

# REVERSIBLE LANE CONTROL

CHANGING THE DIRECTION OF THE MIDDLE TRAFFIC LANE



## More capacity where space is limited

Changing the direction of the middle lane increases capacity in the direction with the higher traffic demand, where there is no room to widen the road by adding two or more lanes.



Load redistribution



Adapting to traffic demand



Reversible middle lane



Vehicle detection



Central control and monitoring

## Changing the direction of the reversible lane



### RED CROSSED LINES

No passage for vehicles facing the sign.

### GREEN DOWNWARD ARROW

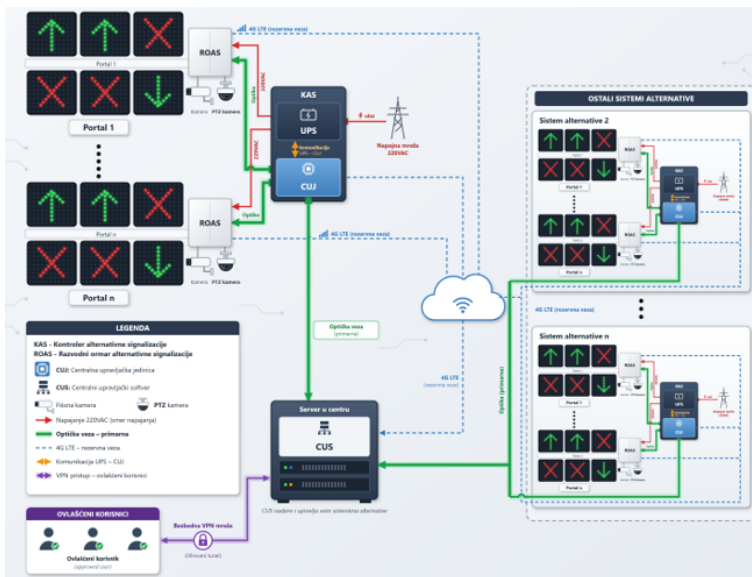
Passage allowed for vehicles facing the sign.

### FLASHING YELLOW ARROW

A diagonal downward arrow means the lane must be left in the direction shown.

Serbian Rulebook on Traffic Signalling, Article 75, paragraphs 3-5.

## SYSTEM, BENEFITS AND INSTALLATIONS



## Control and monitoring

Signal displays, vehicle detection and a central control unit, connected to monitoring software.

## PRIMARY COMMUNICATION

Fibre-optic link

## BACKUP COMMUNICATION

4G LTE

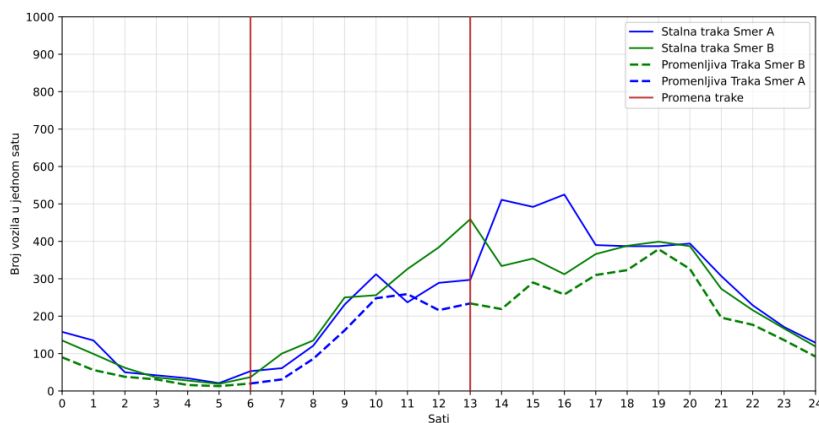
## PRIMARY POWER SUPPLY

220 V AC mains

## BACKUP POWER SUPPLY

UPS

## Benefit of introducing reversible lane control



24-hour count at the central portal of the section.

Teodora Drajzera

~25% Direction A

~21% Direction B

Share of the middle lane in the total daily flow of each direction.

## SYSTEMS INSTALLED IN BELGRADE

- |                                                      |                                      |
|------------------------------------------------------|--------------------------------------|
| ✓ Teodora Drajzera Street – 11 portals               | ✓ Bulevar vojvode Mišića – 4 portals |
| ✓ Bulevar kneza Aleksandra Karađorđevića – 7 portals | ✓ Tošin bunar – 5 portals            |

TOTAL INSTALLED: 162 SIGNAL DISPLAYS

## Tošin bunar: before and after the system



Before the system



After the system

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