RAILROAD CROSSINGS SAFETY

MOTTO: NO ACCIDENTS ON RAIL CROSSINGS

(Clashes of vehicles and pedestrians with rail vehicles, where an „Advanced signaling“ for vehicles and automatic gates for pedestrian are in operation)

Thanks to newly developed „Advanced signaling“ accidents at railroad crossings are unnecessary

100% accident prevention at rail crossings has been verified by the tests in the Czech Republic and submitted to the Railroad Infrastructure Administration Commission (SZDC), where its participants recommended installations of further pilot projects. Deploying the „Advanced signaling“ not only in Europe but also around the world would saved tens of thousands of lives yearly.
BASIC IDEA: TO STOP THE VEHICLES BEFORE APPROACHING THE RAIL CROSSING.

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When rail crossing starts warning signaling, approaching vehicle stops on red light. The vehicle is released when the rail barriers fall down, so there’s no any time delay, because then the vehicle is just waiting for the barriers to go up the same way as without the advanced signaling. This prevents the vehicles from entering the crossing, before barriers go down resulting in no accidents at railway crossing by an illegal entry of vehicles on the red light.
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How it works:
Sensor No.1 detects an existing rail crossing signaling No.3 and turns the traffic lights No.2 to red. The vehicles are stopped at the traffic light No.2, before approaching the rail crossing.
„ADVANCED SIGNALING“
ADDED AUTOMATIC ROAD BARRIERS: 100% ASSURANCE OF VEHICLES STOPPING BEFORE THE RAIL CROSSING

OPTIMAL SOLUTION DESIGN OF RAIL CROSSING WITH THE AUTOMATIC ROAD BARRIERS:

Principle: According to tests, nearly 100% of vehicles will stop before the crossing. In case that vehicle passes the red light, road barriers are added to stop it, which go down only when the vehicle passes through a red light. By reducing of traffic speed with road sign of the maximum permitted speed limit of 30 km, the driver's attention is drawn to traffic lights. It is activated together with the traffic light.
ADVANTAGES OF „ADVANCED SIGNALING“

• 100% AVOIDS AN ACCIDENTS AT RAIL CROSSINGS WITH OR WITHOUT RAIL BARRIERS
• IT COPIES A RAILROAD SIGNALIZATION REMOTELY AND IT IS PLACED OUTSIDE THE RAILROAD PROTECTION ZONE, SO THERE’S NO DIFFICULT PERMISSION OF RAILWAY NEEDED. ROAD PERMISSION IS GRANTED WITHIN ONE MONTH
• WHEN REQUIRED INDEPENDENCE ON ELECTRICAL NETWORK SUPPLY SOLAR PANELS ARE AVAILABLE
• VEHICLES APPROACHING THE CROSSING ARE STOPPED WITH AN ADVANCED SIGNALLING ALREADY IN FRONT OF THE CROSSING, SO NO ACCIDENT CAN OCCUR. ON THE OTHER HAND THE SECURITY EQUIPMENT MOUNTED DIRECTLY ON THE RAILROAD CROSSING ARE ACTIVATED FIRST WHEN THE DANGEROUS SITUATION OCCURS BY VEHICLE ENTERING THE RAILROAD CROSSING ON RED, WHICH IS NOT ALWAYS SUCCESSFUL
• TO INCREASE A SAFETY THERE CAN BE USED AN ADDED ROAD BARRIER, WHICH GOES DOWN, ONLY IF THE VEHICLE PASSES THROUGH A RED LIGHT
• QUICK INSTALLATION CCA 1 DAY (ADD 1 MONTH FOR APPROVAL) AGAINST OF UNDERPASS OR OVERHEAD CROSSING REALIZATION, WHICH TAKE MINIMUM OF 4 YEARS.
• SIGNIFICANTLY LOWER PRICE (50X) COMPARED TO UNDERPASS OR OVERHEAD CROSSING
• IT DOES NOT COMPETE WITH UNDERPASS / OVERHEAD CROSSING BUT SECURES CROSSINGS UNTIL THEY ARE COMPLETED, THEN IT IS DEINSTALLED AND INSTALLED ON ANOTHER NECESSARY CROSSING WITHIN A DAY
• AN ADVANCE SIGNALING CAN BE ADVANTAGEOUSLY RENTED UNTIL THE UNDERPASS OR OVERHEAD ARE FINISHED