

BERGHAUS NEWS

Traffic Technology • Mobile Crash Barriers



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New functions for pedestrian traffic light FG 2

Our mobile pedestrian traffic light FG 2 has been extremely popular for years and is supplied as a complete set. The ex-works scope of supply already includes all components for operating the system, such as four lane and two pedestrian signal heads, all connection leads, aluminium socket pipes for overhead cables and the pedestrian request buttons.

Apart from the two-part socket pipes, all components are stowed in the orange casing to keep everything neatly together. On site, the FG 2 runs on 12V batteries, or also on 230V if mains voltage is available.

Other options are available for individual use on request, such as our phantom-free LED technology for all signals, wait signal transmitters or acoustic and tactile signal transmitters for the safety of the visually impaired.

The recently completed software update provides the controller for the mobile pedestrian traffic light FG 2 with a host of new functions.

There is now a choice between German and English for the menu language. *Blanking* can be activated separately for each program, the additional choice of *yellow blinking for VEH when red for pedestrian* has been implemented (e.g. for Austria), and *separate red-yellow and yellow times* can be adjusted for normal operation and blanking.

The *weekly automatic function* has been extended to eight switching times and the *day blocks* to six. The new software shows any *double switching points* possibly entered in duplicate by the user directly so these can be corrected quickly.

It is now possible to select a *lane group on request* in pedestrian mode. For example, at car park exits pedestrians can be shown continuous green that is only interrupted when vehicles are leaving. It is also possible to have *continuous red* where green only comes on request.



Every single output of the controller can be activated individually to check the wiring.

A few possibilities have been added to the request relay, and the *error blinking for undervoltage function* for battery operation has been revised. Here we have also made a few minor adjustments in response to suggestions from customers.

Needless to say that Berghaus customers will receive the software update free of charge as a service during the next planned inspection of the controller on our premises!

Jubilee: 50th issue of Berghaus-News



Congratulations, Berghaus-News! Who'd have thought back in 1997 that the first *Berghaus Newsletter for Experts* would become an increasingly coveted institution with a current circulation of more than 68,000 printed copies? Join us in looking forward to many more informative issues of the Berghaus-News, now in a new layout!



The first issue of our company newsletter in 1997 provided traffic safety experts and decision-makers in the road construction authorities with useful information about our proprietary mobile crash barriers. Today it's practically inconceivable to think of motorway roadworks without mobile crash barriers...

New AVS branch at Dresden airport

The expansion of our AVS service network is making great progress. To be even closer to our customers, AVS has now set up its third new branch within just twelve months. After opening the two new sites at Euskirchen and Gladbeck in NRW, the traffic safety professionals now have a new branch in Dresden, the capital of the Free State of Saxony.

Conveniently located at Dresden International Airport, near to the A4, A13 and A17 motorways, in May AVS Mellingen GmbH opened what is now the twelfth site nationwide for the AVS Traffic Safety Group.

Branch manager Gerhard Seel, who looks back on more than 30 years of professional experience in traffic safety,

was promptly able to demonstrate the skills of his experienced service team. The projects include for example safeguarding the resurfacing work at the major roadworks on the A72 between Pirk junction and Hochfranken interchange, or comprehensive traffic safety with mobile crash barriers on the A4 at Wilsdruff, practically on their doorstep.

The company premises with the address "Zur Steinhöhe 3" is home to about 20 skilled employees of AVS Mellingen GmbH, Dresden branch, with more than 1,400 m² of office and warehouse space.

www.AVS-Verkehrssicherung.de



Major junction with mobile traffic light controller EPB 48 Master/Slave

In recent weeks, the outdated traffic lights at Cologne's major junction Aachener Straße / Innere Kanalstraße have been thoroughly modernised and renewed.

This is a very busy traffic intersection with more than 26 lanes, eleven pedestrian crossings, two tram lines and a bus route operated by Kölner Verkehrsbetriebe AG, so that it was out of the question to leave the junction without traffic control.

And so AVS Overath GmbH was instructed by Cologne's Department for Roads and Traffic Technology to install a temporary mobile traffic light system parallel to the existing traffic lights that was capable of operating the same phase cycles as the stationary system.

After inspecting the site, the *AVS Traffic Safety Professionals* drew up a layout plan and installed the complete junction traffic light system with more than 70 signal heads, masts and many meters of cable. Installation was completed in just a few hours, working partly at night.

AVS opted for an EPB 48 master controller for the system together with two remote slave controllers. Remote controllers offer the advantage of needing far less wiring as it is no longer necessary for all cables to be taken overhead to a central point over the carriageways. It is sufficient for the signal heads to be connected with the nearest controller.

The same progressive signalling phase cycle used by the stationary traffic light system was implemented in identical fashion by AVS with the mobile EPB 48 control system so that there was no noticeable difference for road users during the construction work.



Major junction in Cologne: Innere Kanalstraße/Aachener Straße, traffic intersection with a mobile traffic light controller EPB 48 master and two remote slave controllers. Signal heads, buttons, radar detectors, camera systems, wiring, stands and overhead units - all by Berghaus, of course!

New traffic safety pocket book



Berghaus-News: Mr Oppermann, your company Büro für Verkehrstechnik has frequently provided successful training for the staff of our AVS Traffic Safety Group for safeguarding roadworks pursuant to MVAS99. Now you have published a traffic safety pocket book. Do we not already have enough textbooks on this subject?

Oppermann: You're quite right. There's already a lot of technical literature to be heeded by engineers, site supervisors and technicians. The specialist companies and authorities make daily use of the RSA, the ZTV-SA, the StVO and the IVSt manual. But my pocket book now summarises what those in charge need on site, putting together the things that matter most in daily practice.

Berghaus-News: Who does the book address mainly?

Oppermann: The pocket book is mainly intended to help technicians and those in charge at the roadworks. The somewhat abridged version of the IVSt manual has been supplemented by information for less lengthy roadworks, together with the RSA traffic regulation plans and the road sign catalogue to ensure that workers on site have all they need at their fingertips. There are also useful practical tips such as installation inspection at the roadworks or battery maintenance.

Berghaus-News: Does the pocket book have any other special features?

Oppermann: Yes, it has altogether 140 pages which makes it manageable and handy. It can also be used for giving instructions. At my courses on the ZTV-SA as per MVAS99, I distribute the book as a reference guide and tool for daily use on site.

Berghaus-News: Many thanks for your explanations, Mr Oppermann. Where is the book on sale?

Oppermann: It can be ordered through the website

www.verkehrssicherung.de

Successful Suisse Public trade-fair in Bern



Together with our Swiss partner, Dähler Verkehrstechnik AG, we once again took advantage of the 22nd SUISSE PUBLIC mid June in Bern to present our products, making the most of the opportunity to intensify personal contacts with our customers.

The Swiss trade-fair has a long tradition and is seen as the largest trend show and exhibition for the public sector. This year's 4-day event with 600 exhibitors was attended by around 20,000 municipal representatives and procurement managers from all over Switzerland, keen to find out the latest information about current trends and a wide range of innovations for municipal vehicles and machinery, winter road clearance, fire brigade and emergency services, road traffic, signalling systems, structural and civil engineering, transportation and much more besides.

We used Dähler's exhibition stand among others to present the narrow mobile crash barrier systems in the ProTec family for professional separation of traffic in roadwork situations, which are already being used successfully at many roadworks in Switzerland.

There was also a very interested response to our mobile LED prewarner MV-LED with graphic radio remote control. The graphic radio remote control can be used to add individual texts to the signal library to give road users specific information.

Andreas Dähler, Sales & Marketing Director, was extremely satisfied with how the trade-fair went and was very pleased about the many interesting talks and pleasant contacts.

The next Suisse Public will be held in Bern from 13 to 16 June, 2017.



Mobile prewarner MV-LED and the mobile ProTec crash barrier system at the Dähler Verkehrstechnik AG exhibition stand in Bern, Switzerland in 2015.

30 mobile warning trailers and prewarners in use



Picture: F.V.S. GmbH

Complete closure of the A3 motorway at the Fürth/Erlangen interchange for the demolition of a bridge. Mobile prewarners with LED technology by Berghaus give road users important information about the changed road layout and diversion.

On the third weekend in June, the A3 motorway from Fürth/Erlangen interchange to Tennenlohe junction was closed to traffic completely in both directions for the demolition of a railway bridge.

Our customer and partner, F.V.S GmbH from Wendelstein used altogether 30 mobile warning trailers to control the traffic and to provide road users with information about the changed road layout. Needless to say that our mobile MV-LED prewarners with LED

technology were also in use.

Particularly for short-term measures, such as this kind of large-scale closure in this particular case on the busy A3 motorway, it is simply indispensable to give road users clearly visible information with mobile LED signs, says Jürgen Benaburger, managing partner at F.V.S GmbH. In contrast to temporary road signs, mobile prewarners can be put to immediate use as they don't need any mounting devices, nor do they have to be fastened to the crash barrier. The user can make additions at any time to the comprehensive road sign library already saved in the MV-LED by entering any texts and continuous text displays - even on site. In this way, information for the road users can be adapted individually to the specific circumstances, as with the complete closure and diversion on the A3 motorway.

The closure and diversion measures on the A3 to demolish a bridge were in place from 11 pm on Friday to 8 am on Sunday. About 15 experts from F.V.S were deployed during the approx. three hours of preparation, positioning the eight mobile warning trailers and 22 mobile LED prewarners. Two additional service technicians worked alternate shifts to provide continuous on-site maintenance.

Swift protection with LED flashlights

Whether as simple LED flashlights or wireless GPS-controlled flash running light system - LED flashlights on TL directing cones are a clearly visible method of actively drawing the attention of road users to hazards and sudden changes in the traffic situation.

The flashlights are equipped with our bright yet still energy-saving proprietary Berghaus LED flash technology. Compared with Xenon flashlights, the batteries in the LED system last nearly three times as long. The battery housing at the bottom of the directing cone accommodates the standard 6V block batteries (4R25) normally used in traffic safety equipment. And so the TL directing cone, flashlight and batteries form a firm, robust and stable unit for withstanding the adverse roadworks conditions experienced on a daily basis.

We naturally also produce LED flashlights with block batteries actually in the light housing that are simply fitted on directing codes when the need arises. This allows for the directing cones to be stacked for transport if space is limited in the vehicle.

For short-term road repairs, maintenance and sewer construction or for verge, hard shoulder and roadside vegetation management, troubleshooting services or for accidents and emergency services - the bright LED flashlights by Berghaus give clear warnings and visibly show road users the right way.



We produce ultra-bright LED flashlights for directing cones that are ideal for swift traffic safety and to protect those working on site, either ready mounted as a compact unit or with separate LED flashlights to fit on the cones - also with GPS-controlled running light function on request.

Modular aluminium large mast systems



Pictures: Verkehrssicherung Hahn

Our customer *Hahn Auf Straßen innovativ GmbH & Co KG*, Nürnberg, has been entrusted with traffic safety and traffic light control at the major roadworks in Nürnberg involved in extending the two-track tram line 4 in the north of the city from "Thon" to the new terminal "Am Wegfeld", with corresponding modification of the main B4 road (Erlanger Straße), without any disruptions to ongoing traffic.

Along the 2.6 km tram line new construction site and four-lane main road, Hahn has installed altogether seven mobile large-junction traffic lights together with one pedestrian traffic light system with modular aluminium mounting devices made by Berghaus. Hahn also opted for aluminium lattice masts on a sturdy concrete pedestal for the cables connecting the networked traffic lights.

The modular system by Berghaus is ideal for the various applications that we come across in our daily work, says Alfred Kellermann, Technical Director at Hahn. The components are quick and easy to install, and can be repeatedly used with a wide range of possibilities for safe installation of overhead cable systems, signal head masts with and without arm or for setting up construction and direction signs.

The tested universal aluminium mounting system can even be used for traffic light signal masts with arms up to 8.70 m long. It is then possible to fasten up to three 300 mm high signals over the carriageway together with another 300 mm signal head on the mast itself.

We have even had the structural stability of our mounting system tested with regard to snow and ice loads for overhead cable systems with maximum 16 cables of 5 x 1.5 mm² each at heights of up to eight metres.

Our mounting systems are equally ideal as light masts, for CCTV cameras at roadwork situations or for project security, and also permit simple mounting of construction site warning signs measuring up to 16 m² in size, and for diversion and event information signs and for large signs in general.

A concrete base can be provided quickly and easily in a matter of minutes using the truck crane or forklift truck and combined with standard elements for the required use as an aluminium mast system.

We make two systems in different sizes: concrete pedestal weighing about 645 kg (yellow) or about 1550 kg (grey) for the large masts.

Several concrete pedestals can be placed on top of each other for added stability when the need arises, with space requirements of just 1 m² or 1.5 m².

Our modular large mast systems are thus ideal for sturdy use in confined roadworks.



For overhead cables, sturdy round tube or lattice masts with or without arm - the modular mounting systems by Berghaus make you well equipped for professional traffic safety.

AmpelTools in English

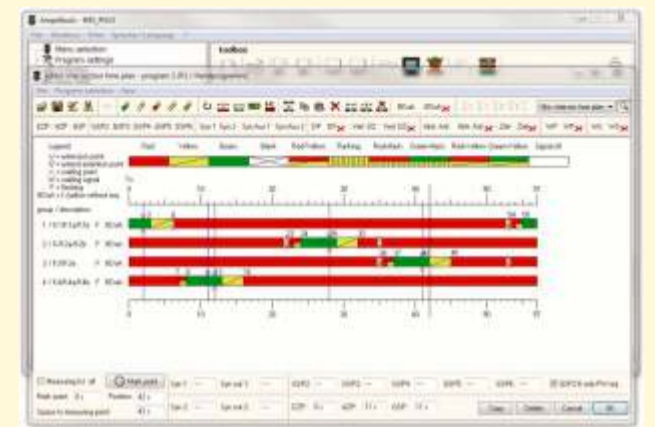


Illustration of the graphic signal timetables for max. 32 signal groups, showing extension and waiting points, requests etc. (scope of functions depend on system type).

We have now produced our popular AmpelTools software in English, among others for our colleagues at Peter Berghaus New Zealand in Auckland City, New Zealand. Even here, right on the other side of the global, our program for simple compilation of signal timetables and for the subsequent programming of mobile traffic light controllers is extremely popular.

Use AmpelTools on your Windows computer for simple, clearly structured compilation of extensive signal timetables and other documents pursuant to the RiLSA (guidelines for traffic signal systems).

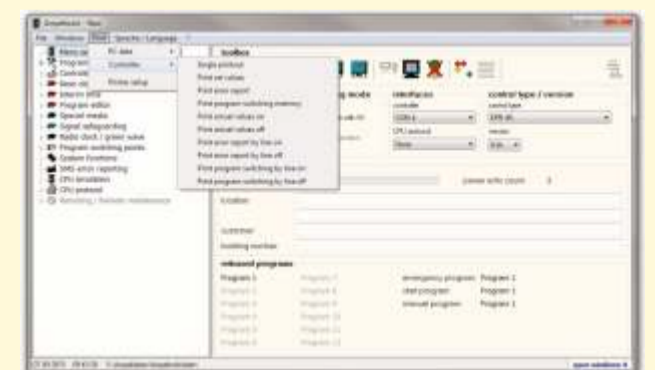
In just a few steps, you can easily put together interim time calculations and graphic signal timetables with automatic error checks, such as interim time infringement, conflict monitoring and much more besides.

The signal time documents compiled with AmpelTools can be used straightaway for programming controllers in the current series (EPB 12, EPB 48 and MPB 44 M/S) or also older generations (EPB 800, EPB 2400, EPB 6000S).

AmpelTools is also ideal for the MPB 4000 and MPB 4400 series, particularly when using this mobile traffic light system to control more complex traffic situations.

AmpelTools summarises signal time planning and programming in one single step. There is no need to export the phase plans, as the compiled data are transferred directly without any detours, from AmpelTools to the traffic light controller. The clearly structured screen makes it particularly easy to handle the software.

AmpelTools needs the Windows operating system from version XP.



The user interface of AmpelTools combines many applications with an extremely clear menu structure, as shown here for example with the comprehensive print functions in a dropdown menu.

PPP A7 upgrade project: traffic safety for 25,000 bikers



Police escort for a motorbike convoy on the A7 motorway. In the interests of safety through the roadworks, an 11 km section of the fast lane for oncoming traffic was briefly closed off with around 650 TL directing cones by AVS Hamburg at the request of the police.

More than 25,000 bikers congregated in St Michael's church, Hamburg, for the annual biker's church service. The event was entitled "Go for it!", which was certainly not intended to challenge bikers to take greater risks. Instead, the sermon by Pastor Lars Lemke aimed more at encouraging people to find signs of God's action in their own lives and realising "how often someone has braked hard for you".

Thousands of bikers outside the church listened to the service which was followed by a convoy through the city of Hamburg. This entailed closing numerous roads to let the bikers pass. The route to the final event in Kaltenkirchen/Schleswig Holstein took them on the A7

motorway right through the roadworks for the major project to upgrade this section of road.

At the request of the police, our colleagues from AVS Hamburg intervened in the 4+0 traffic layout to also close the fast lane for oncoming traffic.

AVS site supervisor Ingo Heßel and his time set up around 650 TL directing cones as a short-term traffic safety measure through the roadworks. To obtain greater clearance for the convoy of bikers, an 11 km section of the fast lane between the Kaltenkirchen and Quickborn junctions was closed to traffic.

And so the 25,000 bikers drove safely on the A7 from Hamburg to the final event in Kaltenkirchen. The convoy was simply huge, with the first bikers already arriving in Kaltenkirchen before the last had even left St. Michael's church.

There were no accidents during the event, according to the police. This is certainly not just due to the blessing given to the bikers in church and the disciplined way they drove in convoy. The event was also well prepared, with an important contribution coming from AVS Hamburg and the safety measures they implemented in the roadworks.

First major project for the new AVS Gladbeck

As soon as AVS Gladbeck was founded in March, the colleagues immediately got to work on their first major project on the A2 motorway. Here the North Rhine Westphalia highway agency is carrying out resurfacing work and reconstructing five bridges over a length of around ten kilometres between Bergkamen and the Dortmund-Nordost motorway interchange in a project that will last until mid 2017.

Traffic safety has been entrusted to the professionals from AVS Overath with their Gladbeck branch. Up to now, site supervisor Thomas Giroto and his skilled team have installed around 26,000 metres of mobile ProTec 100 crash barriers for the 4+2 road layout, as well as applying around 12,000 metres of foil marking and about 27,500 metres with cold spray plastic. The complete service offered by AVS naturally also includes setting up diversions, mobile traffic lights, inspection and maintenance tours, 24/7 emergency service and necessary adjustments to the road layout as the roadworks progress, together with dismantling and demarking.



The AVS Gladbeck team installs the mobile ProTec 100 crash barriers on the A2 at Bergkamen: unloading with the crane, positioning and force-fit connections every 10 m in a smooth workflow.

Traffic safety of a different kind: Formula 1 feeling at the heart of Vienna



Show run with 750 hp in a historic setting:

Grand Prix star Daniel Ricciardo from the Red Bull team demonstrates his skills in the RB 8 racing car with screeching tyres in front of Vienna Town Hall.

More than 30,000 spectators watched this special event right at the heart of Vienna - at close quarters but with reliable protection from crowd control barriers and mobile ProTec 120 crash barriers.

The Formula 1 circus came to Vienna at the end of April and our Austrian partner Wieser Verkehrssicherheit used Berghaus equipment to keep things safe.

As a preliminary to the Austrian Formula One Grand Prix 2015 in the Steiermark, a show run was held in the

capital Vienna, an event which needed professional traffic safety measures. Among others, around 800 metres of mobile crash barriers type ProTec 120 were used to act as a safeguard should one of the racing cars get out of control.

"The whole spectacle in Vienna went like clockwork without any incidents", says a satisfied Wolfgang Grösslinger, team leader at Wieser. The tight timing for setting up and dismantling the safety barriers was a real challenge, he continues, as all the event safeguards had to be set up on the day itself and then dismantled again within six hours after the end. The advantage of the ProTec 120 crash barrier elements is that each one is ten metres long and connected with just two screws.

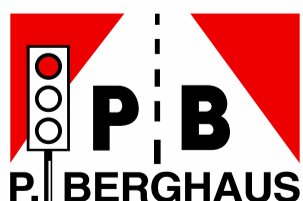
The highlight for supervisor Markus Leitner came when he used his forklift truck to fit the last ProTec crash barrier at exactly 1 pm just behind Formula 1 driver Daniel Ricciardo, in full view of 30,000 excited pairs of eyes.

Wieser deployed several teams to warrant smooth installation and dismantling of the mobile crash barriers and crowd control elements. Most of the installation and dismantling work was carried out by the night shift, while the day shift was responsible for putting the final touches to the action area and barriers for the show run.

Wieser Verkehrssicherheit and ProTec 120 provided reliably safety for drivers and spectators alike, all around the show run area.



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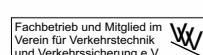


Peter Berghaus GmbH
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We are members of:



Fachabteilung Verkehrssicherung



Herrenhöhe 6, 51515 Kürten-Herweg
Phone +49 2207 9677 0, fax +49 2207 9677 80

www.berghaus-verkehrstechnik.de
mail@berghaus-verkehrstechnik.de

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