

E263 TALLINN-TARTU-VÕRU-LUHAMAA AND E77 RIGA-PSKOV ESTONIAN-LATVIAN CROSS-BORDER TRAFFIC MANAGEMENT PLAN



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INTRODUCTION

The project "SMART E263/E77" will implement smart dynamic traffic management solutions in close cooperation between Estonian and Latvian national road operators by sharing knowledge and developing new joint approaches. The cooperation with the national traffic management centres will enable pro-active cross-border traffic management. Traffic Management Plan (TMP) covering in total of 281 km of E263 road in Estonia and E77 road in Estonia and Latvia was developed under the project.

TMP for "SMART E263/E77" project is based on the EasyWay deployment guideline "Traffic Management Services. TRAFFIC MANAGEMENT PLAN FOR CORRIDORS AND NETWORKS." The vision of the European Core Service "Traffic Management Plan for Corridors and Networks" is the effective delivery of traffic control, route guidance and information measures to the road user in a consistent manner, thus increasing the performance of transport infrastructure by adding the potential of cross-border, network or multi-stakeholder co-operation, when needed.¹

Traffic management services have been provided by national road authorities in Estonia since 1997 and in Latvia since 2004, but harmonized cooperation on the border has only recently been planned. This is second time when national road operators agree on certain activities and coordinate these activities through a common TMP. First TMP was introduced on 2019 in the scope of SMART E67 project for Via Baltica cross-border road section.

The work was completed in cooperation with:

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¹ EasyWay deployment guideline "Traffic Management Services. TRAFFIC MANAGEMENT PLAN FOR CORRIDORS AND NETWORKS."

1. SCOPE OF IMPLEMENTATION THE TRAFFIC MANAGEMENT PLAN

This Traffic Management Plan (TMP) has been prepared within the framework of EU Central Baltic Program Project "Smart Corridor Tallinn-Tartu-Luhamaa-Riga E263/E77". The corridor goes along the E263 Tallinn–Tartu–Võru–Luhamaa road in Estonia and continues on E77 Riga–Pskov road in Estonia and Latvia. These roads are also part of European transport network TEN-T that connects Estonia and Latvia with the Pskov region of the Russian Federation. Their importance is in the connection they provide between regions, large ports, logistics centres and capitals.

One part of the Smart Corridor Project was to develop TMP for cross-border traffic management. If the traffic along the border is disrupted, the impact can often be felt across the border as well. Therefore, it is important that countries cooperate in the cross-border area, that the action scenarios are similar in the case of disturbance events, and the situations can be resolved in a coordinated manner, smoothly and quickly.

In SMART E263/E77 Cross Border Traffic Management Plan Workshop (25.05.2022) representatives of Estonian Traffic Management Centre and Latvian Traffic Information Centre discussed what could be the reasonable scope of implementation the TMP and approved the consultant's proposal to address the following road sections:

In Estonia:

- E263 (2) Tallinn–Tartu–Võru–Luhamaa road section between Tartu (E263 and E264 intersection) and Luhamaa (E263 and E77 intersection), km 181.6 – 284.6
- E77 (7) Riga-Pskov road section between Murati (Estonian-Latvian border) and Luhamaa (E263 and E77 intersection), km 195.6 – 215.2

In Latvia:

- E77 (A2) Riga-Pskov road section between Inčukalns (E77 and E264 intersection) and Murati (Latvian-Estonian border), km 37.3 – 195.6

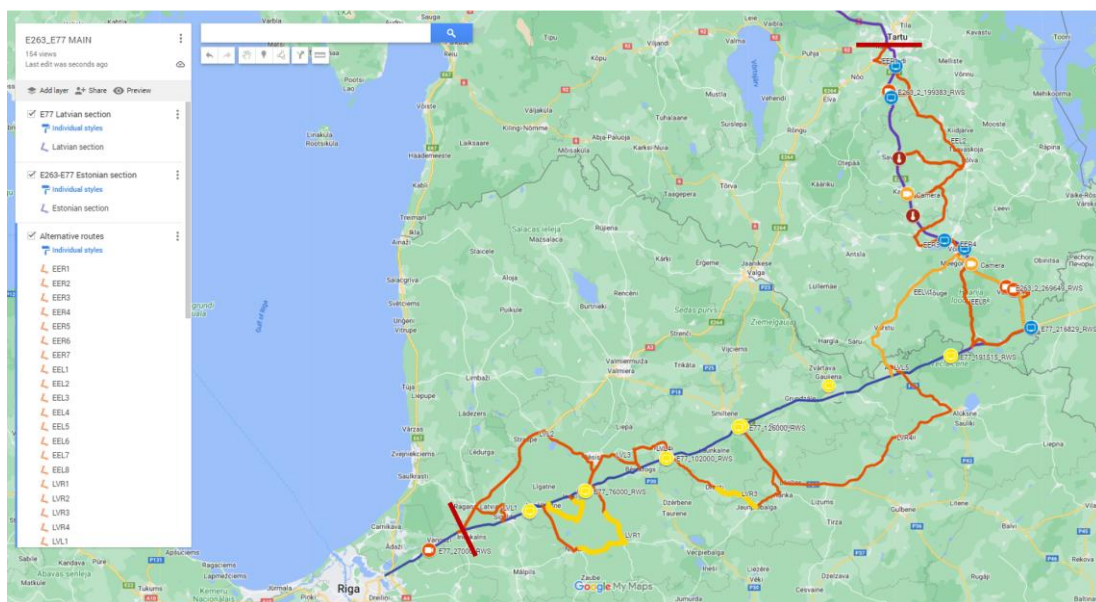


Figure 1 E263/E77 Estonian-Latvian cross-border TMP section with bypasses

The main reasons for selecting those road section was as follows:

- Homogeneous road sections between major traffic nodes
- Similar nature of traffic and increased share of transit traffic
- Outside of major cities
- Includes several options for shorter detours along the country's secondary roads

The total length of the main roads covered by the TMP is 280.9 km, including two roads (E263, E77) and in total 122.6 km in Estonia and one road (E77) with 158.3 km long road section in Latvia. Those are mainly two-lane roads without separated directions and considerable risk of head-on collisions which can lead to major traffic disruptions. The maximum allowed speed limit in rural sections is 90 km/h.

It should also be taken into account that TMP covered road sections do not play so important role in serving the traffic between Estonia and Latvia, but instead are an important connecting road in serving freight transit traffic coming from and going to Russian Federation. For the traffic between Tartu and Riga there is one relatively good alternative, the road E264 Jõhvi – Tartu – Valga – Valka – Valmiera – Inčukalns which shortens the distance between the endpoints Tartu and Inčukalns about 27% (204 km/ 280.9 km). At the same time, this road section is not suitable in full length to be alternative route for transit traffic to or from Russian Federation and nearest smaller alternatives must be used in case of main road closures.

Considering the nature of cross-border traffic, a large part of which is transit to Russia, in TMP was also addressed the E77 road section from the intersection with road E263 up to the Russian border (km 215.2 – 216.9).

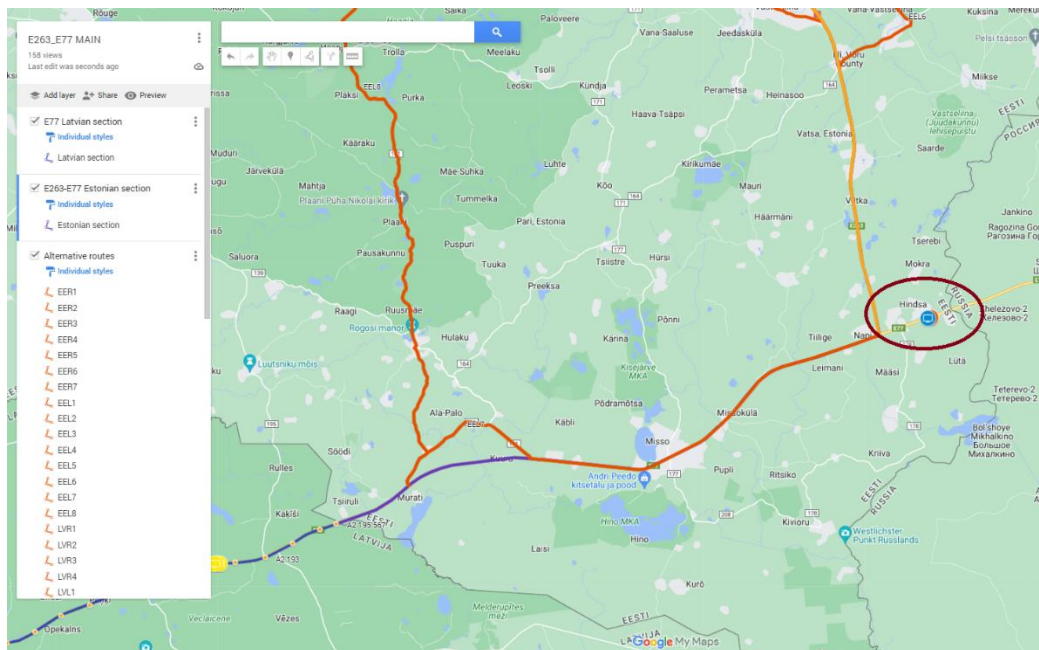


Figure 2 E77 section outside of TMP section, ending up with border of Russia

2. TRAFFIC CHARACTERISTICS AND RISK FACTORS FOR TRAFFIC OBSTRUCTIONS

Traffic volumes are the highest in both ends of the TMP whole section. Respectively in Estonia representing 18 630 vehicles per day, largely characterizes the suburban traffic of the city of Tartu and in Latvia 14 182 vehicles per day, largely includes also local traffic between Riga and North-East of the country.

Heavy good vehicles (HGV) traffic rates at the far ends of the country's border are not significant, but it is still relatively larger in Latvia than in Estonia, respectively 13% in Latvia and 7% in Estonia. The share of heavy traffic increases significantly at the national borders and its covering approximately 40% of the whole cross-border traffic. The total traffic volumes on E77 cross-border section is about 600 vehicles per day but it can also be significantly reduced recently due to economic sanctions. More details about traffic in the TMP covered road sections are in Annex 1.

Despite there is no official accounting of the vehicle directions crossing the border with Russian Federation, rough estimation of one Estonian custom representative was that 90% of the traffic from Russia goes to Riga direction and 10% turns in Luhamaa to Tartu direction. There is another border crossing in South-East of Estonia in Koidula where most of the border crossings from southern Estonia to Russia are made.

Recently, there have been no reports of major traffic accidents in Latvia and there is no so called “black spots” on last 100 km section of E77 before Latvian and Estonian Border. One reason could also be in “relatively safe” driving speed and due to the pavement quality of the road as there has been no remarkable road reconstructions after 2+2 motorway section construction in km 12-38 of E77 been carried out long time.

Quick insight to Latvian Traffic management Centre last couple of years public announcements however gave some examples of serious traffic disturbances on E77 where also rerouting was requested or suggested.

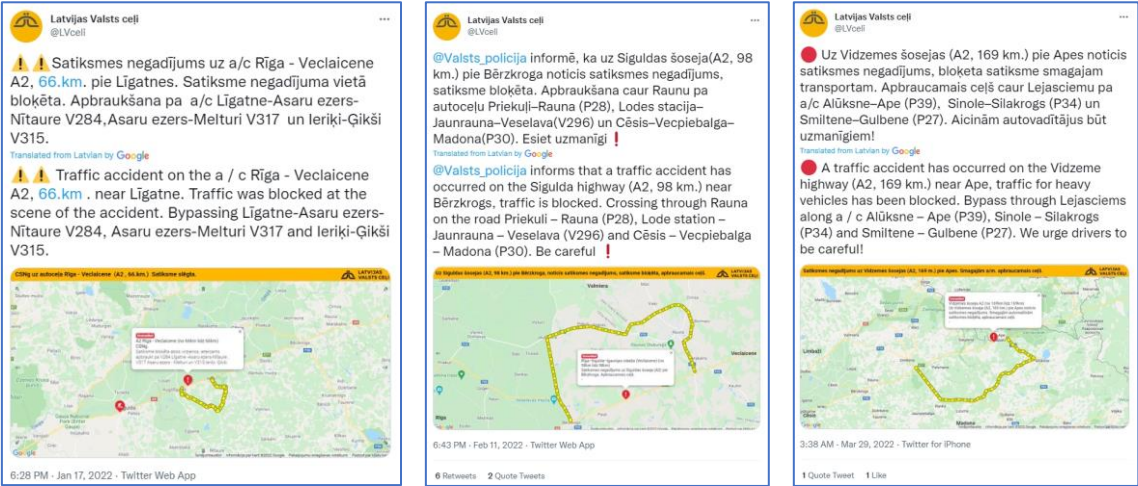


Figure 3 E77 accidents examples where traffic was being diverted

A traffic accident on a two-lane and two-directional road can easily lead to the closure of both directions and the need for traffic redirection.

Estonian part of E263 and E77 roads have been renovated over the past few decades and traffic calming on sections passing through settlements has been a topic.



Figure 4 Safety island on E263 near Saverna



Figure 5 Safety island and chicane on E77 near Misso

Paradoxically, the traffic calming measure has turned out to be a new concentration point for traffic accidents near the Misso settlement on road E77 km 207.7. Three more serious one-vehicle accidents have happened there in the last three years, which fortunately only resulted in material damage. Road section starting from Russian Federation border has good quality pavement and physical traffic calming measures was necessary to use before the Misso due to overspeeding problem. Some trucks have not been managed with the other jerk of the chicane and have ended up in a ditch. The most serious accident happened with heavy-duty liquefied natural gas (LNG) truck on 27.01.2022 where, in addition to closing the road, the residents of Misso village were evacuated for the rescue operation.



Figure 6 Chicane accident on E77 near Misso, 03.02.2020



Figure 7 Chicane accident with LNG truck on E77 near Misso, 27.01.2022

Despite some examples, the risk of a traffic accident in cross-border area is still relatively low, primarily due to the low traffic density (600 veh/day). As share of HGV traffic is high, accidents with heavy traffic are more likely than with small vehicles. Low traffic volumes can also lead to a situation where winter maintenance measures take more time and are not as effective as on roads with higher traffic. Heavy traffic accidents on the other hands can again lead to more serious consequences and greater disruptions to normal traffic, and readiness to quickly reorganize traffic, if necessary, must be created.

According to the risk analysis, critical events that may cause a traffic disruption on this cross-border road section are:

- Serious traffic accidents with HGV (fatigue, technical condition of the vehicle) which cause a total road closure.
- Traffic accidents which cause a partial road closure.
- Difficult weather causes poor road conditions, risk of traffic accidents is increased.
- Severe or extreme weather conditions are forecasted or have arrived (can have wider impact).

3. EXISTING TRAFFIC MANAGEMENT STRUCTURES

3.1. Traffic Management Centre in Estonia

Estonian Transport Administration (TRAM) is a government agency operating within the administrative area of the Ministry of Economic Affairs and Communications. On the basis of and to the extent prescribed by statute of the administration, the TRAM main tasks are:

- 1) Creating conditions for safe and economical transport and planning the mobility of people and means of transport.
- 2) Creation of conditions to ensure safe and sustainable aviation activities for those traveling in Estonian airspace.
- 3) Organizing traffic education.
- 4) Organization of traffic and public transport.
- 5) Management on different data sets.
- 6) Participation in the development of policies related to the field of activities, preparation and implementation of international projects.

Traffic Management Centre (TMC) was established on November 1, 2017 and the aim is to improve safety and reduce time spent in traffic by ensuring that road users receive operative and preventive information. Since then, road information service (incl. free call service 1247) is outsourced from the Help and Information Centre of the Emergency Response Centre (HICERC).

The Traffic Management Centre handles the following tasks:

- collection of information regarding traffic restrictions and its publication in the portal TarkTee, as well as forwarding information regarding important limits to the media;
- collection of information on winter road conditions from maintenance providers and forwarding it to the media;
- disseminate to the Emergency Response Centre and to the media information about the beginning and the end of Heavy (Winter) Weather Conditions;
- management and monitoring of variable-message road signs, traffic cameras, crossing gates and other traffic management equipment;
- issue of permits for special carriages and maximum weight;
- mediation of information regarding opening and closure of ice roads.

TMC does not operate in 24/7 mode so far. Operating hours are 7:00 am to 20:00 pm in summer and 6:00 am to 20:00 pm in winter. There is existing crisis telephone for non-working hours but main obligations related to information exchange outside of working hours use to be covered by HICERC.

3.2. Traffic Information Centre in Latvia

Since October 26, 2004, Latvian State Roads has been a state joint stock company that operates according to company statutes and the agreement "On Road Sector Management" signed with its main client, the Ministry of Transport of the Republic of Latvia. The main tasks of Latvian State Roads (LSR) are implementing the counting, registration, management and protection of state roads; preparing the

strategy for state road network preservation and development; administration of state road financing; organizing public procurement in the road sector; organization and control of the road network design; construction, repairs and maintenance; preparation of legal acts of the branch and monitoring their implementation; co-ordination of traffic safety organisation on roads; and supervising the construction, maintenance and protection of parish, company and household roads.

The Traffic Information Centre (TIC) was established in 2005 to support road users by informing society about driving conditions, traffic restrictions or disturbances in the state road network and to coordinate the work of road authorities.

The Traffic Information Centre performs the following tasks in 24/7 mode:

- monitors traffic condition by using road-monitoring systems;
- operates a free-of-charge hotline at +371 80005555;
- summarizes traffic information and provides this information on the LSR home page;
- manages its social media services on Facebook and Twitter;
- coordinates co-operation of emergency services for operative elimination of traffic disturbances;
- processes statistical data for LSR needs.

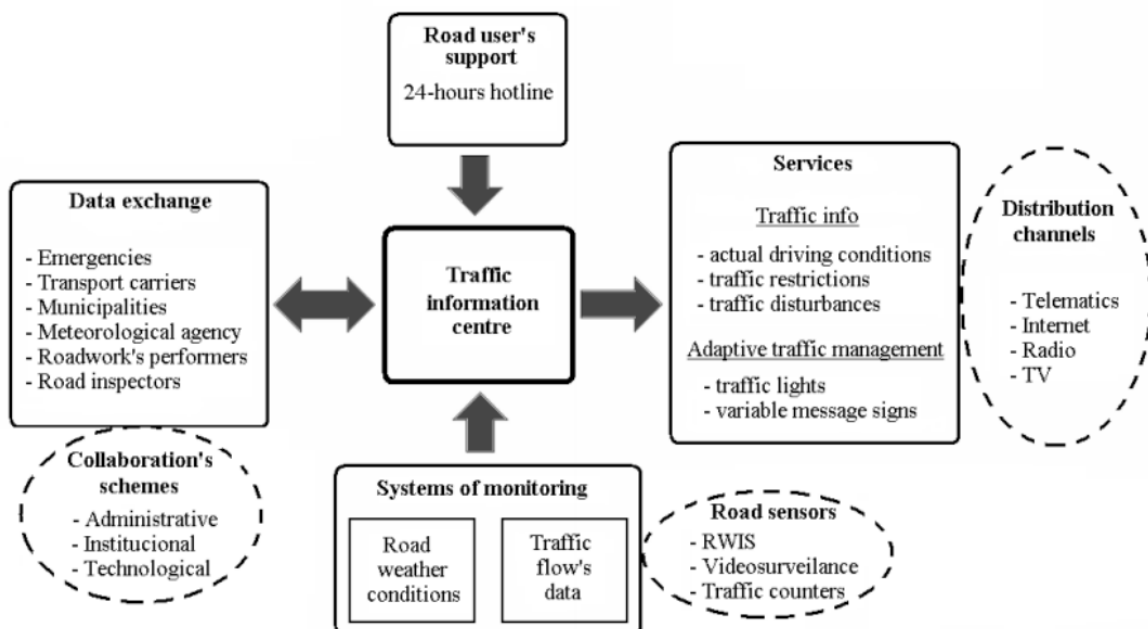


Figure 8 Functional architecture of ITS in Latvia (B. Jelisejevs 2010)

More detailed descriptions about the responsibilities of the structures in daily operations and in crisis situations is provided in the analysis "E67 Via Baltica Estonian-Latvian cross-border Traffic Management Plan" (<https://transpordiamet.ee/media/3078/download>).

3.3. Improvement proposals for existing organizations

Both traffic management structures functioning well in general. Management and communication procedures are well described to satisfy their needs. The major difference lies in share of responsibilities. In Latvia all necessary activities are concentrated into one organization structure, unlike in Estonia, where a large part of traffic information management is done through the Help and Information Centre of the Emergency Response Centre. In one hand there is more resources and greater ability to manage crisis situations and crisis communication. In the other hand the information might be more fragmented and the overview of the situation at any given time may not always be the best within the transport administration.

As the intention is to improve cooperation in traffic management, information exchange and dissemination in the border area, parties have agreed that all actions in this area use to be based on the same principles and information. A good example can be taken from previous cooperation around E67 Via Baltica cross-border road section, where the principles of activities and information exchange were agreed upon.

In SMART E263/E77 Cross Border Traffic Management Plan Workshop (25.05.2022) representatives of Estonian Traffic Management Centre and Latvian Traffic Information Centre discussed about the experience gained from the implementation of the previous plan and tried to extend it to the current project area.

It was discussed again:

- which information is available and should be used to determine the event situation;
- what activation and deactivation criteria should be used for taking action;
- what channels can be used for information dissemination.

There are two main types of data which characterize road performance: traffic and weather. Traffic can be measured at traffic monitoring points, but more precise data section by section can be gathered from third-party services such as Waze Traffic View. In Estonia this channel is widely used but in Latvia not yet. As both administrations can define monitored segments in whole cross-border are it is recommended to define same cross-border sections from both side and take them under daily monitoring.

The weather data is also important to collect and monitor, especially in winter period. However, in summer heavy winds and precipitation can also affect trafficability. There are special rules² developed in Estonia how to categorize different weather parameters and what are the recommended driving conditions. Those rules could be updated and coordinated and used as a basis for informing and warning road users.

In addition, both countries Weather Services have defined dangerous weather classification (see Annex 2). This information is well structured and widely broadcasted and it can be also used for activation TMP actions and to warn road users and neighbours.

In terms of information dissemination there are also slight differences by country. Latvia uses after web page opportunities offered by social media (Facebook and Twitter) to inform road users daily and the number of followers has grown considerably over the years. In Estonia daily announcements are

² "E67 Via Baltica Estonian-Latvian cross-border Traffic Management Plan" (<https://transpordiamet.ee/media/3078/download>)

published on the TarkTee web portal and forwarded to media channels via email. Facebook is used only for social campaigns but not for the exchange of operational information. Twitter is also not in use for traffic information dissemination. Waze is a very popular service in both countries, but it has some limitations with regards to official information dissemination.

When considering the need for a quick and effective way to reach to the target audience, social media has considerable potential for growth. However, it must be taken into account that increasing the number of followers is time-consuming and it may take years to grow audiences to a considerable level. In cross-border cooperation the language issue should also be considered and the consistency of messaging paid attention to. The usage of social media could be one topic in both countries' procedures, and it should be agreed upon how to use it more on uniform bases. Good examples from Latvia for starting point could be taken.

How cross-border information exchange should be organized should also be agreed upon because the Latvian TIC operates in 24/7 mode and the Estonian TMC still operates only on limited time of the day. Outside of working hours, both the HICERC and TMC receive information. If events happen outside of working hours and there is information to transfer to Latvia, then the initial information processor at the HICERC should provide the necessary information to the TMC on-duty employee who translates and transfers the information to the Latvian TIC. If the event happens outside of TMC working hours in Latvia, then the HICERC is the initial information receiver that makes a preliminary data analysis and if a high-priority event happens, sends a press release to media and in other cases, the HICERC transfers the data to TMC by e-mail. The TMC and HICERC should specify how exactly information transfer with the Latvian TIC is to be organized outside of TMC working hours. In connection with the addition of new traffic-controlled sections and the increase in the volume of work in Estonia, it should be considered to restore round the clock working form as it was in use before 2017.

4. ANALYSIS OF EVENTS, TMP BENEFIT ASSESSMENT

There is no traffic accident concentration points in Latvian cross-border section of E77 and traffic density is relatively low, what means that there is no big risks for traffic accidents. However, it is not possible to completely exclude traffic accidents when bad circumstances occur at the same time. It must be also taken into account that due to high proportion of heavy traffic, one involved in the accident may very likely be a heavy vehicle, which may cause significant disruptions in traffic.

In 2022 there have been at least one traffic accident with road closure and significant impact on traffic on E77 in both side of the border. In both situations weather conditions played significant role in the accident. On March 29, 2022 traffic accident happened on E77 near Ape (km 169) and one of the circumstances of the accident was most likely unexpected slipperiness.

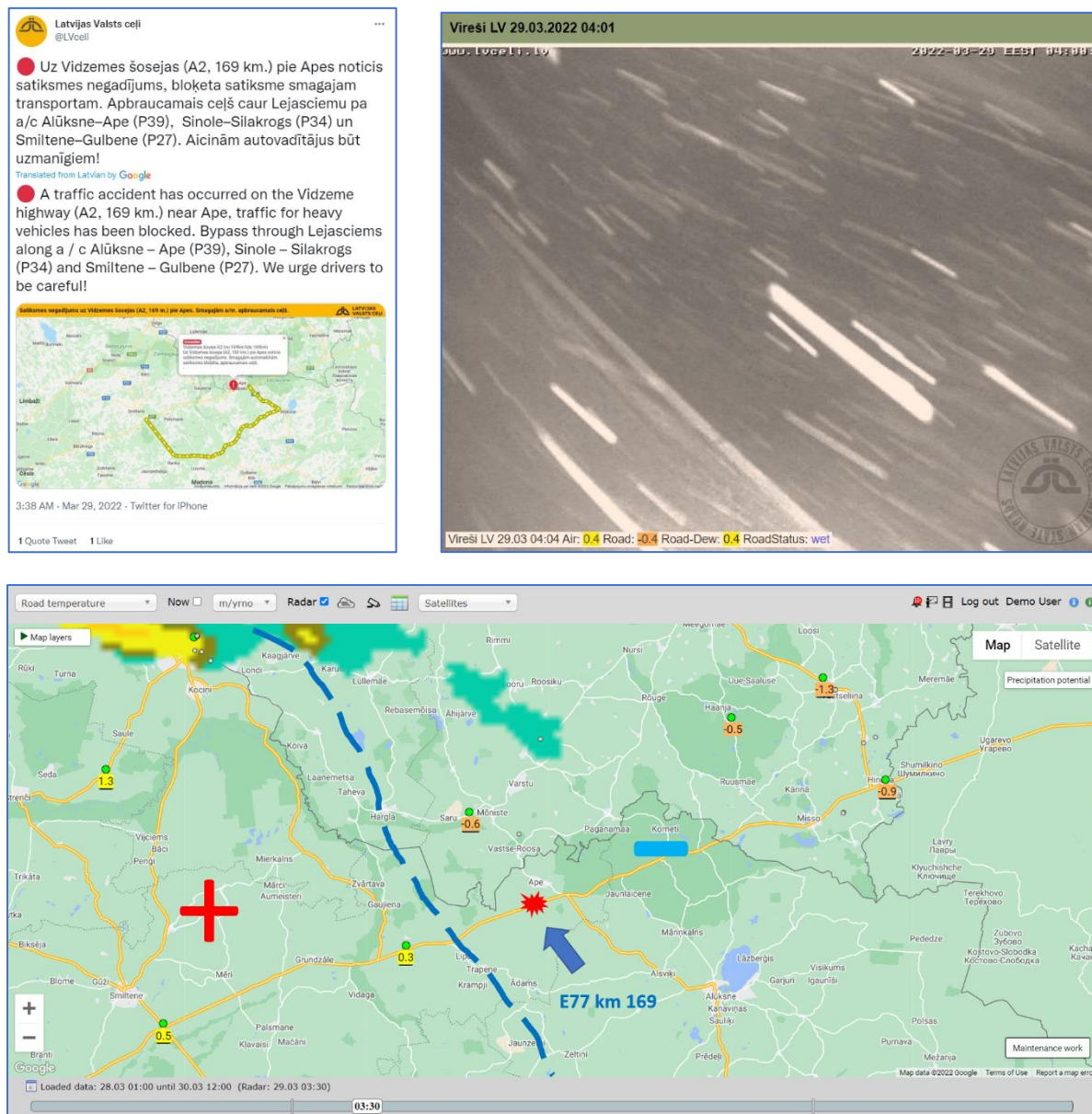


Figure 9 Accident message from LSR, nearest camera picture and temperature zones

An imaginary line could be drawn near the accident site, on the west side of which the road temperature was on plus side and the road surface was wet, while on the east side the road temperature was already on the minus side and slipperiness potential was increasing, also amplified by the incoming snowfall. Broader picture over surrounding area and the use of available weather forecasts (e.g. road weather service <https://tik.teeilm.ee/en>) would have helped to organize preventive salting and avoid the traffic accident.

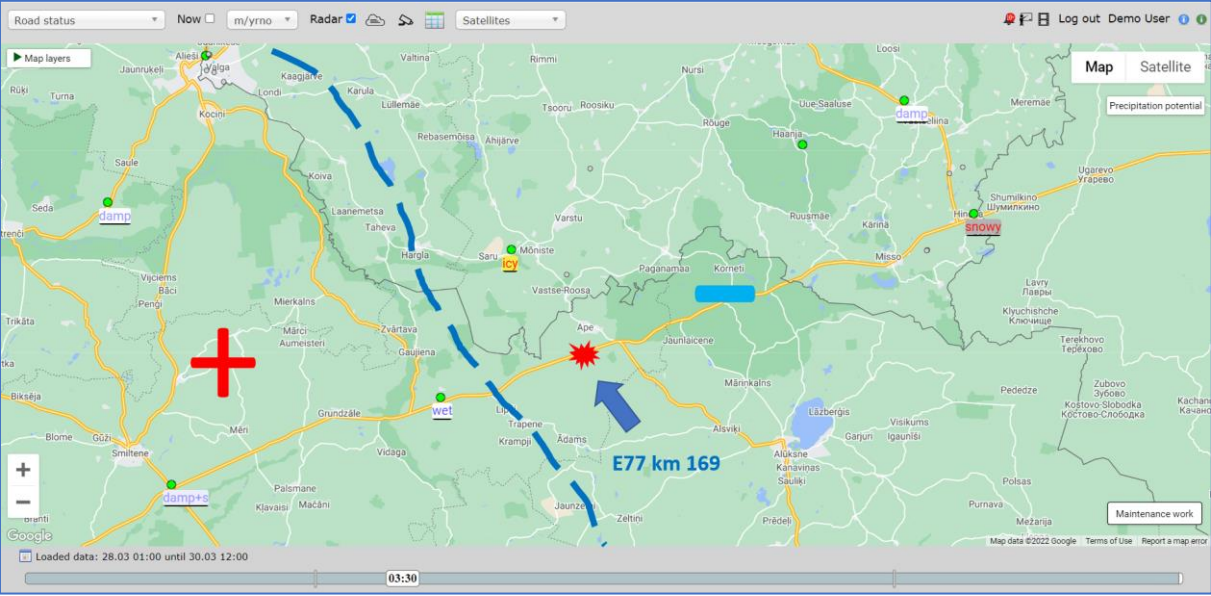


Figure 10 Road conditions in nearest road weather stations

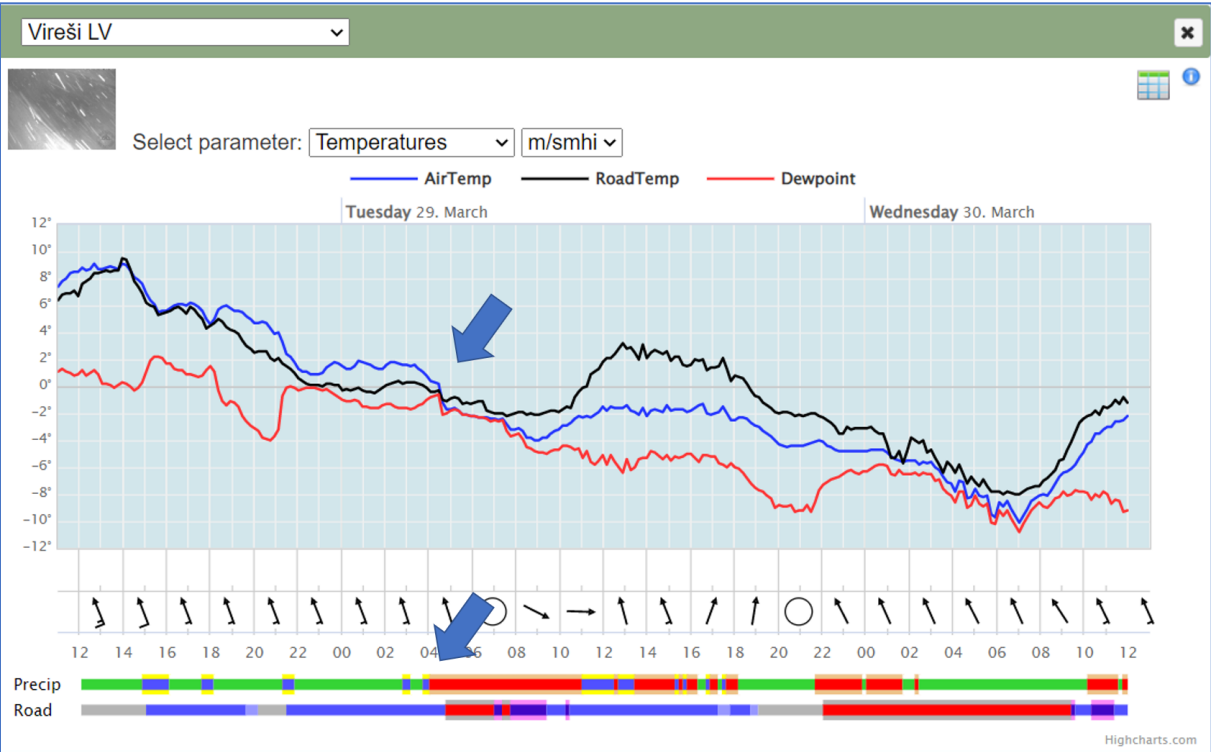


Figure 11 Weather condition change by the nearest Vireši road weather station

Road was closed for heavy traffic due to accident and bypass was organized by bypass route LVR4 (see Annex 3). The length of this bypass is almost 2 times longer (50.2 km / 98.5 km) and due to the lower average speed and lower level of maintenance it is highly probable that the additional time spent when using the detour exceeded one hour. If additional time spent exceeds one hour, then according to the TMP it is recommended to start the notification procedure of the neighbouring country. This time TMP was not in use but next time its use would be recommended in a similar situation. This would enable road users to be informed of the upcoming obstacle and detour early on, on the other side of the border.

E77 in Estonia was reconstructed on 2018-2019 and traffic calming measures was introduced near Misso village in km 207.7 km. In addition to the desired goal of reducing the speed of those entering the village from the east direction, this mechanically calming measure also to become a new concentration point for traffic accidents, especially when previously applied speed limits are not followed.

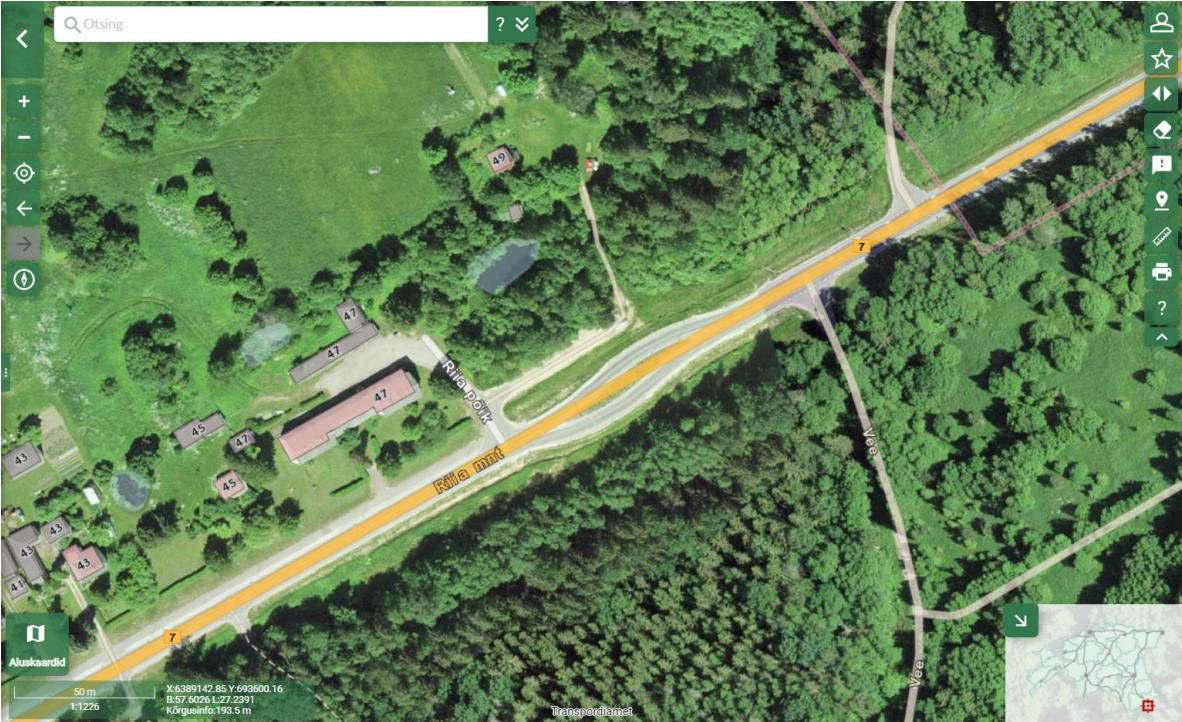


Figure 12 Chicane on E77 near Misso village



Figure 13 Speed reduction measures on E77 before village and before chicane

The most serious accident happened with heavy-duty liquefied natural gas (LNG) truck on 27.01.2022 at 19 pm. This was first and last time when E77 road section in Estonia was totally closed and traffic was diverted. Suspected overspeeding and snowy road conditions caused the vehicle to veer off the road into a ditch when passing the chicane. Due to the risk of a gas leak during the gas re-pumping and for the rescue operation the road was totally closed for the traffic for 17 hours. The weather was not extraordinary - light south-west breeze, light snowfall, temperature was raising slightly, air temperature had reached to 0 degrees and on roads there was -1 degrees Celsius.



Figure 14 Winter road conditions by nearest road camera in Luhamaa and in accident site

Nearest detour was organized through the state secondary roads: 25177 Tsiistre - Misso – Rammuka, 25208 Siksälä – Kiviora and 25166 Missokülä – Laura. The distance increased by 4,2 times, from 2,1 to 8,8 km. These roads are gravel roads and according to roadmaster’s explanations these could not be recommended as potential alternatives because of low carrying capacity in high water conditions. Only exception is cold winter period.

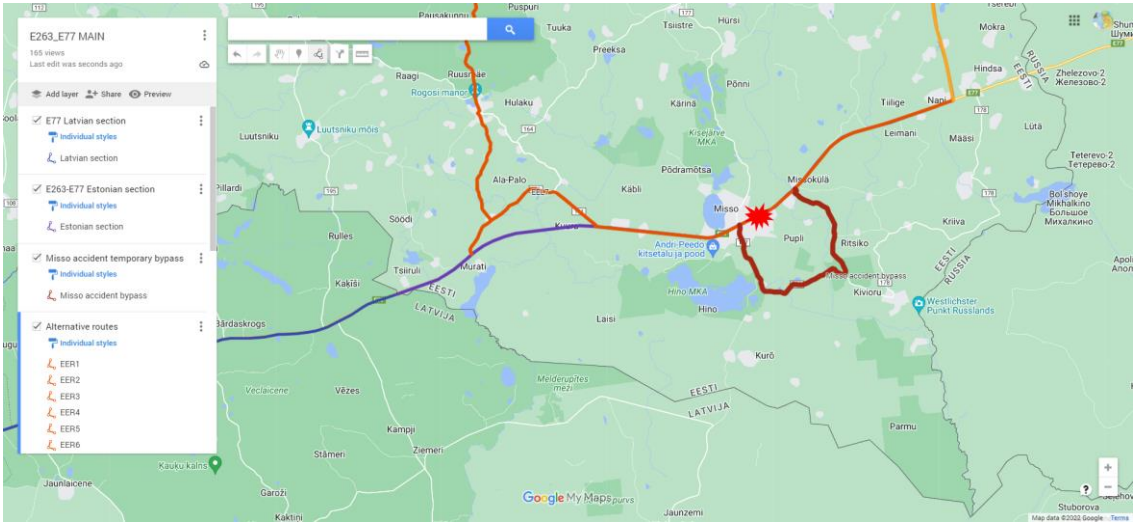


Figure 15 Accident location and nearest detour via state secondary roads

There is a special map³ available for Estonian main roads where recommended detours in case of accidents could be find. For E263/E77 TMP special tabel (see Annex 3) and map⁴ of recommended detours has been generated.

3

<https://maanteeamet.maps.arcgis.com/apps/webappviewer/index.html?id=b1bc4f2876a34726bc97d905787b8663>

4 <https://www.google.com/maps/d/edit?mid=1nPwectJYzvH3rGXX1nK8HRtahQD-s2ta&usp=sharing>

This and similar accidents at the same spot before and after indicating the need to implement additional traffic calming measures there. According to the roadmaster explanations more traffic signs and additional pavement markings have also been introduced on E77 since second similar accident. However, in winter conditions and especially during the snowfall the effect of these additional measures may not be sufficient and therefore replacing such a mechanical obstacle with, for example, a speed camera could be a point of discussion.

In conclusion, although few events occurred on the E263/E77 cross-border section in Estonia and Latvia within recent years, it is still good to have a well-prepared TMP for potential events with potential action plans and communication and rerouting procedures.

5. INSTRUCTIONS FOR IMPLEMENTATION OF TRAFFIC MANAGEMENT PLAN

A TMP is the pre-defined allocation of a set of measures for a specific situation in order to control and guide traffic flow as well as to inform road users in real time and provide a consistent and timely service to the road user. Initial situations can be unforeseeable (incidents, accidents) or predictable (recurrent or non-recurrent events). The right actions are always selected on a temporary basis. The main procedure is to react to the event according to the TMP instructions.

For this cross-border area, the following incidents and/or obstacles are estimated to be likely:

1. Serious traffic accidents with HGV (fatigue, technical condition of the vehicle) which cause a total road closure.
2. Traffic accidents which cause a partial road closure.
3. Difficult weather causes poor road conditions, risk of traffic accidents is increased.
4. Severe or extreme weather conditions are forecasted or have arrived (can have wider impact).
5. Roadworks (speed reduction, one lane closure, total road closure, local or longer bypasses).
6. E77 border closure with Russian Federation due to political or other reasons.

5.1. Scenario selection criteria

The main scenario selection criteria are traffic and weather impact. For that, two tables have been created. The main criteria for traffic-dependent scenarios is delay from normal traffic. The longer the delay is, the more actions are needed. The table includes actions on yellow backgrounds which means cross-border-coordinated activities.

The following actions may be required:

Monitoring – monitoring of the situation through available information channels and sources; no need for special action

Information sent to VMSs – if the event has a local impact, it is enough to use the closest VMSs for public information, if available. There is a variety of variable information signs installed recently along the E263 and E77 roads but not all have similar ability to present all kinds of recommendations for road users. Therefore, it would be reasonable to analyse the technical capabilities of all signs so that their resources and capabilities to transmit different messages are used to the maximum.

At the moment, there is one VMS sign on E77 in Estonian where detailed description of the event on cross-border section can be displayed. The sign is located at km 216.7, near the large truck parking area. On E263 there is four new VMS signs facing toward South (see Annex 4).



Figure 16 VMS on E77 Riga-Pskov at km 216,7, for east-west direction traffic, Estonia

In Latvia the typical VMS consists of one full-matrix VMS displays, where the sign can be used to show different warning signs and messages, like "slippery road", "working on the road", "wild animals", "crosswind", "uneven road", "dangerous", traffic jam" and prohibition signs like "no driving", "no trucks driving", as well as speed limit signs.



Figure 17 Typical VMS on E77 Riga-Pskov cross-border section, Latvia

Information sent to social media and TI portals – if the event has a broader impact, it is necessary to provide the information to a wider audience than only drivers close to the event. In this case, the traffic information portals <https://tarktee.ee> and <https://lvceli.lv/> and social media channels such as Facebook and Twitter are to be used.

Press release – in more serious situations, special press releases are to be prepared with public relations departments to make the news more official and to allow it to be broadcast more widely.

Recommendation to avoid section (park or reroute) – if traffic is remarkably disrupted and considerable delays are there or expected or road conditions are very poor or severe weather conditions are forecasted, it is appropriate to recommend stopping HGV traffic in order to prevent serious accidents and additional obstacles. There is a limited amount of parking spaces available (see Annex 5) in the sections, and only large parking areas (30 or more places) to be considered as a real possibility to use for vehicle routing.

Information sent to neighbouring country – in cases of a certain traffic delay and/or road/weather condition in the border section, information exchange between the TMC and TIC is to be started. E-mails should generally be used, but for a short and quick chat phone calls and other messaging services can be considered.

Stop traffic and rerouting – if the event causes traffic delays for more than two hours or extreme weather conditions are expected, traffic regulatory measures should be made ready, including HGV forced suspension or detouring. In this case, the leading role will be played by the police in close cooperation with road maintenance operators. The TMC and HICERC in Estonia and the TIC in Latvia

must play supporting roles for those institutions to ensure that the information about the traffic reorganizations is delivered promptly and without error to the parties and road users.

1. Traffic disturbance (E263/E77)

Actions	Threshold for activation (expected delay from normal traffic) *				
	+ < 10 min	+ 10 - 30 min	+ 30 - 60 min	+ 60 - 120 min	+ > 120 min
1. Monitoring (internal)	X	X	X	X	X
2. Information to the VMS (local)	-	X	X	X	X
3. Information to the social media & TI portals (broad)	-	-	X	X	X
4. Recommendation to avoid section (park or reroute) (active)	-	-	X	X	-
5. Information to the neighbouring country (cross-border)	-	-	-	X	X
6. Press release (formal)	-	-	-	X	X
7. Stop traffic & rerouting (aggressive)	-	-	-	-	X

* Start action immediately if such delay is highly probable

Table 1 Traffic dependent actions

If a traffic delay is or expected to be less than 10 minutes outside of the norm, then simple monitoring of the situation is needed. When a traffic delay is more than 10 minutes but less than 30 minutes, VMS information is recommended to be added. If the traffic delay is or expected to be longer than 30 minutes in the cross-border area, in addition to informing the public, cross-border information exchange is required. Relevant activities should be started immediately when the situation is likely and before escalation of the event.

The main criteria for weather-dependent scenarios are weather and/or road conditions that have been forecasted or have already occurred. The weather scenarios are mainly based on National Weather Service announcements, which are available on the website <https://meteolarm.org/en/>. The main criteria for acting out the scenarios can be found in Annex 2.

2. Certain road and weather conditions are forecasted or have arrived

Actions	Threshold for acting out scenario			
	Satisfactory driving conditions *	Potentially dangerous weather ** / Poor driving conditions *	Dangerous weather ** / Very poor driving conditions *	Very dangerous weather **
1. Monitoring (internal)	X	X	X	X
2. Information to the VMS (local)	X	X	X	X
3. Information to the social media & TI portals (broad)	-	X	- / X	X
4. Press release (formal)	-	-	X	X
5. Information to the neighbouring country (cross-border)	-	-	-	X
6. Recommendation to stop traffic or rerouting (active)	-	-	X	X
7. Stop traffic (aggressive)	-	-	-	X

* E67 VMS management rules in Estonia, to be updated

** National Weather Services announcement

Table 2 Weather and road condition dependent actions

5.2. Completing the TMP

The aim of the TMP of cross-border traffic management is to describe recommended minimum actions from Traffic Management Center / Traffic Information Center duty officer to be carried out in order to share information across borders in traffic disrupting event. In SMART E263/E77 Cross Border Traffic Management Plan Workshop (25.05.2022) it was discussed and agreed, that:

1. Main criteria for activation of cross border information exchange is 60 minutes of expected traffic delay.
2. Main channel of information exchange is e-mail.
3. In case on traffic delay is likely longer than 60 minutes in cross-border area, then duty officer prepares an e-mail message that contains information about the event and gives a recommendation for a detour in the form of text and map.
4. It is recommended to call after sending the message and get confirmation of receiving the message.
5. The e-mail message (see example in Annex 6) is to consist of the following information:
 - 5.1 brief description of event
 - 5.2 brief description of traffic disruption
 - 5.3 time of the event start
 - 5.4 expected duration of the disruption
 - 5.5 location of the event (road no, km, name of the place or region)
 - 5.6 detour description (road no.s and place names, detour index)
 - 5.7 recommendation for use truck parking lots (parking index)

Estonian Traffic Management Center is willing to inform Latvian Traffic Information Center if Heavy (winter) weather conditions⁵ to be announced in cross-border regions (Pärnu, Valga, Võru counties).

It is recommended to notify again at the end of the event.

The main cause for traffic disruptions on this cross-border road sections is with great probability traffic accidents with heavy good vehicles (HGVs), especially in difficult weather conditions. Therefore, it is recommended to monitor traffic performance and deviations with assistive services, for example with Waze Traffic View, traffic monitoring equipment and cameras (camera list in Annex 7). In winter period it is advisable to follow weather and road conditions from the road weather information system (station list in Annex 8) and keep track of national weather service forecasts and hazardous weather alerts.

When an incident happens or is likely to happen, it is necessary to monitor the event's development and take action if needed. It is important to start informing road users immediately through different channels such as variable-message signs (sign list in Annex 4), web portals and social media channels or using media partners to share press releases if quick and extensive communication is required. When a potential incident has a big impact in cross-border area, cross-border cooperation, according to the TMP, should be started, which includes coordinated information exchange and in the worst cases, coordinated traffic redirection (detour list in Annex 3) or even forced parking (parking list in Annex 5).

⁵ Heavy (winter) weather conditions is a special term for hazard winter weather conditions when road operators cannot provide road conditions according to the requirements for the state of the roads

TRAFFIC IN CROSS-BORDER SECTION

road	section start	section end	section length	section name	AADT 2021	Freight Transport	Freight Transport %
E263/T2	181.529	182.116	0.6	Riia - Aardla	18 630	1 290	7
E263/T2	182.116	184.006	1.9	Aardla - Ringtee	18 019	1 059	6
E263/T2	184.006	186.265	2.3	Ringtee - Tõrvandi	16 333	1 014	6
E263/T2	186.265	187.553	1.3	Tõrvandi - 22132 Ülenurme	12 625	891	7
E263/T2	187.553	189.653	2.1	22132 Ülenurme - 61 Reola	13 448	1 133	8
E263/T2	189.653	195.306	5.7	61 Reola - 46 Tatra	8 424	872	10
E263/T2	195.306	196.969	1.7	46 Tatra - 22136 Kambja	5 331	380	7
E263/T2	196.969	207.455	10.5	22136 Kambja - 18148 Maaritsa	5 076	387	8
E263/T2	207.455	216.084	8.6	18148 Maaritsa - 89 Saverna	4 795	328	7
E263/T2	216.084	227.68	11.6	89 Saverna - 62 Erastvere	3 940	402	10
E263/T2	227.68	238.209	10.5	62 Erastvere - 25150 Osula	3 977	495	12
E263/T2	238.209	243.591	5.4	25150 Osula - 69 Savioru	4 618	425	9
E263/T2	243.591	246.906	3.3	69 Savioru - Tallinna mnt	5 632	387	7
E263/T2	246.906	248.465	1.6	Tallinna mnt - 64 Tartu tn	2 521	347	14
E263/T2	248.465	251.136	2.7	64 Tartu tn - 65 Rāpina mnt	2 441	375	15
E263/T2	251.136	256.031	4.9	65 Rāpina mnt - 66 Lohu	2 095	283	14
E263/T2	256.031	271.097	15.1	66 Lohu - 25162 Vastseliina	2 248	243	11
E263/T2	271.097	275.718	4.6	25162 Vastseliina - 25164 Illi	867	102	12
E263/T2	275.718	284.555	8.8	25164 Illi - E77/T7 Luhamaa	852	132	15
E77/T7	207.034	215.070	8.0	25177 Misso - E263/T2 Luhamaa	615	157	26
E77/T7	195.567	207.034	11.5	Murati (LV/EE border) - 25177 Misso	237	92	39
				Murati border point			
E77/A2	176.421	195.567	19.146	P39 Lūšakrogs - Murati (LV/EE border)	565	221	39
E77/A2	126.498	176.421	49.923	P27 Smiltene - P39 Lūšakrogs	1 258	400	32
E77/A2	94.176	126.498	32.322	P30 Bērzkrogs - P27 Smiltene	3 721	1 032	28
E77/A2	77.766	94.176	16.41	P20 Drabeši - P30 Bērzkrogs	4 476	1 059	24
E77/A2	63.309	77.766	14.457	P32 Augšlīgatne - P20 Drabeši	9 424	1 589	17
E77/A2	51.459	63.309	11.85	P8 Sigulda - P32 Augšlīgatne	10 978	1 844	17
E77/A2	37.709	51.459	13.75	A3 Inčukalns - P8 Sigulda	14 182	1 869	13

Warnings by Environmental, Geology and Meteorology Center of Latvia

nav nepieciešama piesardzība / no awareness needed

Brīdinājumi par nozīmīgām hidroloģiskām vai meteoroloģiskām parādībām nav spēkā, lai gan pastāv varbūtība, ka tiek novērotas lokālas vai maznozīmīgas parādības ikdienā ierastā intensitātes līmenī

On the whole, day to day activities not affected but a few places may see small scale impacts occur. A few transport routes affected.

potenciāli bīstams / potentially dangerous

Prognozētie hidrometeoroloģiskie apstākļi nav bīstami, taču, ja plāno aktivitātes, kuras tie var ietekmēt, esi uzmanīgs! ESI INFORMĒTS par gaidāmajām izmaiņām, un lieki nepakļauj sevi riskam!

Some short-lived disruption to day-to-day routines in affected areas. Incidents dealt with under 'business as usual' response by emergency services. Some transport routes and travel services affected. Some journeys require longer travel times.

bīstams / dangerous

Tiek prognozēti hidrometeoroloģiskie apstākļi, kuri dotajā reģionā tiek novēroti salīdzinoši reti. ESI GATAVS, ka var tikt radīti postījumi un zaudējumi! Esi modrs un interesējies par gaidāmajām hidrometeoroloģisko apstākļu izmaiņām. Esi ziņošs par riskiem, kas varētu būt neizbēgami. Seko līdzī informācijai, ko sniedz atbildīgās institūcijas (piemēram, glābšanas dienests vai pašvaldība)!

Injuries with danger to life. Disruption to day-to-day routines and activities. Short-term strain on emergency responder organisations. Transport routes and travel services affected. Longer journey times expected. Some vehicles and passengers stranded. Disruption to some utilities and services. Damage to buildings and property.

ļoti bīstams / very dangerous

Tiek prognozēti ļoti intensīvi hidroloģiskie vai meteoroloģiskie apstākļi. Ļoti iespējami ievērojami postījumi plašās teritorijās, kā arī nelaimes gadījumi, kas apdraud dzīvības. RĪKOJIES - regulāri interesējies un detalizēti iepazīsties ar gaidāmajām hidrometeoroloģisko apstākļu izmaiņām. Regulāri seko līdzī informācijai un norādījumiem, ko sniedz atbildīgās institūcijas, esi gatavs ārkārtas pasākumiem (tai skaitā evakuācijai)!

Danger to life. Prolonged disruption to day-to-day routines and activities. Prolonged strain on emergency responder organisations. Transport routes and travel services affected for a prolonged period. Long travel delays. Vehicles and passengers stranded for long periods. Disruption to utilities and services for a prolonged period. Extensive damage to buildings and property.

Source: <https://bridinajumi.meteo.lv/>

Detailed descriptions:

https://bridinajumi.meteo.lv/doc/Apraksts_par_bridinajumu_sistem_LV-LV.pdf

Warnings by Weather Forecasting Department of State Weather Service in **Estonia**

hoiatused puuduvad / no warnings

esimese taseme hoiatus / the weather is potentially dangerous

Ilm võib teatud olukordades olla ohtlik. Arvesta sellega, kui sinu tegevus on ilmast mõjutatud. Jälgi edasist ilmaprognoosi.

Be attentive if you intend to practice activities exposed to meteorological risks. Keep informed about the forecast of meteorological conditions.

ilm on ohtlik / the weather is dangerous

Esineb tavatuid ilmastikunähtusi. Ole väga tähelepanelik ja jälgi pidevalt ilmaprognoosi. Ole teadlik riskidest, mis võivad olla vältimatud. Järgi kõiki võimuesindajate poolt antud soovitusi.

Unusual meteorological phenomena have been forecast. Be very vigilant and keep regularly informed about the weather forecast. Be aware of the risks that might be unavoidable and follow any advice given by authorities.

eriti ohtlik ilm / the weather is very dangerous

Tõenäolised on suured kahjustused. Erakordsete ilmatingimuste pikaajaline püsimine võib põhjustada loodusõnnetuse. Oht elule ja tervisele. Jälgige pidevalt edasisi arenguid televisiooni, raadio või interneti vahendusel. Järgi tingimusteta kõiki võimuesindajate poolt antud käskke ja soovitusi, ole valmis erakorralisteks meetmeteks.

Major damage and accidents are likely. There is potential danger to life and health. Keep frequently informed about detailed expected meteorological conditions and risks. Follow orders and any advice given by authorities and be prepared for extraordinary measures.

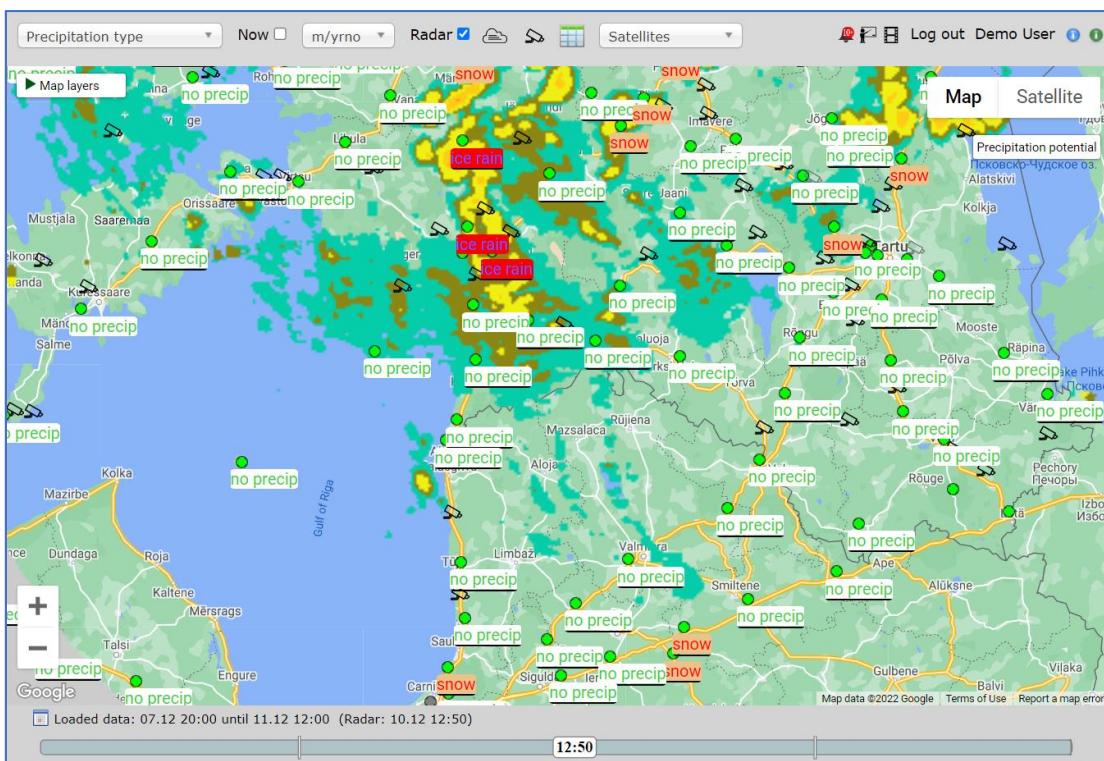
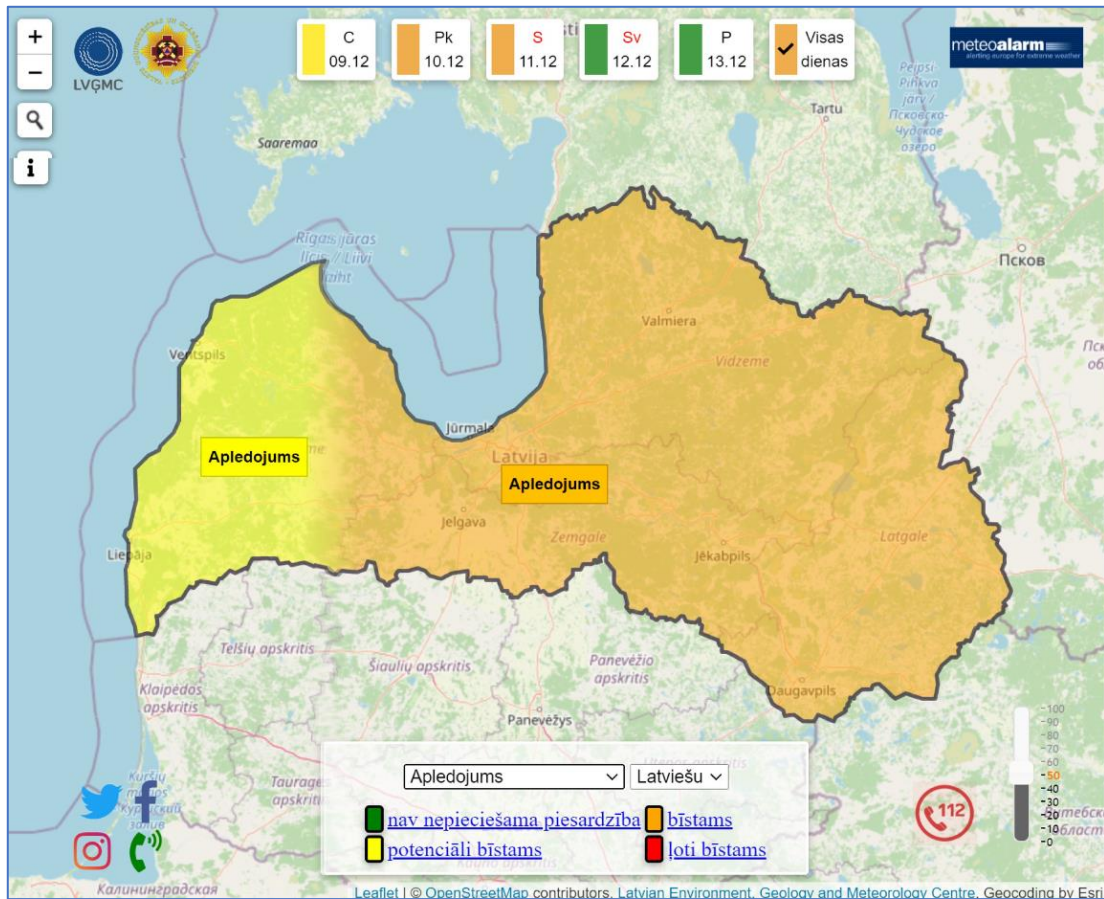
Source and detailed descriptions:

<https://www.ilmateenistus.ee/ilm/prognoosid/hoiatused/>

<https://www.ilmateenistus.ee/ilmatarkus/kasulik-teada/hoiatuste-kriteeriumid/>

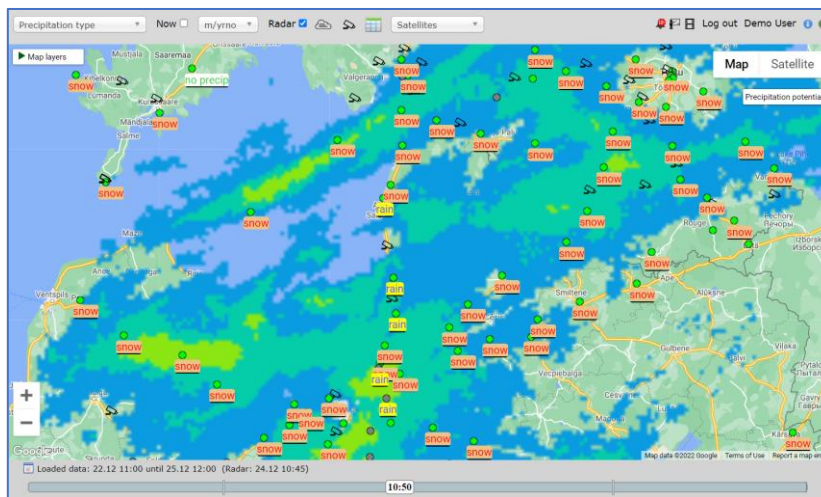
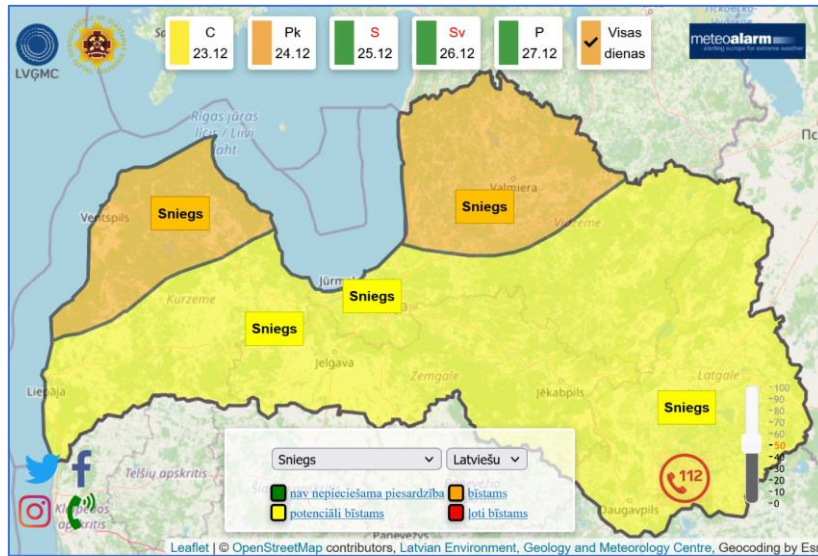
Example 1, winter

10.12.2021, icing warning, ice rain, dangerous weather conditions



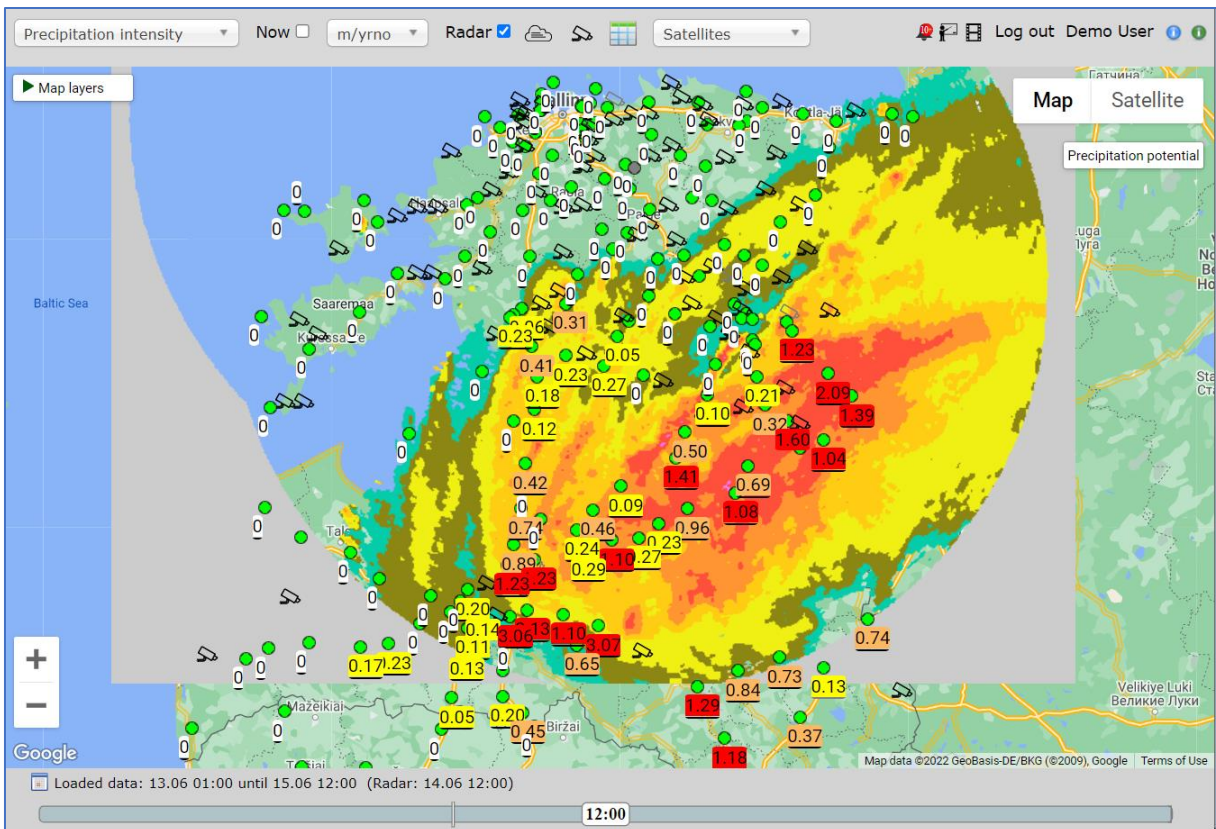
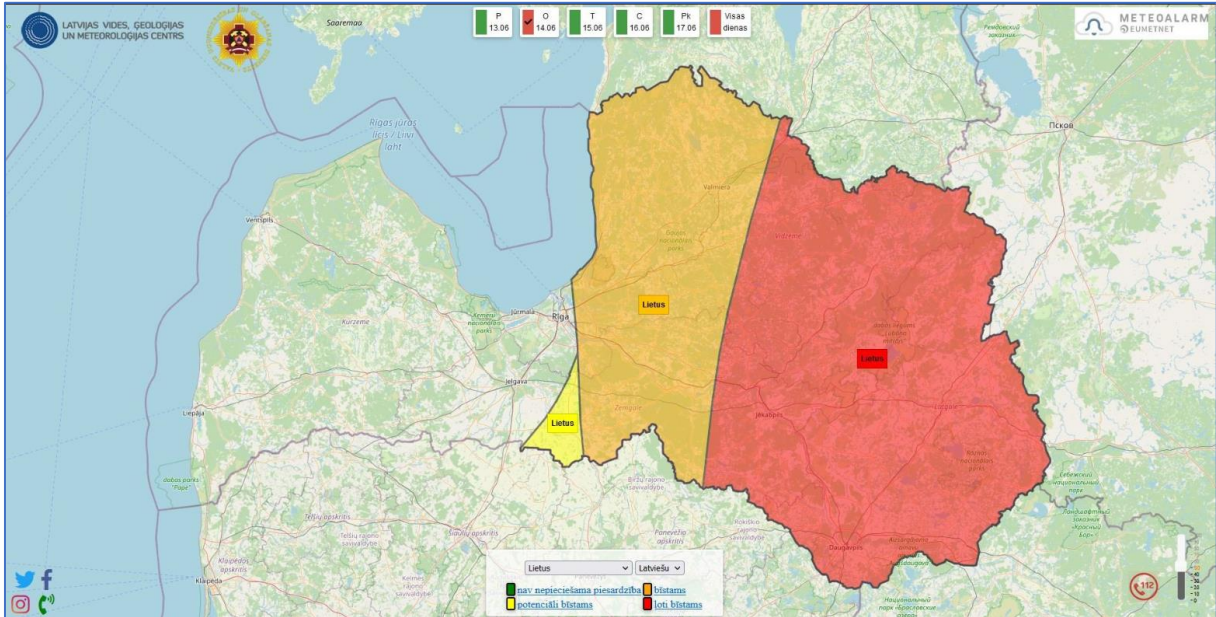
Example 2, winter

24.12.2021, heavy snowfall warning, snowfall and wind, dangerous weather conditions



Example 3, summer

14.06.2022, heavy rain, very dangerous weather conditions



ROAD SECTIONS AND DETOURS

Section index	Road no	Section name	Start KM	End KM	Lenght	From start of the section	Detour roads	Detour index	Lenght	Incl. gravel section	Distance difference	%	Main road travel time	Detour travel time	Time difference	
E1	E263	T3 Tartu - T22132 Ülenurme	181.6	187.2	5.6	0.0	T3 Jõhvi-Tartu-Valga - T22132 Ülenurme-Külitse	EER1	12.1	-	6.5	216%	6	15	9	
E2	E263	T61 Reola - T22136 Kambja	189.6	196.9	7.3	8.0	T61 Põlva-Reola - 22136 Kambja-Rebase	EEL1	14.0	-	6.7	192%	5	14	9	
E3	E263	T61 Reola - T89 Saverna	189.6	216.1	26.5	8.0	T61 Põlva-Reola - T89 Põlva-Saverna	EEL2	58.0	-	31.5	219%	18	41	23	
E4	E263	T46 Tatra - T22180 Kambja	195.3	196.7	1.4	13.7	T46 Tatra-Otepää-Sangaste - T22180 Nõo-Kambja	EER2	3.7	-	2.34	267%	1	3	2	
E5	E263	T89 Saverna - T62 Erastvere	216.1	227.7	11.6	34.5	T89 Põlva-Saverna - T62 Kanepi-Leevaku	EEL3	39.6	-	28	341%	8	29	21	
E6	E263	T62 Erastvere - T25150 Osula	227.7	238.2	10.5	46.1	T62 Kanepi-Leevaku - T18240 Puskaru-Väimela - T25150 Raiste-Osula-Varese	EEL4	27.0	-	16.5	257%	7	22	15	
E7	E263	T25150 Osula - T69 Võru	238.2	243.6	5.4	56.6	T25150 Raiste-Osula-Varese - T69 Võru-Kuigatsi-Tõrva	EER3	12.5	-	7.1	231%	4	11	7	
E8	E263	T25136 Navi - T64 Kirumpää	244.0	248.4	4.4	62.4	T25136 Navi-Väimela - T25233 Trei-Kirumpää - T64 Võru-Põlva	EEL5	5.0	-	0.6	114%	3	5	2	
E9	E263	T64 Kirumpää - T65 Kõrgemäe	248.4	251.1	2.7	66.8	T64 Võru-Põlva - T25238 Võrumõisa tee - T65 Võru-Räpina	EER4	3.1	-	0.4	115%	2	2	0	
E10	E263	T65 Kõrgemäe - T66 Verijärve	251.1	256.0	4.9	69.5	T65 Võru-Räpina - Pikk tn - Jaama tn - T67 Võru-Mõniste-Valga - T66 Võru-Verijärve	EER5	8.6	-	3.7	176%	4	11	7	
E11	E263	T25131 Verijärve - E77 Luhamaa	256.3	284.6	28.3	74.7	T25131 Rõuge-Verijärve - T25161 Kose-Käbli - T25175 Ruusmäe-Kuklase - T25236 Käbli-Murati - T25161 Kose-Käbli - E77 Riia-Pihkva	EER6	43.2	-	14.9	153%	19	36	17	
E12	E263	T2501 Vastseliina - T25132 Võidu	271.7	274.2	2.5	90.1	T2501 Vastseliina ühendustee - T25132 Rõuge-Vastseliina	EER7	2.6	-	0.1	104%	2	2	0	
E13	E263	T25182 Vastseliina - T25164 Illi	272.7	275.7	3.0	91.1	T25182 Vastseliina-Meremäe-Kliima - T25190 Vana-Vastseliina - Panikovitsi - T25164 Vana-Vastseliina - Käänu	EEL6	7.3	-	4.3	243%	2	8	6	
E14	E77	T25177 Misso - T25166 Missokülä	207.0	209.2	2.2		T25177 Tsiistre - Misso - Rammuka - T25208 Siksälä - Kiviora - T25166 Missokülä-Laura *	EER8	8.9	8.9	6.7	405%	2	13	11	
E15	E77	T25236 Murati - T25161 Käbli	198.3	202.5	4.2		T25161 Kose-Käbli - T25236 Käbli-Murati	EEL7	5.4	-	1.2	129%	3	6	3	
E16	E77	T25236 Murati - E263 Luhamaa	198.3	215.1	16.8		T25236 Käbli-Murati - 25175 Ruusmäe-Kuklase - 25152 Luutsniku-Ruusmäe - 25161 Kose-Käbli - 25131 Rõuge-Verijärve - T66 Võru-Verijärve - E263 Tallinn-Tartu-Võru-Luhamaa	EEL8	56.0	-	39.2	333%	12	45	33	
EE main route sections total:					137.3	EE detours total:										307.0
L1	E77	A3 Inčukalns - P8 Sigulda	37.3	50.4	13.1	0.0	A3 Inčukalns-Valmiera-Igaunijas robeža - P7 Ragana-Turaida - P8 Inciems-Sigulda-Ķegums **	LVL1	24.7	-	11.6	189%	11	27	16	
L2	E77	A3 Inčukalns - P20 Drabeši	37.3	77.8	40.5	0.0	A3 Inčukalns-Valmiera-Igaunijas robeža - P14 Umurga-Cēsis-Līvi - P20 Valmiera-Cēsis-Drabeši	LVL2	65.7	-	25.2	162%	33	53	20	
L3	E77	P32 Augšlīgatne - P31 Drabeši	63.3	78.9	15.6	26.0	P32 Augšlīgatne-Skrīveri - P3 Garkalne-Alauksts * - P31 Ērgļi-Drabeši *	LVR1	55.2	27.4	39.6	354%	12	57	45	
L4	E77	V284 Augšlīgatne - V315 Ieriķi	65.1	71.7	6.6	27.9	V284 Līgatne-Asaru ezers-Nītaure * - V317 Asaru ezers-Melturi * - V315 Ieriķi- Ģikši *	LVR2	20.7	19.9	14.1	314%	5	29	24	
L5	E77	P20 Drabeši - P30 Bērzkrōgs	77.6	94.1	16.5	40.3	P20 Valmiera-Cēsis-Drabeši - P30 Cēsis-Vecpiebalga-Madona	LVL3	23.1	-	6.6	140%	12	19	7	
L6	E77	P30 Bērzkrōgs - P28 Rauna	94.2	102.7	8.5	56.9	P30 Cēsis-Vecpiebalga-Madona - V296 Lodes stācija-Jaunrauna-Veselava - P28 Priekuļi-Rauna	LVL4	20.2	-	11.7	238%	6	17	11	
L7	E77	P29 Rauna - P27 Smiltene	103.7	126.8	23.1	66.4	P29 Rauna-Drusti-Jaunpiebalga* - P33 Ērgļi-Jaunpiebalga-Saliņkrōgs - P27 Smiltene-Gulbene	LVR3	64.5	14.3	41.4	279%	15	61	46	
L8	E77	P27 Smiltene - P39 Lūšakrōgs	126.2	176.4	50.2	88.9	P27 Smiltene-Gulbene - P34 Sinole-Silakrōgs - P39 Alūksne-Ape	LVR4	98.5	-	48.3	196%	34	76	42	
L9	E77	P19 Ape - P39 Lūšakrōgs	173.3	176.1	2.8	136.0	P19 Ape-Igaunijas robeža - P39 Alūksne-Ape ***	LVL5	6.8	-	4	243%	2	8	6	
LV main route sections total:					176.9	LV detours total:										379.4
EL1	E77	P19 Ape - E263 Luhamaa	173.3	215.1	41.8		P19 Ape-Igaunijas robeža - T68 Mõniste-Ape - T67 Võru-Mõniste-Valga - T66 Võru-Verijärve - E263 Tallinn-Tartu-Võru-Luhamaa	EELV1	81.6	-	39.8	195%	29	59	30	

* - incl. gravel section, seasonal restriction (10T) may be applied
** - entry restriction for heavy transport in Sigulda (P8)
*** - P39 section 24.043 - 26.176 km entry restriction for heavy transport

VARIABLE MESSAGE AND WARNING SIGNS

Road	Location	Sign marking	Direction	Type	Lat	Lon
E263	191.400	E263_2_191400_VMSS	2	VMSS	58.3062376	26.71807
E263	201.000	E263_2_201000_VMSS	2	VMSS	58.2263149	26.6980125
E263	248.500	E263_2_248500_VMSS	2	VMSS	57.8648653	26.9510671
E263	252.000	E263_2_252000_VMSS	2	VMSS	57.8435552	27.0486619
E77	58.625	E77_58625_VWS	1	VWS	57.1690093	24.9687461
E77	58.625	E77_58625_VWS	2	VWS	57.16913	24.96852
E77	76.495	E77_76495_VWS	1	VWS	57.22241	25.2358
E77	76.495	E77_76495_VWS	2	VWS	57.22257	25.23558
E77	102.495	E77_102495_VWS	1	VWS	57.3069	25.62362
E77	102.495	E77_102495_VWS	2	VWS	57.30722	25.62306
E77	126.390	E77_126390_VWS	1	VWS	57.38993	25.98213
E77	126.390	E77_126390_VWS	2	VWS	57.38708	25.96874
E77	156.510	E77_156510_VWS	1	VWS	57.46903	26.44259
E77	156.510	E77_156510_VWS	2	VWS	57.4693	26.44233
E77	191.515	E77_191515_VWS	1	VWS	57.56961	26.9836
E77	191.515	E77_191515_VWS	2	VWS	57.56962	26.98111
E77	216.732	E77_216732_VMSS	2	VMSS	57.641067	27.367682

PARKING IN CROSS-BORDER SECTION

Road	km	Parking Index	Name	Latitude	Longitude	Direction	pavement	HGV parking (Y/N)	HGV capacity (no of vehicles)	space m2	Lightning	Trash bin	Toilet	Trade
E263	182	PE1R1	Rāni Olereks	58.35465	26.68615	1	Asphalt	NO	-	-	YES	YES	YES	YES
E263	197	PE2L1	Kambja Premium	58.23943	26.688756	2	Asphalt	YES	5	-	YES	YES	YES	YES
E263	212	PE3L2	Sulaoja	58.11571	26.735338	2	Asphalt	YES	10	-	NO	YES	YES	NO
E263	217	PE4R2	Saverna Terminal	58.067172	26.730865	1	Asphalt	YES	10	-	YES	YES	YES	YES
E263	247	PE5R3	Vasara tee	57.861649	26.967904	2	Asphalt	YES	4	-	YES	NO	NO	NO
E263	247	PE6L3	Võru Olereks	57.858714	26.975277	2	Asphalt	YES	15	-	YES	YES	YES	YES
E263	257	PE7L4	Lohu	57.80826	27.06981	2	Asphalt	YES	2	-	NO	NO	NO	NO
E77	207	PE8R4	Pullijärve	57.5975	27.21736	1	Asphalt	YES	6	-	YES	YES	NO	NO
E77	207	PE9L5	Misso Coop	57.60034	27.2269	2	Asphalt	YES	3	-	YES	YES	NO	YES
E77	216	PE10R5	Kivitee	57.637575	27.351489	1	Asphalt	YES	80	-	YES	YES	NO	NO
E77	217	PE11R6	Luhamaa truck parking	57.639716	27.369214	1	Asphalt	YES	100	-	YES	YES	YES	YES
E77	38	PL1R1	Inčukalns	57.11912	24.65164	1	Asphalt	YES	30	6925?	NO	NO	NO	NO
E77	38	PL2L1	Inčukalns	57.11966	24.64818	2	Asphalt	YES	10	6925?	NO	NO	NO	NO
E77	41.8	PL3R2	Virši Asni, DUS	57.12703	24.70428	1	Asphalt	YES	5	1900	YES	NO	NO	YES
E77	48	PL4R3	Sigulda	57.135403	24.809124	1	Asphalt	YES	5	744	NO	NO	NO	NO
E77	49.2	PL5R4	Viaada Lukoil	57.13795	24.82443	1	Asphalt	YES	5	3600	YES	YES	YES	YES
E77	52	PL6L2	Latvijas Nafta	57.14854	24.86975	2	Asphalt	YES	5	4678	YES	YES	YES	YES
E77	54.1	PL7R5	Sigulda	57.15411194	24.8989748	1	Asphalt	YES	10	1600	NO	NO	NO	NO
E77	63	PL8R6	KOOL Līgatne	57.1817	25.02982	1	Asphalt	NO	-	11700	YES	YES	YES	YES
E77	63	PL9L3	Augšlīgatne "Elvi veikals""	57.18326	25.03467	2	Asphalt	NO	-	3500	YES	YES	YES	YES
E77	71.21	PL10R7	Gotika Auto	57.2060493	25.1573977	1	Asphalt	YES	10	1900	NO	NO	NO	YES
E77	77	PL11R8	Melturi kafejnīca	57.225765	25.249267	1	Asphalt	YES	10	1689?	YES	NO	NO	NO
E77	77	PL12L4	Melturi	57.226346	25.250338	2	Asphalt	YES	10	1068?	YES	YES	YES	YES
E77	80	PL13L5	Drabeši	57.2385196	25.2859268	2	Asphalt	YES	3	1170?	NO	NO	NO	NO
E77	80	PL14R9	Drabeši	57.2384405	25.2863426	1	Asphalt	YES	3	1170?	NO	NO	NO	NO
E77	94	PL15L6	Circle K Bērzkrogs, DUS	57.279779	25.491364	2	Asphalt	YES	3	2800	YES	YES	YES	YES
E77	95	PL16R10	Bērzkrogs	57.2791004	25.4932222	1	Asphalt	YES	10	30990	YES	YES	YES	YES
E77	124	PL17R11	Smiltene	57.377587	25.944358	1	Asphalt	YES	10	1800	NO	YES	NO	NO
E77	126	PL18R12	Jautrais ods , kafejnīca	57.38307	25.95454	1	Asphalt	NO	-	300	YES	YES	YES	YES
E77	126.3	PL19R13	Latvijas Nafta	57.38759	25.97384	1	Asphalt	YES	10	4500	YES	YES	YES	YES
E77	128	PL20L7	Jaundruvas	57.394854	26.000603	2	Asphalt	YES	5	2764	NO	YES	NO	NO
E77	150	PL21L8	Tilderi	57.454623	26.342982	2	Asphalt	YES	5	2216	NO	NO	NO	NO
E77	151.98	PL22R14	Vireši	57.4556	26.37384	1	Asphalt	YES	15	2930	NO	NO	NO	NO
E77	162	PL23R15	Līzespasts	57.47634	26.5263	1	Asphalt	YES	4	1487?	NO	NO	NO	NO
E77	179	PL24R16	Grūbe	57.52623	26.79417	1	Asphalt	YES	3	-	NO	NO	NO	NO
E77	191.48	PL25R17	CSDD Charging Station	57.56939	26.98222	1	Asphalt	YES	10	2144	NO	NO	YES	NO
E77	196	PL26R18	Veclaicenes RKP	57.57989	27.04068	1	Asphalt	YES	10	11000	NO	NO	NO	NO

From: TMC Estonia <tmc@transpordiamet.ee>
Sent: Thursday, January 27, 2022 19:15 PM
To: TIC Latvia <sic@lvceli.lv>
Subject: TMP announcement

1. brief description of event

Truck accident

2. brief description of traffic disruption

Road is closed in both directions, detour EER8 via secondary roads

3. time of the event start

27.01.2022 19:05

4. expected duration of the traffic disruption

until 28.01.2022 09:00

5. location of the event (road no, km, name of the place or region)

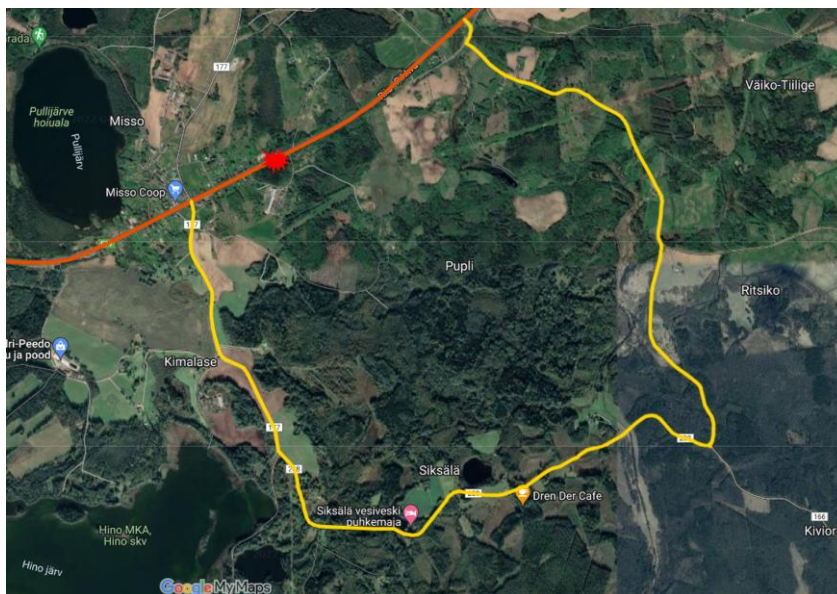
E77 km 207.7, before Misso village from the east

6. detour description (road no.s and place names, detour index)

Detour Misso-Siksälä-Kiviora-Ritsiko-Missokülä (100% gravel)
(25177 – 25208 - 25166), index EER8

7. recommendation for use truck parking lots (parking index)

Yes, PE10R5, PE11R6



ROAD WEATHER CAMERAS

Road	Location	CAM marking	Name	Type	Lat	Lon
E263	199.383	E263_2_199383_CAM	Tatra	Camera+RWS	58.24182	26.68598
E263	230.166	E263_2_230166_CAM	Kanepi	Camera	57.981917	26.772639
E263	260.491	E263_2_260491_CAM	Tootsi	Camera	57.8044	27.0808
E263	269.649	E263_2_269649_RWS	Vastseliina	Camera+RWS	57.74589	27.24856
E263	275.000	E263_2_275000_RWS	Illi	Camera+RWS	57.7380908	27.2856635
E77	27.000	E77_27000_RWS	Garkalne	Camera+RWS	57.068838	24.489521
E77	58.625	E77_58625_RWS	Sigulda	Camera+RWS	57.1691329	24.9687614
E77	76.495	E77_76495_RWS	Melturi	Camera+RWS	57.2224509	25.2355827
E77	102.495	E77_102495_RWS	Rauna	Camera+RWS	57.3072084	25.623685
E77	126.390	E77_126390_RWS	Smiltene	Camera+RWS	57.3881786	25.9738684
E77	156.510	E77_156510_RWS	Vireši	Camera+RWS	57.4690981	26.4423327
E77	191.515	E77_191515_RWS	Bārdaskrogs	Camera+RWS	57.5695754	26.9821909
E77	216.829	E77_216829_RWS	Luhamaa	Camera+RWS	57.641244	27.369207

ROAD WEATHER STATIONS

Road	Location	RWS marking	Name	Type	Lat	Lon
E263	199.383	E263_2_199383_RWS	Tatra	RWS_OLD	58.24182	26.68598
E263	219.503	E263_2_219503_RWS	Saverna	RWS_OLD	58.07267	26.73416
E263	236.521	E263_2_236521_RWS	Peetrimõisa	RWS_OLD	57.9278	26.8
E263	269.649	E263_2_269649_RWS	Vastseliina	RWS_OLD	57.74589	27.24856
E77	27.18	E77_27180_RWS	Garkalne	RWS_OLD	57.068838	24.489521
E77	58.625	E77_58625_RWS	Sigulda	RWS_OLD	57.168338	24.966132
E77	76.495	E77_76495_RWS	Melturi	RWS_OLD	57.221283	25.23055
E77	102.495	E77_102495_RWS	Rauna	RWS_OLD	57.30737	25.624525
E77	126.39	E77_126390_RWS	Smiltene	RWS_OLD	57.388055	25.973888
E77	156.51	E77_156510_RWS	Vireši	RWS_OLD	57.469166	26.443055
E77	216.829	E77_216829_RWS	Luhamaa	RWS_OLD	57.641244	27.369207
E263	275	E263_2_275000_RWS	Illi	RWS_NEW	57.7380908	27.2856635
E77	58.625	E77_58625_RWS	Sigulda	RWS_NEW	57.1691329	24.9687614
E77	76.495	E77_76495_RWS	Melturi	RWS_NEW	57.2224509	25.2355827
E77	102.495	E77_102495_RWS	Rauna	RWS_NEW	57.3072084	25.623685
E77	126.39	E77_126390_RWS	Smiltene	RWS_NEW	57.3881786	25.9738684
E77	156.51	E77_156510_RWS	Vireši	RWS_NEW	57.4690981	26.4423327
E77	191.515	E77_191515_RWS	Bārdaskrogs	RWS_NEW	57.5695754	26.9821909