(44 km/h to 71 km/h) were much higher than speed limit in AWZ and WZ. Mean speeds of fast moving vehicles were more than speed limit in AWZ and WZ. In WZ, mean speed of cars/jeeps varied from 53 km/h to 73 km/h whereas for standard trucks and buses, mean speed varied from 37 km/h to 46 km/h and 41 km/h to 68 km/h respectively. There was no significant difference in the speed of vehicles in AWZ, WZ and TTZ at 95% confidence interval. Another interesting observation was that for all work zone sites, the mean speed of cars/jeeps was higher than other vehicles in WZs.

Based on the study results, it was concluded that the speed of traffic in WZ is of great concern. Passive traffic calming measures including speed limit signs, cones, road markings, etc. are not very effective in controlling speeds of vehicles in WZs. Construction activity as well as the existing Traffic Management Plans had no significant effect on the speeds of vehicles in working zones. Therefore, it is very important to consider active traffic calming devices to ensure safe speeds in WZs. Passive traffic calming measures should be combined with other active traffic calming measures like rumble strips, speed humps, etc. Traffic Management Plans (TMPs) are only passive traffic calming measures. TMPs alone cannot be able to manage safe speeds in WZs.

In a country like India, people live on the sides of the highway and cross the road to reach nearby villages for work, education, etc. Hence, for the safety of the villagers crossing the road, workers engaged on sites and vehicles moving on the road, there is a need to change the policy by implementing measures like rumble strips/speed humps in work zones on highways.

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