Solar Traffic Controls upgrades high-water flashers for City of Tucson

The City of Tucson recently completed an upgrade to its existing high-water crossing flashers. The flashers are used primarily during the summer monsoon rains that can cause flooding at unbridged crossings. Previously, a Streets department employee would have to drive to the site to turn on the flashers using a short-range radio remote. The upgrade consisted of adding a paging activation device to trigger the flashers using any telephone available and a set of code numbers for security. The software in the receivers allows the user to group the units so they can be turn on individually, in groups by location, by drainage or city wide. When flooding at the crossings is imminent the flashers are called and activated by the Streets department.

Solar Traffic Controls provided the flasher systems and used a Nighthawk Systems paging receiver package. The city also chose to purchase an additional four units to be installed at two additional crossings around town. Recurring costs are minimal as all of the units are on one paging account and cost approximately $35 per quarter to operate. The change simplifies the system since any telephone, cell or land line, becomes a viable remote control for the systems.

For more information, please visit www.solar-traffic-controls.com.

Solar Traffic Controls Reports Soaring Prices for Silicon

Solar Traffic Controls is one of the many companies which has been affected by the soaring price of silicon, the primary material used in photovoltaic (PV) cells. Corresponding to the rising prices of oil, steel and copper, solar-grade silicon prices have increased from about $9 per kilo in 2000 to $25 and even $60 for small quantity shipments from the module manufacturers.

A major factor in the worldwide supply imbalance stems from the situation in Germany where solar energy is heavily subsidized. Germany is aggressively purchasing solar PV modules paying 55 to 65 cents per kilowatt hour. The U.S. market has been paying 9 or 10 cents per kilowatt hour.

November/December 2005

Microwave Data Systems (MDS), a world leader in industrial, wireless, networking solutions with applications in the supervisory control and data acquisition (SCADA), public safety, automation, telecommunications, and online transactional markets, today announced that its parent company, Moseley Associates, Inc., elected not to make the highest bid in the U.S. Bankruptcy-approved auction for the significant assets of Proxim held on July 18, 2005.

As a result, Moseley will not be proceeding with the acquisition of the significant assets of Proxim as previously announced on June 11, 2005. “Moseley’s success in the past has stemmed from a strong financial discipline, and we saw no need to change that approach in this opportunity,” said Jamal Hamdani, president and chief executive officer of Moseley. “We wish the successful bidder the best for the future and hope they will look after the employees, customers, and partners of Proxim with the same compassion we were prepared to do.”

For more information about Moseley, please visit Moseley’s web site at www.moseleysb.com.

Learn more about Microwave Data Systems Inc. the company at www.microwavedata.com.

Fire Control Instruments Introduces New System Sensor Reflective Beam Detectors

Newest and Most Advanced 4-Wire Conventional Reflected Beam Smoke Detector on the Market

Fire Control Instruments (FCI) is a performance and technology leader in the emergency evacuation systems industry for commercial, industrial and educational applications worldwide. FCI introduces the System Sensor BEAM1224 Series Reflective Beam Detectors, designed as a cost-effective and powerful alternative to traditional, old-style projected beam smoke detectors.

The single-ended reflective design allows for one-person installation that is far simpler than the traditional transmitter and receiver types of beam detectors. What’s more, alignment is swiftly accomplished using an optical sight and a two-digit signal strength meter incorporated into the product.

The BEAM1224 series consists of a combination transmitter/receiver unit and a reflector, and has four standard sensitivity selections along with two Acclimate settings. Additionally, the BEAM1224S model is equipped with an integral sensitivity test feature that helps meet the annual maintenance and test requirements of NFPA 72.

Fire Control Instruments (FCI), a part of the Honeywell Life Safety Group, is a performance and technology leader in the life safety systems industry for commercial, industrial and educational applications worldwide. Utilizing high-speed networking and fiber optic communications, FCI combines intelligence with high reliability to produce an exceptional line of fire alarm systems.

Kentucky Finishes Statewide LED Traffic Signal Retrofit

An LED-for-incandescent traffic-signal lighting retrofit of nearly 3,000 intersections and nearly 500 school flashers, flashing beacons and advance-warning flashers on state-maintained routes throughout the Commonwealth of Kentucky has been completed, according to GELcore, LLC, maker of the estimated 77,000 RX11 High-Visibility LED Traffic Signals installed during the five-month project.

Two organizations—the Kentucky Transportation Cabinet (KYTC) and the Finance and Administration Cabinet’s Division of Contracting and Engineering—initiated the retrofit to reduce operational and energy consumption costs by as much as $3.2 million a year.

“This is one of many projects in the Transportation Cabinet’s efforts to become more efficient and cost effective,” notes acting Transportation Secretary Bill Nighbert. “Kentucky joins Delaware as the only states to use LED modules in all their traffic signals, school flashers and flashing beacons.”

Many factors, including potential maintenance savings tied to the use of GELcore RX11 High-Visibility LED Traffic Signals, motivated Kentucky officials to pursue a statewide initiative. Some points of interest:

- Average life span of incandescent bulbs used in Kentucky traffic signals is 10-11 months.
- Average life expectancy of the chosen GELcore solution is 8-10 years
- KYTC spent about $1.5 million in salaries and equipment usage annually replacing burned-out traffic signal bulbs.
- With LED illuminated traffic signals, maintenance workers are less frequently exposed to potentially hazardous, high-traffic job sites.

“We see this as a best-practices maintenance- and energy-savings story,” says Kraig Kasler, vice president of marketing at GELcore. “This comprehensive installation of GELcore LED signals in Kentucky provides us with a platform for talking about the remarkable value of LEDs. We think government transportation officials throughout North America will take note.”

RX11 High-Visibility LED Traffic Signals

The patent-pending optical design of the GELcore RX11 High-Visibility LED Traffic Signal features a unique lens system that provides an expanded viewing range and allows for precise control of light distribution to create maximum brightness. The product line meets a range of classifications of the EN 12368 standard and delivers superior visibility under varying conditions. Offered in 200mm and 300mm configurations, GELcore RX11 High-Visibility Traffic Signals are designed and rigorously tested to deal with conditions such as sun phantom, light uniformity and color washout, which incandescent traffic signals struggle to perform against. It comes with a five-year limited warranty, and the GELcore signals can deliver up to 90 percent energy savings compared to conventional traffic light sources.

Other notable product attributes:

- Easy to retrofit - Self-contained GELcore module allows direct retrofit in most signal heads
- Easy to maintain - Patent-pending GELcore power supply works with various controllers
- Less costly to maintain - Long-life GELcore LEDs cut operating and maintenance costs
- Increased visibility – Monochromatic GELcore LEDs provide high contrast and brightness, dramatically improving visibility of traffic signals under all weather conditions, including rain, snow and fog

The expansive line of GELcore RX11 products includes full balls, arrows, full countdown pedestrian and repeater LED signals.

For more information about GELcore, please call 216.606.6555 or visit www.gelcore.com.

A Mighty Wind

Strong winds can cause havoc with steel sign supports that use traditional slip base connections. Slip base designs require scheduled maintenance to keep the necessary torque values designed for wind and road vibration. Even under tightened connections, posts can “walk-off” their bases. Sign panels can fail, if hinge plate connections loosen up. If connections are tightened beyond their designed torque values, a slip base “breakaway” sign support can become a hazard, as it will not slip on impact.

The photograph above shows a downed sign at the Hatch, New Mexico
**A Mighty Wind . . .**

**Continued from page 59**

An interstate 95 sign, supported by Transpo’s Break-Safe® system, was knocked flat to the ground in the accident. Although the patrol car was totaled, the officer and the other driver suffered only minor injuries.

The photograph below shows a happy NMDOT crew. They have replaced a sign installation that failed in wind several times a year, with a Break-Safe® system from Transpo.

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**Englewood, OH is Taking the Steps Required to Improve the NTOC Report Card**

Econolite is pleased to announce that its local distributor Path Master, Inc. has successfully completed the Phase 1 installation of an icons® Advanced Traffic Management System (ATMS) at 13 intersections in Englewood, Ohio. Phase 2, incorporating 5 additional intersections with Path Master signal cabinets, Econolite ASC/2S 2100 controllers and Econolite Autoscope Solo Pro II cameras, along with Emergency Vehicle Preemption (EVP) are scheduled for completion by December 2005. By procuring and implementing Econolite’s ATMS system, the City of Englewood took a major step towards ensuring its future mobility. Some of the key benefits of an icons® system are: a noticeable decrease in commuter travel time, reduced vehicle fuel consumption, and a reduction in harmful pollutants from heavy vehicle emissions. The City’s action is also a strong response to the April 20, 2005 report by the National Transportation Operations Coalition (NTOC) titled, “National Traffic Signal Report Card”, alerting America’s demand for a well coordinated signal management system.

The icons® system was envisioned and developed to provide a centralized, integrated platform for traffic signal system control, information management, and graphical display. The Englewood icons® system will communicate with ASC/2S 2100 controllers at 13 intersections via RuggedCom RS900 Ethernet to fiber-optic switches. This setup employs a Virtual Private Network (VPN), which is accessible for system support and can be monitored by the City of Englewood, consultants, maintenance contractors, Path Master, and Econolite.

Essentially, the City procured a system that is in conformance with the most extensive technical standards of NEMA TS-2 and emerging ITS standards. These standards offer increased levels of functionality, equipment interchangeability, diagnostic capabilities, and an enhanced user interface. With its simple to use map-based interface, the icons® system shall provide the City with a graphical display of the system area or intersection related data, making it user-friendly and easy to manage. Another aspect of this particular system that shall come into play is the “multi-jurisdictional/center-to-center” feature as the City works to combine traffic signals from Englewood, Union, Clayton, and Ohio Department of Transportation (ODOT). In addition, the PTZ interface will enable live video to the central from the Autoscope Solo Pro II cameras.

Englewood City Manager, Eric Smith remarked, “After many years of attempting to get a ‘major’ central based system installed and operational in Ohio, we are pleased that Path Master and Econolite have implemented the icons® system in...”
Continued from page 60

Econolite Completes Another Data Collection and Management Service Project

Econolite Control Products, Inc. is pleased to announce that it has successfully completed deployment of the first Data Collection and Management Service (DCMS) installation in New England. This system, installed during construction of the IKEA store in New Haven, was made operational in July 2004. Under the guidance of Bijan Notghi, City Traffic Engineer for New Haven; seventeen (17) Autoscope Solo Pro II™ cameras and twelve (12) DCMS Sensors were installed, verified and fully functional. Over the course of this deployment, Mr. Notghi implemented many useful design changes, such as time stamping, visitor counter, camera icons, and tool tips, all firsts for the New Haven system that have become standard for Econolite installations. The City of New Haven has plans to expand their deployment and exciting new changes are in store as their DCMS website grows to accommodate these changes.

DCMS will poll and retrieve traffic data via the internet to a common database and integrated traffic data network. DCMS was created with the idea of providing a system to manage traffic information from multiple data collection sources. The DCMS system will be connected to a series of permanent collection sites allowing for the collection, analysis, summary and retention of vehicular traffic data. This will provide the City of New Haven the ability to better manage the review, submittal, and administration of data reflecting the amount of vehicle usage and vehicle characteristics on the City’s network.

Scott Westervelt, Northeastern Account Manager, remarked, “We value the partnership that has been built over the last several years with the City of New Haven. As a proponent of advanced technology in the transportation industry, New Haven has embraced video technology as more than simply loop emulation. Current deployment of Autoscope products exceeds 45 units with estimated deployments expected to exceed 250 units complemented with DCMS over the next 5 years.”

Bijan Notghi, City of New Haven, Traffic Engineer, commented, “I envisioned this service would provide the people of New Haven and Connecticut an ‘eye’ on the city by opening access to the non-protected areas of the service, allowing everyone the ability to see what the traffic professionals see every day and ultimately breaking down barriers between government and citizens. I encourage you to visit New Haven at http://reports.trafficwerks.com/newhaven/ and see what we’ve accomplished.”

To find out how DCMS can work for you, contact the Econolite representative in your area or visit: www.econolite.com.

Carmanah Technologies Corporation Completes Acquisition of Soltek Powersource Ltd.

Carmanah Technologies Corporation (TSX Venture: CMH) is pleased to announce that the Company has successfully acquired all of the issued and outstanding shares of Soltek Powersource Ltd. (“SPS”), a leading manufacturer/supplier of solar power systems for industrial, government, residential and retail applications.

This acquisition joins two successful and complementary companies - Carmanah with its self-contained solar packages and proprietary LED technology, and SPS with its large-scale solar power systems - to form a new and significant leader in solar power markets both domestically and internationally. The solar industry grew by an unprecedented 62% in 2004 to $6.5 billion, and is predicted Continued on page 62
Continued from page 61
Carmanah Technologies . . .
to grow 300% to $18.5 billion by 2010. The combined purchasing power and market share will broaden the reach of both companies across many geographical and vertical markets in this sector.

“SPS is a thriving business with an excellent track record, outstanding growth prospects, and quality management. The acquisition of SPS is a significant step in the delivery of Carmanah’s strategy to become a premiere global solar-powered solutions provider,” stated Carmanah’s CEO, Art Aylesworth. “Through shared technologies, market presence and sales/marketing infrastructure, the combined entity will occupy a strong international presence in the expanding market for renewable energy products. We will be able to capitalize faster and with more impact on the growing global awareness, acceptance and demand.”

Carmanah anticipates that a new range of solar/LED general illumination products will be developed, including security lighting, street lighting and sign lighting, for applications in all of the markets the Company currently serves. An entirely new product line of standardized ‘plug-and-play’ solar power sources will also be possible, which would capitalize on SPS’s existing range of ‘solar engines’ and Carmanah’s world-leading energy management technology.

“Never has the demand for solar solutions been as strong as it is right now. This business combination comes at the opportune time to leverage increasing international commitments to use renewable power sources,” stated SPS founder David Egles. “We are very excited about the opportunities the combined entities can now pursue in the US and around the world.”

SPS founders David Egles and Michael Cannon have joined Carmanah’s executive team, bringing with them more than 20 years of experience in the solar industry.

For further information please contact ddavies@carmanah.com or phone 250-382-4332.

UTCS’s Battery Backup Power for Intersections
A Step Forward in Backup Technology

Municipalities have always struggled with the loss of traffic signals during power outages. The problem is even more critical now given increasingly severe weather, congested roads, security concerns, and aging power distribution systems.

Uninterrupted Traffic Control Systems, Inc (UTCS), located in New York and Florida, offers a solution to this problem. UTCS is a traffic products company specializing in high powered battery backup units for signalized intersections.

The City of Key West purchased 17 Model UTCS-4825nicd batteries back up units, which were installed this past October. The units have each logged approximately 18 hours of backup time since installation. The units’ performance has already lived up to expectations. Most recently, the UTCS units functioned during Hurricane Dennis, backing up the associated intersections for approximately 10 to 17 hours.

General Description:
The UTCS unit can provide enough power to back up intersections at full signalization in the event of blackouts, brownouts, surges and sags.

UTCS unit’s back-up time is among the best in the business, ranging from 2 to 20 hours. Additional back-up time may be achieved through battery carts and generators, which are monitored through a communications system described later.

Features:
Inverter
The inverter, in combination with patented control circuits, is ideal for traffic associated functions.

The inverter is a 2500 watt unit in a sealed cast aluminum housing. It converts a nominal 48 volts DC to 120 volt AC pure sine wave. The inverter constantly monitors input and output impedance to help maintain regulated 120 volt AC pure sine wave output. The inverter monitors outgoing power, incoming power, battery power as well as the status of itself. This information is sent to an RS 232 communication port.

In the event of a power quality problem, the inverter will transfer power to the intersection within 16 milliseconds. The inverter will synchronize the existing power line 60 hertz signal with its own 60 hertz pure sine wave signal. Because of its crystal oscillator, the phase angle of the 60 cycle signal will not drift. This prevents timing problems for the signals at successive intersections. Because the inverter acts as an in-line filter, it offers protection to the traffic controller from lightening strikes or surges.

In the event of an extended outage, the inverter in combination with controller circuitry will shut itself down when battery power diminishes to a preset low point, protecting the batteries from full discharge. Because the inverter has non volatile memory, it will retain its settings.

When utility power has normalized, the inverter will automatically reset in

Continued on page 63
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the charging mode and restore power to the intersection. The inverter uses a 5 stage temperature compensated charger which comes on when normal line power returns.

Batteries
The UTCS unit may be powered by any number of battery technologies. However, Ni-Cad and Lead Acid batteries will be discussed here. In terms of life span, Ni-Cads will last twenty to twenty-five years; Lead Acids seven to ten. The inverter can be programmed to match the specific charging requirements of the battery technology employed. This 5-stage, temperature compensated programmable charge is capable of charging as much as 30 amps at 64 volts.

The batteries requirements per unit may vary according customer’s back up time and load requirements. In general, however, NiCad batteries would consist of 40 1.2 volt cells sized per customer needs. Lead Acid batteries would consist of four 12 volt batteries sized per customer needs. The overall dimensions of the units may be smaller depending on battery requirements. The UTCS unit also features pull-out drawers to make maintaining the batteries easy. Recharge time will vary. As an example, 90 amp hour NiCads would be recharged to 90 percent of capacity within eight hours. All batteries are grounded on a negative terminal per NEC codes.

Communications
UTCS can communicate with its units through fiber optics, copper telephone lease lines, and wireless RF.

The UTCS communications system consists of monitoring software that displays unit operations and performance, logs data, and provides a real time warning system.

In monitoring the health and activity of the units, the system monitor may be set with thresholds on certain criteria. Notifications are logged in the database and will alert any user connected, sending out an email describing the situation.

From the user’s perspective, the client application will be an easy-to-use GUI (Graphical User Interface) allowing the user to monitor units using a dynamic map, view statistics, and generate reports. Features are based on client requirements but may include: specific layout changes, auto-updating software, use web-based reporting tool, message center, etc. The system is password protected, providing different levels of access. It will also provide a full audit trail.

Control Circuitry
UTCS control circuit logic safeguards the existing traffic controller’s equipment from black outs, brownouts, surges and sags. The control circuitry monitors the operation of the power line and the inverter power. In the event of the inverter failing, the control circuitry will route the utility power around the inverter, avoiding a single point of failure.

In the event of an extended outage, the controller circuitry will disconnect the batteries prior to over-depletion. The point at which it disconnects is programmable through the inverter. When the utility power is normalized, the circuitry will reconnect the batteries to the inverter to be recharged.

The control logic circuitry fully protects input and output lines and also has fuse and circuit breaker protection on all AC/DC input and output lines. There is also a warning lamp located inside the UTCS unit and the existing traffic controller cabinet. This warning lamp alerts workers of the presence of 120V AC power regardless of whether the main utility circuit breaker is off.

The control circuitry also logs backup and bypass time. It also has a panel display indicating operating conditions of the cabinet.

Conclusion
The UTCS Unit described above is by no means the only unit available. UTCS prides itself on accommodating specific customer design requirements. UTCS offers 12, 24 and 48 volt systems, meeting any wattage requirements. What all of our units have in common is reliability, low maintenance, and customer convenience. Regardless of your back up time requirements, UTCS has a unit for you.

For more information call 516-367-4269 or visit our website at www.utcs.us.

More News on page 64
BAND-IT-DEX, Inc. Launches a New Website

Home page of new BAND-IT website: www.band-it-dex.com

Leading manufacturers in various industries turn to BAND-IT®, the clamping experts™ for pertinent application information in their industry. With this demand for accessible knowledge BAND-IT® announces the launch of an updated website. The URL www.BAND-IT-IDEX.com remains the same.

BAND-IT exceeds in providing a vast array of sought after clamping system information that makes a visit to the site rewarding. The new website contains instruction bulletins, catalog downloads and technical information. The site has been designed to be easy to maneuver. Links to BAND-IT locations and regional sales representatives are also provided in an uncomplicated fashion. The site is updated regularly with new content. The fresh look and enhanced information invites customers to visit more frequently.

BAND-IT, a unit of IDEX Corporation, manufactures a wide range of stainless steel clamping, fastening, bundling, and identification products for a variety of industrial applications. For more information and downloadable product literature visit www.BAND-IT-IDEX.com or call 1-800-525-0758.

Optelecom-NKF Wins Video Network Contract for Urban Warfare Training

Optelecom-NKF, Inc. (NASDAQ: OPTC), a leading global provider of advanced IP-video network solutions, today announced it received a contract valued at $688,000 for an advanced uncompressed fiber-optic video network for use in urban warfare training. This is the latest in a series of contracts received from a major integrator specializing in training systems for the military and law enforcement agencies.

The broadcast quality video network utilizes the Company's high capacity, uncompressed 10-bit digital video transmission technology to aid the military as it develops new centers for realistic joint urban operations training. The network transmits video and audio from cameras placed throughout the training site that monitors the movement and decisions of groups of soldiers as they perform various missions designed to test their performance in realistic, high stress scenarios. Their actions are later critiqued by reviewing with them recordings of the action as it unfolds. The objective is to minimize causalities and maximize results in actual combat.

"The challenge of defeating insurgents while avoiding civilian deaths in urban areas creates a tremendous need for advanced, realistic training conditions," said Edmund Ludwig, Optelecom-NKF’s President and CEO. "I’m pleased that our technology, which facilitates both real-time broadcast quality monitoring and recording of training exercises, will help the U.S. military accomplish its training mission in a world no longer defined by organized enemy forces or traditional strategies and tactics."

Inquiries should be directed to Mr. Rick Alpert at 301-948-7872.

Nu-Metrics, Inc.’s Nitestar Distance Measuring Instrument Key for Roadway Imaging and Roadway Features for Washington-based Imaging Company

Nu-Metrics, Inc., a member of Quixote Transportation Technologies, Inc., provides Nitestar® Distance Measuring Instruments (DMIs) for customers around the world. The Nitestar DMI is a lightweight tool that measures distance and speed and displays the information on liquid crystal panels. The unit is designed for convenient vehicle installation, and can be used for numerous purposes.

However, a Tenino, Washington-based user has a unique application for the device, and employs it for two distinct functions.

Imageware LLC is a consulting firm that contracts with local agencies such as cities and counties to provide two services: conduct roadway imaging and locate roadway features. City and county highway agencies use Imageware’s system as a project planning tool, or for project documentation and review.

Imageware’s system allows highway agencies to evaluate road features such as signs or guardrails using a sophisticated camera while spending less time in the field. Hans Cregg, President of Imageware, describes how his company uses the Nitestar for roadway imaging: “Our camera takes a snapshot of the road every 35 feet (11 meters), as triggered by the DMI. The DMI milepost reading becomes the filename of the jpeg camera image. This allows the customer to travel the road in 35 foot (11 meter) increments on their computer.” Imageware also uses the DMI to locate roadway features such as intersections and signage, using a...
Windows program for data collection. Imageware created an additional program to further manipulate and process the raw data and display it in a more user-friendly format (Microsoft Excel). The result is a file containing milepost locations of all road features for all roads surveyed.

The Nitestar DMI utilizes a signal generated by the vehicle to accurately determine the distance and speed traveled. The Nitestar DMI collects pulses from the vehicle, analyzes the data and converts it into a useable format. Nu-Metrics, Inc. offers “Survey Data Management (SDM) software to use along with Nitestar. The software provides an easy-to-use, customizable interface to increase efficiency for asset management tasks. Customers use Nitestar data for measuring roadway or railway lengths, pole or sign spacing, paint line lengths, truck, bus or postal routes, E-911 address mapping and accident reconstruction.

Nu-Metrics, Inc. also reports that the Nitestar DMI has even been installed on ATVs, bicycles, golf carts and school buses. “Imageware’s application is unique because they have integrated Nitestar DMI with their own equipment,” comments Ken Wise, customer Service Engineer for Nu-Metrics, Inc. “Further, they wrote a special computer program to manipulate the information specifically for their customer’s needs.”

Imageware has been using Nitestar DMIs for a number of years and is very familiar with the product. Its customers use data from the unit for asset management, construction and maintenance activities as well as project management. “Nitestar is a reliable product and Nu-Metrics has excellent customer support. All of our projects are keyed to mile posting, and consequently the DMI is absolutely essential,” says Mr. Cregg.

For more information contact Quixote Corporation at www.quixotecorp.com.

Quixote Transportation Technologies, Inc. Appoints A.E. Traffic Technologies Ltd. as New Distributor for Nu-Metrics, Inc.

Quixote Transportation Technologies, Inc. (QTT), announces that A.E. Traffic Technologies Ltd., Ontario and Manitoba, Canada, is a new distributor for the company’s Nu-Metrics product line. A.E. Traffic Technologies will distribute Nu-Metrics’ Nitestar®, a distance measuring instrument, the Hi-Star® (H)Statistical Traffic Analysis Recorder) traffic analyzer and the Groundhog® traffic sensor.

A.E. Traffic Technologies was founded in 1995 to service the traffic survey services and system marketplace in Canada. The company is located in Toronto, Ontario and is one of the leading ITS (Intelligent Transportation Systems) traffic data acquisition technologies, integration, consulting and surveying companies in Canada. It offers traffic and weather data acquisition and monitoring systems, software for data reporting and analysis, management consulting, design consulting, custom design, build, installation and maintenance solutions, and outsourced traffic survey data services.

ACT Electronics, Inc. Named New Distributor for Quixote Transportation Technologies, Inc.

Quixote Transportation Technologies, Inc. (QTT) announces a new distributor for its products in Minnesota and Wisconsin - ACT Electronics, Inc. ACT Electronics will distribute products for each division of QTT - Highway Information Systems, Inc., Nu-Metrics, Inc. and Surface Systems, Inc.

ACT Electronics, Inc. is located in Eden Prairie, Minnesota and is a manufacturer of traffic signal control cabinets, custom cable assemblies, electrical assemblies, electrical sub-assemblies, wire harnesses, and a solid-state flash transfer relay. It is also a distributor of traffic related products, including products for Quixote Traffic Corporation.

ACT Electronics has been in the traffic industry for over 20 years and has been able to build long-standing relationships with customers through superior cus-
ACT Electronics, Inc. Named . . .

tomer service and quality products. Its experience with technology-based products makes the company an excellent match for distributing the QTT product lines. “QTT customers in Minnesota and Wisconsin can be assured that they will receive the best service and support from ACT Electronics,” remarks Mark Holland, Director of Sales and Marketing for Quixote Transportation Technologies, Inc.

ACT Electronics will distribute all products for Highway Information Systems customers in Minnesota, Nu-Metrics’ Histar® and Groundhog® products in Minnesota and Wisconsin, and Surface Systems’ Road Weather Information Systems (RWIS) and weather forecasting products for the city and county market in Minnesota and Wisconsin.

Josh Friesz (Sales and Marketing Manager), Brett Lievers (Sales), and Dipesh Karki (Traffic Sales) will be the ACT Electronics representatives for QTT products.

“We are excited to add QTT products and believe our customers in Minnesota and Wisconsin will benefit from the enhanced offering. Our attention to quality products and customer service makes us confident that we are the preferred manufacturer and vendor to many of our customers,” comments Josh Friesz, Sales and Marketing Manager for ACT Electronics.

For more information visit Quixote Corporation at www.quixotecorp.com.

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Advanced Traffic Control to Supply TELVENT

Advanced Traffic Control, Inc. announced that TELVENT, a Global Real-Time IT Company in the Energy, Traffic, Transport and Environment industrial sectors, has specified Advanced Traffic Control, Inc.'s NTCIP to OPC driver for use in Telvent’s Road Weather Information System (RWIS) in Alberta, Canada. Using Advanced Traffic Control’s NTCIP to OPC driver, Telvent’s RWIS will monitor, analyze and report on current road surface and weather conditions in combination with forecast data.

Advanced Traffic Control, Inc’s patent pending NTCIP to OPC driver supports all Federal Highway Administration specified NTCIP compliant devices through either serial or Ethernet interfaces. Its MIB compiler allows for NTCIP compliant communications to existing or future devices and utilizes the OLE for Process Control (OPC) data standard to provide real-time distributed data to either local or remote client applications.

Advanced Traffic Control’s engineers combine 30 years of process control experience with Intelligent Traffic Systems technology to design, build, and upgrade Traffic Control Centers. Using commercial-off-the-shelf SCADA technology as a base, ATC provides robust, stable, distributed systems to government agencies, and an Advanced Fault Tolerant Solution which provides constant availability, protecting against data, hardware, and software failures.

Advanced Traffic Control, Inc. may be reached at 4811 Lyons Technology Parkway, Suite 7, Coconut Creek, Florida 33073, Phone: (866) 282-4487; email: info@atc4its.com www.atc4its.com

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Fire-Lite Announces Expanded Audio Evacuation Systems

Fire-Lite Alarms, the leading manufacturer of quality life safety systems, introduces its full line of audio evacuation products. Expanding on the features and benefits of the ACC-25/50 and ACC-25/50ZS, Fire-Lite introduces its newly distributed audio and zone splitter panels. The enhanced ACC-25/50DA audio panel increases the available wattage of the system to over 1500 watts of crystal-clear digital audio power, while the ACC-25/50ZS zone splitter panel increases the zone splitter capability up to a total of 24 separate audio circuits.

These precise fully featured emergency communications systems are ideal for schools, auditoriums, dorms, theatres, restaurants, places of worship, lodging facilities, assisted living facilities, office buildings and factories. With significant technological enhancements, including full supervision in both active and standby conditions, the ACC25/50 Series provides up to five customizable messages. The system also features full manual paging to allow first responders to provide precise evacuation directions to occupants.

Fire-Lite is part of Honeywell (NYSE: HON) Life Safety Group, an industry leader in providing commercial fire alarms, advanced detection and notification products, and home patient remote tracking.

For additional information, please visit www.honeywell.com. Fire-Lite Alarms, a part of Honeywell Fire Group, is the leading manufacturer of quality life safety systems. For more information, visit www.firelite.com.

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Operator Fatigue, Breakneck Production Schedules Addressed in Latest Generation of Rideable Saws

As production schedules accelerate, contractors find newest rideable saws cut faster than ever, with more consistency, and less effort

By Del Williams

For road contractors, the only thing harder than the concrete they’re cutting can be the project deadlines they’re expected to meet – especially when accompanied by fines, traffic restrictions or ultra-low competitive bids. That’s when operator fatigue can haunt a project, when the frantic pace simply can’t be met by manhandling heavy, vibrating walk-behind saws.

“Operators can’t work hard one day, then slow down the next to recover because schedules are always so tight,” says Eric Trembath, a superintendent at CCS Roadways, a road and highway contractor in Blue Springs, Missouri. “To make production schedules, . . .

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Operator Fatigue . . .

they’ve got to produce consistently every day.”

In addition to the weight and vibration of traditional walk-behind saws, traversing miles of concrete day after day can exhaust operators, reducing both their short and long-term productivity. Low-powered, walk-behind saws have limited capability when it comes to cutting speed, travel time between cuts, versatility of cutting depth and blade alignment.

To meet tight production schedules on a range of cutting jobs from partial to full depth, road contractors must rely on more than pushing operators to their physical and mental limits. Contractors using the new generation rideable saws can get the job done “three times faster” than those using exhausting, labor intensive, walk-behind saws, according to Trembaer.

“It’s like comparing a Corvette to an old Model ‘T’, says Rich Tremain, Product Manager for Dimas, an Olathe, Kan.-based manufacturer of professional saws, drills and diamond tools. “The new generation rideable machines are a timely solution for road contractors who need to continuously push production without running their operators into the ground.”

Some of the new generation rideable saws bring important new technology into the field, promising to make cutting faster, more consistent and easier than ever. While most saws typically have just eight belts driving the bladeshaft from an outside bearing support, Dimas’ new RS 8500 rideable saw, for instance, has a new inline right angle gearbox configuration that uses 14 belts. The new design transfers power more directly and efficiently than traditional designs, harnessing 10% more engine power to drive the bladeshaft. Combined with a Cummins 85 hp turbocharged diesel engine that is 15% more powerful that competitive models, the RS 8500 saw is up to three times more efficient than a 65 hp flat saw.

“Because the saw delivers more power to the bladeshaft, it’s particularly good for joint repair, concrete removal/patching and panel replacement,” says Trembath. “Extra power, when transferred into torque, keeps the blade spinning no matter how hard the surface you’re cutting is. It boosts production when you can cut deeper swathes through concrete, finishing the job in two passes instead of three.”

Where unscheduled equipment downtime and repair can be an issue on high maintenance equipment, some of the newest rideable saws have incorporated technology that simplifies maintenance and safeguards production time. While most concrete saws use pillowblock bearings that need to be greased daily and remain exposed to dust, rain and other hazards, the RS 8500 saw, for instance, features a protective sealed bladeshaft assembly that operates 250+ hours before needing to be greased. The patent-pending device significantly reduces maintenance and increases bearing life, making time-consuming bearing changes virtually unnecessary.

“On any job, the last thing you need is to spend six to seven hours changing out bearings because the saw ran out of grease and no one noticed,” says Trembath. “The enclosed blade assembly makes bearing maintenance idiot proof.”

To minimize downtime between cuts, the latest generation of rideable saws also boasts travel speeds as fast as four MPH as well as enhanced steering and other features.

“The best of the new rideable saws have race car-like power steering with a zero-turn radius that allows easy maneuvering for accurate alignment and cutting,” says Dimas’ Tremain. “Single-handle control can make forward and reverse travel, as well as blade raising and lowering, fast and easy, too.”

For maximum flexibility and productivity on the job, the new rideable saws offer improved, versatile blade capabilities. The RS 8500 saw, for instance, has upcutting blade rotation that “lifts” slurry from the cut, making it especially suitable for tasks such as joint widening or green concrete cutting. A 26” inch blade expands cutting capability beyond the standard rideable saw’s 20” blades.

“The new machines not only drive faster between joint cuts, but also are more versatile for cutting at different depths from job to job,” says Trembath. “All in all, they’ll increase production three-fold over what walk behinds will do,” he concludes.

Some new rideable saws now include features such as a parking brake, switch-controlled devices that shut them down under low water pressure conditions and light kits for evening operation.

Advances in cutting power, speed, efficiency, flexibility and ease of use now give road contractors the ability to meet demanding production schedules day after day, without wearing out their operators. By taking advantage of these new machines, road contractors can gain a lasting competitive edge in bids and operator productivity, enabling timely project completion even with traffic restrictions, while minimizing fines, operator fatigue, disability and turnover.

Dimas is one of the world’s leading manufacturers of diamond tools and machines for the construction industry. Its products include diamond blades, diamond drill bits, diamond wire, grinding tools, wall saws, floor saws, drilling equipment and other machines for working on floors and concrete. Founded in 1972, Dimas is part of the Electrolux Construction Products Group.

For more info, call 913-928-1000; email rrtremain@db-inc.com; or visit the web site www.dimas.com.
The Mock AMBER Alert at ITS America’s 15th Annual Meeting and Exposition was a great success!

ITS America was pleased to be able to showcase the latest AMBER alert technologies at its Annual Meeting. The real-time demonstration showed how effectively integrated ITS technologies and coordinated efforts of law enforcement agencies can potentially save the life of an abducted child.

ITS America and the AMBER Alert Portal would like to thank those who participated and contributed to the success of the mock AMBER Alert during the 2005 ITS America Annual Meeting and Exposition in Phoenix, Arizona.

During the three days of the conference, eight booths offered signup stations where exhibitors and attendees could sign up to receive AMBER Alert notification via paging, cell text message and/or email using the AMBER Alert Portal technology. The exhibiting companies that supplied PC’S with Internet access for signups were:

- ADDCO
- AZ Tech
- Daktronics
- Econolite
- Quixote
- ITS America
- Fiberoptic Display Systems

AMBER Alert Portal

We signed up 167 new subscribers for the AMBER Alert Portal. These 167 subscribers were the ones who were alerted during our mock AMBER Alert demonstration.

On the last day of the conference, Wednesday May 4th, ITS America allotted the time from 12:30pm to 1:30pm for the mock AMBER Alert. ITS made announcements encouraging participants to join the Amber Alert Portal representatives at the Cyber Cafe for a live demonstration of the AMBER Alert Portal.

At 12:30pm, Tim Gormley, representing the AMBER Alert Portal, provided an overview of the AMBER Alert Portal functionality as Arizona DPS Portal. Dan Palmer entered the mock alert information into the portal. Dan is the Arizona AMBER Alert Law Enforcement Training Coordinator for DPS and was kind enough to come down to the conference in uniform to add an official flavor to our mock alert.

Once Officer Palmer had initiated the mock AMBER Alert, the hunt began for our two suspects and suspect vehicle. The alert was displayed on the screen at the Cyber Cafe, as well as on the signup PC’S in all of the participating booths. We had eleven vendors display the AMBER Alert message on their signs which were displayed around the exhibit floor. In addition, American Signal played a voiced message of the mock alert on their simulated radio channel 1610. It was an exciting event to see all the signs working towards the same goal of saving a child’s life.

The participating sign vendors were:

- Adaptive Micro Systems
- ADDCO
- Daktronics
- Fiberoptic Display Systems
- Mark IV
- Quixote
- Skyline
- Econolite
- Aesys
- American Signal
- Precision Solar Controls

We had two suspects and one person acting as a suspect vehicle wandering around the main exhibit hall. Each person had winning tickets to give out to people who identified them as a suspect or suspect vehicle in our mock AMBER Alert. Based on the information and photos we had posted on signs and the Web site; exhibitors and attendees tried to find and identify our suspects and suspect vehicle. We had 11 winning tickets with prizes provided by the following eight vendors:

- ADDCO
- Daktronics
- Quixote
- Skyline
- Econolite
- Aesys
- American Signal
- Precision Solar Controls

Within 90 minutes of the mock AMBER Alert, our suspects had each been identified four times and our suspect vehicle was found three times. There were members of the press onsite to write about this important demonstration and we have photos of all the signs that were lit up on the exhibition floor. It was an exciting and effective demonstration of the AMBER Alert Portal.

Thank you so much to everyone who made this a success!

Campus Fire Officials From Across the Nation Gather in Colorado for Cutting-Edge Training Program

Campus and community fire officials from Alaska, California, Texas, Washington DC and other states will gather in Boulder, Colorado to learn how to deliver fire safety training to students in a new and innovative way from leaders in campus fire safety.

The non-profit Center for Campus Fire Safety has teamed up with the Boulder Fire Department and the University of Colorado for a seminar demonstrating how to host a student fire academy in their communities using Boulder’s award-winning program as a model. As a part of this seminar, these experts will have the opportunity to participate in this year’s resident assistant training program at CU where over 200 students will undergo intensive training.

Student fire academies are programs that provide students with hands-on fire safety training that includes moving through smoke-filled residence hall corridors, putting out fires with fire extinguishers and learning about fire safety. Designed to provide students with life-saving skills and information, these academies are being used to inform and motivate students.

According to the Center for Campus Fire Safety, there have been 76 fatalities in student housing across the nation since January 2000, with over 75% of them occurring in off-campus occupancies. August and September are two of the most dangerous months for fatal fires and common factors in a number of these fires include:

- A lack of automatic fire sprinklers
- Missing or disabled smoke alarms
- Careless disposal of smoking materials
- Alcohol consumption

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The superior performance of the NOTIFIER system, specifically in the new Gardner facility, paved the way for the installation of a similar system in the Olathe facility.

“Originally, we had equipment from another manufacturer installed in Olathe, but the manufacturer stopped supporting it,” Captain White explained. “Since we didn’t want to have to worry about whether we could get parts or not, we sole-sourced NOTIFIER.”

The cost-effectiveness of the system was also of utmost importance to Captain White.

“Because we are a government entity and are spending taxpayer dollars, we are particularly conscious of cost,” he said. “NOTIFIER’s ability to provide us with a highly cost-competitive product ties in well with our frugal approach.”

At the heart of the Olathe system are four Onyx 640 panels. The Onyx 640 - the most advanced fire alarm control panel available – is highly flexible and adapts to any size application including small commercial facilities, high-rise buildings and campus complexes. The Onyx 640 comes standard as one loop but is easily expandable to two, allowing up to 636 points per control panel. It can also accommodate future expansion needs simply by networking additional panels.

The panels can function separately or communicate as a network using a Network Control Station (NCS) or a Network Control Annunciator (NCA). The Onyx 640 includes three display options: displayless node; 80-character LCD; and 640-character LCD. More importantly, it is designed to provide forward and backward compatibility for easy upgrading of existing NOTIFIER systems.

NOTIFIER’s Flash-Scan™ technology, a new Signaling Line Circuit (SLC) protocol with increased loop capacity of up to 318 devices, gives the Onyx 640 faster polling capability and shortens response time. In this installation, FlashScan was an important technology because it allows 159 devices per circuit (there are a total of 600-700 devices throughout the buildings). Remote monitoring of the networked fire alarm control panels can be achieved through a NOTIFIER FIRE•NET™ (NFN) Web Server.

Because of the nature of the facilities in which the NOTIFIER systems are located, security had to be given serious consideration. Sensing devices are situated in areas that the inmates are unable to access; detectors for individual cells are in return air ducts, covered by impenetrable security grills. Devices mounted on the ceiling are well out of inmates’ reach and are also protected by security covers.

The front-end equipment – the Onyx panels - is in a maximum security point in the administration building and can only be accessed by sworn officers. In addition, the system is automated so that even the officers can’t manipulate it. In fact, the only personnel able to do so, either for programming or maintenance, are dedicated security electronics technicians, as well as Captain White himself.

Security is enhanced by the fact that operators use a secure password and user access record, and are immediately connected to a network of NOTIFIER fire alarm panels or a single fire alarm control panel with a network module. The NFN Web Server provides a “snapshot” of the data on the entire NOTIFIER FIRE•NET network. This system allows facility managers to conveniently access information on their panels directly from their computers. This added convenience and accessibility allows them to obtain and analyze data needed to make sound decisions in the event of a trouble or condition alarm.

There were significant cost and time savings right from the start, according to Herb Farnsworth of TED Systems, the NOTIFIER Engineered Systems Distributor (ESD).

“We used the existing conventional fire alarm wiring from the original installation for the new NOTIFIER addressable analog system,” said Farnsworth. “Reusing the existing wiring saved time and money, as well as minimized disruption to the inmates.”

Interestingly, fire is rarely seen in these facilities, since they are constructed of hardened materials - mostly concrete and steel. Typically, if there is a problem in the facility, it is smoke emanating from a would-be fire generally started by an inmate; occasionally, there may be an electrical issue. Evacuation of inmates must obviously be handled differently than the evacuation of other groups. Consequently, in the event of smoke in a certain “zone,” inmates are moved out of the affected area and escorted into a safe zone within the facility.

Because all detention facilities in Johnson County are clean-air facilities, there theoretically can be no fires started by inmates smoking. Still, Captain White says that an inmate may smuggle in some tobacco and create a smoke situation. To combat this possibility, sensitivity levels on the various devices can be set to detect cigarette smoke. What’s more, with two cells for each addressable device, a smoke situation can be pinpointed down to a two-cell group. In such a scenario, the cells can be searched quickly and the culprit identified.

Captain White’s favorable impression of the NOTIFIER system relates not only to its performance but to the way his people react to it. “With our old system, we had false alarms due to dust and debris,” he said. “Since the sensitivity levels were preset, we couldn’t compensate for the heads

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Campus Fire Officials . . .

“This partnership between the Center for Campus Fire Safety, the Boulder Fire Department and CD is an opportunity to share Boulder’s exceptional program with other communities,” said the Center’s director, Ed Comeau.

“By using these creative and innovative strategies we can all work towards reducing the loss of life and injury on campuses.”

Advanced Fire-Protection System Brings Security to Detention Facilities

Detention facilities are defined by their level of security: minimum, medium, maximum, or a combination of two.

Take, for example, two institutions located in Johnson County, Kansas. One is located at the New Century Airport in the city of Gardner. Built in 2002, the 160,000-square-foot facility is a minimum/medium security facility. And the other, an older, 120,000-square-foot detention center, constructed in 1987 in downtown Olathe, provides medium security.

The levels of security define the varying profile of the 260-plus inmates who reside at each facility. However, there is no such distinction drawn in the level of fire protection; according to Captain Wayne R. White, “maximum” is the only acceptable level when the issue is inmate safety.

“Anytime we’re considering a life safety system like fire-protection, we’re not interested in second best,” said Captain White, who is the director of the Capital Improvement Projects Division for the Johnson County Sheriff’s Office. Captain White’s attitude is clearly illustrated by his choice of the NOTIFIER fire protection system for the Olathe facility.

A system from NOTIFIER, the world leader in commercial fire alarm technology and systems and part of Honeywell’s (NYSE: HON) Fire Group, had already been selected and installed in Gardner. What’s more, NOTIFIER systems were being used in a number of major projects in the metropolitan Olathe area, and they were performing quite well.
added. “Plus, we have the entire system on a regular maintenance schedule; in fact, we have a fire and safety officer who checks every security device once a month, ensuring that all parts are fully functional, testing the devices, and providing written reports of the results. This helps to ensure that the system continues to perform up to our standards.”

It’s difficult enough to operate an adult detention facility without having to worry about protecting the inmates from potential fire hazards. Thanks to the NOTIFIER system, that is one area where maximum security has been achieved.

For further information phone 203-484-7161.

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Advanced Fire-Protection . . .

getting dirty. The NOTIFIER system has gone a long way towards minimizing, even eliminating, false alarms.

“This has helped improve how our personnel react to emergency situations. When there are too many false alarms, people naturally stop reacting quite as quickly or appropriately. That is a bad situation to have in any high-occupancy facility.

“With the virtual elimination of false alarms, we know that our people will react properly when an alarm actually occurs,” he added.

For further information phone 203-484-7161.