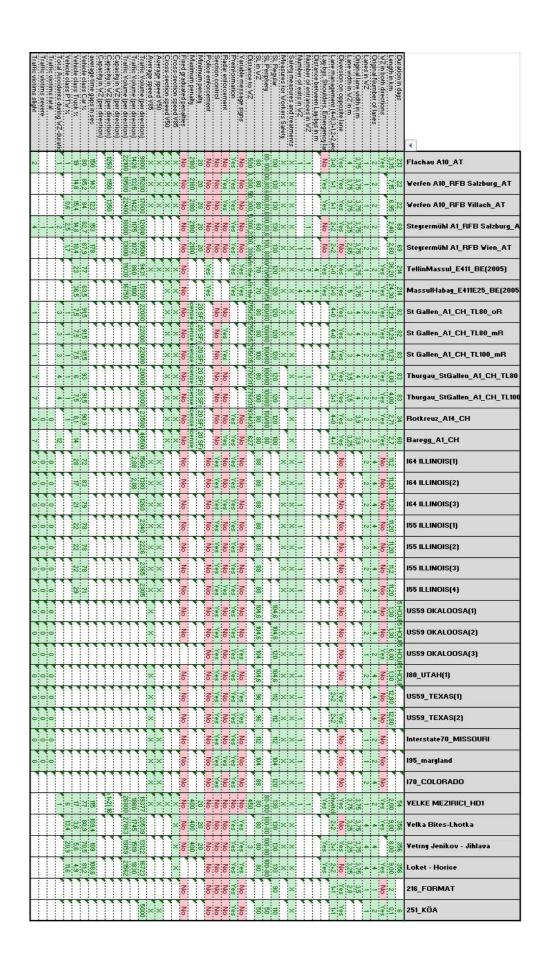
Annex A: Data Collection



Speeds

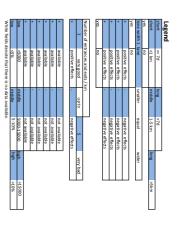
Regular	Cross-section speed V85 Cross-section speed V85 Cross-section speed V85 Average speed V85 Average speed V85	Cross-section speed V85 Cross-section speed V85 Cross-section speed V80 Average speed V85 Average speed V85	Cioss-section speed V85 Cross-section speed V85 Cross-section speed V85 Average speed V85 Average speed V85 Periphery of WZ	Cross-section speed V85 Cross-section speed V80 Cross-section speed V80 Average speed V85 Average speed V85	1 Lane Cross-section speed V85 Cross-section speed V50	Average speed V50 Average speed V85 CLane	Joss-section speed V85 Joss-section speed V80 Werage speed V85 Werage speed V50	n WZ	ross-section speed V85 ross-section speed V85 vorss-section value V85 vorsge speed V85 vorsge speed V50 vorsge speed V50 vorsge speed V50	Toss Section Speed V85 Toss Section Speed V50 Average Speed V85 Average Speed V50	Cross-section speed V85 Cross-section speed V50 Average speed V50
Flachau A10_AT	145,000 121,000	125,00 00	105,00	97,000	90 10 90 90		144,00 125,00		86.70 80.90		
∀erfen A10_RFB Salzburg_AT		121,00 121,00							74,00 64,00 86,40		
Verfen A10_RFB Villach_AT		123,00 107,00							73,000 72,40		
Stegrermühl A1_RFB Salzburg_		153,00 127,00 119,00								51,00 51,00	
Stegrermühl A1_RFB Vien_AT		178,00 151,00				102,50				95,000	
TellinMassul_E411_BE(2005)									71,000 71,000		
MassulHabay_E411E25_BE(200									73.00		
St Gallen_A1_CH_TL80_oR				93.17 82.86	90,60 79,60		98,30 88,78		81,000 73,53	77,00 69,80	81,00 81,00
St Gallen_A1_CH_TL80_mR				87,44 78,67	76,60		90,93 82,80		77.00 71.30	89.75 88.88	74,30
St Gallen_A1_CH_TL100_mR				94,51 84,28	91,80		99,94 90,80		80,67 72,83	89.70	79,10
Thurgau_StGallen_A1_CH_TL8			1111	86.07 44	93.36 10		99,60 90,00		85,17 77,70	76.80	87,50 79,50
Thurgau_StGallen_A1_CH_TL1				89.93 49.33	97.40 87.40		103,20 93,66	ı	90,67 82,13	90,00 81,30	83.80 83.80
Rotkreuz_A14_CH				88.88 81.66	94 83 46 83		93,80	1	93,60 82,40	78,30	87.40
Baregg_A1_CH			1111	95.35 87.00	93.30 85.20		96,60 88,10	1			
164 ILLINOIS(1)			1111	105,76 98,24				1			
164 ILLINOIS(2)				106,40 97,92			***	1			
164 ILLINOIS(3)			****	0 102,72 94,88							
155 ILLINOIS(1)	***		****	104,96 97,76					***		
I55 ILLINOIS(2)	****		1111	6 103.68 96.80			1111		1111		
I55 ILLINOIS(3)				95,68	**	**	***	T			
I55 ILLINOIS(4)			1111	93.44	**	**	***	1			
US59 OKALOOSA(1)	****	***	1111	92.96				ı	70,08	****	
US59 OKALOOSA(2)	****	****	1111	92.48		**	***	1	76,36	****	
US59 OKALOOSA(3)			1111	***	**		****	ı			
I80_UTAH(1)	YYY		****	93,12		**	***		88 48		
US59_TEXAS(1)	****	***	****		*				100,32	***	***
US59_TEXAS(2)	****	****	****	***	11	**	****		2 104 00	***	
Interstate70_MISSOURI			****	***	**	**	****		129,60 0 112,00		
195_margland	***	***	1111	100 HE 322			***	t	98.08		
170_COLORADO	****	***	****	0 89.60 2 79.94						***	
VELKE MEZIRICI_HD1	132,00	115,00	135,00	97,00 4	90.00		75,00 55,00		53.00 00	***	55,00
Yelka Bites-Lhotka	0 123.60	109,40	00 132,00 00	0 0 115,00	105,20	**	0 127,00	ı	0 0 96 30	89.20	0 101,50
Yetrny Jenikov - Jihlava	118.10	100,00	00 132,10	0 108,70	0 105,30		0 130,00		0 98.20	94 40	96,30
Loket - Horice	0 122,60	108,60	0 129.90	0 117,20	108,60		0 129,90		0 93.30	88.80	0 99,10
216_FORMAT	1118	111	8	16	ő	90,00		i	111	57,00	110
251_KÖA	****	***	1	****	**	~	****		37,00		***

Speeds and speed limits

ız.	Flachau A10_AT	Verfen A10_RFB Salzburg_AT	Verfen A10_RFB Villach_AT	Steyrermühl A1_RFB Salzburg_A	Steyrermühl A1_BFB Vien_AT	TellinMassul_E411_BE(2005)	MassulHabay_E411E25_BE(2005	St Gallen_A1_CH_TL80_oR	St Gallen_A1_CH_TL80_mR	St Gallen_A1_CH_TL100_mB	Thurgau_StGallen_A1_CH_TL80	Thurgau_StGallen_A1_CH_TL100	Rotkreuz_A14_CH	180_UTAH(1)	US59_TEXAS(1)	US59_TEXAS(2)	Interstate70_MISSOURI	195_margland	170_COLORADO	VELKE MEZIBICI_HD1	Velka Bites-Lhotka	Vetrny Jenikov - Jihlava	Loket - Horice	251_KÖA	
rall ss-se ss-se rage	86,70	74,00 64,00 73,20	83,00 73,00 78,70	57,75	###	80,00 65,00 76,00	82,00 73,00 82,00	81,00 73,53 81,00	77,00 71,30 77,00 71,30	80,67 72,83 80,67	85,17 77,70 85,17	90,67 82,13 90,67	93,60 82,40 93,60				129,60	108,80		55,00	CONTRACTOR OF STREET	98,20 95,03	and the same	44,00	
rage : ne ss-se	80,90	66,40	72,40	47,90 60,00 51,00	89,23 110,00	71,00	73,00	73,53 77,00	71,30 75,00 69,80	72,83 78,00	77,70 84,00	82,13 90,00	82, 4 0 90,00	88,48	100,32	104,00	129,60 112,00	108,80 98,08		53,00		94,40		37,00	
ss-se rage rage ine						,						81,30	78,30	,					,	,					
ss-se ss-se rage :				53,26 41,70	97,65 77,69			89,00 81,00	81,00 74,30	86,00 79,10	87,50 79,50	92,00 83,80	98,00 87,40	,						55,00 51,00	101,50	96,30	99,10		
rage : n WZ	80	80	80	60	80	70	70	80	80	100	80	100	80	105	96	96	112	104	88	80	80	80	80	50	
×	Flachau A10_AT	Verfen A10_RFB Salzbur	Verfen A10_BFB Villach	Steyrermühl A1_RFB Sala	Steyrermühl A1_RFB Vie	TellinMassul_E411_BE(2	MassulHabay_E411E25_E	St Gallen_A1_CH_TL80_	St Gallen_A1_CH_TL80_1	St Gallen_A1_CH_TL100_	Thurgau_StGallen_A1_CP	Thurgau_StGallen_A1_CI	Rotkreuz_A14_CH	180_UTAH(1)	US59_TEXAS(1)	US59_TEXAS(2)	Interstate70_MISSOURI	195_maryland	170_COLORADO	VELKE MEZIRICI_HD1	Velka Bites-Lhotka	Vetrny Jenikov - Jihlava	Loket - Horice	251_KÖA	
40,00		i.	(4)																			(34 — 3.			
20,00 -					-									0			•	-			-				
90,00 -	-	•	•		-	-	-	-	-	_	-	-	-	-	•	•			۰		-	-	-		- V85
50,00 - 50,00 -				-																=				•	V50Speed Li in WZ
333																									
20,00		6	22 - 2		0 1				4			10		36		1	12 1	1				n "			

Categorization

	PP	Police-enforcement	Section control	Hader enforcement	and the same and t	Actual speed information	Preinformation	Variable message-signs	0077778	Si in WZ	Measures for Workers Safety	Safety measures and treatments	Encances & Extits/Length	Number of entrances and exits.	Lay-bys. Shoulders, Emergency, lane	Janemagagement Effects for dovers	Jane Management Effects for workers	Effects for drivers	Effects for workers	Diversion on opposite lane	Lan e width	Lanereduction	Length	Duration	
Hidue			l							90	-	2	0.60	2	No		+		+	Yes	wider	yes	mid die	long	Flachau A10_AT
rigit									-	80		2	000	0	Yes	ŀ	ŀ	ŀ	+	Yes	wider	yes	long	long	Werfen A10_RFB Salzburg_AT
ngo						-				80		2	0.00	0	Yes	ŀ		ŀ	+	Yes	wider	yes	long	long	Werfen A10_RFB Villach_AT
IIIIddie							-			80	-	2	0.42	-	No	٠			+	Yes	smaller	no	middle	long	Steyrermühl A1_RFB Salzburg_AT
mode							-			8	ŀ	-	0.77	2	No	ŀ	ŀ	+		No	smaller	no	middle	long	Steyrermühl A1_RFB Wien_AT
low	low									70		-	0.39	7	Yes	ŀ	+	+		Yes	wider	yes	short	short	TellinMassul_E411_BE(2005)
high	middle	+						ł		70	-	- '	0.33	200	Yes	ŀ	+		+	Yes	wider	yes	long	long	MassulHabay_E411E25_BE(2005)
middle	high									80	+	2					+		+	Yes	smaller	no	long	long	St Gallen_A1_CH_TL80_oR
middle	high				+					80	+	2					+		+	Yes	smaller	no	long	long	St Gallen_A1_CH_TL80_mR
middle	nigh		ŀ		+					100	+	2					+		+	Yes	smaller	no	long	long	St Gallen_A1_CH_TL100_mR
middle	high									80	٠	1	0,50	2					+	Yes	smaller	no	middle	long	Thurgau_StGallen_A1_CH_TL80
middle	nigh		-							100	ŀ	-	0,50	2			l	ŀ	+	Yes	smaller	no	middle	long	Thurgau_StGallen_A1_CH_TL100
middle	nigh						+			80	٠	2	0,00	0			+		+	Yes	smaller	no	middle	long	Rotkreuz_A14_CH
middle	high				+		+	-		80		2	0,00	0					+	Yes	smaller	yes	middle	long	Baregg_A1_CH
high	low		+				+			88	+	3	0,09	1				+		No		yes	long	short	I64 ILLINOIS(1)
high	low						+			88	+	ω	0,09	-				+	·	No		γes	long	short	I64 ILLINOIS(2)
high	LOW.		+				+			88	+	з	0,09	1				+		No		yes	long	short	I64 ILLINOIS(3)
high	low		ŀ							88	+	4	0,09	-				+		No		yes	long	short	ISS ILLINOIS(1)
hieh	low		+				+			88	+	5	0,09	-				+		No		yes	long	short	ISS ILLINOIS(2)
high	Jow						+			88	+	4	0,09	Þ				+	·	No		yes	long	short	ISS ILLINOIS(3)
high	wol		+				+			88	+	4	0,09	Þ				+		No		yes	long	short	ISS ILLINOIS(4)
low	low		+				+			104,6	+	ω	0,77	Þ				+		No		yes	middle	long	USS9 OKALOOSA(1)
law	low	ŀ								104,6	+	ω	0,77	-				+		No		yes	middle	long	USS9 OKALOOSA(2)
low	low.						+			104	+	υı	0,17	-				+		No		yes	long	long	USS9 OKALOOSA(3)
low	low		+				+			104,6	+	4	0,77	-				+		No		yes	middle	long	I80_UTAH(1)
low	low		+				+			96	+	υs	0,08	-					+	Yes		yes	long	short	USS9_TEXAS(1)
low	low		+				+	-		96	+	5	0,08	-					+	Yes		yes	long	short	USS9_TEXAS(2)
low	low		+				+			112	+	U)	0,00	-				+		No		yes	short		Interstate70_MISSOURI
law	low.	ŀ					+			104	+	u	0,00	-				+		No		yes	short		195_maryland
low	low		+				+	-		88	+	4	0,00	Þ				+		No		yes	short		170_COLORADO
11811			Ī						-	80		2	1.00	2	Yes		+		+	Yes	egual	yes	middle	long	VELKE MEZIRICI_HD1
low	high						-	-		80	+	з	0,00	0				+		No	smaller	-	long	long	Velka Bites-Lhotka
middle							-	-	-	90	-	ω	0.00	0	Yes				+	Yes	smaller	Г	long	long	Vetrny Jenikov - Jihlava
11811		ĺ	I					-	-	80	-	3	0.00	0	Yes	-				No	s	no	long	long	Loket - Horice
low	low.						+					з							+	Yes	smaller	no	middle	short	216_FORMAT
low	middle	ļ	-				+			8		ω							+	Yes	Į	۰	short	short	251_KÖA



Country: Austria	Date (DD.MM.YYYY): Start of Work	01.05.2009	Street name/number:	A10	From highway kilometre	69,25
	Date (DD.MM.YYYY): End of Work	30.11.2009			to highway kilometre	65,90

		1				
Categorization	Work Zone Layout	Type of Road	Highway			
Duration long		Type of Road Duration in days	Highway 213			
Length middle		Length in km	3,35			
		WZ in both directions	Yes			
			1.Direction	2.Direction	_	
		Original Number of lanes	2	2		
Lane reduction yes		Lanes in WZ	1	2		
1			1 1	2.1	2.1	4 1
		0		2. Lane	3. Lane	4. Lane
Lane width wider		Original lane width in m Lane width in WZ in m	3,75	3,75		
Workers Drivers		Lane width in WZ in in	4			
Diversion + -		Diversion on opposite lane	Yes			
Lane Management + -		Lane management (4+0,3+1,2+2,etc.) Lay-				
		bys, Shoulders, Emergency lane Number	No	Distance between Lay-bys in m		
Entrances/Exits 2		of entrances in WZ		Number of exits in WZ	1	
			concrete barrier between	orange road markings	light signals ahead of wz	
		Safety measures and treatments	directions			
Measures for WS +		Measures for Workers Safety	work in one single carriageway			
l –	Information Devices					
	illiorillation bevices	Speed Limits				
			Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
		Speed Limits	130	80-100	80	130
		Distance to WZ		500	300	190
				1		
Variable message signs Pre-		Variable message signs Pre-	No			
information + Actual speed information -		information Actual speed information	Yes No			
Actual speed illioi illation		Actual speed information	110	ļ		
ı –	Enforcement Devices	i				
Radar enforcement -		Radar enforcement	No			
Section control -		Section control	No			
Police enforcement -		Police enforcement	No			
			Minimum penalty	Maximum penalty	1	
		Range of penalties	20	2180	l	
		Fixed graduated penalties	No			
 	Traffic Data					
	manic Data	Overall				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	145,00	114,00		
1		Speed	121,00	97,00		
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-			86,70	
		Speed			80,90	
		1. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	150,00	107,00		Ì
		Speed	125,00	90,00		1
		average speed	Regular	Periphery of WZ	In WZ	,
		V85-speed V50-				
		Speed				
		2.Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	125,00	144,00		
		Speed	105,00	125,00		
1		average speed	Regular	Periphery of WZ	In WZ	
1		V85-speed V50-				
1		Speed				
		Speed 3.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		3.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		3.Lane	Regular	Periphery of WZ	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed				
		3.Lane Cross-section speed V85-speed V50- Speed average speed	Regular Regular	Periphery of WZ	in WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50-				
		3.Lane Cross-section speed V85-speed V50- Speed average speed				
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
ĀDT middle		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50-	Regular Average daily traffic	Periphery of WZ	In WZ	
ADT middle		3 Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed	Regular	Periphery of WZ	In WZ	
ADT middle		3.Lane Cross-section speed V8S-speed V50- Speed average speed V8S-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction)	Regular Average daily traffic	Periphery of WZ max/h 1426	In WZ	
ADT middle		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction)	Regular Average daily traffic	Periphery of WZ max/h 1426	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec	Regular Average daily traffic 9800	Periphery of WZ max/h 1426 1250	In WZ	
ADT middle Percentage of trucks high		3.Lane Cross-section speed V8S-speed V50- Speed average speed V8S-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction)	Regular Average daily traffic 9800 Car	Periphery of WZ max/h 1426 1250 80,000	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec	Regular Average daily traffic 9800 Car Truck	Periphery of WZ max/h 1426 1250 80,000 19,000	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec	Regular Average daily traffic 9800 Car	Periphery of WZ max/h 1426 1250 80,000	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec	Regular Average daily traffic 9800 Car Truck PTW	Periphery of WZ max/h 1426 1250 80,000 19,000 1,000	in WZ max/day 22100	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 9800 Car Truck PTW Type	Periphery of WZ max/h 1426 1250 80,000 19,000 1,000 Number	max/day 22100	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec	Regular Average daily traffic 9800 Car Truck PTW	Periphery of WZ max/h 1426 1250 80,000 19,000 1,000 Number	in WZ max/day 22100	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 9800 Car Truck PTW Type	Periphery of WZ max/h 1426 1250 80,000 19,000 1,000 Number	max/day 22100	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 9800 Car Truck PTW Type	Periphery of WZ max/h 1426 1250 80,000 19,000 1,000 Number	max/day 22100	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 9800 Car Truck PTW Type	Periphery of WZ max/h 1426 1250 80,000 19,000 1,000 Number	max/day 22100	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 9800 Car Truck PTW Type	Periphery of WZ max/h 1426 1250 80,000 19,000 1,000 Number	max/day 22100	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 9800 Car Truck PTW Type rear end collision	Periphery of WZ max/h 1426 1250 80,000 19,000 1,000 Number	In WZ max/day 22100 Location Entrance/exit areas in WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in % Total Accidents during WZ-duration	Regular Average daily traffic 9800 Car Truck PTW Type rear end collision	Periphery of WZ max/h 1426 1250 80,000 19,000 1,000 Number	max/day 22100	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 9800 Car Truck PTW Type rear end collision	Periphery of WZ max/h 1426 1250 80,000 19,000 1,000 Number	In WZ max/day 22100 Location Entrance/exit areas in WZ	

data only from one direction, 2->1 lanes	
date (start/end) of workzone is the time of data collection and not the period of the	wz!

Country:	Austria	Date (DD.MM.YYYY): Start of Work	16.06.2010	Street name/number:	A10	From highway kilometre	43,00
		Date (DD.MM.YYYY): End of Work	08.07.2010			to highway kilometre	35,85

Categorization			Work Zone Layout					
				Type of Road	Highway			
Duration	long			Duration in days	22	1		
	long			Length in km	7,15			
				WZ in both directions				
					1.Direction		1	
				Original Number of lanes	2			
Lane reduction	yes			Lanes in WZ	1		I	
					1. Lane	2 Jane	2 200	A Lane
				Original lane width in m	1. Lane 3,75	2. Lane 3,75		4. Lane
Lane width	wider			Unginal lane width in m Lane width in WZ in m	3,75	3,75		
	Workers	Drivers		Lane width in WZ in in	3,73			
Diversion +	+	- Drivers		Diversion on opposite lane	Yes	1		
Lane Management -		2		Lane management (4+0,3+1,2+2,etc.) Lay-	1+1			
cone monogement				bys, Shoulders, Emergency lane Number	Yes	Distance between Lay-bys in m		
Entrances/Exits	0			of entrances in WZ		Number of exits in WZ	0	
					concrete barrier between	orange road markings	light signals ahead of wz	
				Safety measures and treatments	directions			
Measures for WS	+			Measures for Workers Safety	work in one single carriageway	work in tunnels		
			Information Devices					
				Speed Limits				
					Regular	Periphery of WZ (upstream)		Periphery of WZ (downstream)
				Speed Limits	130	100,80,60	80	130
				Distance to WZ		700, 300, 50m		0
					I	1		
Variable message signs Pre-	- +			Variable message signs	No Yes			
	+			Pre-Information				
Actual speed information				actual speed information	Yes	I		
			Enforcement Devices					
Radar enforcement	+		Emorcement Devices	Radar enforcement	Yes	1		
Section control				Section control	No			
Police enforcement -				Police enforcement	No			
cmorecinent					Minimum penalty	Maximum penalty		
				Range of penalties	20	2180	1	
				Fixed graduated penalties	No			
						<u> </u>		
			Traffic Data		_			
				Overall				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-			74,00	
				Speed			64,00	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-			73,20	
				Speed			66,40	
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	143,00			
				Speed	121,00			
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	Regulai	relipliery of WZ	III WZ	
				Speed				
				2. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				Spece		I.		
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				3. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Pogular	Darinhan of W7	In W7	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Average daily traffic	max/h	max/day	
ADT I	high			Traffic Volume (per direction)	15200	1325		
	b"			Capacity in WZ (per direction)	13200	1150		
				(10.000)		1130		
				Headway in sec				
Percentage of trucks	middle			Vehicle class in %	Car	85,20		
					Truck	14,80		
					PTW	0,00		
					Туре	Number	Location	
				Total Accidents during WZ-duration		0		
					5.1		an letter	
					Fatal	Severe injured	Slight injured	
				Traffic victims	Fatal	Severe injured	Slight injured	

late (start/end) of v	orkzone is the time	of data collection a	nd not the period of th	e wz!	

Country:	Austria	Date (DD.MM.YYYY): Start of Work	16.06.2010	Street name/number:	A10	From highway kilometre	35,30
		Date (DD.MM.YYYY): End of Work	08.07.2010			to highway kilometre	42,25

Categorization			Work Zone Layout					
				Type of Road	Highway			
	long			Duration in days	22			
Lenght	long			Length in km WZ in both directions	6,95			
				WZ III BOUT directions	1.Direction			
				Original Number of lanes	2			
Lane reduction	yes			Lanes in WZ	1			
							3. Lane	4. Lane
Iidab	wider			Original lane width in m Lane width in WZ in m	3,75 3,75	3,75		
	Workers	Drivers		Lane width in WZ in m	5,/3			
Diversion	+	-		Diversion on opposite lane	Yes			
Lane Management		-		Lane management (4+0,3+1,2+2,etc.) Lay-	1+1			
				bys, Shoulders, Emergency lane Number	Yes	Distance between Lay-bys in m		
Entrances/Exits	()		of entrances in WZ	0	Number of exits in WZ	0	
				Safety measures and treatments	concrete barrier between directions	orange road markings	light signals ahead of wz	
Measures for WS	+			Measures for Workers Safety	work in one single carriageway	work in tunnels		
		_		,			L. C.	
			Information Devices					
				Speed Limits				
				Speed Limits	Regular 130	Periphery of WZ (upstream) 100,80,60	WZ 80	Periphery of WZ (downstream) 130
				Distance to WZ	130	1400, 300, 50m	80	0m
Variable message signs Pre-	-			Variable message signs	No			
information	+			Pre-Information	Yes			
Actual speed information	+			actual speed information	Yes	I		
			Enforcement Devices					
Radar enforcement	+		Linuitement Devices	Radar enforcement	Yes			
Section control				Section control	No			
Police enforcement				Police enforcement	No			
						Maximum penalty		
				Range of penalties	No 20	2180		
				Fixed graduated penalties	140	1		
			Traffic Data					
				Overall				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-			83,00	
				Speed			73,00	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-			78,70	
				Speed			72,40	
				1. Lane	Danisha.	Dariahan af M7	In WZ	
				Cross-section speed V85-speed V50-	Regular 123,00	Periphery of WZ	IN WZ	
				Speed V30*	107,00			
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				2. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	negulai	reliphely of WZ	111 442	
				Speed V30*				
				3. Lane		o i i tum		
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Average daily traffic	max/h	max/day	
AST	high			Traffic Volume (per direction)	17000	1422	22400	
		_		Capacity in WZ (per direction)		1350		
						i		
				Headway in sec		I		
Percentage of trucks	high			Vehicle class in %	Car	84,00		
researcage of clucks	···igii	-		VC.IICC CIB33 III /0	Truck	15,40		
					PTW	0,60		
					Туре	Number	Location	
				Total Accidents during WZ-duration		0		
				ĺ				
					Fatal	County injured	Clight injured	
				Traffic victims	Fatal	Severe injured	Slight injured	
				Transc Victims				

late (start/end) of wor	kzone is the time of data collection and not the period of the wz!	

Country:	Austria	Date (DD.MM.YYYY): Start of Work	07.10.2010	Street name/number:	A1	From highway kilometre	215,08
		Date (DD MM VVVV): End of Work	15 12 2010			to highway kilometre	217.48

Diversion Cane width Smaller Cane width Cane width Smaller Cane width Ca	teriphery of WZ (downstream)
Duration long Length middle Length m	eriphery of WZ (downstream)
Use reduction no Complete Information Devices Lane width smaller Workers Drivers Diversion	eriphery of WZ (downstream)
1.0 1.0	eriphery of WZ (downstream)
Lane width smaler Une width smaler Une width smaler Workers Workers Diversion Information Devices Diversion Information Devices Diversion Information Devices Diversion Information Devices Diversion on opposite lane Diversion op	eriphery of WZ (downstream)
Liane width Smaller	eriphery of WZ (downstream)
Concernent Speed Limits Variable message signs Pre- information Pevices Gadar enforcement Section control Finformation Finf	eriphery of WZ (downstream)
Lane width Smaller Workers Drivers	130
Diversion	130
Diversion	130
bys, Shoulders, Emergency Iane Number of or Shoulders, Emergency Iane Number of entrances in WZ Safety measures and treatments Measures for WS ** Information Devices Speed Limits Spee	130
fentrances/Exits 1 of entrances in WZ Safety measures and treatments Measures for WS Information Devices Speed Limits No Speed Limits Speed Limits Speed Limits No Speed Limits No Speed Limits No Speed Limits Speed Limits No No Speed Limits No Speed Limits No No No No No Speed Limits No No No No No No No No No N	130
Safety measures and treatments Measures for WS Measures for WS Measures for Workers Safety Work in one single carriageway Measures for Workers Safety Work in one single carriageway Measures for WZ Peach of the same of t	130
Measures for WS Information Devices Information Devices Speed Limits Speed Limits Regular Regular Periphery of WZ (upstream) WZ Pe Speed Limits 130 100,80,60 60 Distance to WZ Variable message signs Pre-Information **Actual speed information **Actual speed information **Pre-Information **Pre-Infor	130
Speed Limits Regular Periphery of WZ (upstream) WZ Periphery of WZ In	130
Speed Limits Regular Periphery of WZ (upstream) WZ Periphery of WZ In	130
Speed Limits	130
Variable message signs Pre- information	
Variable message signs Pre- information + Actual speed information - Actual speed information - Radar enforcement - Section control - Police enforcement - Traffic Data Overall Cross-section speed Regular Periphery of WZ In WZ	
information Actual speed information Radar enforcement Section control Police enforcement Traffic Data Pre-Information	
Actual speed information - actual speed information No Enforcement Devices Radar enforcement - Section control No Section control No Police enforcement No Range of penalties Fixed graduated penalties Fixed graduated penalties Overall Cross-section speed Regular Periphery of WZ In WZ	
Radar enforcement - Section control - Police enforcement - Section control - Police enforcement - Section control No No Police enforcement No No Police enforcement No No Minimum penalty Maximum penalty Minimum penalty Maximum penalty Minimum penalty Description No Traffic Data Overall Cross-section speed Regular Periphery of WZ In WZ In WZ In WZ In WZ Section control No Minimum penalty Maximum penalty Minimum penalty Maximum pena	
Radar enforcement - Section control No Section control No	
Section control - Police enforcement - Police enforcement No No Maximum penalty Maximum penalty Maximum penalty Maximum penalty Size graduated penalties No	
Police enforcement Police enforcement Range of penalties Fixed graduated penalties Traffic Data Overall Cross-section speed Regular Periphery of WZ In WZ	
Range of penalties Fixed graduated penalties Traffic Data Overall Cross-section speed Regular Periphery of WZ In WZ	
Fixed graduated penalties Traffic Data Overall Cross-section speed Regular Periphery of WZ In WZ	
Overall Cross-section speed Regular Periphery of WZ In WZ	
Overall Cross-section speed Regular Periphery of WZ In WZ	
V85-speed V50-	
Speed	
average speed Regular Periphery of WZ In WZ	
V85-speed V50- Speed	
1. Lane Cross-section speed Regular Periphery of WZ In WZ	
V85-speed V50- 153,00 60,00	
Speed 127,00 51,00	
average speed Regular Periphery of WZ In WZ	
V85-speed V50- 119,00	
<u>Speed 100,50</u>	
2. Lane	
Cross-section speed Regular Periphery of WZ In WZ	
V85-speed V50- Speed	
average speed Regular Periphery of WZ In WZ V85-speed V50-	
Vis-speed Speed Sp	
3. Lane Cross-section speed Regular Periphery of WZ In WZ	
V85-speed V50-	
Speed	
average speed Regular Periphery of WZ In WZ	
V85-speed V50-	
Speed	
Average daily traffic max/h max/day	
AST middle Traffic Volume (per direction) 12000 1175 18000 Capacity in WZ (per direction) Capacity in WZ (per direction) Image: Capacity in WZ (per direction)	
Headway in sec	
Percentage of trucks middle Vehicle class in % Car 82,70	
Truck 14,80	
PTW 2,50	
Type Number Location	
Total Accidents during WZ-duration lane change and rear end collision 2 in WZ	
Fatal Severe injured Slight injured Traffic victims 1 1 4	

Remarks
date (start/end) of workzone is the time of data collection and not the period of the wz!
average speed measured only 7km in front of the wz
traffic volume and speed measured only on the right lane, that means no full cross section!
cross section speed is directly at the entrance of wz, speed limit 60km/h

Country:	Austria	Date (DD.MM.YYYY): Start of Work	07.10.2010	Street name/number:	A1	From highway kilometre	217,68
		Date (DD.MM.YYYY): End of Work	15.12.2010			to highway kilometre	215,08

Categorization			Work Zone Layout					
				Type of Road	Highway			
Duration	long			Duration in days	69			
Lenght	middle			Length in km	2,6			
				WZ in both directions				
					1.Direction			
				Original Number of lanes	2.0110000000000000000000000000000000000			
lane reduction	no			Lanes in WZ	2			
Lane reduction	110			Laries III VVZ	Z			
							3. Lane	4. Lane
				Original lane width in m	3,75	3,75		
Lane width	smaller			Lane width in WZ in m	2,65	2,5		
	Workers	Drivers						
Diversion	-	+		Diversion on opposite lane	No			
Lane Management		+		Lane management (4+0,3+1,2+2,etc.) Lay-				
				bys, Shoulders, Emergency lane Number	No	Distance between Lay-bys in m		
Entrances/Exits	2			of entrances in WZ		Number of exits in WZ	1	
Entrances/ Exits	2			or endances in wz			lorge georgida is not allowed	running light at the entrance of ug
					concrete barrier between	orange road markings	lorry override is not allowed	running light at the entrance of wz
				Safety measures and treatments	directions			
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices					
				Speed Limits				
					Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
				Speed Limits	130	100, 80	60	130
				Distance to WZ		500, 300m		0m
Variable message signs. Bro				Variable message signs	No			
Variable message signs Pre-				Variable message signs				ı
information	+			Pre-Information	Yes			
Actual speed information				actual speed information	No			ı
			Enforcement Devices					
Radar enforcement	-			Radar enforcement	No			ı
Section control	-			Section control	No			ı
Police enforcement	-			Police enforcement	No			ı
		_				Maximum penalty		ı
				Range of penalties	20	2180		
						2180		
				Fixed graduated penalties	No			
			Traffic Data					
				Overall				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
					negulai	rempliery of WZ		
				V85-speed V50-				
				Speed				
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	178,00		110,00	
				Speed	151,00		95,00	
				Specu	132,00		33,00	
				average speed	Regular	Periphery of WZ	In WZ	
					Regulai		III WZ	
				V85-speed V50-		113,40		
				Speed		102,50		
				2. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	l l
				V85-speed V50-				1
				Speed				1
				3. Lane				ı
				Cross-section speed	Regular	Periphery of WZ	In WZ	
					nc _b ulai	Charlety Of WZ	***	ı
				V85-speed V50-				1
				Speed				
						0 : 1 / / / /		
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				1 I
				Speed				
					Average daily traffic	max/h	max/day	
AST	middle			Traffic Volume (per direction)	10500	1072	13000	1
				Capacity in WZ (per direction)				1
				Headway in sec				ı
								ı
Dorcontago of tavalia	middle			Vahiela dass in 9/	Cor	07.00		ı
Percentage of trucks	middle			Vehicle class in %	Car	87,90		ı
					Truck	10,40		ı
					PTW	1,70		ı
					Туре	Number	Location	l l
				Total Accidents during WZ-duration		0		l l
								1 I
								l l
								l l
								l l
								l l
					Fatal	Carran internal	Clinta internal	
					Fatal	Severe injured	Slight injured	
				Traffic victims				
			<u> </u>			<u> </u>		

Remarks
date (start/end) of workzone is the time of data collection and not the period of the wz!
average speed measured in periphery (11km) and in whole wz (2,6km)
traffic volume and speed measured only on the right lane, that means no full cross section!
cross section speed in wz is directly at the end of wz, 80->130 km/h

Country:	Belgium	Date (DD.MM.YYYY): Start of Work	15.03.2004	Street name/number:	E411	From highway kilometre	109,50
		Date (DD.MM.YYYY): End of Work	15.10.2004			to highway kilometre	145,70

Catagorization	Work 7	T				
Categorization	Work Zone Layout	Type of Road	Highway			
Duration short		Duration in days	214			
Lenght short		Length in km WZ in both directions	36,2 Yes			
			1.Direction	2.Direction	•	
i ana ana di sabi an		Original Number of lanes	2	2		
Lanereduction yes		Lanes in WZ	1	1		
					3. Lane	4. Lane
I and width		Original lane width in m	3,75	3,75		
Lane width wider Workers Drivers		Lane width in WZ in m	5	5		
Diversion - +		Diversion on opposite lane	Yes			
Lane Management + -		Lane management (4+0,3+1,2+2,etc.) Lay		Distance between two bords		
Entrances/Exits 7		bys, Shoulders, Emergency lane Number of entrances in WZ	Yes 7	Distance between Lay-bys in m Number of exits in WZ	7	
			Yellow markings to mark the right	Continuous metal guardrails as	Large orange guide signs	Real time traffic surveillance,
			edge along the works	physical separation between the	announcing lane reduction	round the clock
				traffic flows in opposing directions; equipped with reflectors and mini-		
		Safety measures and treatments		delineators		
			Work in one single carriageway	Permanent concrete New Jersey		
Measures for WS +		Measures for Workers Safety		barriers remain in place on the central reservation		
		a. a				
	Information Devices					
		Speed Limits	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
		Speed Limits	120	90/70/50	70	120
		Distance to WZ		1100m/500m/in the chicane only		
Variable message signs Pre-		Variable message signs	Yes	1		
information -		Pre-Information	Yes			
Actual speed information -		actual speed information	No			
	Enforcement Devices					
Radar enforcement	Emortement Devices	Radar enforcement				
Section control		Section control				
Police enforcement -		Police enforcement	Yes Minimum populty	Maximumpopalty		
		Range of penalties	Minimum penalty	Maximumpenalty		
		Fixed graduated penalties	No		•	
	TrafficData					
	TramicData	Overall				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-			80,00	
		Speed			65,00	
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-			76,00 71,00	
		Speed			71,00	
		1. Lane				
		Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
		Speed V5U-				
			•			
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
				•		
		2. Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	- repular	Copilery of WZ		
		Speed				
		3. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
]		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
			Average daily traffic		max/day	
AST low		Traffic Volume (per direction)	9431	860	11030	
		Capacity in WZ (per direction)				
		Headway in sec				
Danasakana afamala			C		Ī	
Percentage of trucks low		Vehicle class in %	Car Truck	77,00 23,00		
			PTW	25,00		
]		1				Ī
		Total Accidents during WZ-duration	Type	Number	Location	
		Total Accidents during WZ-duration				
Ī						
<u> </u>			Fatal	Severe injured	Slight injured	
		Tenfficulations	Fatai	Severe injured	Signerijarea	
		Traffic victims	ratai	Severe injureu	Signification	

Remarks
Lane management & lane width: from 2+2 to 2+0 (1 lane open per direction; 1 side of the motorway completely
Lay-bys: expressly made-up emergency refuges every 4 km, but on the outer lane only
Number of entrance& exits: 7 + 10 accesses to the road work area
Speed limits: 50 km/h in the chicane when crossing of the central reserve
VMS: 3 km before the start of the works, with up-to-date information on the traffic conditions
Cross-section speeds in the work zone: following Police reporting; Average speed: through runs with a test vehicle
Traffic (weekday): 8982 veh. (Northbound) & 9881 veh. (Southbound) (temporary continuous counting)
Traffic (weekday): 893 veh/h (Northbound) & 826 veh/h (Southbound) (max values)
Traffic (weekday): 10658 veh/d (Northbound) & 11402 veh/d. (Southbound) (max values)
Vehicle class: 72/28 Northbound & 81,5/18,5 Southbound (through short visual countings)
Accidents: 7 injury accidents in the first 2 weeks (before layout changed); see appendix for details

The entering of parameters is required
The entering of parameters is optional (enter parameters if any data is available) 15.03.2005 Street name/number: E411-E25
15.10.2005

		The entering of parameters is option	nal (enter parameters if any data is	available)		
	Country: Belgium	Date (DD.MM.YYYY): Start of Work	15.03.2005	Street name/number:	E411-E25	From highway kilometre
		Date (DD.MM.YYYY): End of Work	15.10.2005			From highway kilometre to highway kilo
itegorization	Work Zone Layout	1				
regorization	Work Zone Layout	Type of Road	Highway	Ī		
ration long		Duration in days	214			
nght long		Length in km	24,3			
		WZ in both directions	1.Direction	2 Direction		
		Original Number of lanes	1.Direction 2	2.Direction 2		
ne reduction yes		Lanes in WZ	1	. 1		
<u>'</u>					_	
			1. Lane	2. Lane	3. Lane	4. Lane
ne width wider		Original lane width in m Lane width in WZ in m	3,75	3,75		
Workers Drivers		Lane width in WZ in m	3	5		
ersion + -		Diversion on opposite lane	Yes			
e Management + -		Lane management (4+0,3+1,2+2,etc.) Lay-				
		bys, Shoulders, Emergency lane Number	Yes	Distance between Lay-bys in m		
trances/Exits 8		of entrances in WZ	Yellow markings to mark the right	Number of exits in WZ	Largo orango quido signs	Real time traffic surveillance,
			edge along the works	Continuous metal guardrails as physical separation between the	Large orange guide signs announcing lane reduction	round the clock
				traffic flows in opposing directions;	The state of the s	
				equipped with reflectors and mini-		
		Safety measures and treatments		delineators		
			Work in one single carriageway	Permanent concrete New Jersey		
asures for WS +		Measures for Workers Safety		barriers remain in place on the central reservation		
		w.codules for workers adjety		and reservated		
	Information Devices					
		Speed Limits				
			Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstrea
		Speed Limits	120		70	
		Distance to WZ		1100m/500m/in the chicane only		
iable message signs Pre- +		Variable message signs	Yes	ī		
rmation +		Pre-Information	Yes	1		
ual speed information		actual speed information		1		
	L					
ar enforcement	Enforcement Devices			7		
tion control		Radar enforcement Section control				
ice enforcement +		Police enforcement	Yes			
			Minimum penalty	Maximumpenalty		
		Range of penalties				
		Fixed graduated penalties	No			
	Traffic Data					
	TramcData	Overall				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-			82,00	0
		Speed			73,00	0
		,		0 : 1 - 6447		
		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
		Speed				
			_			
		1. Lane	2 1	D. I. CHE		
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		2. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
				D : 1 (117)		
		average speed	Regular	Periphery of WZ	In WZ	1
		V85-speed V50- Speed				
						•
		3. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	-
		V85-speed V50- Speed				-
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
			Average daily traffic	max/h	max/day	
middle		Traffic Volume (per direction)	13700			0
Mode		Capacity in WZ (per direction)	13700		10750	
		Headway in sec	6			
antonia officiale		Vehicle alone in 0/	Con		1	
entage of trucks high		Vehicle class in %	Car	63,50		
			Truck PTW	36,50		
					<u>.</u>	
		<u> </u>	Туре	Number	Location	
		Total Accidents during WZ-duration				
						-
						•
			Fatal	Severe injured	Slight injured	
	1	Traffic victims				

Remarks
Lane managment, lay-bys, Speed limits, VMS: same comments as for the RW zone TellinMassul
Cross section speed, traffic: only Northbound data (1 lane) (temporary continuous counting)
Traffic: average daily traffic & max/h refer to weekdays; max/day obtained on a Saturday
Headway: average
Vehicle class in %: PTW included in Car data

Country: Switzerland	Date (DD.MM.YYYY): Start of Work	25.06.2001 Street name/number:	A1	From highway kilometre	
	Date (DD MM YYYY): End of Work	15.09.2001		to highway kilometre	

Categorization			Work Zone Layout					
				Type of Road	Highway			
	long			Duration in days	82			
Lenght	long			Length in km	11,29			
				WZ in both directions	Yes			
					1.Direction	2.Direction	i	
				Original Number of lanes	2	2		
Lane reduction	no			Lanes in WZ	2	2		
					1. Lane	2. Lane	3. Lane	4. Lane
				Original lane width in m	4	4		
	smaller			Lane width in WZ in m	3	2,5		
	Workers	Drivers			lu .	1		
	+	-		Diversion on opposite lane	Yes			
Lane Management	+	-		Lane management (4+0,3+1,2+2,etc.) Lay-	4+0	Distance between Law bus in m		
Entrances/Exits				bys, Shoulders, Emergency lane Number of entrances in WZ		Distance between Lay-bys in m Number of exits in WZ		
Entrances/Exits				or characes in WE	light up at night	light signals announcing lane	high safety beacons	
				Safety measures and treatments	light up at hight	reduction	iligii salety beacons	
Measures for WS				Measures for Workers Safety	work in one single carriageway	reduction		
mediates for W5				,				
			Information Devices					
				Speed Limits				
				·	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
				Speed Limits	120	100/80	80	120
				Distance to WZ		755/353		
Variable message signs Pre-				Variable message signs				
information				Pre-Information				l
Actual speed information				actual speed information				l
			Enforcement Devices					
Radar enforcement	-			Radar enforcement	No			l
Section control	-			Section control	No			l
Police enforcement				Police enforcement				l
					Minimum penalty	Maximum penalty	İ	l
				Range of penalties	20 SFr	260 SFr/ license withdrawal		l
				Fixed graduated penalties	No	_		
			Traffic Data					
			Trainc Data	Overall	l			
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		93,17	81,00	
				Speed		82,66	73,53	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		90,60	77,00	
				Speed		79,60	69,80	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				2. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	100	98,30	89,00	
				Speed		88,78	81,00	
				average speed	Regular	Periphery of WZ	In WZ	l
				V85-speed V50-				l
				Speed				
				3. Lane		o i i tum		
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				I
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	I
						p.10.7 01 17L	/**	
				V85-speed V50- Speed				I
					Average daily traffic	max/h	max/day	I
AST	high			Traffic Volume (per direction)	22000			I
				Capacity in WZ (per direction)				
						i		
				Headway in sec				
D	actuals.			Vahiala alaas is 0/	Con	04.50	1	
Percentage of trucks	middle			Vehicle class in %	Car	91,50 7,50		I
					Truck PTW	1,00		
						1,00	ı	
					Туре	Number	Location	I
				Total Accidents during WZ-duration	Single-vehicle accident		In WZ	l
					Single-vehicle accident	1	Entrance/exit areas in WZ	
					Fatal	Severe injured	Slight injured	
				Traffic victims			1	

Remarks
lane management 4+0, with 2 lanes per direction
WZ management was tested optional with Speed Limit 80/100 and with/without radar enforcement; this led to
all accidents happened at night; on the same route without construction happened 6 accidents in equal time
severity of injury was not specified
"V50" was taken for Vmiddle

Country: Switzerland	Date (DD.MM.YYYY): Start of Work	25.06.2001 Street name/number:	A1	From highway kilometre	
	Date (DD MM YYYY): End of Work	15.09.2001		to highway kilometre	

Categorization	Work Zone Layout			1		
		Type of Road	Highway			
Duration long Lenght long		Duration in days Length in km	82 11,29			
Lenght long		WZ in both directions	Yes			
			1.Direction	2.Direction		
		Original Number of lanes	2	2		
Lane reduction no		Lanes in WZ	2	2		
			1. Lane	2. Lane	2 1	4. Lane
		Original lane width in m	1. tane	z. Lane	3. Lane	4. Lane
Lane width smaller		Lane width in WZ in m	3	2,5		
Workers Drivers						
Diversion + -		Diversion on opposite lane	Yes			
Lane Management + -		Lane management (4+0,3+1,2+2,etc.) Lay- bys, Shoulders, Emergency lane Number	4+0	Distance between Lay-bys in m		
Entrances/Exits		of entrances in WZ		Number of exits in WZ		
			light up at night	light signals announcing lane	high safety beacons	
		Safety measures and treatments		reduction		
Measures for WS +		Measures for Workers Safety	work in one single carriageway			
	Information Devices					
	momation bevices	Speed Limits				
			Regular		WZ	Periphery of WZ (downstream)
		Speed Limits	120	100/80	80	120
		Distance to WZ		755/353		
Variable message signs Pre-		Variable message signs				
information		Pre-Information				
Actual speed information		actual speed information				
Radar enforcement +	Enforcement Devices	Radar enforcement	Yes	İ		
Radar enforcement + Section control -		Radar enforcement Section control	Yes No			
Police enforcement		Police enforcement				
			Minimum penalty	Maximum penalty		
		Range of penalties	20 SFr	260 SFr/ license withdrawal		
		Fixed graduated penalties	No	I		
	Traffic Data					
		Overall				
		Cross-section speed	Regular		In WZ	
		V85-speed V50-		87,44 78,67	77,00 71,30	
		Speed		/8,6/	/1,30	
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		1. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-		85,70	75,00	
		Speed		76,60	69,80	
		average speed	Dogular	Periphery of WZ	In WZ	
		V85-speed V50-	Regular	reliphery of W2	111 442	
		Speed				
		2. Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	negulai	90,93	81,00	
		Speed		82,80	74,30	
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
		3. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
		5,000				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
			Average daily traffic	max/h	max/day	
AST high		Traffic Volume (per direction)	22000			
		Capacity in WZ (per direction)				
		Headway in sec		1		
		neadway iii sec				
Percentage of trucks middle		Vehicle class in %	Car	91,50		
			Truck	7,50		
			PTW	1,00		
			Туре	Number	Location	
		Total Accidents during WZ-duration	Single-vehicle accident		In WZ	
			Single-vehicle accident		Entrance/exit areas in WZ	
		- (1)	Fatal	Severe injured	Slight injured	
		Traffic victims			1	
	<u> </u>					

Remarks
ane management 4+0, with 2 lanes per direction
NZ management was tested optional with Speed Limit 80/100 and with/without radar enforcement; this led to
all accidents happened at night; on the same route without construction happened 6 accidents in equal time
everity of injury was not specified
V50" was taken for Vmiddle

Country: Switzerland	Date (DD.MM.YYYY): Start of Work	25.06.2001 Street name/number:	A1	From highway kilometre	
	Date (DD MM YYYY): End of Work	16.09.2001		to highway kilometre	

Categorization			Work Zone Layout					
			·	Type of Road	Highway			
Duration	long			Duration in days	83			
	long			Length in km	11,29			
				WZ in both directions	Yes			I
					1.Direction	2.Direction	_	
		_		Original Number of lanes	2	2		
Lane reduction	no			Lanes in WZ	2	2		
					1. Lane	2. Lane	3. Lane	4. Lane
				Original lane width in m	4	4		
	smaller			Lane width in WZ in m	3	2,5		
	Workers	Drivers				1		
	+	•		Diversion on opposite lane	Yes			
Lane Management	+			Lane management (4+0,3+1,2+2,etc.) Lay-	4+0			
				bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits				of entrances in WZ		Number of exits in WZ		
					light up at night	light signals announcing lane	high safety beacons	
				Safety measures and treatments		reduction		
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices	c 11: 'h				
				Speed Limits	2 1	2:1 (117/ .)	1107	0 : 1 (117/1 .)
						Periphery of WZ (upstream)		Periphery of WZ (downstream)
				Speed Limits	120	100/80	100	120
				Distance to WZ		755/353		
Variable message signs Pre-				Variable message signs				
information Actual speed information				Pre-Information actual speed information				
nccual speed information				actual speed information		1		
			Enforcement Devices					
Radar enforcement	+		Emorcement Devices	Radar enforcement	Yes	1		
Section control				Section control	No.			
Police enforcement				Police enforcement				
once emorcement				, once emorcement	Minimum penalty	Maximum penalty		
				Range of penalties	20 SFr	260 SFr/ license withdrawal		
				Fixed graduated penalties	No No	222 277 INCENSE WILLIAM GWGI	1	
				inco graduated penalties		1		
			Traffic Data					
			Traine Bata	Overall				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		94,51	80,67	
				Speed		84,28	72,83	
							,	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		91,80	78,00	
				Speed		81,02	69,70	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				2. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		99,94	86,00	
				Speed		90,80	79,10	
				average speed	Regular	Periphery of WZ	In WZ	
				average speed	Regular	reliphery of WZ	111 VVZ	· J
				V85-speed V50-				J
				Speed				
				3. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				J
				Speed V30*				J
				average speed	Regular	Periphery of WZ	In WZ	J
				V85-speed V50-				J
				Speed				
					Average daily traffic	max/h	max/day	
AST	high			Traffic Volume (per direction)	22000			J
				Capacity in WZ (per direction)				
						1		
				Headway in sec]		
							Ī	
Percentage of trucks	middle			Vehicle class in %	Car	91,50		
					Truck	7,50		
					PTW	1,00	l	
					Type	Number	Location	J
				Total Accidents during WZ-duration	Type Single-vehicle accident		Location In WZ	J
				Total Accidents during WZ-duration	Single-vehicle accident		Entrance/exit areas in WZ	J
					and remote accident	1	runcercal areas III VVL	J
								J
								J
								J
					Fatal	Severe injured	Slight injured	
				Traffic victims			1	

Remarks
lane management 4+0, with 2 lanes per direction
WZ management was tested optional with Speed Limit 80/100 and with/without radar enforcement; this led to
all accidents happened at night; on the same route without construction happened 6 accidents in equal time
severity of injury was not specified
"V50" was taken for Vmiddle

Country: Switzerland	Date (DD.MM.YYYY): Start of Work	25.06.2001	Street name/number:	A1	From highway kilometre	
	Date (DD.MM.YYYY): End of Work	16.09.2001			to highway kilometre	

Categorization			Work Zone Layout			ì		
				Type of Road	Highway			
	long middle			Duration in days Length in km	83			
cengue	mudie	•		WZ in both directions	Yes			
					1.Direction	2.Direction		
		_		Original Number of lanes	2	2		
Lane reduction	no			Lanes in WZ	2	2		
							2.1	
				Odeles Here width is as	1. Lane	2. Lane	3. Lane	4. Lane
Lane width	smaller			Original lane width in m Lane width in WZ in m	3,5	3.3		
	Workers	Drivers						
Diversion	+	-		Diversion on opposite lane	Yes			
Lane Management	-	-		Lane management (4+0,3+1,2+2,etc.) Lay-	3+1			
				bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits	2	2		of entrances in WZ		Number of exits in WZ high safety beacons	1	
Measures for WS				Safety measures and treatments Measures for Workers Safety	light signals ahead of wz	nigh salety beacons	guard rail	
incasares for VVS				Websures for Workers Surety		1		
			Information Devices					
				Speed Limits				
								Periphery of WZ (downstream)
				Speed Limits	120	100/80 776/317	80	120
				Distance to WZ		110/311		
Variable message signs Pre-				Variable message signs				
information				Pre-Information				
Actual speed information				actual speed information				
Padar enforcement			Enforcement Devices	Padar enforcement	No			
Radar enforcement Section control				Radar enforcement Section control	No No			
Police enforcement				Police enforcement				
		_			Minimum penalty	Maximum penalty		
				Range of penalties	20 SFr	260 SFr/ license withdrawal		
				Fixed graduated penalties	No			
			Traffic Data	Overall	•			
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		95,44	85,17	
				Speed		86,07	77,70	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				Бреец				
				1. Lane				
				Cross-section speed	Regular		In WZ	
				V85-speed V50-		93,36	84,00	
				Speed		84,10	76,80	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	Tregular .	1 cripilery of 112		
				Speed				
				2. Lane		D : 1 fum		
				Cross-section speed	Regular	Periphery of WZ 99,60	In WZ 87,50	
				V85-speed V50- Speed		90,00	79,50	
				эрсси		30,00	73,30	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				3. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
						n i i tum		
				average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				Speed V50-				
					Average daily traffic	max/h	max/day	
AST	high			Traffic Volume (per direction)	20000			
				Capacity in WZ (per direction)				
				Headway in sec				
				,		ı		
Percentage of trucks	middle			Vehicle class in %	Car	93,00		
					Truck	6,00		
					PTW	1,00		
					Type	Number	Location	
				Total Accidents during WZ-duration	Type collison with animal		In WZ	
				Total Accidence during WZ-duracion	rear end collision		Entrance/exit areas in WZ	
					singel-vehicle accdient		Entrance/exit areas in WZ	
					Fatal	Severe injured	Slight injured	
				Traffic victims		zz.z.z mjarca	7	
					· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		

Remarks			
speed measurement at night			
severtity of injury was not specified			
"V50" was taken for Vmiddle			

Country: Switzerland	Date (DD.MM.YYYY): Start of Work	25.06.2001	Street name/number:	A1	From highway kilometre	
·	Date (DD MM YYYY): End of Work	16.09.2001			to highway kilometre	

Catagorization	W	1				
Categorization	Work Zone Layout	Type of Road	Highway			
Duration long		Duration in days	83			
Lenght middle		Length in km WZ in both directions	4 Yes			
			1.Direction	2.Direction	1	
Lane reduction no		Original Number of lanes Lanes in WZ	2	2	1	
					•	
		Original lane width in m	1. Lane	2. Lane	3. Lane	4. Lane
Lane width smaller		Lane width in WZ in m	3,5	3,3		
Workers Drivers Diversion + -		Diversion on opposite lane	Yes	1		
Lane Management		Lane management (4+0,3+1,2+2,etc.) Lay-				
e . Ie i		bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits 2		of entrances in WZ	light signals ahead of wz	Number of exits in WZ high safety beacons	guard rail	Large orange guide signs
						announcing diversion on opposite
Measures for WS -		Safety measures and treatments Measures for Workers Safety				lane
	Information Devices	Speed Limits				
			Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
		Speed Limits Distance to WZ	120	776/317	100	120
				770/317		
Variable message signs Pre- information		Variable message signs Pre-Information				
Actual speed information		actual speed information				
	Enforcement Deed					
Radar enforcement -	Enforcement Devices	Radar enforcement	No			
Section control -		Section control	No			
Police enforcement		Police enforcement	Minimum penalty	Maximum penalty		
		Range of penalties	20 SFr	260 SFr/ license withdrawal]	
		Fixed graduated penalties	No			
	Traffic Data		_			
		Overall Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	regulai	99,33	90,67]
		Speed		89,49	82,13	
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		1. Lane				
		Cross-section speed V85-speed V50-	Regular	Periphery of WZ 97,40	In WZ 90,00	1
		Speed		87,40	81,30	
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	regulai	reliphery of WZ	III WZ	
		Speed				
		2. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed		103,20 93,66	92,00 83,80	
				a i l fum		
		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
		Speed				
		3. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				•
		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
		Speed				
			Average daily traffic	max/h	max/day	1
AST high		Traffic Volume (per direction)	20000	mayii	may day	
		Capacity in WZ (per direction)				
		Headway in sec				
Percentage of trucks middle		Vehicle class in %	Car	91,50	1	
reitentage of trucks infludie		Vehicle class III 76	Truck	7,50		
			PTW	1,00	İ	
			Туре	Number	Location	l
		Total Accidents during WZ-duration	collison with animal	1	In WZ	
			rear end collision singel-vehicle accdient	2	Entrance/exit areas in WZ Entrance/exit areas in WZ	
			singer-venicle acculent	1	Entrance/exit dieds III WZ	
						<u> </u>
		T (6)	Fatal	Severe injured	Slight injured	1
		Traffic victims			7	1
					-	
		Remarks			I	

Remarks	
speed measurement at night	
severtity of injury was not specified	
V50 was taken for Vmiddle	

Country: Switzerland	Date (DD.MM.YYYY): Start of Work	07.05.2001 Street name/number:	A 14	From highway kilometre
	Date (DD MM VVVV): End of Work	10.06.2001		to highway kilometre

Categorization		Work Zone Layout					
			Type of Road	Highway			
	long		Duration in days	34			
Lenght	middle		Length in km	2,709			
			WZ in both directions	1.Direction	2.Direction		
			Original Number of lanes	1.birection 2	2.Direction 2		
Lane reduction	no		Lanes in WZ	2	2		
						<u>.</u>	
				1. Lane	2. Lane	3. Lane	4. Lane
			Original lane width in m	3,9	3,9		
	smaller		Lane width in WZ in m	3	2,95		
	Workers Drivers		Diversion on annual land	V	Ī		
			Diversion on opposite lane Lane management (4+0,3+1,2+2,etc.) Lay-	Yes			
Lane Management			bys, Shoulders, Emergency lane Number	410	Distance between Lay-bys in m		
Entrances/Exits	0		of entrances in WZ	0	Number of exits in WZ	0	
				light signals ahead of wz	high safety beacons	Large orange guide signs	
						announcing diversion on	
			Safety measures and treatments			opposite lane	
Measures for WS	-		Measures for Workers Safety				
		Information Devices					
		Information Devices	Speed Limits				
				Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
			Speed Limits	120	100/80	80	
			Distance to WZ		934/361		
					1		
Variable message signs Pre-			Variable message signs	No			
	+		Pre-Information	Yes No			
Actual speed information			actual speed information	140	1		
		Enforcement Devices					
Radar enforcement	-		Radar enforcement	No			
Section control	-		Section control	No			
Police enforcement			Police enforcement				
				Minimum penalty	Maximum penalty		
			Range of penalties	20 SFr	260 SFr/ license withdrawal		
			Fixed graduated penalties	No			
		Traffic Data					
		Hallic Data	Overall				
			Cross-section speed	Regular	Periphery of WZ	In WZ	
			V85-speed V50-		99,18	93,60	
			Speed		88,66	82,40	
					0 : 1 - 64/2		
			average speed	Regular	Periphery of WZ	In WZ	
			V85-speed V50-				
			Speed				
			1. Lane				
			Cross-section speed	Regular	Periphery of WZ	In WZ	
			V85-speed V50-		94,83	90,00	
			Speed		84,46	78,30	
					0 : 1 - 64/2		
			average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
			Speed				
			эрсси			L. C. C. C. C. C. C. C. C. C. C. C. C. C.	
			2. Lane				
			Cross-section speed	Regular		In WZ	
			V85-speed V50-		104,50	98,00	
			Speed		93,80	87,40	
			average speed	Regular	Periphery of WZ	In WZ	
			V85-speed V50-				
			Speed				
			3. Lane		o i i tum		
			Cross-section speed	Regular	Periphery of WZ	In WZ	
			V85-speed V50- Speed				
			эрсси				
			average speed	Regular	Periphery of WZ	In WZ	
			V85-speed V50-				
			Speed				
				Average daily traffi-	may/h	maylday	
AST	high		Traffic Volume (per direction)	Average daily traffic 23500	max/h	max/day	
			Capacity in WZ (per direction)	23300			
			Headway in sec				
						Ī	
Percentage of trucks	middle		Vehicle class in %	Car	90,90		
				Truck	8,10		
				PTW	1,00	l	
				Туре	Number	Location	
			Total Accidents during WZ-duration				
			•				
				Fatal	Severe injured	Slight injured	
			Traffic victims	0			
					-	-	

temarks
ests with differnt typs of traffic guidance
/50 was taken for Vmiddle
here happened no accidents

Country: Switzerland	Date (DD.MM.YYYY): Start of Work	02.07.2003 Street name/number:	A 1	From highway kilometre	
· ·	Date (DD MM VVVV): End of Work	31.08.2003		to highway kilometre	

Categorization	Work Zone Layout	Ī				
Categorization	work zone Layout	Type of Road	Highway			
Duration long		Duration in days	60			
Lenght middle		Length in km	2,7			
		WZ in both directions	1.Direction	2.Direction		
		Original Number of lanes	3	2.011011	1	
Lane reduction yes		Lanes in WZ	2	3]	
			1. Lane	2. Lane	3. Lane	4.1
		Original lane width in m	3,9	2. Lane 3,9	3. Lane	4. Lane
Lane width smaller		Lane width in WZ in m	3,25	3,25		
Workers Drivers				1		
Diversion + Lane Management		Diversion on opposite lane Lane management (4+0,3+1,2+2,etc.) Lay-	Yes 4+1			
Lane Management		bys, Shoulders, Emergency lane Number	411	Distance between Lay-bys in m		
Entrances/Exits 0		of entrances in WZ	0	Number of exits in WZ	0	
			high safety beacons	Large orange guide signs	light signals ahead of wz	guard rail
		Safety measures and treatments		announcing diversion on opposite lane		
Measures for WS -		Measures for Workers Safety				
	Information Devices	Speed Limits				
		speed Littles	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
		Speed Limits	100	80	80	
		Distance to WZ		627		
Variable message signs Pre-		Variable message signs	No	1		
information +		Pre-Information	Yes			
Actual speed information		actual speed information				
1						
Radar enforcement +	Enforcement Devices	Radar enforcement	Yes	1		
Section control -		Section control	No			
Police enforcement		Police enforcement				
		Df bi	Minimum penalty	Maximum penalty 260 SFr/ license withdrawal	1	
		Range of penalties Fixed graduated penalties	20 SFr No	200 SFT/ IICERSE WITNGRAWAI	J	
1		g. accessed periodices		<u> </u>		
	Traffic Data					
		Overall	Danislan.	Davidson of W7	I= 14/7	
		Cross-section speed V85-speed V50-	Regular	Periphery of WZ 95,35	In WZ	
		Speed		87,00		
		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
		Speed				
				•		
		1. Lane Cross-section speed	Dogular	Darinhans of W7	In WZ	
		V85-speed V50-	Regular	Periphery of WZ 93,30	III WZ	
		Speed		85,20		
		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
		Speed				
		2. Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	Negulai	96,60	111 402	1
1		Speed		88,10		
1			Desides	Davish 114/7	I- W7	
		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
1		Speed V50-				
1						
		3. Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	nc _b ulai	Copilery of VVZ	***	1
1		Speed				
		avorage speed	Pogular	Dorinhan of W7	In M/7	
1		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
		Speed				
AST high		Traffic Volume (per direction)	Average daily traffic 46500	max/h	max/day	1
Tilgii		Capacity in WZ (per direction)	40500			
				1		
		Headway in sec		I		
Percentage of trucks middle		Vehicle class in %	Car		1	
			Truck	14,00		
1			PTW		J	
			Type	Number	Location	ı
		Total Accidents during WZ-duration	Type rear end collision		Periphery of WZ	1
		•	rear end collision	3	In WZ	
			single car accident		Periphery of WZ	
			single car accident lane change		In WZ Periphery of WZ	1
			lane change		In WZ	
1		T-offic distinct	Fatal	Severe injured	Slight injured	1
		Traffic victims			7	1
		1				
		Remarks				

Remarks	
Tests with differnt typs of traffic guidance	
V50 was taken for Vmiddle	
severtity of injury was not specified	

The entering of parameters is required
The entering of parameters is optional (enter parameters if any data is available)

Country:	ILLINOIS (USA)	Date (DD.MM.YYYY): Start of Work	Street name/number:	164	From highway kilometre	
		Date (DD.MM.YYYY): End of Work			to highway kilometre	

Categorization			Work Zone Layout			1		
D	-ba			Type of Road	Highway			
	short long			Duration in days Length in km	11,2			
	.5115	•		WZ in both directions	No			
					1.Direction		•	
				Original Number of lanes	4	2		
Lane reduction	yes			Lanes in WZ	2	2		
					1. Lane	2. Lane	3. Lane	4. Lane
		_		Original lane width in m				
Lane width				Lane width in WZ in m				
	Workers	Drivers		Diversion on ennesity !	No	Ī		
Diversion Lane Management	-	+		Diversion on opposite lane Lane management (4+0,3+1,2+2,etc.) Lay-	No			
and thomogenitem				bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits	1			of entrances in WZ		Number of exits in WZ	1	
				Safety measures and treatments	Trailer + police lights on			
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices					
				Speed Limits				
					Regular	Periphery of WZ (upstream)		Periphery of WZ (downstream)
				Speed Limits Distance to WZ			88	
				Distance to WZ				
Variable message signs Pre-	-			Variable message signs	No			
	+			Pre-information	Yes			
Actual speed information	-			Actual speed information	No			
			Feferenest Devices					
Radar enforcement	-		Enforcement Devices	Radar enforcement	No			
Section control	+			Section control	Yes			
Police enforcement	-			Police enforcement	No			
				Dance of accept.	Minimum penalty	Maximum penalty	 	
				Range of penalties	No			
				Fixed graduated penalties		1		
			Traffic Data					
				Overall				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				эрсси				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		105,76		
				Speed		98,24		
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Pomular	Darinhans of W/7	In M7	
				average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				2.Lane		0.11 (117)		
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				3.Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Average daily traffic	may/h	may/day	
AST	low			Traffic Volume (per direction)	Average daily traffic	max/h 2,08	max/day	
		_		Capacity in WZ (per direction)	1300	2,000		
				Headway in sec				
Percentage of trucks	high			Vehicle class in %	Car	72,00	1	
erecintage or trucks	···gii			VCINCIC CIGSS III /0	Truck	28,00		
					PTW]	
								i
				Total Aprildosts 1 1 1100	Туре	Number	Location	
				Total Accidents during WZ-duration				
					Fatal	Severe injured	Slight injured	
				Traffic victims	i atai	Jevere injureu	Jiigitt Ilijureu	
				The state of the s				

nemario a commento prin relevanti información which aoco not ne meo are tables abovej
two lanes were open to through traffic, and concrete barriers separated the work area from the traveled lanes
At the time of data collection, a third lane was being added in the median
Data presented in this paper were collected at a downstream location, about 1.5 mi away from where the
where the treatments were implemented.
Data ere ĐolleĐted oŶ JuŶe jぢ, †ббс ;бб:หб–бб:หб a.ŵ.®
The solution with trailer + ploice lights shows a mean speed reduction of 2,8 km/h in comparision with the

	The entering of parameters is required The entering of parameters is optional (ent	er parameters if any data is available	e)
LLINOIS (USA)	Date (DD.MM.YYYY): Start of Work		Street name/numbe

Country:	ILLINOIS (USA)	Date (DD.MM.YYYY): Start of Work	Street name/number:	164	From highway kilometre	
		Date (DD.MM.YYYY): End of Work			to highway kilometre	

Categorization			Work Zone Layout			i		
D	short			Type of Road Duration in days	Highway			
Duration Lenght	long			Length in km	11,2			
•				WZ in both directions	No			
				a:: 111 1 /1	1.Direction		1	
Lane reduction	yes			Original Number of lanes Lanes in WZ	2	2		
	,	-						
					1. Lane	2. Lane	3. Lane	4. Lane
Lane width				Original lane width in m Lane width in WZ in m				
Lane Width	Workers	Drivers		Edile Width III WZ III III				
Diversion		+		Diversion on opposite lane	No			
Lane Management				Lane management (4+0,3+1,2+2,etc.) Lay- bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits	1			of entrances in WZ	0	Number of exits in WZ	1	
				Safety measures and treatments	Trailer + police lights off			
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices					
				Speed Limits				
					Regular	Periphery of WZ (upstream)	WZ 88	Periphery of WZ (downstream)
				Speed Limits Distance to WZ			88	
Variable message signs Pre-				Variable message signs	No			
information Actual speed information	+			Pre-information Actual speed information	Yes No			
accourage of milorination		•		, iccour specu information		<u> </u>		
			Enforcement Devices					
Radar enforcement Section control	- +			Radar enforcement Section control	No Yes			
Police enforcement				Police enforcement	No			
					Minimum penalty	Maximum penalty		
				Range of penalties Fixed graduated penalties	No		Ī	
				Tixed gladdated perialities	140			
			Traffic Data					
				Overall Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		. S. p. Corporate		
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		106,40		
				Speed		97,92		
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				2.Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				эрсси				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				3.Lane Cross-section speed	Pegular	Perinheny of W/7	In W/7	
				V85-speed V50-	Regular	Periphery of WZ	In WZ	
				Speed				
				nvorage speed	Regular	Dorinhan, of W/7	In WZ	
				average speed V85-speed V50-	Regular	Periphery of WZ	111 VVZ	
				Speed				
					Average daily traffic	may/h	may/day	
AST	low			Traffic Volume (per direction)	Average daily traffic	max/h 2,08	max/day	
				Capacity in WZ (per direction)				
				Headway in sec				
				recovery in sec		<u> </u>		
Percentage of trucks	high			Vehicle class in %	Car	83,00		
					Truck PTW	17,00		
					riw			
					Туре	Number	Location	
				Total Accidents during WZ-duration				
					Fatal	Severe injured	Slight injured	
				Traffic victims				
			I.					

nemario a commento prin relevanti información which aoco not ne meo are tables abovej
two lanes were open to through traffic, and concrete barriers separated the work area from the traveled lanes
At the time of data collection, a third lane was being added in the median
Data presented in this paper were collected at a downstream location, about 1.5 mi away from where the
where the treatments were implemented.
Data ere ĐolleĐted oŶ JuŶe јб, †ббс ;є:иб–бб:иб а.ŵ.В
The solution with trailer + ploice lights shows a mean speed reduction of 1,8 km/h in comparision with the

The entering of parameters is required
The entering of parameters is optional (enter parameters if any data is available)

Country:	ILLINOIS (USA)	Date (DD.MM.YYYY): Start of Work	Street name/number:	164	From highway kilometre	
		Date (DD MM VVVV): End of Work			to highway kilometre	

Categorization			Work Zone Layout			Ī		
Duration	short			Type of Road Duration in days	Highway			
	long			Length in km	11,2			
				WZ in both directions	No			
					1.Direction		Ī	
Lane reduction	yes			Original Number of lanes Lanes in WZ	4	2		
Lane reduction	yes			Laties III WZ	2	2		
					1. Lane	2. Lane	3. Lane	4. Lane
				Original lane width in m				
Lane width	Workers	Drivers		Lane width in WZ in m				
	- vvorkers	+		Diversion on opposite lane	No]		
Lane Management				Lane management (4+0,3+1,2+2,etc.) Lay-				
				bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits	1	l .		of entrances in WZ Safety measures and treatments	Speed photo enforcement	Number of exits in WZ	1	
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices					
				Speed Limits	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
				Speed Limits	Tregular .	Temphery of WZ (upstream)	88	respictly of W2 (downstream)
				Distance to WZ				
						1		
Variable message signs Pre- information	+			Variable message signs Pre-information	No Yes			
Actual speed information	Ī			Actual speed information	No			
			Enforcement Devices					
	+			Radar enforcement Section control	Yes Yes			
Section control Police enforcement				Section control Police enforcement	No No			
		_			Minimum penalty	Maximum penalty		
				Range of penalties				
				Fixed graduated penalties	No			
			Traffic Data					
			Tranic Data	Overall	l			
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		102,72		
				Speed		94,88		
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Demoles	Davish	I- W/7	
				average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				Speed				
				2.Lane		0 : 1 (147)		
				Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				3.Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Average daily traffic	max/h	max/day	
AST	low			Traffic Volume (per direction)	1260			
				Capacity in WZ (per direction)				
				Headway in sec		1		
				ricadway iii sec]		
Percentage of trucks	high			Vehicle class in %	Car	79,00		
					Truck	21,00		
					PTW			
					Туре	Number	Location	
				Total Accidents during WZ-duration				
				•				
				- 46	Fatal	Severe injured	Slight injured	
				Traffic victims				
			1					

Remarks & Comments (All relevant information which does not no fit into the tables above)
two lanes were open to through traffic, and concrete barriers separated the work area from the traveled lanes
At the time of data collection, a third lane was being added in the median
Data presented in this paper were collected at a downstream location, about 1.5 mi away from where the
where the treatments were implemented.
Data ere ĐolleĐted oŶ JuŶe Ťθ, ŤϬϬϲ ;ϬϬ:ϰϬ–ϬϬ:ϰϬ a.ŵ.®
The solution with trailer + ploice lights shows a mean speed reduction of 4,64 km/h in comparision with the

The entering of parameters is required
The entering of parameters is optional (enter parameters if any data is available)

Country: ILLI	INOIS (USA)	Date (DD.MM.YYYY): Start of Work	Street name/number:	164	From highway kilometre	
		Date (DD.MM.YYYY): End of Work			to highway kilometre	

Categorization			Work Zone Layout	T (2)	in i	1		
Duration	short			Type of Road Duration in days	Highway 0			
	long			Length in km	11,2			
				WZ in both directions	No			
				a:: 111 1 /1	1.Direction	2	1	
Lane reduction	yes			Original Number of lanes Lanes in WZ	4	2		
Lanc reduction	103			Editos III VVE	-	-		
					1. Lane	2. Lane	3. Lane	4. Lane
				Original lane width in m				
Lane width	Workers	Drivers		Lane width in WZ in m				
	-	+		Diversion on opposite lane	No			
Lane Management				Lane management (4+0,3+1,2+2,etc.) Lay-				
				bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits	1			of entrances in WZ Safety measures and treatments	trailer	Number of exits in WZ	1	
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices	Speed Limits				
				speed Limits	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
				Speed Limits		, to the same of	88	
				Distance to WZ				
					No	Ì		
Variable message signs Pre- information	+			Variable message signs Pre-information	Yes			
				Actual speed information	No			
Dada afara .			Enforcement Devices	Dadaf	No			
	+			Radar enforcement Section control	No Yes			
Police enforcement				Police enforcement	No			
						Maximum penalty		
				Range of penalties	Ne			
				Fixed graduated penalties	No	I		
			Traffic Data					
				Overall				
				Cross-section speed	Regular	Periphery of WZ	In WZ	1
				V85-speed V50- Speed				.
				ppeca				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		104,96		.
				Speed		97,76		
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	<u>, </u>
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				2.Lane				
				2.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	I Could	Compilery Of VVL		
				Speed				
				3.Lane Cross-section speed	Penular	Periphery of WZ	In WZ	
				V85-speed V50-	Regular	rempliery of WZ	111 VVL	1
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	1
				V85-speed V50- Speed				
				Speed				
						max/h	max/day	, l
AST	low			Traffic Volume (per direction)	2340			
				Capacity in WZ (per direction)				
				Headway in sec				
							•	
Percentage of trucks	high			Vehicle class in %	Car	78,00		
					Truck PTW	22,00		
					FIW		ļ	
					Туре	Number	Location	
				Total Accidents during WZ-duration				•
								.
								.
								.
					Patri	Carrana ladirana d	Clinks in items	
				Traffic victims	Fatal	Severe injured	Slight injured	1
				The state of the s				

The entering of parameters is required
The entering of parameters is optional (enter parameters if any data is available)

Count	y: ILLINOIS (USA)	Date (DD.MM.YYYY): Start of Work	Street name/number:	164	From highway kilometre	
		Date (DD.MM.YYYY): End of Work			to highway kilometre	

Categorization			Work Zone Layout			1		
Duration	short			Type of Road Duration in days	Highway			
Lenght	long			Length in km	11,2			
Length	iong			WZ in both directions	No			
					1.Direction		-	
				Original Number of lanes	4	2		
Lane reduction	yes			Lanes in WZ	2	2		
					1. Lane	2. Lane	3. Lane	4. Lane
				Original lane width in m	1. conc	Z. Zanc	J. Lunc	
Lane width				Lane width in WZ in m				
	Workers	Drivers			Tr.			
Diversion		+		Diversion on opposite lane	No			
Lane Management				Lane management (4+0,3+1,2+2,etc.) Lay- bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits	1			of entrances in WZ	0	Number of exits in WZ	1	
				Safety measures and treatments	Police lights off			
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices	Speed Limits				
				Speed Links	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
				Speed Limits			88	
				Distance to WZ				
						1		
Variable message signs Pre- information	+			Variable message signs Pre-information	No Yes			
Actual speed information	Ī			Actual speed information	No	i		
. specia intermedial		_				•		
		_	Enforcement Devices			1		
Radar enforcement	-			Radar enforcement	No			
Section control Police enforcement	+			Section control Police enforcement	Yes No			
ronce emorcement				r once enforcement	Minimum penalty	Maximum penalty		
				Range of penalties	pendicy			
				Fixed graduated penalties	No		•	
			Traffic Data					
				Overall Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	Negulai	reliphery of WZ	111 442	
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		103,68 96.80		
				Speed		90,80		
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	Regulai	relipliery of WZ	III VVZ	
				Speed				
				2.Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				эрсси				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				3.Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Pegular	Periphery of WZ	In WZ	
				average speed V85-speed V50-	Regular	r empliery or WZ	111 VVL	
				Speed				
					Average daily traffic	max/h	max/day	
AST	low			Traffic Volume (per direction) Capacity in WZ (per direction)	2226			
				copacity in WZ (per direction)				
				Headway in sec				
							•	
Percentage of trucks	high			Vehicle class in %	Car	78,00		
					Truck PTW	22,00		
					FIVV			
					Туре	Number	Location	
				Total Accidents during WZ-duration				
					Fatal	Severe injured	Slight injured	
				Traffic victims				

Remarks & Comments (Air relevant information which does not no into the tables above)
two lanes were open to through traffic, and concrete barriers separated the work area from the traveled lanes
At the time of data collection, a third lane was being added in the median
Data presented in this paper were collected at a downstream location, about 1.5 mi away from where the
where the treatments were implemented.
Data∥ere ĐolleĐted oŶ JuŶe †6, †66j ;†:66–j:66 p.ŵ.⊞
The solution with trailer shows a mean speed increasing of 1 km/h in comparision with the scenario without any

The entering of parameters is required
The entering of parameters is optional (enter parameters if any data is available)

Count	y: ILLINOIS (USA)	Date (DD.MM.YYYY): Start of Work	Street name/number:	164	From highway kilometre	
		Date (DD.MM.YYYY): End of Work			to highway kilometre	

Duration short	Work Zone Layout					
	I	Type of Road	Highway			
Lenght long	1	Duration in days Length in km	11,2			
tengnt	I	WZ in both directions	No			
	I		1.Direction			
	I	Original Number of lanes	4	2		
Lane reduction yes	I	Lanes in WZ	2	2		
	Ì	1	1 1	2 1	2 1	4 1
	I		1. Lane	2. Lane	3. Lane	4. Lane
Lane width	I	Original lane width in m Lane width in WZ in m				
Workers Drivers	1	Lane width in WZ in in				
Diversion - +	I	Diversion on opposite lane	No			
Lane Management	I	Lane management (4+0,3+1,2+2,etc.) Lay-				
	1	bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits 1	1	of entrances in WZ		Number of exits in WZ	1	
	1	Safety measures and treatments	trailer + police lights off			
Measures for WS +	1	Measures for Workers Safety	work in one single carriageway			
						
	Information Devices	c 111 5				
	1	Speed Limits	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
	1	Speed Limits	Regulai	relipliery of wz (upstream)	88	reliphery of wz (downstream)
	1	Distance to WZ			00	
	1	Distance to W2	*			
Variable message signs Pre-	1	Variable message signs	No			
information +	Ì	Pre-information	Yes			
Actual speed information -	Ì	Actual speed information	No			
	Enforcement Devices	l		1		
Radar enforcement -	Ì	Radar enforcement	No			
Section control +	Ì	Section control	Yes No			
Police enforcement -	Ì	Police enforcement		Maximum penalty		
	1	Range of penalties	Willimum penalty	Maximum penarty		
	Ì	Fixed graduated penalties	No		1	
	1					
	Traffic Data					
	1	Overall				
	1	Cross-section speed	Regular	Periphery of WZ	In WZ	
	1	V85-speed V50-				
	1	Speed				
	1		2	2:1 (117		
	1	average speed	Regular	Periphery of WZ	In WZ	
	1	V85-speed V50-		102,56 95,68		
	1	Speed	1	95,68		
	I	1. Lane				
	1	Cross-section speed	Regular	Periphery of WZ	In WZ	
	1	V85-speed V50-	To a second			
	1	Speed				
	1					
	1	average speed	Regular	Periphery of WZ	In WZ	
	I	V85-speed V50-				
	1	Speed				
	1	21				
	1	2.Lane	Pegular	Periphery of WZ	In WZ	
	1	Cross-section speed V85-speed V50-	Regular	relipliery of WZ	III VVZ	
	1	Speed V30*	 			
	Ì					
	Ì	average speed	Regular	Periphery of WZ	In WZ	
	Ì	V85-speed V50-				
	1	Speed				
	1					
		3.Lane	Basiles	Davidson of W7	In M7	
		3.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		3.Lane Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
		3.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed				
		3.Lane Cross-section speed V85-speed V50-			In WZ	l.
		3.Lane Cross-section speed V85-speed V50- Speed average speed				
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed	Regular Average daily traffic	Periphery of WZ		
AST low		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction)	Regular	Periphery of WZ	In WZ	
AST low		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed	Regular Average daily traffic	Periphery of WZ	In WZ	
AST low		3.Lane Cross-section speed V88-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction)	Regular Average daily traffic	Periphery of WZ	In WZ	
AST low		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction)	Regular Average daily traffic	Periphery of WZ	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec	Regular Average daily traffic 2365	Periphery of WZ	In WZ	
		3.Lane Cross-section speed V88-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction)	Regular Average daily traffic 2365 Car	Periphery of WZ max/h	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec	Regular Average daily traffic 2365	Periphery of WZ max/h 78,00	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec	Regular Average daily traffic 2365 Car Truck PTW	Periphery of WZ max/h 78,00 22,00	in WZ max/day	
		3 Lane Cross-section speed V85-speed V50- Speed v85-speed V50- Speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 2365 Car Truck PTW	Periphery of WZ max/h 78,00	In WZ	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec	Regular Average daily traffic 2365 Car Truck PTW	Periphery of WZ max/h 78,00 22,00	in WZ max/day	
		3 Lane Cross-section speed V85-speed V50- Speed v85-speed V50- Speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 2365 Car Truck PTW	Periphery of WZ max/h 78,00 22,00	in WZ max/day	
		3 Lane Cross-section speed V85-speed V50- Speed v85-speed V50- Speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 2365 Car Truck PTW	Periphery of WZ max/h 78,00 22,00	in WZ max/day	
		3 Lane Cross-section speed V85-speed V50- Speed v85-speed V50- Speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 2365 Car Truck PTW	Periphery of WZ max/h 78,00 22,00	in WZ max/day	
		3 Lane Cross-section speed V85-speed V50- Speed v85-speed V50- Speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 2365 Car Truck PTW	Periphery of WZ max/h 78,00 22,00	in WZ max/day	
		3 Lane Cross-section speed V85-speed V50- Speed v85-speed V50- Speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 2365 Car Truck PTW	Periphery of WZ max/h 78,00 22,00	in WZ max/day	
		3 Lane Cross-section speed V85-speed V50- Speed v85-speed V50- Speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 2365 Car Truck PTW Type	Periphery of WZ max/h 78,00 22,00 Number	in WZ max/day Location	
		3.Lane Cross-section speed V85-speed V50- Speed average speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in % Total Accidents during WZ-duration	Regular Average daily traffic 2365 Car Truck PTW Type	Periphery of WZ max/h 78,00 22,00	in WZ max/day	
		3 Lane Cross-section speed V85-speed V50- Speed v85-speed V50- Speed V85-speed V50- Speed Traffic Volume (per direction) Capacity in WZ (per direction) Headway in sec Vehicle class in %	Regular Average daily traffic 2365 Car Truck PTW Type	Periphery of WZ max/h 78,00 22,00 Number	in WZ max/day Location	

nemario a commento par recesare mormation smen aces not ne me abes above;
two lanes were open to through traffic, and concrete barriers separated the work area from the traveled lanes
At the time of data collection, a third lane was being added in the median
Data presented in this paper were collected at a downstream location, about 1.5 mi away from where the
where the treatments were implemented.
Data ere Đolle Đted oŶ July 6†, †66j ;†:66–†:66 p.ŵ.@
The solution with trailer shows a mean speed reduced of 0,1 6 km/h in comparision with the scenario without

The entering of parameters is required
The entering of parameters is optional (enter parameters if any data is available)

Country: ILLINOIS (USA) Date (DD.MM.YYYY): Start of Work Street name/number: I64 From hig	highway kilometre	
Date (DD.MM.YYYY): End of Work	to highway kilometre	

Categorization			Work Zone Layout	T (2)	ar i	1		
Duration	short			Type of Road Duration in days	Highway 0			
	long			Length in km	11,2			
				WZ in both directions	No			
				a:: 111 1 /1	1.Direction	2	1	
Lane reduction	yes			Original Number of lanes Lanes in WZ	4	2		
Lanc reduction	103			Editos III VVE		-		
					1. Lane	2. Lane	3. Lane	4. Lane
				Original lane width in m				
Lane width	Workers	Drivers		Lane width in WZ in m				
	- WOLKELS	+		Diversion on opposite lane	No			
Lane Management				Lane management (4+0,3+1,2+2,etc.) Lay-				
				bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits	1			of entrances in WZ Safety measures and treatments	Speed Photo enforcement	Number of exits in WZ	1	
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
						•		
			Information Devices					
				Speed Limits	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
				Speed Limits		(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	88	,
				Distance to WZ				
						1		
Variable message signs Pre- information	+			Variable message signs Pre-information	No Yes			
				Actual speed information	No			
		_						
			Enforcement Devices			<u></u> 1		
	+			Radar enforcement Section control	Yes Yes			
Police enforcement				Police enforcement	No			
		_				Maximum penalty		
				Range of penalties				
				Fixed graduated penalties	No	I		
			Traffic Data					
			Data	Overall				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		100,00		
				Speed		93,44		
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	l
				V85-speed V50-	nc _b ulai	Copilery or VVZ		i .
				Speed				
				2.Lane	Pegular	Periphery of WZ	In WZ	l
				Cross-section speed V85-speed V50-	Regular	renphery of WZ	III W/L	
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				3.Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	l
				V85-speed V50- Speed				
				opecu .				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Average daily traffic	max/h	max/day	
AST	low			Traffic Volume (per direction)	2305			
				Capacity in WZ (per direction)				
				Headway in sec		Ī		
				Headway in sec		I		
Percentage of trucks	high			Vehicle class in %	Car	71,00		
		_			Truck	29,00		
					PTW			
					Туре	Number	Location	i
				Total Accidents during WZ-duration	-76-		200000	
				9				
					Fatal	Severe injured	Slight injured	
				Traffic victims				
			I.					

two lanes were open to through traffic, and concrete barriers separated the work area from the traveled lanes
At the time of data collection, a third lane was being added in the median
Data presented in this paper were collected at a downstream location, about 1.5 mi away from where the
where the treatments were implemented.
Data ere ĐolleĐted oŶ July 66, †66j ;†:66–†:66 p.ŵ.@
The solution with trailer shows a mean speed reduced of 2,46 km/h in comparision with the scenario without any

Country	r: OKALOOSA (KANSAS)	Date (DD.MM.YYYY): Start of Work	20.07.2010	Street name/number:	US59	From highway kilometre	
		Date (DD.MM.YYYY): End of Work	20.07.2010			to highway kilometre	

Categorization	M/					-
Categorization	Work Zone Layout	Type of Road	Highway	1		
Duration long		Duration in days	6,15 HOURS			
Lenght middle		Length in km WZ in both directions	1,3 No			
		WZ III DOLII GII ECLIOTIS	1.Direction			
		Original Number of lanes	4			
Lane reduction yes		Lanes in WZ	2			
			1. Lane	2. Lane	3. Lane	4. Lane
		Original lane width in m	1. Lune	E. Edite	J. Edile	4. Lunc
Lane width		Lane width in WZ in m				
Workers Drivers Diversion - +		Diversion on opposite lane	No	1		
Lane Management		Lane management (4+0,3+1,2+2,etc.) Lay-	No			
		bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits 1		of entrances in WZ		Number of exits in WZ	1	
		Safety measures and treatments	Three Sets of portable plastic rumble strips	+ flagger		
Measures for WS +		Measures for Workers Safety	work in one single carriageway			
	Information Devices	Speed Limits				
		Speca annes	Regular	Periphery of WZ (upstream)		Periphery of WZ (downstream)
		Speed Limits	104,6		104,6	
		Distance to WZ				
Variable message signs Pre-		Variable message signs	No	1		
information +		Pre-information	No Yes]		
Actual speed information -		Actual speed information	No			
[Enforcement Devices					
Radar enforcement -	Eorcement Devices	Radar enforcement	No			
Section control +		Section control	No Yes			
Police enforcement -		Police enforcement	No Minimum popultu	Maximum panaltri		
		Range of penalties	Minimum penalty	Maximum penalty		
		Fixed graduated penalties	No		1	
į L			<u> </u>			
	Traffic Data	Overall	ı			
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-		1		
		Speed		92,96	70,08	
		1. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		2.Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
1		3.Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
1		V85-speed V50-				
		Speed				
			Average daily traffic	max/h	max/day	
AST low		Traffic Volume (per direction)	Average daily traine	mayii	may day	
		Capacity in WZ (per direction)				
1		Hondway in cos		1		
		Headway in sec		J		
Percentage of trucks low		Vehicle class in %	Car			
			Truck			
			PTW		I	
			Туре	Number	Location	
		Total Accidents during WZ-duration				
			Fatal	Severe injured	Slight injured	
		Traffic victims	1 acai	Severe injured	Slight injured	
		•	_			

Remarks & Comments (All relevant information which does not fit into the tables above)

DOC 56

Short-term, flagger-controlled maintenance work zone
four sets of speed counters were installed in advance of the work zones to collect the speed and traffic volume

Each set of PPRSs was placed perpendicular to the direction of travel, and each of the four
strips in the set was spaced 36 in. (91.4 cm) on-center

Mean Speed Reduction (compared to normal traffic situation-> without wz)19.1mph

Three Sets of PPRSs + flagger (Scenario
D): from 9:50 a.m. to 12:00 p.m. (with 45
minutes crew and flagger break, 85
minutes crew and flagger break, 85
minutes crew and flagger break, 85
minutes of data were collected)

Country: OKALOOS	A (KANSAS) Dat	te (DD.MM.YYYY): Start of Work	20.07.2010	Street name/number:	US59	From highway kilometre	
,	Dat	te (DD.MM.YYYY): End of Work	20.07.2010	•		to highway kilometre	

_						
Categorization	Work Zone Layout	Type of Road	Highway	1		
Duration long		Duration in days	6,15 HOURS	1		
Lenght middle		Length in km	1,3			
		WZ in both directions	1.Direction			
		Original Number of lanes	4			
Lane reduction yes		Lanes in WZ	2			
			1. Lane	2. Lane	3. Lane	4. Lane
		Original lane width in m	1. Lane	z. Lane	3. Lane	4. Lane
Lane width		Lane width in WZ in m				
Workers Drivers				1		
Diversion - +		Diversion on opposite lane	No			
Lane Management		Lane management (4+0,3+1,2+2,etc.) Lay- bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits 1		of entrances in WZ		Number of exits in WZ	1	
			2 Sets of portable plastic rumble	+ flagger		
Measures for WS +		Safety measures and treatments Measures for Workers Safety	strips work in one single carriageway			
ividasures for ws		ivieasures for workers safety	work in one single carriageway			
	Information Devices					
		Speed Limits				
		Consideration to the control of the	Regular 104,6	Periphery of WZ (upstream)	WZ 104,6	Periphery of WZ (downstream)
		Speed Limits Distance to WZ	104,0		104,0	
Variable message signs Pre-		Variable message signs	No			
information +		Pre-information	Yes			
Actual speed information -		Actual speed information	No			
	Enforcement Devices					
Radar enforcement -		Radar enforcement	No]		
Section control +		Section control	Yes			
Police enforcement -		Police enforcement	No]		
		Range of penalties	Minimum penalty	Maximum penalty		
		Fixed graduated penalties	No		1	
				<u> </u>		
	Traffic Data					
		Overall	Demile	Deviation of M/7	I- 14/7	
		Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
		Speed V30*				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-		02.40	70.00	
		Speed		92,48	76,96	
		1. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		2.Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	II-Polai	. Cophery of VVZ	***	
		Speed				
				<u> </u>		
		3.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	negulai	r emphiery or vvz	111 VVL	
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
			Average daily traffic	max/h	max/day	
AST low		Traffic Volume (per direction)				
		Capacity in WZ (per direction)				
		Headway in sec]		
					•	
Percentage of trucks low		Vehicle class in %	Car			
		ĺ	Truck PTW			
		ĺ	FIVE		1	
		<u> </u>	Туре	Number	Location	
		Total Accidents during WZ-duration				
		ĺ				
		ĺ				
		ĺ				
		- <i>(</i> '' : .:	Fatal	Severe injured	Slight injured	
		Traffic victims				
		I				

Remarks & Comments (All relevant information which does not fit into the tables above)

DOC 56

Short-term, flagger-controlled maintenance work zone
four sets of speed counters were installed in advance of the work zones to collect the speed and traffic volume

Each set of PPRSs was placed perpendicular to the direction of travel, and each of the four
strips in the set was spaced 36 in. (91.4 cm) on-center

Mean Speed Reduction (compared to normal traffic situation-> without wz) 14.9 mph

Two Sets of PPRSs + flagger (Scenario C):
from 12:10 p.m. to 1:15 p.m. (55

minutes)

Country: OKALOOSA (KANSAS)	Date (DD.MM.YYYY): Start of Work	20.07.2010	Street name/number:	US59	From highway kilometre	185,00
<u>'</u>	Data (DD MANA VVVV): End of Work	09.07.1900			to highway kilometre	101.00

[a		1				
Categorization	Work Zone Layout	Type of Road	Highway]		
Duration long		Duration in days	6,15 HOURS			
Lenght long		Length in km WZ in both directions	6,00 Yes			
			1.Direction	2.Direction	1	
Lane reduction yes		Original Number of lanes Lanes in WZ	2	2		
,,,					•	
		Original lane width in m	1. Lane	2. Lane	3. Lane	4. Lane
Lane width		Lane width in WZ in m				
Workers Drivers Diversion - +		Diversion on opposite lane	No	1		
Lane Management		Lane management (4+0,3+1,2+2,etc.) Lay-				
Entrances/Exits 1		bys, Shoulders, Emergency lane Number of entrances in WZ		Distance between Lay-bys in m Number of exits in WZ	1 1	
Entrances/ Lates			VSL sign posted at 65 MPH 24	Hamber of Cale III WE	-	
Measures for WS +		Safety measures and treatments Measures for Workers Safety	hours per day, 7 days per week work in one single carriageway			
	Information Devices	Speed Limits			<u></u>	
		speed diffits	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
		Speed Limits	120		104	
		Distance to WZ				
Variable message signs Pre-+		Variable message signs	Yes			
information + Actual speed information -		Pre-information Actual speed information	Yes No			
				•		
Radar enforcement -	Enforcement Devices	Radar enforcement	No	1		
Section control +		Section control	Yes	1		
Police enforcement -		Police enforcement	No Minimum popultu	Maximum popalty		
		Range of penalties	Minimum penalty	Maximum penalty]	
		Fixed graduated penalties			-	
	Traffic Data					
		Overall		n i i fum		
		Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
		Speed				1
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-		. supriciy or WZ]
		Speed				
		1. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
		Speed				
		2.Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				1
				•		
		average speed	Regular	Periphery of WZ	In WZ	1
		V85-speed V50- Speed				<u> </u>
		3.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-]
		Speed				<u> </u>
		average speed	Regular	Periphery of WZ	In WZ	_
		V85-speed V50-				
		Speed				
AST low		Traffic Volume (per direction)	Average daily traffic	max/h	max/day	
AST low		Capacity in WZ (per direction)				
				1		
		Headway in sec		1		
Percentage of trucks low		Vehicle class in %	Car]	
			Truck PTW			
					1	i
			Туре	Number	Location	
		Total Accidents during WZ-duration				
						1
						1
			Fatal	Severe injured	Slight injured	
i e		Traffic victims	ratai	Severe injured	angrit injured	<u>1</u>

_							
	Country: OKALOOSA (KANSAS)	Date (DD.MM.YYYY): Start of Work	20.07.2010	Street name/number:	US59	From highway kilometre	
		Date (DD MAM WWW): End of Work	20.07.2010			to highway kilometro	

Categorization			Work Zone Layout		l			
Duration	long			Type of Road Duration in days	Highway 6,15 HOURS			
	middle			Length in km	1,3			
				WZ in both directions	No.			
				Original Number of lanes	1.Direction		Ī	
Lane reduction	yes			Lanes in WZ	2			
							•	
				D	1. Lane	2. Lane	3. Lane	4. Lane
Lane width				Original lane width in m Lane width in WZ in m				
	Workers	Drivers						
	-	+		Diversion on opposite lane	No			
Lane Management				Lane management (4+0,3+1,2+2,etc.) Lay- bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits	1			of entrances in WZ	0	Number of exits in WZ	1	
				Safety measures and treatments	Flagger control			
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices					
				Speed Limits				
				Speed Limits	Regular 104,6	Periphery of WZ (upstream)	WZ 104,6	Periphery of WZ (downstream)
				Distance to WZ	104,0		104,0	
						ì		
Variable message signs Pre- information	+			Variable message signs Pre-information	No Yes			
Actual speed information	Ī			Actual speed information	No			
						•		
Radar enforcement			Enforcement Devices	Radar enforcement	No			
	+			Section control	Yes			
Police enforcement	-			Police enforcement	No			
				Range of populties	Minimum penalty	Maximum penalty		
				Range of penalties Fixed graduated penalties	No		1	
			Traffic Data	Overall	_			\neg
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed		93,12	88,48	
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	i
				V85-speed V50-				
				Speed				
				2.Lane			=	
				Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				Speed				
					Desides	Dariahan af M7	In 14/7	
				average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
				Speed V50-				
				3.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Average daily traffic	max/h	max/day	
AST	low			Traffic Volume (per direction)			.,,	
				Capacity in WZ (per direction)				
				Headway in sec				
							i	
Percentage of trucks	low			Vehicle class in %	Car			
					Truck PTW			
							•	
				Tatal Assidants during 1000 1 11	Туре	Number	Location	
				Total Accidents during WZ-duration				
				Traffic victims	Fatal	Severe injured	Slight injured	
				Traffic victims				

Remarks & Comments (All relevant information which does not fit into the tables above)
DOC 56
short-term, flagger-controlled maintenance work zone
four sets of speed counters were installed in advance of the work zones to collect the speed and traffic volume
Flagger control only (Scenario B): 1:20 p.m. to 2:15 p.m. (55 minutes)
Mean Speed Reduction (compared to normal traffic situation-> without wz) 7,7 mph

	The entering of parameters is required
	The entering of parameters is optional (enter parameters if any data is available)

Country:	TEXAS	Date (DD.MM.YYYY): Start of Work	Street name/number:	US59	From highway kilometre	
		Date (DD.MM.YYYY): End of Work			to highway kilometre	

Categorization			Work Zone Layout					
				Type of Road				
Duration Lenght	short long			Duration in days Length in km	12,8			
cengne	iong			WZ in both directions	No No			
					1.Direction			
		_		Original Number of lanes	4			
Lane reduction	yes			Lanes in WZ				
					1. Lane	2 1200	2 1200	4 Lane
				Original lane width in m	1. Lane	2. Lane	3. Lane	4. Lane
Lane width				Lane width in WZ in m				
	Workers	Drivers					•	
Diversion	+			Diversion on opposite lane	Yes			
Lane Management		+		Lane management (4+0,3+1,2+2,etc.) Lay-	2+2			
Entrances/Exits				bys, Shoulders, Emergency lane Number of entrances in WZ		Distance between Lay-bys in m Number of exits in WZ	1	
Elitralices/Exits				Safety measures and treatments	VSL	Number of exits in W2	1	
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices					
				Speed Limits	Regular	Darinhan of M/7 (unctroom)	WZ	Periphery of WZ (downstream)
				Speed Limits	negulai 112	Periphery of WZ (upstream)	96	reliphery of WZ (downstream)
				Distance to WZ	112		50	
							•	
Variable message signs Pre-	+			Variable message signs	Yes			
information	+			Pre-information	Yes			
Actual speed information				Actual speed information	No			
			Enforcement Devices					
Radar enforcement			Emorcement Devices	Radar enforcement	No	1		
Section control	+			Section control	Yes			
Police enforcement				Police enforcement	No			
					Minimum penalty	Maximum penalty		
				Range of penalties				
				Fixed graduated penalties	No			
			Traffic Data					
			Irainc Data	Overall				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-			100,32	
				Speed			100,32	
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Decides	D	I- 14/7	
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				2.Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				<u> </u>
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
								·
				3.Lane	Popular	Dorinham of W/7	In W7	
				Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				Speed V50-				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Average daily traffic	max/h	max/day	
AST	low			Traffic Volume (per direction)	Average daily traffic	Illaxyll	Illaxyuay	
		-		Capacity in WZ (per direction)				
				Headway in sec				
							1	
Percentage of trucks	low			Vehicle class in %	Car			
					Truck PTW			
							1	
					Туре	Number	Location	
				Total Accidents during WZ-duration				
								1
					Fatal	Severe injured	Slight injured	
				Traffic victims				

Remarks & Comments (All relevant information which does not fit into the tables above)
DOC 138
Researchers conducted the long-term
All the existingtravel lanes remained open, but during the day, workers and equipment
were located near an open travel lane without positive protec
Researchers collected data before the installation of the VSL signs and twice after the
installation of the ESL signs
data collection period occurred in August 2007, about 30 days after the semipermanent in order to reduce
impacts of any novelty effects from the
signs
There was a 1.8 mph reduction compared to the situation before the implementation of VSL

	The entering of parameters is required
	The entering of parameters is optional (enter parameters if any data is available

Country:	TEXAS	Date (DD.MM.YYYY): Start of Work	Street name/number:	US59	From highway kilometre	
		Date (DD.MM.YYYY): End of Work			to highway kilometre	

Categorization			Work Zone Layout	T (D)		1		
Duration	short			Type of Road Duration in days				
Lenght	long			Length in km	12,8			
Lengite	iong			WZ in both directions	No			
					1.Direction			
				Original Number of lanes	4			
Lane reduction	yes			Lanes in WZ				
					1. Lane	2. Lane	3. Lane	4. Lane
				Original lane width in m	1. conc	Z. Corre	J. Lunc	
Lane width				Lane width in WZ in m				
	Workers	Drivers				1		
	+	*		Diversion on opposite lane	Yes			
Lane Management	•	+		Lane management (4+0,3+1,2+2,etc.) Lay- bys, Shoulders, Emergency lane Number	2+2	Distance between Lay-bys in m		
Entrances/Exits	1			of entrances in WZ	0	Number of exits in WZ	1	
				Safety measures and treatments	VSL			
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices	Speed Limits	1			
				Speed Limits	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
				Speed Limits	112	company of the (apost dam)	96	()
				Distance to WZ				
					1			
Variable message signs Pre-				Variable message signs	Yes			
information Actual speed information	+			Pre-information Actual speed information	Yes No			
Actual speed information				Actual speed information	NO			
			Enforcement Devices			•		
Radar enforcement	-			Radar enforcement	No			
	+			Section control	Yes			
Police enforcement				Police enforcement	No Minimum popultu	Maximum popults:		
				Range of penalties	Minimum penalty	Maximum penalty		
				Fixed graduated penalties	No			
			Traffic Data					
				Overall		D : 1 (147)		
				Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				Speed V50-				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed			104,00	
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Desides	Davidson - £14/7	I= 14/7	
				average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				Speed V50*				
				2.Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				Specu				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				3.Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Pegular	Peripheny of W7	In W/7	
				V85-speed V50-	Regular	Periphery of WZ	In WZ	l I
				Speed				
					Average daily traffic	max/h	max/day	l I
AST	low			Traffic Volume (per direction) Capacity in WZ (per direction)				
				Capacity III W2 (per direction)				
				Headway in sec				
Percentage of trucks	low			Vehicle class in %	Car			
					Truck PTW			
					FIVE			
					Туре	Number	Location	
				Total Accidents during WZ-duration				
								<u> </u>
				- 46	Fatal	Severe injured	Slight injured	l I
				Traffic victims				
			1					

Remarks & Comments (All relevant information which does not fit into the tables above)
DOC 138
Researchers conducted the long-term
All the existingtravel lanes remained open, but during the day, workers and equipment
were located near an open travel lane without positive protec
Researchers collected data before the installation of the VSL signs and twice after the
installation of the ESL signs
data ĐolleĐtioŶ: DeDeŵder 166j, researDhers ĐoŶduĐted the seĐoŶd after_data
the speed increased of 0.5 mph reduction compared to the situation before the implementation of VSL

The entering of parameters is required
The entering of parameters is optional (enter parameters if any data is available)

Country:	MISSOURI	Date (DD.MM.YYYY): Start of Work	Street name/number:	170	From highway kilometre	
	,	Date (DD.MM.YYYY): End of Work			to highway kilometre	

Categorization			Work Zone Layout					
Duration	short			Type of Road Duration in days				
	short			Length in km				
				WZ in both directions	No.			
				Original Number of lanes	1.Direction		Ī	
Lane reduction	yes			Lanes in WZ	1			
							•	
				D	1. Lane	2. Lane	3. Lane	4. Lane
Lane width				Original lane width in m Lane width in WZ in m				
	Workers	Drivers						
	-	+		Diversion on opposite lane	No			
Lane Management				Lane management (4+0,3+1,2+2,etc.) Lay- bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits	1			of entrances in WZ	0	Number of exits in WZ	1	
				Safety measures and treatments	NO speed limit reduction			
Measures for WS	+			Measures for Workers Safety	work in one single carriageway			
			Information Devices					
				Speed Limits				
				Speed Limits	Regular 112	Periphery of WZ (upstream)	WZ 112	Periphery of WZ (downstream)
				Distance to WZ	***		111	
						ì		
Variable message signs Pre- information	+			Variable message signs Pre-information	No Yes			
Actual speed information	Ī			Actual speed information	No			
Radar enforcement			Enforcement Devices	Radar enforcement	No			
	+			Section control	Yes			
Police enforcement	-			Police enforcement	No			
				Range of populties	Minimum penalty	Maximum penalty		
				Range of penalties Fixed graduated penalties	No		1	
			Traffic Data	Overall	_			\neg
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-			129,60	
				Speed			112,00	
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	i
				V85-speed V50-				
				Speed				
				2.Lane			=	
				Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				Speed V30*				
					Desides	Dariahan af M7	In 14/7	
				average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
				Speed V50-				
				3.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
					Average daily traffic	max/h	max/day	
AST	low			Traffic Volume (per direction)			.,,	
				Capacity in WZ (per direction)				
				Headway in sec				
							i	
Percentage of trucks	low			Vehicle class in %	Car			
					Truck PTW			
							•	
				Tatal Assidants during 1000 1 11	Туре	Number	Location	
				Total Accidents during WZ-duration				
							an I	
				Traffic victims	Fatal	Severe injured	Slight injured	
				Traine victims				
	_					_		_

Remarks & Comments (All relevant information which does not fit into the tables above)
DOC 156
Data was collected east of Kingdom City, Missouri at mile marker 148.4 on Interstate 70
on June 2, 2009. Approximate times of collection were from 9:00 a.m. to 4:30 p.m.
Short term moving work zone

Pamarks & Comments (All relevant information which does not fit into the tables ab

Cour	ntry: MARYLAND	Date (DD.MM.YYYY): Start of Work	Street name/number:	195	From highway kilometre	
	· ·	Date (DD.MM.YYYY): End of Work			to highway kilometre	
						1

Categorization	Work Zone Layout			1		
Duration short		Type of Road				
Duration short Lenght short		Duration in days Length in km				
Length Short		WZ in both directions	No			
			1.Direction	1		
		Original Number of lanes	2			
Lane reduction yes		Lanes in WZ	1			
		Original lane width in m	1. Lane	2. Lane	3. Lane	4. Lane
Lane width		Lane width in WZ in m				
Workers Drivers						
Diversion - +		Diversion on opposite lane	No			
Lane Management		Lane management (4+0,3+1,2+2,etc.) Lay-				
		bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits 1		of entrances in WZ		Number of exits in WZ	1	
		Safety measures and treatments	Automated speed enforcement			
Measures for WS +		Measures for Workers Safety	work in one single carriageway			
		,				
	Information Devices					
		Speed Limits				
			Regular	Periphery of WZ (upstream)		Periphery of WZ (downstream)
		Speed Limits	104		104	
		Distance to WZ				
Variable message signs Pre-		Variable message signs	No	1		
information +		Pre-information	Yes			
Actual speed information -		Actual speed information	No			
						
	Enforcement Devices			 1		
Radar enforcement +		Radar enforcement	Yes			
Section control +		Section control	Yes No	İ		
Police enforcement -		Police enforcement		Maximum penalty		
		Range of penalties	www.mum penalty	monitum penalty		
		Fixed graduated penalties	No		1	
			•	•		
	Traffic Data					
		Overall				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-		116,80	108,80	
		Speed		100,32		
		1. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		2.Lane	Demiles	Davishan of M7	I- 14/7	
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
		Speca				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		3.Lane				
		3.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-		. S. piloty of the		
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
			Average daily traffic	max/h	max/day	
AST low		Traffic Volume (per direction)				
		Capacity in WZ (per direction)				
		Headway in sec				
Descentage of trucks		Vahisla slass in 9/	Cor		Ī	
Percentage of trucks low		Vehicle class in %	Car Truck			
			PTW			
					1	
			Туре	Number	Location	
		Total Accidents during WZ-duration				
			Fatal	Severe injured	Slight injured	
		Traffic victims				
•					-	

Remarks & Comments (All relevant information which does not fit into the tables above)					
DOC 255					
data set would also cover the before, during, and after ASE deployment data					
data of this sheet were collected during ASE deployment					
The deployment of ASE resulted in a mean speed reduction of 1,9mph compared					
to the situation "before" at workzone. Dowstream the mean speed reduction is about 5,5mph					

	The entering of parameters is required		
	The entering of parameters is optional (ent	er parameters if any data is available	e)
20100400	D-4- (DD \$4\$4.0000), C4+ -£14/1,		Change and a law and a second

Country:	COLORADO	Date (DD.MM.YYYY): Start of Work	Street name/number:	170	From highway kilometre	
		Date (DD.MM.YYYY): End of Work			to highway kilometre	

Categorization	Work Zone Layout			1		
Donation shout		Type of Road				
Duration short Lenght short		Duration in days Length in km				
Lengit Short		WZ in both directions	No			
		WE III DOUT GITCEGOTS	1.Direction	1		
		Original Number of lanes	4			
Lane reduction yes		Lanes in WZ	2			
			1. Lane	2. Lane	3. Lane	4. Lane
Laura middela		Original lane width in m Lane width in WZ in m				
Lane width Workers Drivers		Lane width in WZ in m				
Diversion - +		Diversion on opposite lane	No	1		
Lane Management		Lane management (4+0,3+1,2+2,etc.) Lay-				
*		bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits 1		of entrances in WZ	0	Number of exits in WZ	1	
			posted speed limit of 55 mph using			
			signs and an arrow board at the			
Measures for WS +		Safety measures and treatments	beginning of the cones. work in one single carriageway			
ivieasures for w3		Measures for Workers Safety	WORK III OHE SHIgle Carriageway			
	Information Devices					
		Speed Limits				
			Regular	Periphery of WZ (upstream)		Periphery of WZ (downstream)
		Speed Limits	120		88	
		Distance to WZ				
W : 11			N-	1		
Variable message signs Pre- information +		Variable message signs Pre-information	No Yes	1		
Actual speed information -		Actual speed information	No No	1		
	Enforcement Devices					
Radar enforcement -		Radar enforcement	No			
Section control +		Section control	Yes			
Police enforcement -		Police enforcement	No	J		
		Danas of annulaine	Minimum penalty	Maximum penalty		
		Range of penalties Fixed graduated penalties	No		I	
		rinco graduated perialities		1		
	Traffic Data					
		Overall				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Rogular	Dorinhany of M/7	In WZ	
		average speed	Regular	Periphery of WZ 89,60	III WZ	
		V85-speed V50- Speed		79,94		
		speed		75,54		
		1. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
				0.11 640		
		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
		Speed				
		эрсса				
		2.Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	I C C C C C C C C C C C C C C C C C C C	. Copilery of VVZ	L	
		Speed V30*				
		3.Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-		ļ,		
		Speed				
		-	Average daily traffic	max/h	max/day	
AST low		Traffic Volume (per direction)				
		Capacity in WZ (per direction)				
		Headway in sec		1		
				1		
Percentage of trucks low		Vehicle class in %	Car			
			Truck			
			PTW			
						1
			Туре	Number	Location	
		Total Accidents during WZ-duration				
			Fatal	Severe injured	Slight injured	
		Traffic victims				

DOC 204
data set would also cover the before, during, and after ASE deployment data
data of this sheet were collected during ASE deployment
The deployment of ASE resulted in a mean speed reduction of 1,9mph compared
to the situation "before" at workzone. Dowstream the mean speed reduction is about 5,5mph

Country:	Czech Republic	Date (DD.MM.YYYY): Start of Work	05.05.2011	Street name/number:	Highway D1	From highway kilometre	145
		Date (DD.MM.YYYY): End of Work	28.06.2011			to highway kilometre	143

Categorization	Work Zone Layout					
-	Work Zone Layout	Type of Road	Highway			
Duration long Lenght middle		Duration in days Length in km	54			
		WZ in both directions	Yes			
		Original Number of lanes	1.Direction 2	2.Direction 2		
Lane reduction yes		Lanes in WZ	1	2		
			1. Lane	2. Lane	3. Lane	4. Lane
Lane width equal		Original lane width in m Lane width in WZ in m	3,75 3,75	3,75 2,75	3.75	
Workers Drivers				2,73	3,73	
Diversion + - Lane Management + -		Diversion on opposite lane Lane management (4+0,3+1,2+2,etc.)	Yes 2+1 and 1+2 - (schwitch 3 and 4 da	ve)		
		Lay-bys, Shoulders, Emergency lane	Yes	Distance between Lay-bys in m		
Entrances/Exits 2		Number of entrances in WZ	concrete barrier between	Number of exits in WZ orange road markings	Viz. schemes	
		Safety measures and treatments	directions bridge reconstruction - half of			
			bridge was close for workers -			
Measures for WS +		Measures for Workers Safety	fence divided			
	Information Devices					
		Speed Limits	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
		Speed Limits	130	80-100	80	130
		Distance to WZ		450	800	250
Variable message signs Pre-		Variable message signs Pre-	No No			
information - Actual speed information -		information Actual speed information	No No			
	Enforcement Devices			-		
Radar enforcement -	Enforcement Devices	Radar enforcement	No			
Section control - Police enforcement -		Section control Police enforcement	No No			
ronce emorcement			Minimum penalty	Maximum penalty		
		Range of penalties Fixed graduated penalties	No 20	400	I	
				•		
	Traffic Data	Overall				
		Cross-section speed	Regular		In WZ	
		V85-speed V50- Speed	132,00 115,00	114,00 97,00		
					In WZ	
		average speed V85-speed V50-	Regular	Periphery of WZ	55,00	
		Speed			53,00	
		1. Lane				
		Cross-section speed V85-speed V50-	Regular 115,00	Periphery of WZ	In WZ	
		Speed	105,00	90,00		
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		2.Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	135,00	75,00	55,00	
		Speed	109,00	55,00	51,00	
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
		3.Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
		Speed				
			Average daily traffic	max/h	max/day	
AST high		Traffic Volume (per direction) Capacity in WZ (per direction)	19.377	1860 1450 (in 1+2) 1650 (2+1)	26800	
		Headway in sec	01. Sep	I		
Percentage of trucks high		Vehicle class in %	Car	77,00		
			Truck PTW	17,00 6,00		
		Total Accidents during WZ-duration	Type Rear end collision		Location Entrance/exit areas in WZ	
		Traffic victims	Fatal 0	Severe injured 0	Slight injured 0	
I		THATTIC VICUITIS	U	U	U	

Remarks & Comments (All relevant information which does not fit into the tables above)					
data only from one direction, 2->1 lanes (3 days in week) after switch 1+2 (4 days in week). Data are from the					
Data was collected for 20 days May 20 and June 10, 2012					
Closer data analysis are sent in document					
Headway - means GAP - this number is in congestion - needed for simulation					
Periphery of work zone is 450 m					

Cou	ntry: Czech Republic	Date (DD.MM.YYYY): Start of Work	09.05.2013	Street name/number:	Highway D1	From highway kilometre	154,00
		Date (DD.MM.YYYY): End of Work	30.04.2014			to highway kilometre	163,00

Categorization	Work Zone Layout	Type of Road	Highway	1		
Duration long		Duration in days	nignway 356	1		
Lenght long		Length in km	9			
		WZ in both directions	1.Direction	2.Direction		
		Original Number of lanes	4	z.onection		
Lane reduction no		Lanes in WZ	4			
			1. Lane	2. Lane	3. Lane	4. Lane
		Original lane width in m	1. Lane 3,75	2. Lane 3,75	3,75	4. Lane 3,75
Lane width smaller		Lane width in WZ in m	3,25	3,75	3,25	3
Workers Drivers		Discoular are as it is	N-			
Diversion - + Lane Management - +		Diversion on opposite lane Lane management (4+0,3+1,2+2,etc.) Lay-	No 2+2			
Laite Wallagement		bys, Shoulders, Emergency lane Number	212	Distance between Lay-bys in m		
Entrances/Exits 0		of entrances in WZ		Number of exits in WZ	0	
		Safety measures and treatments	orange road markings			
Measures for WS +		Measures for Workers Safety	Road widening - workers are out of the road- right side			
		·		•		
	Information Devices	6 11: 5				
		Speed Limits	Regular	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
		Speed Limits	130	100-80	80	100-80
		Distance to WZ				
Madakla assassa siara Dan		Mariable access sizes	V	1		
Variable message signs Pre- + information +		Variable message signs Pre-Information	Yes Yes			
Actual speed information -		actual speed information	No]		
<u> </u>						
Radar enforcement -	Enforcement Devices	Radar enforcement	No	1		
Section control -		Section control	No	1		
Police enforcement -		Police enforcement	No			
		Pange of populai	Minimum penalty	Maximum penalty 400		
		Range of penalties Fixed graduated penalties	No 20	400	1	
		J		•		
	Traffic Data	0 "				
		Overall Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	123,60	115,00	96,30	
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	- repulai	. Copilery or VVZ		
		Speed				
		1. Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	109,40	105,20	89,20	
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	guiai	Copilery or VVZ	472	
		Speed				
		2 1200				
		2. Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	132,00	127,00	101,50	
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-		. S. piloty of the		
		Speed				
		3. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
			Average daily traffic	max/h	max/day	
AST high		Traffic Volume (per direction)	Average daily traffic 20539	1745	27863	
		Capacity in WZ (per direction)				
		Headway in sec		1		
		Headway in sec		J		
Percentage of trucks low		Vehicle class in %	Car	80,90		
			Truck	3,60		
			PTW	13,40	I	
			Туре	Number	Location	
		Total Accidents during WZ-duration				
			Fatal	Savara injurad	Slight injured	
		Traffic victims	ı aıdı	Severe injured	Slight injured	
		1000113				

Remarks
Data are provided from 1.8.2013 - 31.8.2013
The type of Variable message sign is Information LED table - please see attachements. Trailer is 5km in front of
Periphery of Work zone - Data are 2,3 km in front of WZ
The scheme is enclosed
Data are from the direction Prague to Brno
End of workzone is unknown yet. The date written is expected.
Enforcement is only the incar radar. Volkswagen PASSAT - police car equipped

Co	ountry: Czech Republic	Date (DD.MM.YYYY): Start of Work	09.05.2013	Street name/number:	Highway D1	From highway kilometre	104,00
		Date (DD.MM.YYYY): End of Work	30.04.2014			to highway kilometre	112,00

Categorization	Work Zone Layout	Type of Road		1		
Duration long		Duration in days	356			
Lenght long		Length in km				
		WZ in both directions	1.Direction			
		Original Number of lanes	1.Direction 4		ĺ	
Lane reduction no		Lanes in WZ	4			
			1 Jane	2 Jane	2 1200	4 1200
		Original lane width in m	1. Lane 3,75	2. Lane 3,75	3. Lane 3,75	4. Lane 3,75
Lane width smaller		Lane width in WZ in m	3,25	3	3,25	3,73
Workers Drivers						
Diversion + -		Diversion on opposite lane	Yes			
Lane Management		Lane management (4+0,3+1,2+2,etc.) Lay- bys, Shoulders, Emergency lane Number	3+1 Yes	Distance between Lay-bys in m		
Entrances/Exits 0		of entrances in WZ	0	Number of exits in WZ	0	
		Safety measures and treatments	orange road markings			
Manager for MC		Measures for Workers Safety	Works in the middle of the road			
Measures for WS +		Measures for Workers Safety				
	Information Devices					
		Speed Limits				
		Speed Limits	Regular 130	Periphery of WZ (upstream) 100-80	WZ 80	Periphery of WZ (downstream) 100-80
		Distance to WZ	130	3	80	100-00
Variable message signs Pre-		Variable message signs	Yes			
information + Actual speed information -		Pre-Information actual speed information	Yes No			
reconspect information		octoo: speed information		1 		
	Enforcement Devices					
Radar enforcement - Section control -		Radar enforcement Section control	No No			
Police enforcement -		Police enforcement	No			
				Maximum penalty	•	
		Range of penalties	20	400		
		Fixed graduated penalties	No			
	Traffic Data					
		Overall				
		Cross-section speed	Regular	Periphery of WZ	In WZ	ì
		V85-speed V50- Speed	118,10	108,70	98,20	
		speed				
		average speed	Regular	Periphery of WZ	In WZ	•
		V85-speed V50-				
		Speed				
		1. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	109,00	105,30	94,40	
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		2. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	132,10	130,00	96,30	
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		3. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
			Average daily traffic	max/h	max/day	
AST middle		Traffic Volume (per direction)	Average daily traffic 13122	1519	19159	
		Capacity in WZ (per direction)				
				Ī		
		Headway in sec		I		
Percentage of trucks middle		Vehicle class in %	Car	70,50		
			Truck	5,60		
		ĺ	PTW	20,90		
			Туре	Number	Location	
		Total Accidents during WZ-duration				
		•				
		Tff:d-bi	Fatal	Severe injured	Slight injured	
		Traffic victims				

Remarks
Data are provided from 1.8.2013 - 31.8.2013
The type of Variable message sign is Information LED table - please see attachements. Trailer is 5km in front of
Periphery of Work zone - Data are 2,3 km in front of WZ
The scheme is enclosed
Data are from direction - Bmo - Prague (Detectors are missing - because of the using shoulder via Prague to Brno)
End of workzone is unknown yet. The date written is expected.
Enforcement is only the incar radar. Volkswagen PASSAT - police car equipped

Country:	Czech republic	Date (DD.MM.YYYY): Start of Work	09.05.2013	Street name/number:	Highway D1	From highway kilometre	66,00
		Date (DD.MM.YYYY): End of Work	30.04.2014			to highway kilometre	75,00

Categorization	Work Zone Layout	ı				
Categorization	Work Zone Layout	Type of Road	Highway			
Duration long		Duration in days	356			
Lenght long		Length in km	9			
		WZ in both directions	Yes			
		Original Number of lanes	1.Direction	2.Direction	1	
Lane reduction no		Lanes in WZ	4			
					ı	
				2. Lane		4. Lane
		Original lane width in m	3,75	3,75	3,75	3,75
Lane width smaller		Lane width in WZ in m	3,25	3	3,25	3
Workers Drivers Diversion - +		Diversion on opposite lane	No	1		
Lane Management - +		Lane management (4+0,3+1,2+2,etc.) Lay-				
		bys, Shoulders, Emergency lane Number	Yes	Distance between Lay-bys in m		
Entrances/Exits 0		of entrances in WZ		Number of exits in WZ	0	
		Safety measures and treatments	orange road markings			
			Works in the middle of the road			
Measures for WS +		Measures for Workers Safety				
l l	Information Devices					
		Speed Limits				
				Periphery of WZ (upstream)		Periphery of WZ (downstream)
		Speed Limits	130	100-80	80	100-80
		Distance to WZ				
Variable message signs. Pro		Variable message signs	Yes	1		
Variable message signs Pre- + information +		Variable message signs Pre-Information	Yes			
Actual speed information -		actual speed information	No			
				· 		
	Enforcement Devices			1		
Radar enforcement -		Radar enforcement	No			
Section control -		Section control	No			
Police enforcement -		Police enforcement	No Minimum penalty	Maximum nepalty		
		Range of penalties	with influent penalty	Maximum penalty	İ	
1		Fixed graduated penalties			•	
				·		
	Traffic Data					
		Overall		0 : 1 (1)		
		Cross-section speed V85-speed V50-		Periphery of WZ	In WZ	
		V85-speed V50- Speed	122,60	117,20	93,30	
		speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		1. Lane	Romulas	Periphery of WZ	In WZ	
		Cross-section speed V85-speed V50-	Regular 108,60	108,60	88,80	
		Speed	100,00	100,00	00,00	
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		2. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-	129,90	129,90	99,10	
		Speed				
		average speed	Rogular	Dorinhans of W/7	In M/7	
]		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
		3. Lane				
		Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
į l		1	Average daily traffic	max/h	max/day	
				1020	21562	
AST high		Traffic Volume (per direction)	16723	1830		
AST high		Traffic Volume (per direction) Capacity in WZ (per direction)	16723	1030		
AST high		Capacity in WZ (per direction)	16723	1030		
AST high			16723	1030		
		Capacity in WZ (per direction)	16723	81,20		
		Capacity in WZ (per direction) Headway in sec	Car Truck	81,20 4,90		
		Capacity in WZ (per direction) Headway in sec	Car	81,20		
		Capacity in WZ (per direction) Headway in sec	Car Truck PTW	81,20 4,90 11,60		
		Capacity in WZ (per direction) Headway in sec Vehicle class in %	Car Truck PTW	81,20 4,90		
		Capacity in WZ (per direction) Headway in sec	Car Truck PTW	81,20 4,90 11,60		
		Capacity in WZ (per direction) Headway in sec Vehicle class in %	Car Truck PTW	81,20 4,90 11,60		
		Capacity in WZ (per direction) Headway in sec Vehicle class in %	Car Truck PTW	81,20 4,90 11,60		
		Capacity in WZ (per direction) Headway in sec Vehicle class in %	Car Truck PTW	81,20 4,90 11,60		
		Capacity in WZ (per direction) Headway in sec Vehicle class in %	Car Truck PTW	81,20 4,90 11,60		
		Capacity in WZ (per direction) Headway in sec Vehicle class in %	Car Truck PTW	81,20 4,90 11,60 Number	Location	
		Capacity in WZ (per direction) Headway in sec Vehicle class in % Total Accidents during WZ-duration	Car Truck PTW	81,20 4,90 11,60		
		Capacity in WZ (per direction) Headway in sec Vehicle class in %	Car Truck PTW	81,20 4,90 11,60 Number	Location	

Remarks
Data are provided from 1.8.2013 - 31.8.2013
The type of Variable message sign is Information LED table - please see attachements. Trailer is 5km in front of
Periphery of Work zone - Data are 2,3 km in front of WZ
The scheme is enclosed
Data are from direction - Bmo - Prague (Detectors are missing - because of the using shoulder via Prague to Brno)
End of workzone is unknown yet. The date written is expected.
Enforcement is only the incar radar. Volkswagen PASSAT - police car equipped

Count	y: Czech Republic	Date (DD.MM.YYYY): Start of Work	21.09.2013	Street name/number:	Highway D1	From highway kilometre	226,00
		Date (DD.MM.YYYY): End of Work	03.12.2013			to highway kilometre	213,00

Categorization	Work Zone Layout	Type of Road	Highway]		
Duration long Lenght long		Duration in days Length in km	73			
cengii		WZ in both directions	Yes			
		Original Number of lanes	1.Direction	2.Direction 2	1	
Lane reduction yes		Lanes in WZ	1	2		
			1. Lane	2. Lane	3. Lane	4. Lane
I am a consistant cons		Original lane width in m	3,75	3,75		
Lane width wider Workers Drivers		Lane width in WZ in m	3,73			
Diversion + - Lane Management + +		Diversion on opposite lane Lane management (4+0,3+1,2+2,etc.)	Yes 1+2			
		Lay-bys, Shoulders, Emergency lane	Yes	Distance between Lay-bys in m		
Entrances/Exits 1		Number of entrances in WZ	Lane closure markers	Number of exits in WZ orange road markings	Viz. schemes	Portable active traffic
		Safety measures and treatments	Workers were working on the			management systém
Measures for WS +		Measures for Workers Safety	closed direction of the Highway			
	Information Devices					
	information bevices	Speed Limits				
		Speed Limits	Regular 130	Periphery of WZ (upstream) 100-80-60	WZ 80	Periphery of WZ (downstream)
		Distance to WZ				
Variable message signs Pre-		Variable message signs Pre-	No	1		
information +		Information	Yes			
Actual speed information -		actual speed information	No	<u> </u>		
Radar enforcement -	Enforcement Devices	Radar enforcement	No	1		
Section control -		Section control	No]		
Police enforcement +		Police enforcement	Yes Minimum penalty	Maximum penalty		
		Range of penalties	20]	
		Fixed graduated penalties	No			
	Traffic Data	Overall				
		Cross-section speed	Regular	Periphery of WZ	In WZ	Į.
		V85-speed V50- Speed	118,00 120,00	108,00 111,00	80,50	
			•		In WZ	
		average speed V85-speed V50-	Regular	Periphery of WZ	III WZ	
		Speed				
		1. Lane				
		Cross-section speed V85-speed V50-	Regular 105,00	Periphery of WZ 98,00	In WZ	1
		Speed				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed				
		2. Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50- Speed	129,00	105,00		
					l	
		average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
		Speed				
		3. Lane				
		Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	1
		Speed V30				
		average speed	Regular	Periphery of WZ	In WZ	
		V85-speed V50-				
		Speed				
AST high		Traffic Volume (per direction)	Average daily traffic 16265	max/h 1550	max/day 19236	1
		Capacity in WZ (per direction)	1400		23230	1
		Headway in sec	01. Sep]		
Percentage of trucks middle		Vehicle class in %	Car	73,00	1	
induite induite		VEHICLE CIGSS III 70	Truck	12,00		
			PTW	5,00	J	
			Туре	Number	Location	
		Total Accidents during WZ-duration	Rear end collision, Speed, disregarding the vehicle control	20	In WZ	
			Rear end collision		Periphery of WZ]
			Disregarding the vehicle control	2	Entrance/exit areas in WZ	
						-
						1
			Fatal	Severe injured	Slight injured	
		Traffic victims			5	
	1					
		Remarks			1	

Remarks			

ı	Country: Czech Republic	Date (DD.MM.YYYY): Start of Work	21.09.2013	Street name/number:	Highway D1	From highway kilometre	213,00
		Date (DD.MM.YYYY): End of Work	03.12.2013			to highway kilometre	226.00

Duration long Lenght long Lenght long Lenght long Lenght long Lenght long Lenght long Lengthin km Lengthin km Lengthin km Lengthin km M2 in both directions LiDirection 2. Direction 2. Direction 2. Direction 2. Lane 2. Lane 3. Lane 4. Lane Original Number of lanes Lane width in m Lane width in m Lane width in Will m 3,75 3,75 3,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 2,75 3,75 Lane width in W2 in m 3,75 2,75 3,75 2	tegorization	Work Zone Layout	1				
Auto-		Work Zone Layout	Type of Road]		
Marchenication Marchael Mar					1		
Page Page	B						
Marcheston Mar			Original Number of lanes	1.Direction	2.Direction	1	
Compared 1	ereduction yes			2	1		
Compared 1				1 Jane	2 Jane	2 Iana	4 Lane
Worker			Original lane width in m			5. Latte	4. Latte
Davids Ananquement Davids			Lane width in WZ in m	3,75	2,75	3,75	
Main Management			Diversion on opposite lane	Yes	1		
### And Associated Services (Associated Services) Associated Services (Associated Services) Associated Services (Associated Services) Associated Services (Associated Services) Associated Services (Associated Services) Associated	e constant	Lane management (4+0,3+1,2+2,etc.) Lay-				ı	
Microscopio (NO	rances/Exits 0			Yes 0	Number of exits in WZ	0	
Management Man				Lane closure markers		Viz. schemes	Portable active traffic
Mailarine Scripts Información Declare			Safety measures and treatments	Workers were working on the			management systém
Information Devices Secret (minits Secret (minits Secret (minits Secret (minits Secret (minits Secret (minits Minited (minited							
Secretarian Prophery of W2 propher	asures for WS +		Measures for Workers Safety				
Special Content of Marian		Information Devices					
Secretarion W.			Speed Limits		0 : 1 (1477/)	u.a	0 : 1 (147/1)
Distance to Vote Distance to			Speed Limits				Periphery of WZ (downstream) 130
Actual speed information Actual speed information Do							250
Actual speed information Actual speed information Do	riable message signs Pro. +		Variable message signs	Yes	1		
Actual special information Actual special information December	ormation +		Pre-information	Yes	j		
State enforcement State enforcement State enforcement State enforcement State enforcement State enforcement State control State enforcement State en	ual speed information -		Actual speed information	No	J		
State enforcement State enforcement State enforcement State enforcement State enforcement State enforcement State control State enforcement State en		Enforcement Devices					
Folice enforcement Fig. 1 Folice enforcement Fig. 1 Formula enforcement Fig. 1 Formula enforcement Fig. 1 Formula enforcement				No]		
No.							
Paragraph	cc conditionent			Minimum penalty	Maximumpenalty		
Traffic Data				20	400		
Consideration speed Regular Periphery of WZ In WZ			Fixed graduated penalties	NO	J		
Cross-section speed Regular Periphery of VVZ In VVZ		TrafficData		1			
V85-speed V50- 120.00 116.00 56.00				Regular	Periphery of W7	In W7	
Speed 123.00 138.00			V85-speed V50-	120,00	116,00		
Visit Speed VSD Speed VSD							L
Visit Speed VSD Speed VSD			average speed	Regular	Periphery of WZ	In WZ	
1. Lane Gross-section speed Regular Perriphery of W.Z in W.Z V.S. Speed V.S. Spe			V85-speed V50-				
Cross-section speed Speed			Speed				
V85-speed Speed							
Speed			Cross-section speed			In WZ	1
Average speed Regular Periphery of WZ In WZ				110,00	108,00		
V85-speed V50- Speed Seed				0 1	0 11 /		
Speed Perphery of WZ In WZ				kegular	Periphery of WZ	in WZ	
Version Vers							
Version Vers			2 Lane				
V85 speed V50- Speed V50-			Cross-section speed			In WZ	
Average speed Regular Periphery of WZ In WZ			V85-speed V50-				
V85-speed Soed		Speed				l	
Speed				Regular	Periphery of WZ	In WZ	
State Stat							
Cross-section speed Regular Periphery of WZ In WZ							
V85-speed Speed				Pegular	Peripheny of W7	In W/7	
Speed Regular				negulai	r empliery of WZ	III VVZ	
V85-speed V50-							
V85-speed V50-			average speed	Regular	Periphery of WZ	In WZ	
Average daily traffic max/h max/day			V85-speed V50-				
AST high Traffic Volume (per direction) 27,072 4188 34253 Capacity in WZ (per direction) 2900 Headway in sec 01. Aug Vehicle class in % Car 72,00 Truck 16,00 PTW 7,00 Type Number Location Rear end collision, Speed, disregarding the vehicle control 20 in WZ Rear end collision 3 Periphery of WZ			Speed				
AST high Traffic Volume (per direction) 27,072 4188 34253 Capacity in WZ (per direction) 2900 Headway in sec 01. Aug Vehicle class in % Car 72,00 Truck 16,00 PTW 7,00 Type Number Location Rear end collision, Speed, disregarding the vehicle control 20 in WZ Rear end collision 3 Periphery of WZ				Average daily traffic		max/day	
Headway in sec	high			27.072	4188	34253	
Vehicle class in %			capacity in WZ (per direction)		2900		l
Truck			Headway in sec	01. Aug]		
Truck	centage of trucks high		Vehicle class in %	Car	72 00	1	
Type Number Location Rear end collision, Speed, disregarding the webicle control 20 in WZ Rear end collision 3 Periphery of WZ				Truck	16,00		
Rear end collision, Speed, disregarding the vehicle control 20 in WZ			ĺ	PTW	7,00	l	
Rear end collision, Speed, disregarding the vehicle control Rear end collision Rear end collision Rear end collision Rear end collision Rear end collision Rear end collision				Туре	Number	Location	İ
Total Accidents during WZ-duration disregarding the vehicle control 20 in WZ Rearend collision 3 Periphery of WZ							
Rear end collision 3 Periphery of WZ			Total Accidents during W7-duration	kear end collision, Speed, disregarding the vehicle control	20	In W7	
			- occaracione de la company variation				
Disregarding the vehicle control 2 Entrance/exit areas in WZ							
				Disregarding the vehicle control	2	Entrance/exit areas in WZ	
Fatal Severe injured Slight injured				Fatal	Severe injured	Slight injured	
Traffic victims 0 0 5			Traffic victims	0		5	
			1				

Remarks & Comments (All relevant information which does not fit into the tables above)							
data only from one direction, 2->1 lanes							
Periphery of work zone is 600 m							

Country:	Sweden	Date (DD.MM.YYYY): Start of Work	Street name/number:	Simulator study	From highway kilometre	1,00
		Date (DD.MM.YYYY): End of Work			to highway kilometre	3,00

Categorization			Work Zone Layout					
				Type of Road	Other Type			
	short middle			Duration in days	0			
Lenght	midale			Length in km WZ in both directions	No No			
				WE III DOLLI GII CEGOIS	1.Direction			
		_		Original Number of lanes	1	1		
Lane reduction	no			Lanes in WZ	1	1		
				Original lane width in m	1. Lane 3,5	2. Lane 3.5	3. Lane	4. Lane
Lane width	smaller			Unginal lane width in m Lane width in WZ in m	2,8	2,8		
		Drivers		Edite Width III WE III III				
		-		Diversion on opposite lane	Yes			
Lane Management -		-		Lane management (4+0,3+1,2+2,etc.) Lay-	1+1			
				bys, Shoulders, Emergency lane Number		Distance between Lay-bys in m		
Entrances/Exits				of entrances in WZ	4 different separation between	Number of exits in WZ		
				Safety measures and treatments	narrow lanes			
Measures for WS				Measures for Workers Safety				
			Information Devices					
				Speed Limits		0:1 (107/ .)	1107	
				Speed Limits	Regular 90	Periphery of WZ (upstream)	WZ	Periphery of WZ (downstream)
				Distance to WZ	50			
Variable message signs Pre-				Variable message signs	No			
	+			Pre-Information	Yes			
Actual speed information	-			actual speed information	No			
			Enforcement Devices					
Radar enforcement			Emorcement Devices	Radar enforcement	No			
Section control				Section control	No			
Police enforcement				Police enforcement	No			
					Minimum penalty	Maximum penalty		
				Range of penalties	Ne			
				Fixed graduated penalties	No	l		
			Traffic Data					
			Traine Bata	Overall				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	Regulai	relipliely of WZ	III WZ	
				Speed				
							•	
				1. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed		90,00	57,00	
				2. Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	Negulai	reliphely of W2	111 442	
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				3. Lane				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-				
				Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-	I C C C C C C C C C C C C C C C C C C C	Compositing Of VVZ		
				Speed				
					Average daily traffic	max/h	max/day	
AST I	low			Traffic Volume (per direction)				
				Capacity in WZ (per direction)				
				Headway in sec				
Percentage of trucks	low			Vehicle class in %	Car			
					Truck			
					PTW		İ	
					Туре	Number	Location	
				Total Accidents during WZ-duration	.100	- rambel	LOCATION	
					Fatal	Severe injured	Slight injured	
				Traffic victims				

Remarks
Simulator study with some uncoming traffic. 4 different types of delineation between narrow lanes.
Beacons 2. Line 3. Studs 4. No marking. Mean speed and std:
1. 52 km/h std 4,44
2. 59 km/h std 5,29
3. 59km/h std 5,28
4. 57 km/h std 6,25

	entering of parameters is required
	entering of parameters is optional (enter parameters if any data is available)

Country:	Sweden	Date (DD.MM.YYYY): Start of Work	04.07.2001	Street name/number:	Road 80 Forsbacka	From highway kilometre	
		Date (DD.MM.YYYY): End of Work	10.07.2001			to highway kilometre	

Categorization			Work Zone Layout					
Duration	short			Type of Road Duration in days	Highway			
Duration Lenght	short			Length in km	0.1			
•				WZ in both directions	Yes			
					1.Direction	2.Direction	Ī	
Lane reduction	yes			Original Number of lanes Lanes in WZ	2	2		
Edite reduction	103				_	-		
					1. Lane	2. Lane	3. Lane	4. Lane
I am a contrada	wider			Original lane width in m Lane width in WZ in m				
Lane width		Drivers		Lane Width III WZ III III				
Diversion		-		Diversion on opposite lane	Yes			
Lane Management		-		Lane management (4+0,3+1,2+2,etc.) Lay-	1+1	Ni. I. I. I.		
Entrances/Exits				bys, Shoulders, Emergency lane Number of entrances in WZ		Distance between Lay-bys in m Number of exits in WZ		
Entrances, Exits				Safety measures and treatments	monitoring camera			
Measures for WS				Measures for Workers Safety				
			Information Devices					
			illiorillation Devices	Speed Limits				
								Periphery of WZ (downstream)
				Speed Limits	110	50	50	
				Distance to WZ				
Variable message signs Pre-				Variable message signs Pre-	No			
information	+			Information	Yes			
Actual speed information	•			actual speed information	No			
			Enforcement Devices					
Radar enforcement	-			Radar enforcement	No No			
Section control Police enforcement				Section control Police enforcement	No No			
. once emorcement						Maximum penalty		
				Range of penalties				
				Fixed graduated penalties	No			
			Traffic Data					
				Overall				
				Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				Specu				
					Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed			44,00 37,00	
				Speed			37,00	
				1. Lane				
					Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				average speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				2. Lane				
				Cross-section speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				Speed				
					-	0 11 600		
				average speed V85-speed V50-	Regular	Periphery of WZ	In WZ	
				V85-speed V50- Speed				
				3. Lane Cross-section speed	Regular	Periphery of WZ	In WZ	
				V85-speed V50-		. spc., or the		
				Speed				
				average speed	Dogular	Darinhans of W7	In WZ	
				V85-speed V50-	Regular	Periphery of WZ	III VVZ	
				Speed				
					Assessed all the traffic	A-	/	
AST	middle			Traffic Volume (per direction)	Average daily traffic 5000	max/h	max/day	
		-		Capacity in WZ (per direction)	5000			
						<u> </u>		
				Headway in sec				
Percentage of trucks	low			Vehicle class in %	Car			
					Truck			
					PTW			
					Туре	Number	Location	
				Total Accidents during WZ-duration				
					Fatal	Severe injured	Slight injured	
				Traffic victims	, actor	ocrete injured	Signe injured	

Remarks
Before camera and sign concerning the camera the average speed in WZ was 42 km/h with V85-speed
49 km/h. With the camera equipment the average speed was 37 km/h with V85-speed 44 km/h