QUICKROADCLOSURE (QRC)

Why QuickRoadClosure Doesn't Need GPS

Work-zone closure planning built by Ches Misso, Telecom Safety Manager, former TDOT Supervisor, & Telecom Lineman.

QRC helps crews plan a closure. It suggests and estimates sign and device layouts from skip-line counts and landmarks, and it tracks inventory by count. It does not depend on GPS hardware, and that is on purpose. Here is why.

1 A separate technology

GPS is a different technology from QRC's approach. Most work vehicles already run GPS through fleet services like Motive or Samsara, so building it into QRC would be redundant. QRC plans placement from skip-line counts and landmarks.

2 Inventory by count, not trackers

QRC inventory is a total count, or serial numbers, entered by the user. Many companies own gear with no trackers on it. That gear can still be planned for and deployed.

3 Focus on the task and on safety

Tracking every cone by GPS is tedious and pulls attention off the work and off safety. QRC shows only what the current closure needs. Think of how streaming services limit the choices on screen: too many options stall a decision.

4 Works where signal doesn't

Many work areas lack a reliable connection for real-time tracking. QRC is an installable app that works offline, so planning doesn't stop when the signal does.

5 No tracker turnover costs

GPS units have to be pulled from broken or leased equipment and reinstalled on new equipment. QRC needs only a count or serial number in software, so companies can buy or lease from any vendor with no extra overhead.

6 Built for every company, large and small

No tracker hardware to buy, install, or move keeps costs down for every fleet, and smaller outfits save the most. Crews of any size can plan with the gear they already have.

7 Ready to scale worldwide

Much of the world is far from full GPS use. Bringing QRC to a new region takes only software updates, such as local traffic-control rules and languages. No hardware is required.

8 More on the way

A Pro version and expansion modules are in development.

Who it's for

DOT decision makers, contractors, and small traffic-control companies who want a straightforward way to plan closures with the equipment and fleet tools they already use. QRC suggests layouts; crews and supervisors make the final call in the field.

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PATENT PENDING