

Title (en)

METHOD OF DETECTING TRAFFIC AND TRAFFIC SITUATIONS ON ROADS, PREFERABLY MOTORWAYS

Title (de)

VERFAHREN ZUR VERKEHRSERFASSUNG UND VERKEHRSSITUATIONSERKENNUNG AUF AUTOSTRASSEN, VORZUGSWEISE AUTOBAHNEN

Title (fr)

PROCEDE DE DETECTION DU TRAFIC ET DE SITUATIONS DE TRAFIC SUR DES AXES ROUTIERS, DE PREFERENCE SUR DES AUTOROUTES

Publication

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Application

EP 95910428 A 19950301

Priority

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Abstract (en)

[origin: US5696502A] PCT No. PCT/DE95/00265 Sec. 371 Date Sep. 12, 1996 Sec. 102(e) Date Sep. 12, 1996 PCT Filed Mar. 1, 1995 PCT Pub. No. WO95/25321 PCT Pub. Date Sep. 21, 1995A method of sensing traffic and detecting traffic situations on roads (AS), preferably freeways. With measuring points (measuring cross sections MQ1, MQ2, . . .) set up for the purpose for vehicle detection using traffic sensors (VS) and with a traffic data processing arrangement (VDVE) for traffic control, at regular intervals traffic data (VD), such as vehicle speed (v), traffic intensity (Q) and traffic density (K), are determined and traffic parameters determined therefrom are formed in a traffic data processing system (VDA). Two adjacent measuring points. (MQi, MQ(i+1)) form a measuring section (MA) of a given length (l). The following traffic parameters are formed from the traffic data (VD) of two such measuring points: a) the speed density difference (vk-D), which is calculated from the local traffic data of average speed (v) and traffic density (K); b) a trend factor (FT), which is formed continually from the ratio between the traffic intensities (Qi/Q(i+1)) of the first and second measuring points (MQi, MQ(i+1)), but determined during a given period (t) in the minute range; c) the traffic intensity trend (QTi, QT(i+1)) of the respective measuring point (MQi, MQ(i+1)), the trend being derived on the basis of the function of the traffic intensity (Q) over the time (curve Q (t)) from the increase of the tangent to the curve. The probability of a critical traffic situation (WG) is derived therefrom in a fuzzy logic (FUB).

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