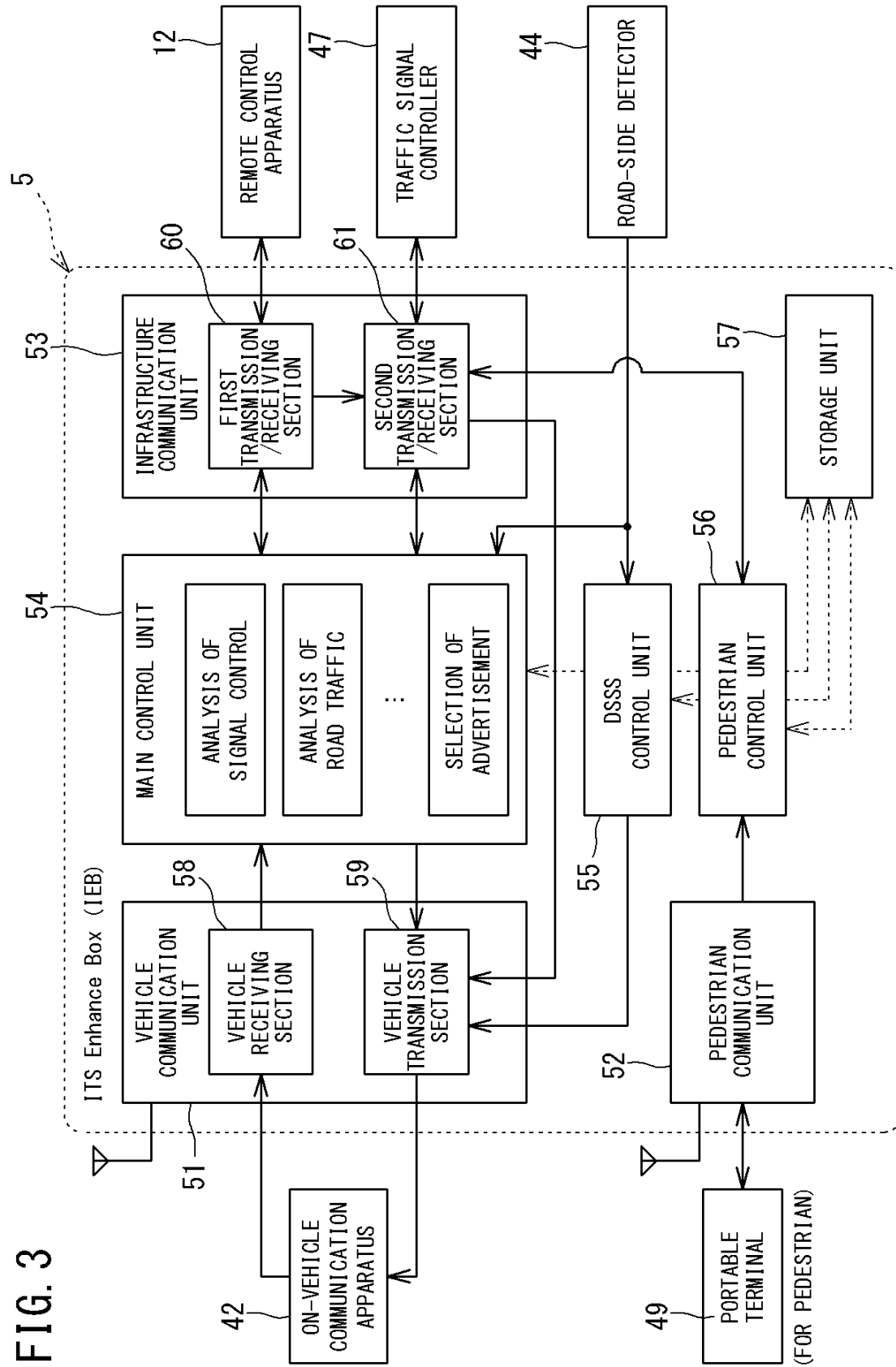


FIG. 4

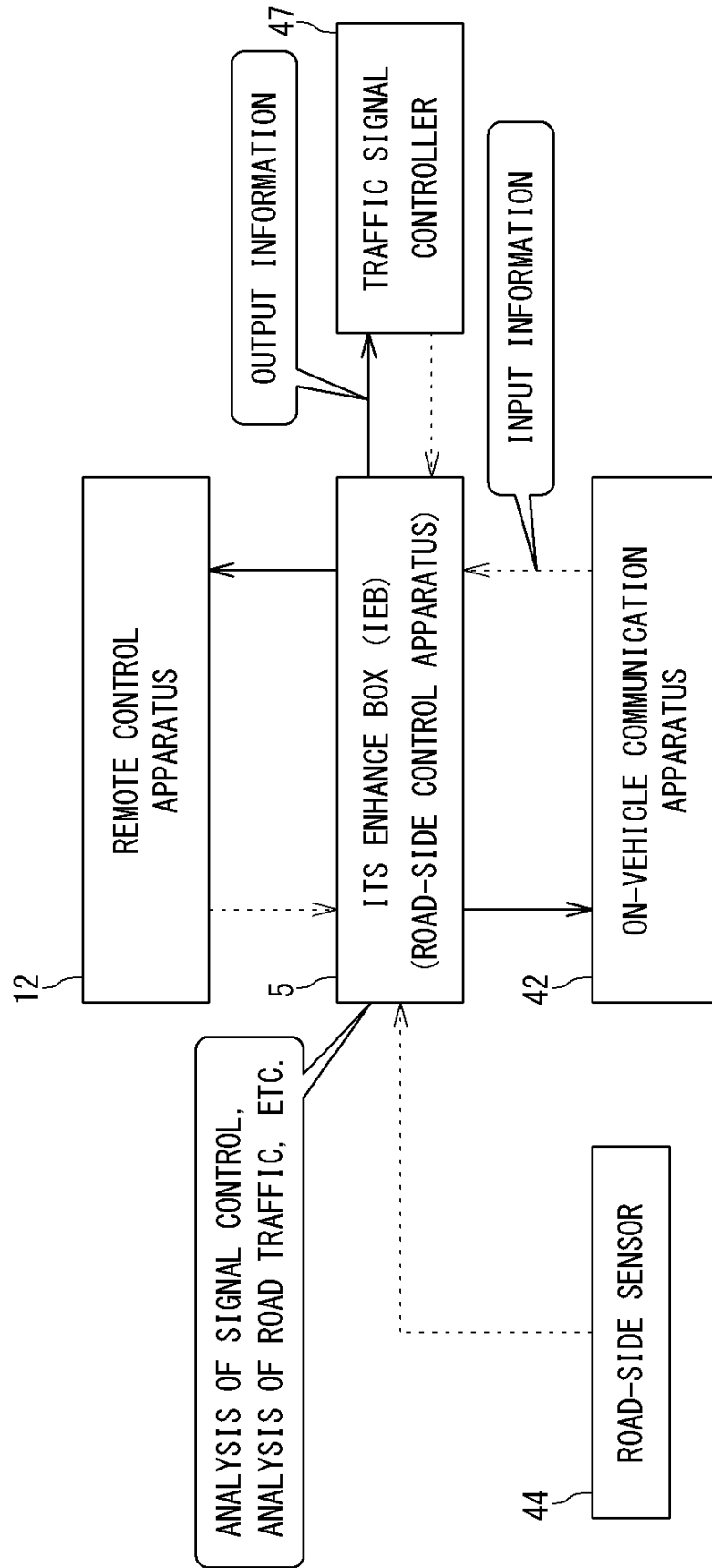


FIG. 5

CONTROL FUNCTION EXECUTABLE BY IEB	OUTPUT INFORMATION	DESTINATION
ANALYSIS OF SIGNAL CONTROL		
SWITCHING BETWEEN INDEPENDENT CONTROL AND REMOTE CONTROL (FIG. 6)	EXECUTION REQUEST/CANCEL REQUEST	REMOTE CONTROL APPARATUS
GREEN INTERVAL ADJUSTMENT (FIG. 7)	GREEN INTERVAL EXTENSION COMMAND	TRAFFIC SIGNAL CONTROLLER/ REMOTE CONTROL APPARATUS
CONVOY PRIORITY CONTROL (FIG. 8)	GREEN INTERVAL EXTENSION COMMAND	TRAFFIC SIGNAL CONTROLLER
CONVOY DELIMITING CONTROL (FIG. 9 TO FIG. 13)	CONVOY DELIMITING COMMAND	ON-VEHICLE COMMUNICATION APPARATUS
ANALYSIS OF ROAD TRAFFIC		
ON-VEHICLE APPARATUS MOUNTING RATE CALCULATION PROCESS (FIG. 14 TO FIG. 17)	ON-VEHICLE APPARATUS MOUNTING RATE	REMOTE CONTROL APPARATUS
IMPROVEMENT OF LOCAL ADAPTIVE CONTROL (FIG. 18)	EMULATED PULSE SIGNAL	TRAFFIC SIGNAL CONTROLLER
DETECTOR EMULATION (FIG. 19)	EMULATED PULSE SIGNAL	TRAFFIC SIGNAL CONTROLLER
DATA THINNING (FIG. 20)	NECESSARY INFORMATION OTHER THAN TARGET OF THINNING	REMOTE CONTROL APPARATUS
ADVERTISEMENT SELECTION CONTROL (FIG. 21)	SELECTED ADVERTISEMENT INFORMATION	ON-VEHICLE COMMUNICATION APPARATUS

FIG. 6

[OUTLINE OF SWITCHING BETWEEN INDEPENDENT CONTROL AND REMOTE CONTROL]

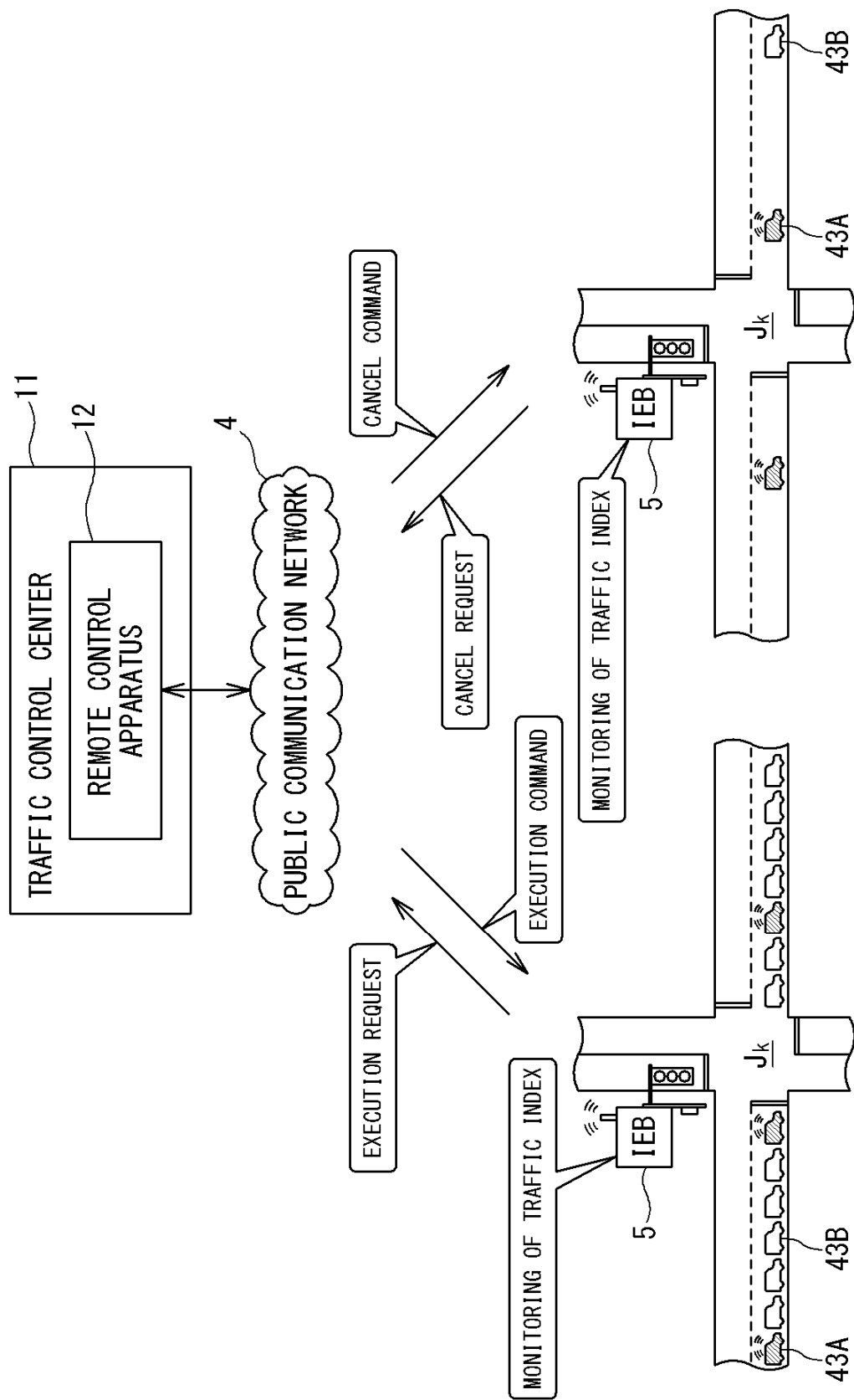


FIG. 7(a)

OUTLINE OF GREEN INTERVAL ADJUSTMENT

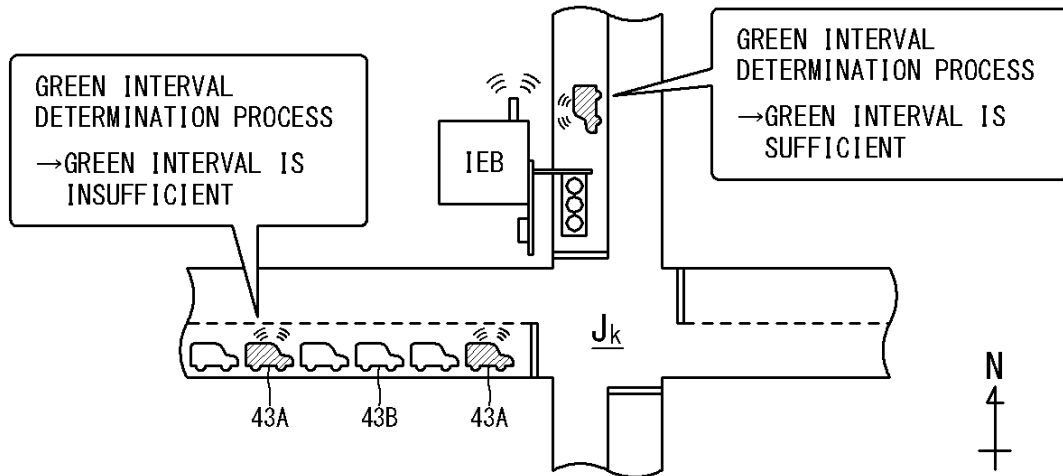


FIG. 7(b)

DETAILS OF GREEN INTERVAL ADJUSTMENT

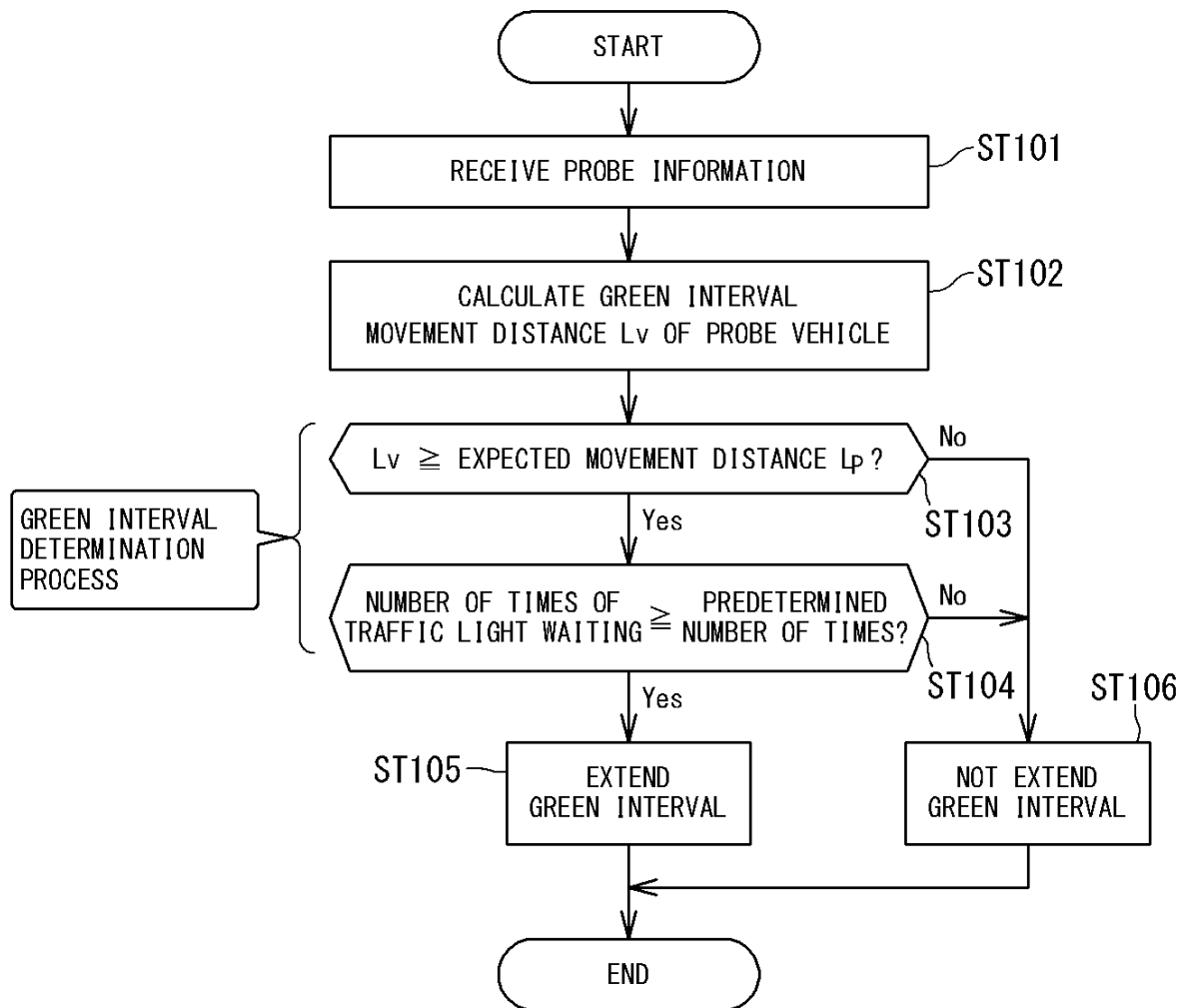
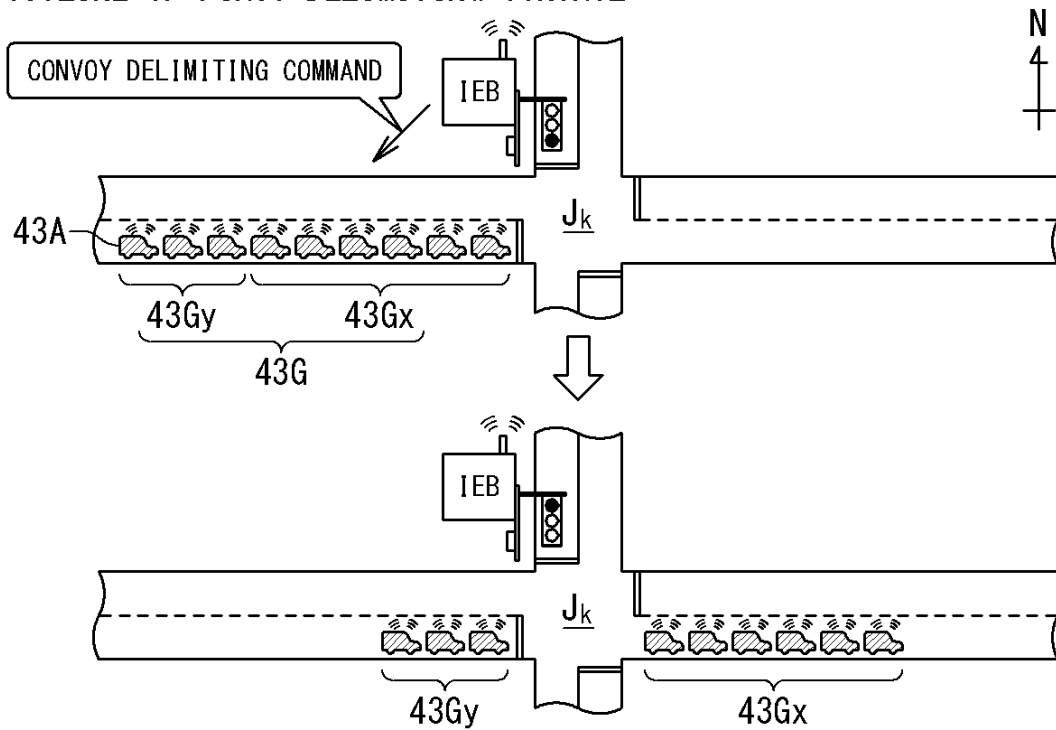


FIG. 9 (a)

OUTLINE OF FIRST DELIMITING CONTROL

**FIG. 9 (b)**

OUTLINE OF SECOND DELIMITING CONTROL

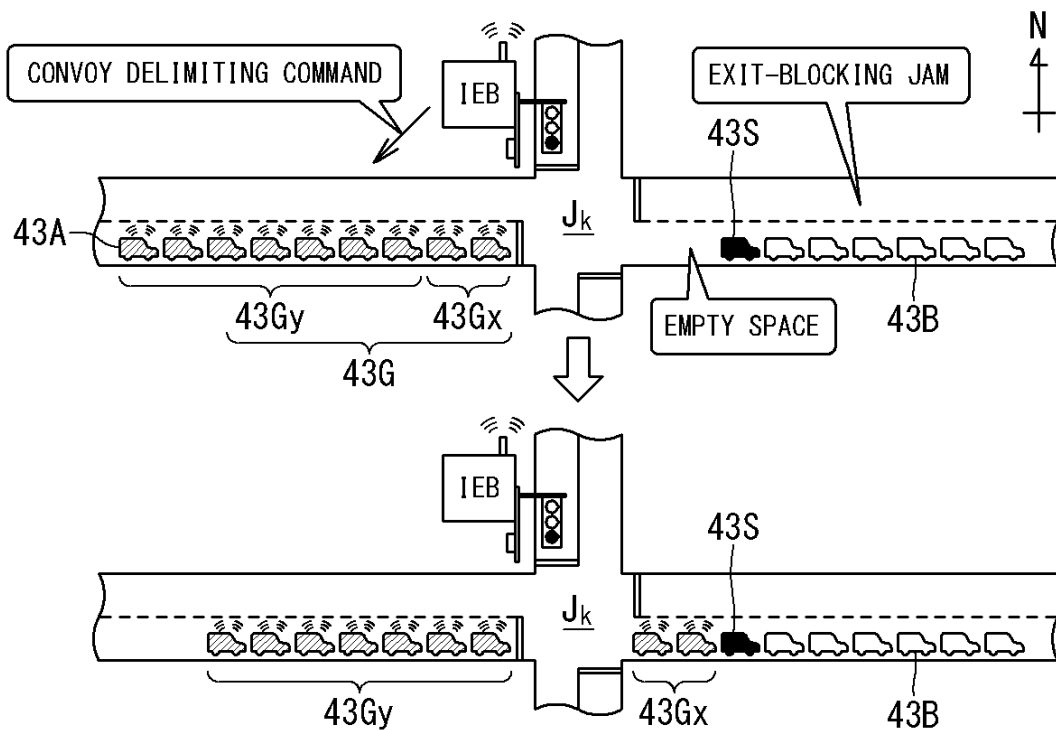


FIG. 10

[DETAILS OF FIRST DELIMITING CONTROL]

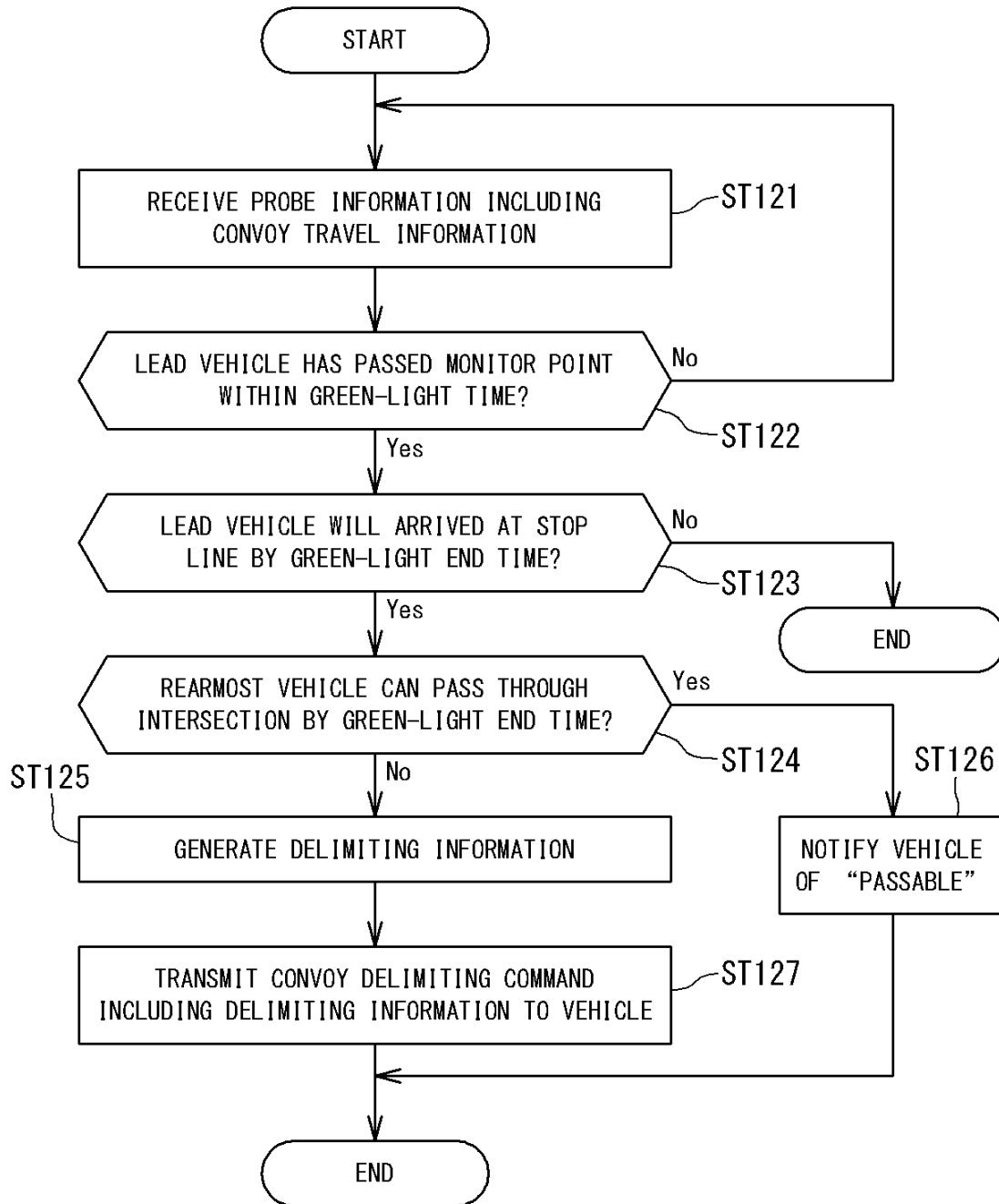


FIG. 12

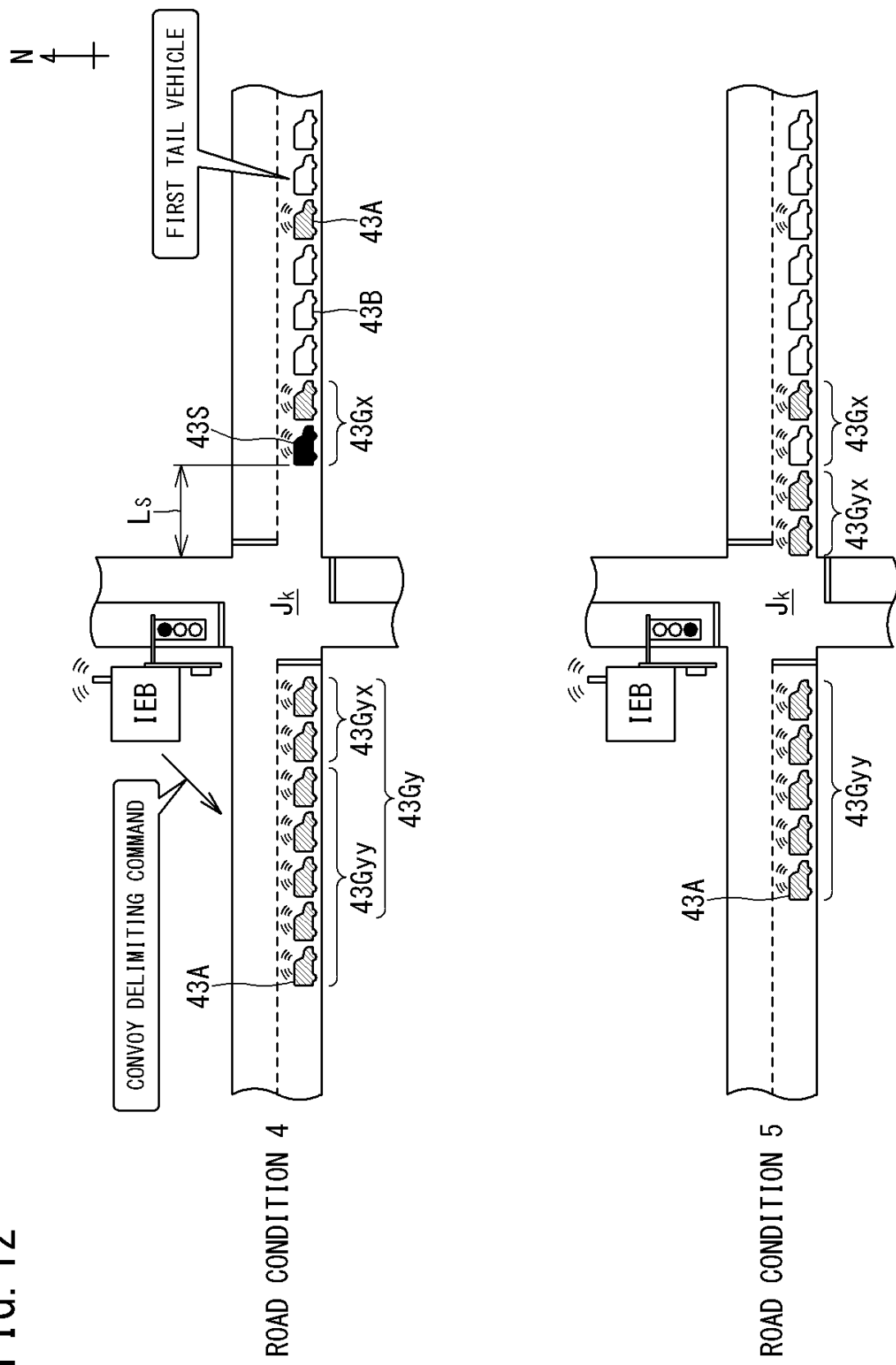


FIG. 13

[DETAILS OF SECOND DELIMITING CONTROL]

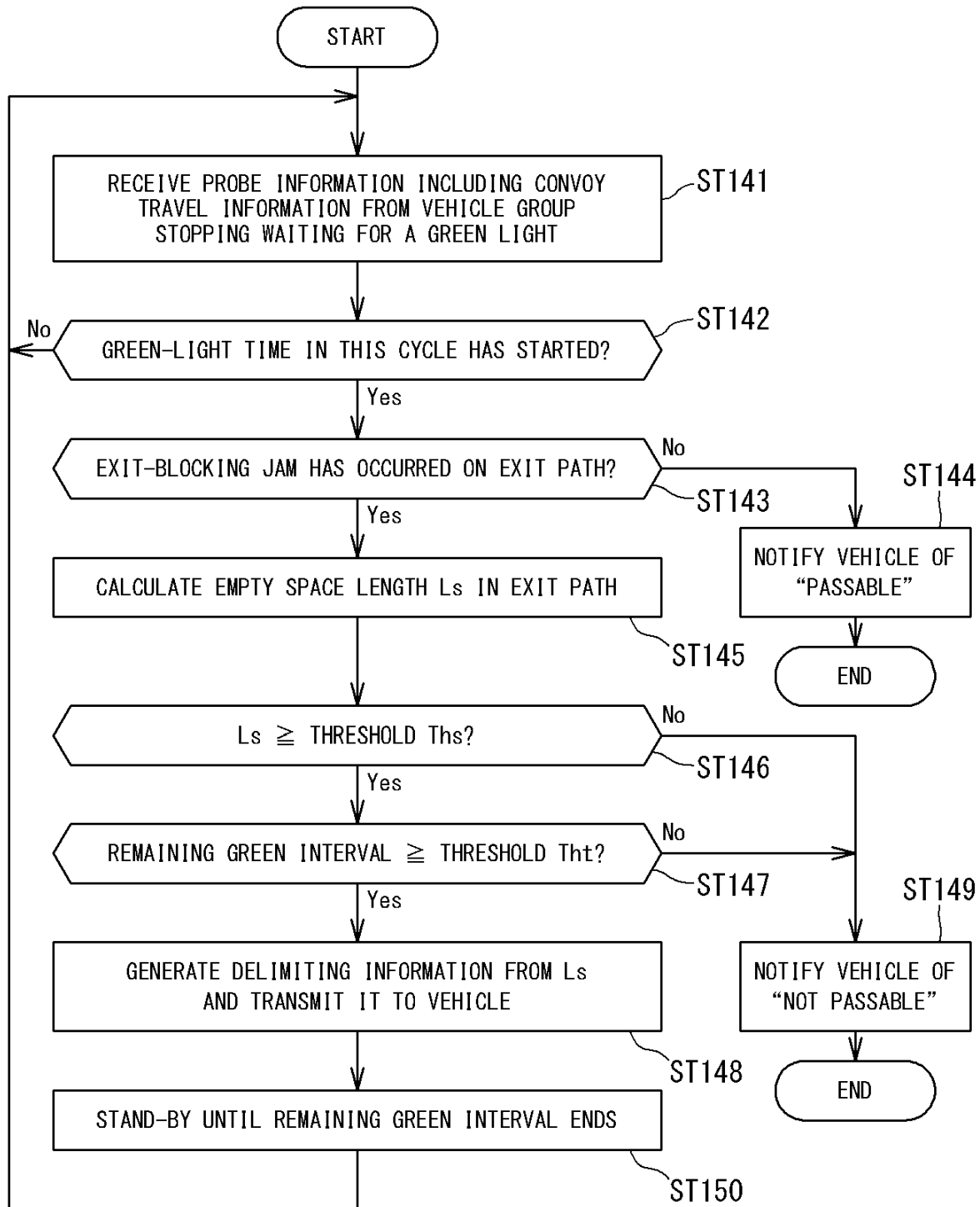


FIG. 14 (a)

OUTLINE OF FIRST CALCULATION PROCESS

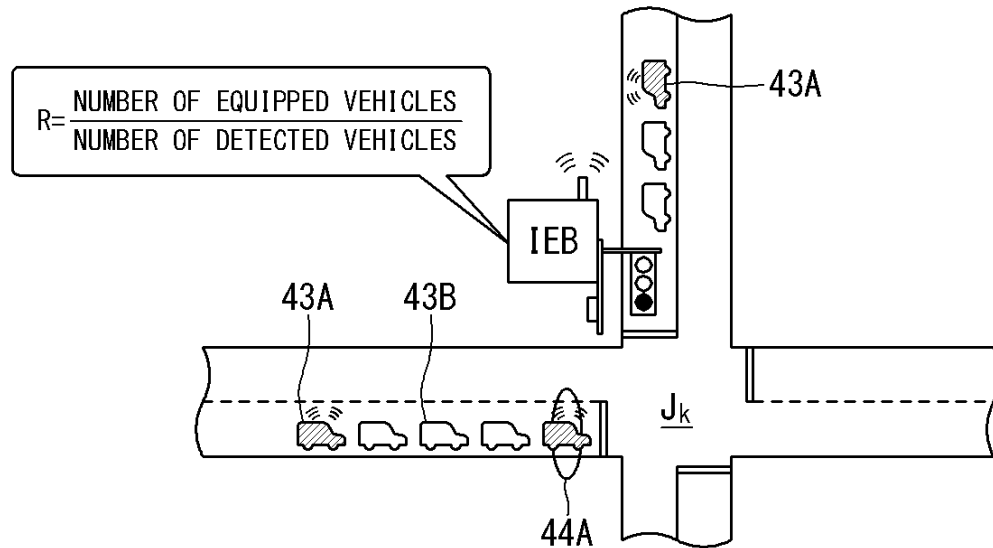


FIG. 14 (b)

OUTLINE OF SECOND CALCULATION PROCESS

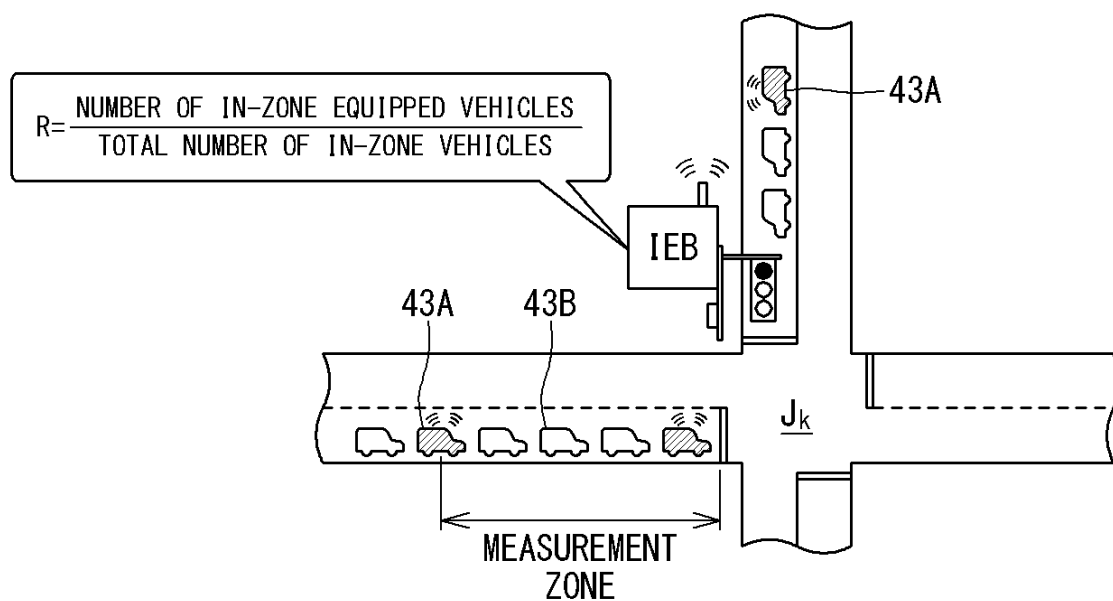


FIG. 15

[CALCULATION METHOD 1 IN SECOND CALCULATION PROCESS]

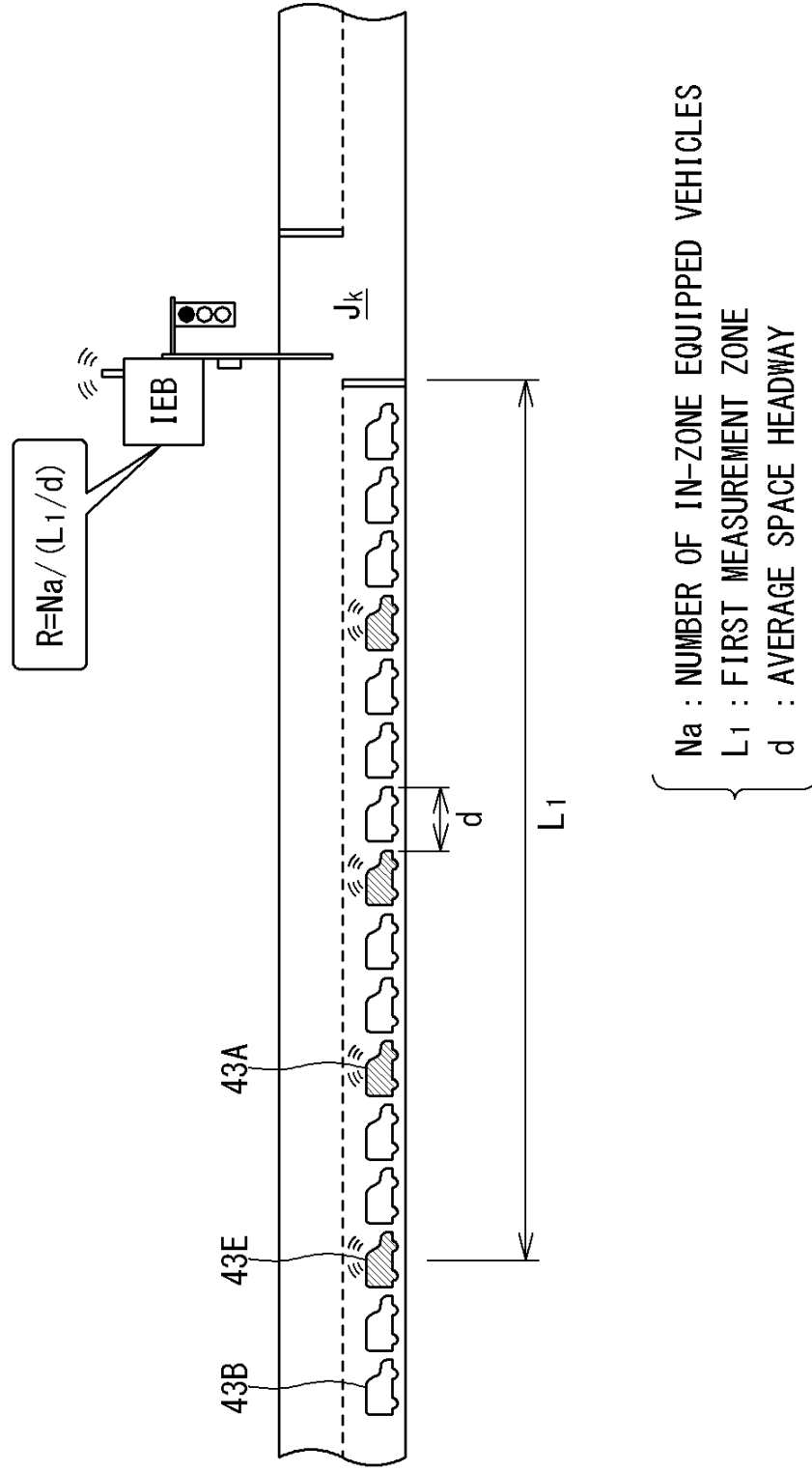


FIG. 16

[CALCULATION METHOD 2 IN SECOND CALCULATION PROCESS]

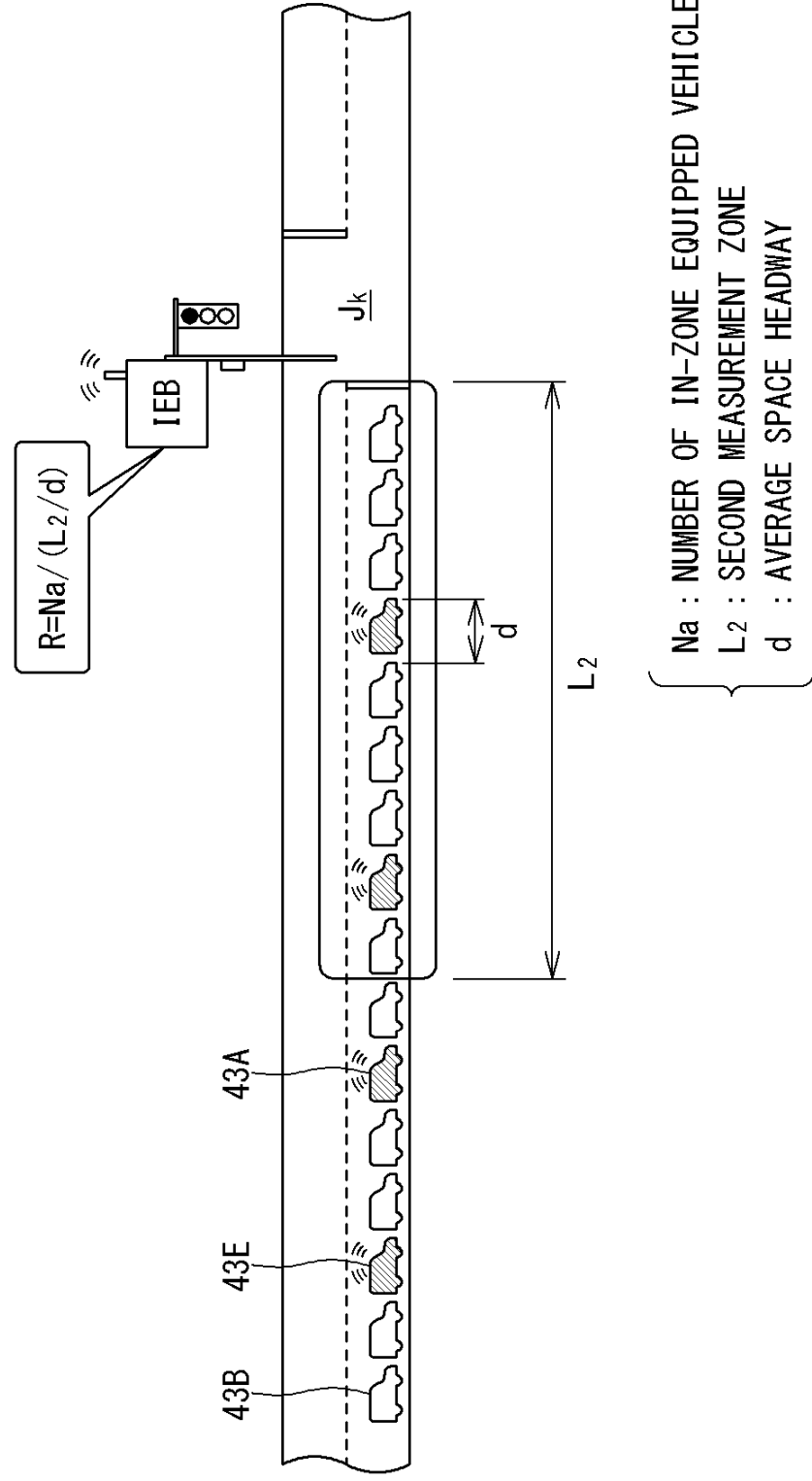
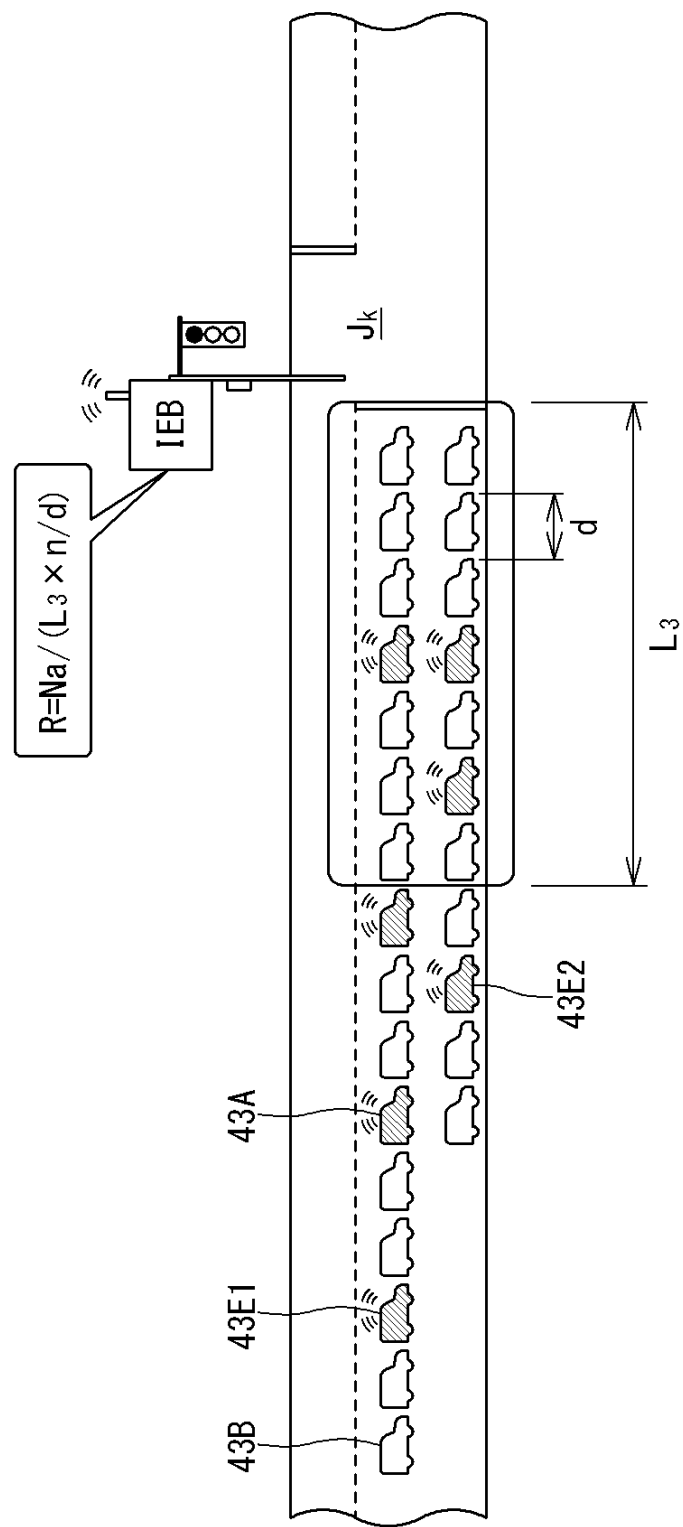


FIG. 17

[CALCULATION METHOD 3 IN SECOND CALCULATION PROCESS]



$\left\{ \begin{array}{l} Na : \text{NUMBER OF IN-ZONE EQUIPPED VEHICLES} \\ L_3 : \text{THIRD MEASUREMENT ZONE} \\ d : \text{AVERAGE SPACE HEADWAY} \\ n : \text{NUMBER OF LANES} \end{array} \right.$

FIG. 18(a)
OUTLINE OF IMPROVEMENT OF GAP ADAPTIVE CONTROL

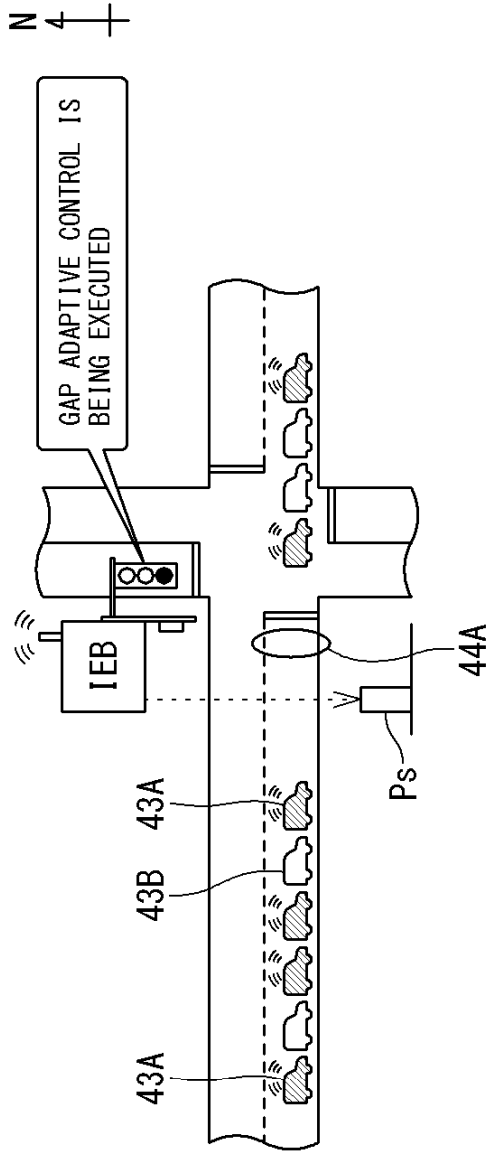


FIG. 18(b)
OUTLINE OF IMPROVEMENT OF SEMI-ADAPTIVE CONTROL

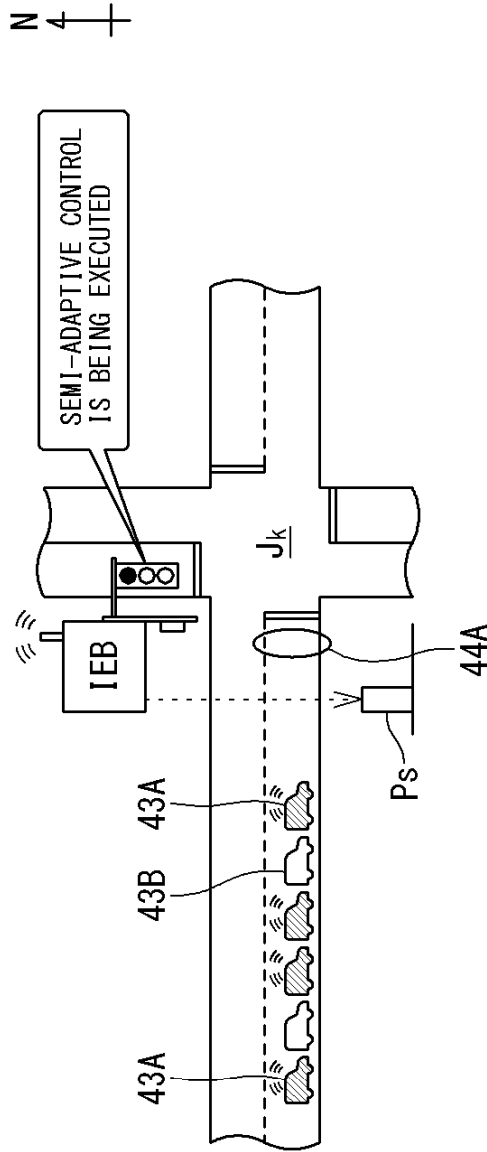


FIG. 19

[OUTLINE OF DETECTOR EMULATION]

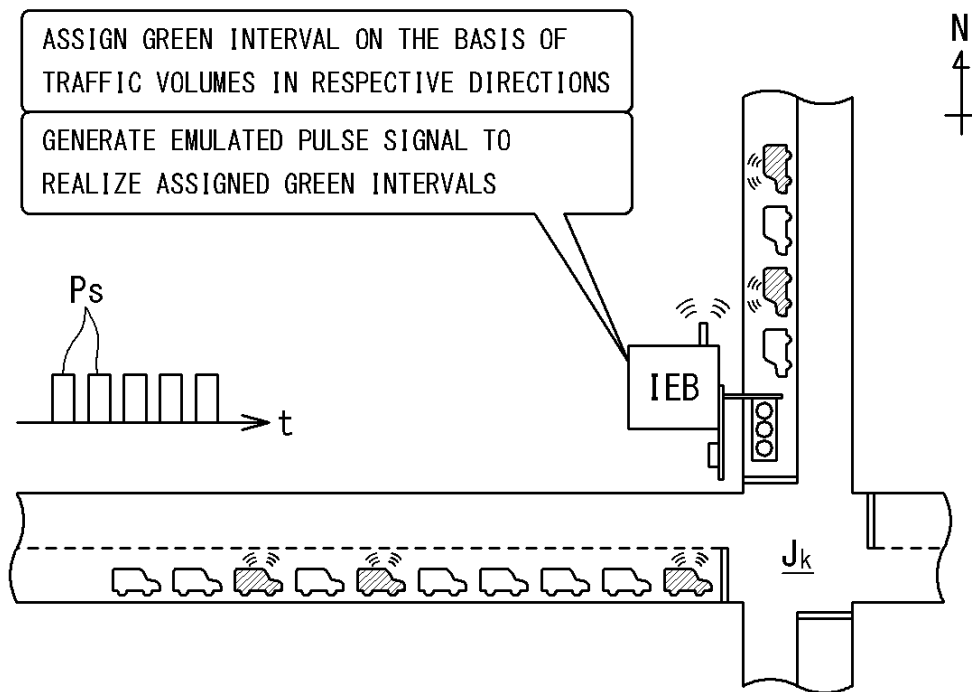


FIG. 20

[OUTLINE OF DATA THINNING]

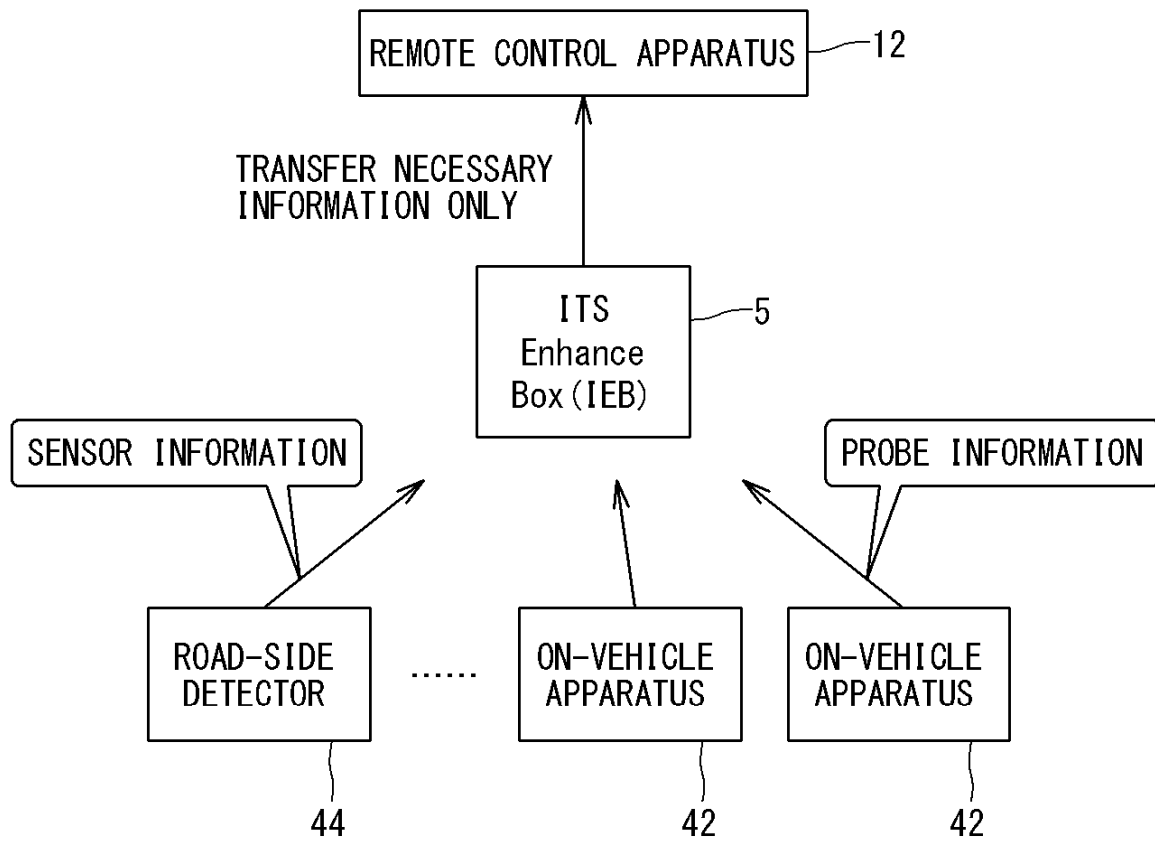


FIG. 21 (a)

OUTLINE OF ADVERTISEMENT SELECTION CONTROL

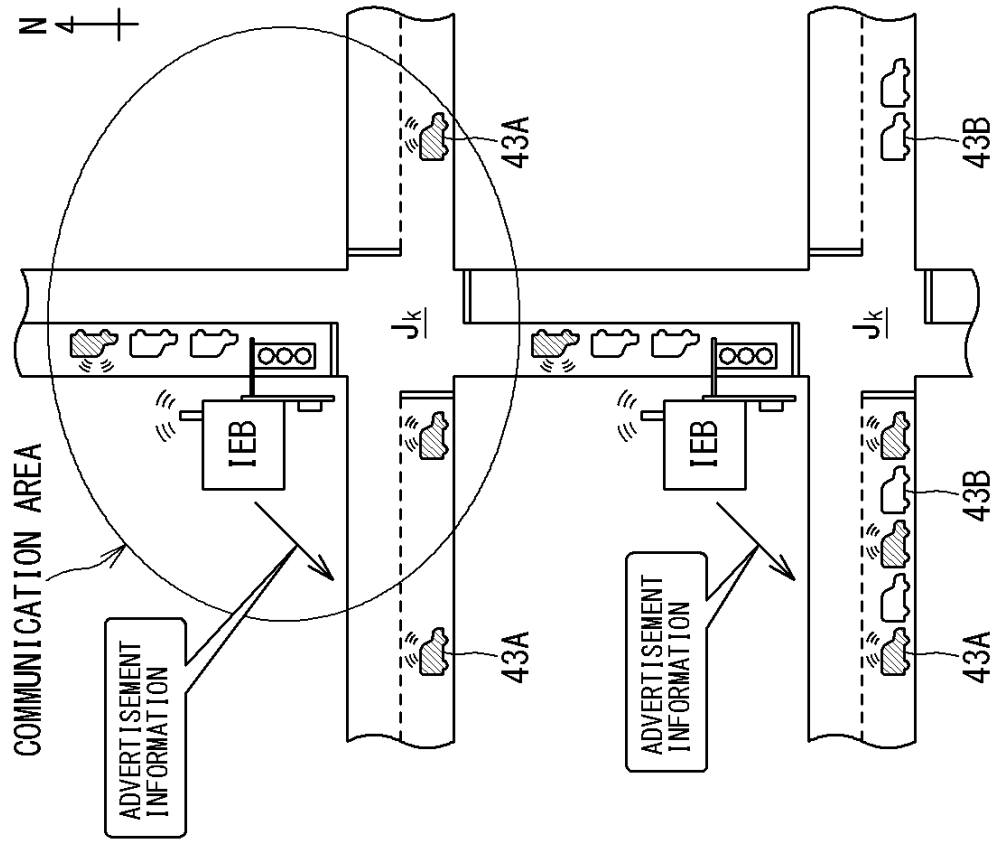


FIG. 21 (b)

ADVERTISEMENT INFORMATION
MANAGEMENT TABLE

ADVERTISEMENT ID	PRIORITY LEVEL	ADVERTISEMENT TYPE	REQUIRED TIME
CM ₁	1	AUDIO	30s
CM ₂	2	VIDEO	60s
CM ₃	3	POP-UP	1s
CM ₄	4	AUDIO	15s
CM ₅	5	AUDIO	10s
CM ₆	6	VIDEO	20s
⋮	⋮	⋮	⋮