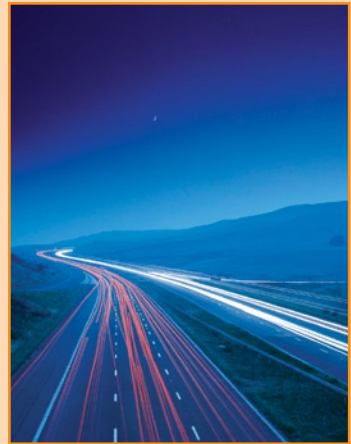


QTT Welcomes New Director of Operations

QTT is pleased to announce Mike Corbett as its new Director of Operations. In this role, Mr. Corbett will be responsible for directing, coordinating and overseeing project and material management, manufacturing, quality assurance, field installations, customer service, training and post-delivery technical support. Additionally, he will provide leadership and direction in executing new customer service strategies that will ensure QTT remains a leader in providing the highest level of product services and support in the transportation industry.

Mike Corbett brings over 15 years of experience to QTT, and has been with the company since April 2001, most recently serving as QTT's International Sales Manager. Prior to joining QTT, Mr. Corbett worked with Burlington Industries in manufacturing management. He received a B.S. in Industrial Technology from East Carolina University and has a strong background in manufacturing, customer service, sales, and management.

"Coupled with his broad knowledge of QTT products, customers, and our industry in general, I am excited to have Mike in this new role," remarks Bruce Reimer, Executive Vice President of QTT.



Town of Sharon, Massachusetts Connects with Residents Through Community Radio

The Town of Sharon, Massachusetts, is a "postcard" New England town with tree-lined streets and a Post Office Square. This quaint, yet thriving community of approximately 18,000 residents is located midway between Boston and Providence, Rhode Island, and is home to busy professionals, local business owners and active community citizens.

The Town of Sharon knows that "community" means something real to its residents, as is evident by its network of civic volunteers, commitment to keep residents safe, and emphasis on communications to residents. In order to better meet residents' informational needs, keep them connected to community events and provide information and instructions during emergencies, the Town of Sharon recently implemented a Community Radio system from Quixote Transportation Technologies.

Recent Disasters Prompt Action

A community radio system is something the Town



of Sharon had been thinking about for many years, according to Mike Polimer, Director of Civil Defense. But the effort was heightened by the hurricane Katrina disaster of a couple of years ago.

"[Our system] was purchased specifically for the large regional disaster – power outages, downed phone lines, winter weather and resulting inability to communicate with the residents of the town," Mr. Polimer explains.

The Town of Sharon contacted QTT to learn more about their Highway Advisory Radio systems. A Highway Advisory Radio, or HAR, system is a low-

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As we move into the new year of 2008 QTT continues to look into the future, and determine the needs of transportation professionals tomorrow. Today, the buzz word around QTT is "non-intrusive." Non-intrusive technology has been widely accepted in the traffic community as a solid way to measure vehicle data; however, measuring weather conditions non-intrusively is new. QTT is very excited that in the past six months we have unveiled three new, non-intrusive sensors to meet the demands of our customers for non-contact measurement. The "Q" sensors, which you can read about in this issue of the QTT Review, are all non-intrusive, and are an exciting addition to our product offering. Why "Q"? The three new "Q" sensors are our first combined Quixote Transportation Technologies sensors, and not specific to our original three company brands

(HIS, Nu-Metrics®, and SSI®). An exciting feature of these products is that they are very cost effective; both their upfront purchase price and ongoing maintenance costs are affordable, which is critical during these budget-tightening times.

Another product we continue to find new uses for is our Highway Advisory Radio (HAR). Most people recognize HAR as a highway notification system with flashing beacons and a sign that reads "Tune to 1610 AM – Urgent Message When Flashing." The HAR system has many other uses too, such as a community radio system (see the lead story above), notification at entrances to parks and other tourist attractions, military bases, airports, border crossings, and sea ports. Portable versions of HAR (known as Solar Max) are used during major disasters such as hurricanes or tornadoes, and can relay information during sporting events or other short term activities.

Whether it is new products or new uses for many of our experienced and seasoned products, QTT remains committed to finding solutions that are reliable, cost effective and meet our customers' needs.

Portable Traffic Counters in Southeast Europe



With more than 28 thousand kilometers of roadway, 86% of which are paved, the small European country of Croatia is dedicated to making the most use of its transportation system. Nearly 4.5 million people live and work in Croatia's stable, service-based economy, and with economic trends expected to enter a faster and stronger period of growth in 2008, enhancing the roadway system is imperative. Traffic studies are a vital part of this need for the country to maximize its existing roads and plans for future expansion.

Companies and government agencies throughout Croatia are currently performing traffic studies to monitor areas where improvements are needed. Many of these are using portable traffic counters as their primary tools of measurement and study.

Two portable counters in use are manufactured by QTT. The Hi-Star® NC-97 and the NC-200™ Portable Traffic Analyzers are small, self-contained units designed to detect count, speed and classification of vehicles. Both sensors work in the same manner, using Vehicle Magnetic Imaging technology. Vehicle Magnetic Imaging (VMI) technology works by detecting vehicles as they move through the Earth's magnetic field. Every motor vehicle has parts that are constructed from iron. When a vehicle passes over an NC-97 or NC-200, the iron parts interfere with the Earth's magnetic field. This disturbance creates electrical signal changes in the traffic sensors, and as a result, the traffic sensors can determine vehicle presence, count each vehicle, measure vehicle speed, and record vehicle length.

Croatian Government Utilizes Traffic Analyzers

Croatian Roads (Hrvatske ceste) is the principal government agency for managing roads and making authoritative transportation decisions in Croatia. It covers state roads, interstate roads and highways in its jurisdiction.

Within the last decade, Croatian Roads has acquired 120 QTT traffic analyzers for use in traffic studies. The units are used on state, regional, and county roads for volume and structure, and subgroup studies. The purpose of gathered data is to determine if further analysis is needed in particular areas. Each traffic counter is used for at least two months per year. Due to high frequency of usage, the NC-97 model meets their demanding needs.

Regional Road Authorities

Croatia is divided into regions, similar to U.S. states, with each of these regions having a certain level of independence in order to function more efficiently, including individual road departments for each of its regions. One such road department is the Regional Road Managing Department of Istria.

The Regional Road Managing Department of Istria uses traffic analyzers two to three times per month on roadways outside the city of Pula, where its

offices are located. The department uses the data to determine the differences in traffic volume between summer and winter, and also to count truck traffic volume in total numbers of vehicles.

The Regional Road Managing Department of Istria has six units and each is deployed for about 15 days per month. They chose the QTT units because they are "mobile, compact and practical," and can quickly and easily be deployed – then moved to another location – once a study is complete.

Similar to the Regional Road Managing Department of Istria, Croatian Roads chose QTT's traffic analyzers because they are mobile, compact and easy to set up and remove. In addition to performing their own studies, Croatian Roads has been using companies like Prometis d.o.o. to perform traffic studies for them. Prometis has conducted many studies in the city of Zagreb, which is the capital and also the largest city in Croatia.

Another Croatian regional road authority, the Regional Road Managing Department of Primorsko-goranska zupanija, is headquartered in the city of Rijeka and has been conducting studies with QTT's newest traffic analyzer, the NC-200 and its coordinating HDM (Highway Data Management) software.

After a recommendation from the Regional Road Managing Department of Istria, the Regional Road Managing Department of Primorsko-goranska zupanija purchased two NC-200 traffic analyzers, protective covers, HDM software, 230V chargers, and connection interface materials from Selekt-prima d.o.o. (QTT's local distributor in Croatia). The agency is a relatively new user of the product and with Selekt-prima's help, successfully installed the software and conducted studies on the roadway.

"On the roads of Primorsko-goranska zupanija we have designated ten locations where we have placed a pair of NC-200s to gather traffic data," states a representative of the agency. "We are using a period of one week as a default for making studies, and the final data will be used to form a PGDP database for each location (PGDP=AADT=Average Annual Daily Traffic). Our experience so far tells us that the NC-200s are working flawlessly."

The data collected by the units and stored within the HDM software offers the department many possibilities. "Multiple studies can be shown in reports and graphs, and the raw data export is admirable because it allows further analysis out of HDM," comments the agency's representative. "This is very important for sending files via e-mail."

Beyond the Croatian Border

Extending beyond the Croatian border, in Bosnia and Herzegovina, and in Vojvodina, Serbia, agencies are also using traffic analyzers for studies. The Constructing University Mostar, located in Bosnia and Herzegovina, implemented QTT's traffic counters into their learning

New "Q" Line of Sensors Uses Non-Intrusive Technology for Pavement Weather, Traffic Measurements

process, and regularly perform traffic counting studies. They maintain 14 units and conduct studies on state and regional roadways, small highways, and city roads. The Constructing University Mostar was drawn to the QTT product because it is portable, has a compact design, and is easy to set-up and remove. Each unit is active for over six months per year, and the University uses them mainly for traffic counting.

In the province of Vojvodina, Serbia, the head road department, Vojvodina Roads, is utilizing traffic counters for road rehab and visibility studies. Vojvodina Roads has five QTT traffic analyzers, and uses them four to five days per month on open roadways throughout the province.

Look for QTT at the Following Industry Events

TEAM Conference

March 18-20, 2008
St. Louis, MO

Intertraffic Amsterdam – Hall 7, Stand 208

April 1-4, 2008
Amsterdam, The Netherlands

ITS Heartland Conference

April 7-9, 2008
Springfield, MO

Western Traffic Data

April 10-11, 2008
Irvine, CA

APWA North American Snow Conference – Booth 102

April 13-16, 2008
Louisville, KY

Minnesota DOT Spring Maintenance Training Expo

April 15-16, 2008
St. Cloud, MN

Intertraffic China

April 24-26, 2008
Beijing, China

International Aviation Snow Symposium (IASS)

April 26-30, 2008
Buffalo, NY

APWA Mid-America Conference & Exhibit Show

May 7-9, 2008
Overland Park, KS

ITS Michigan

May 13-14, 2008
Novi, MI

ICSC RECon

May 18-21, 2008
Las Vegas, NV

QTT has unveiled a new line of "Q" sensors that utilize non-intrusive technology to measure pavement temperature and condition and traffic data. Non-intrusive technology lowers costs over the life of the sensors because no lane closures are required, and sensors can be safely maintained or repaired from the side of the roadway.

Three new sensors have recently been released: the *thermo-Q*™ sensor measures pavement temperature; the *terra-Q*™ sensor determines pavement condition; and the *trans-Q*™ records vehicle count, speed and classification.



thermo-Q sensor

Designed for non-contact measurement, the *thermo-Q* sensor uses infrared technology to detect pavement temperature, and provides remote readings during all types of weather. QTT's *thermo-Q* is an affordable alternative to in-pavement sensors, while still providing accurate readings.

An optional design of the *thermo-Q*, known as the *thermo-Q 360*, includes adjustable features (pan and tilt) and the ability to measure multiple surface temperatures.

The *terra-Q* sensor utilizes an electro-optical sensor to detect pavement conditions, eliminating the need to install a sensor in the roadway surface. This sensor is ideal for providing essential pavement condition data in areas of roadway that are known "trouble zones;" roadway configurations that include sharp corners; or bridge structures where intrusive sensors cannot be located due to structural design issues.



terra-Q sensor

A unique feature of the *terra-Q* is its windshield wiper and fluid, which helps it maintain a clear view. This feature keeps the lens clear from road contaminants and allows for accurate reporting of pavement conditions.

The *trans-Q* sensor utilizes radar technology to detect vehicle count, speed, and length. The *trans-Q* classifier is an excellent alternative when other portable traffic sensors cannot be used because of location, safety or other regulations.

The *trans-Q* is easy to set-up on the roadside with a PDA (Palm) and does not disturb traffic flow. The sensor detects all passing vehicles in two directions and data is easily retrieved with a corded PDA (Palm) or wireless Bluetooth® connection.



trans-Q sensor

The **Q line** of sensors require minimal maintenance, which results in lower maintenance costs, and the *thermo-Q* and *terra-Q* can be used with an existing Road / Runway Weather Information System (RWIS) network. The *trans-Q* can be installed on existing poles alongside the road.

With accurate pavement readings, non-intrusive monitoring, and an affordable price, QTT's **Q line** of sensors is a smart solution for roadway and traffic management.

Town of Sharon, Massachusetts Connects with Residents Through Community Radio continued from page 1

power radio station used to notify motorists of traffic conditions, events, local points of interest or emergency information. QTT's Community Radio is a HAR system designed specially for local municipalities to communicate with their residents. After meeting with QTT and learning more about Community Radio, the Town of Sharon implemented its system.

"In the South, after a hurricane for example, people can survive much longer without adequate shelter," Mr. Polimer says. "Up here, after a winter ice storm with temperatures below freezing, residents often must be moved to someplace warm immediately. And communication with residents is critical to saving lives." Mr. Polimer adds, "Similarly, in Florida, and along the Gulf Coast, residents have a lot of practice responding to emergencies; likewise in the tornado belts across the Midwest. Residents in those locations are accustomed to turning on emergency radio, but the Town of Sharon requires a different approach to keep residents connected."

It also isn't enough to merely have a Community/Emergency Radio System in place if no one knows it exists. The Town of Sharon actively trains its residents to use the system by supplying useful information on a daily basis. This way, if an emergency does occur, people will naturally turn to the Community Radio station for information.

"On a day-to-day basis we have messages of community interest from many town departments," says Chuck Levine, Training Officer for the town's Civil Defense Department. "Some messages announce specific events such as town meetings and flu clinics. Some messages stay on for months at a time (seasonal, dealing with snow or the lake in town) and others have been there from the start, like the Fire Department emergency and general business phone numbers and a general 'welcome' message."

In addition, the Town of Sharon has erected informational signs at each major entry point into town. Currently it has about 12 messages on the radio, each from a different department or organization.

The Town of Sharon's Community Radio system is a fixed system with the electronics located in the Civil Defense EOC (Emergency Operation Center). The electronics are remote from the antenna, and emergency power is provided by an auto changeover, natural gas generator with a small battery, which keeps messages on the air for 60 seconds while the electricity is out and power is being transferred over to the generator.

A Unique Approach

The Town of Sharon's Community Radio system is unique because of its two-phase operation, volunteer participation and non-standard message control. The Community Radio is beneficial for the residents because it provides both day-to-day and emergency announcements. The two-phased operation works in the following way: in the event of an emergency, such as a winter storm or HAZMAT problem, the Town of Sharon switches the standard messages off and broadcasts emergency messages as needed. When the emergency is over the radio is switched back to daily operation mode.

The Community Radio system is run entirely by the Sharon Civil Defense Department. Civil Defense members have "day jobs" that take up most of their time, so the procedures for managing the radio and its messages have to be accomplished using a minimum amount of volunteer time. After a short training session, a volunteer can record, change or delete desired messages on the radio without assistance from city employees. Some of the messages are recorded by paid employees of the town, such as fire, health and/or police, but many other messages are put on and maintained by volunteers in organizations such as youth baseball and other sports organizations, the Independence Day celebration committee, Senior Center, MRC and other volunteer organizations.

And while most Community Radio users control messages from a central point or office, the Town of Sharon has turned message control over to the users. This approach makes accessing the system more convenient for the user and allows them to alter messages quickly from their individual locations.

A Role Model for Other Communities

The experience the Town of Sharon has had with its Community Radio provides the opportunity to give advice to other communities wanting to undertake such an effort. First, according to Mr. Polimer, is explaining that it takes the cooperation of all other departments and organizations within a given town, especially if they are volunteers. "Without cooperation, the system simply will not work," says Mr. Polimer. "I am proud of our town and the way the LEPC, civil defense and all town departments have worked together to make our project a success. Without the help of the Board of Selectmen, Fire Chief and Police Chief we would have never succeeded."

Secondly, the Town of Sharon strongly promotes "marketing" of its system. The Northeast, including the Town of Sharon, does not have as many emergencies as the hurricane-prone East Coast, earthquake-riddled West Coast or tornado-prevalent Midwest. To combat unfamiliarity with such a communications system, the Town of Sharon put up signs, supplied residents with bumper stickers and advertised the station.

"The model we suggest other towns copy is to get the population in the habit of listening every day for information so that they naturally turn to the station during emergencies," Mr. Polimer says. "We have heard about other towns that have purchased emergency radio systems and broadcast the same messages month after month. No one listens and very few people in town even know that such a system exists. In case of an emergency, no one will know about the station and any emergency information just will not be heard."

Finally, Mr. Polimer says that the station cannot simply be installed and forgotten. The project takes continuous work; not technical work, but work with the users to ensure that messages are changed often and that the station is constantly used. The primary audience of the system is not motorists, but residents at home looking for daily town information or emergency information on shelters, road closures, etc. Mr. Levine concludes: "Actually, we were told that some of the residents in our senior housing like the station because in each message rotation we announce the day, date and time, and they find this very useful."