Road data brochure

Facts that provide correct decision-making input

Road Data operations at the Swedish Road Administration (SRA) exist all over the country. Just as our name says, we work on data related to roads in Sweden. Among other things, this means that we are responsible for several databases where a vast amount of up-to-date information is stored.

On the following page you can see an illustration of the work flow.

If, for example, you would like to know the total number of metres of motor vehicle road in Sweden, ask us. The same thing applies if you want to know which road stretches in your municipality have a 50 km/h speed limit or exactly how many roundabouts there are. Ask us at Road Data – we know.

On the next few pages you can read more about our operations, for example, the databases we have and what the information can be used for.

If you have any questions or want to use our services, you are welcome to contact our customer services. Our e-mail address and telephone number are found on the back cover of this pamphlet.

This is how we work
The organisation of our operations is based on the five basic steps we follow in our work procedure. These are:

Collect the data
The SRA, the National Land Survey of Sweden, the forestry industry and Swedish Local Authorities collect data directly from source. This includes everything from official regulations to other legal documents. The source could for example be local traffic regulations, construction documents, as-built drawings, etc. This can also involve certain field measurements.

Prepare and update the data
The supplier prepares the data prior to central assembling for the database. This is done at a common production centre using different methods and routines. A data acceptance test is carried out both at the preparation stage and prior to assemblage.

Check the data
We check and declare the data in the databases through mechanical and visual inspections. A certain amount of random sample control also occurs in the field. We check that the data is current, that the figures are correct, etc. We also carry out monitoring inspections at our data suppliers to quality assure the collection of data.
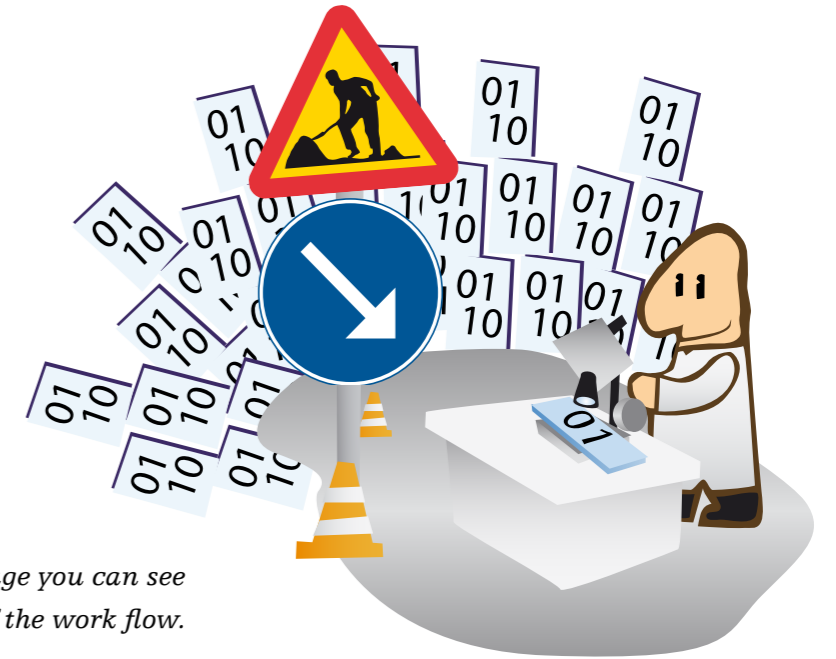
Package and deliver the data
The data is delivered either as a
• pre-packaged standard product
or as a
• customised product.
The data is delivered via the SRA website, www.vv.se/lastkajen in the following types of file format: ***.shp, *.nvd, *.xml, *.mdb** (geodatabase).
To be able to use any of our products the customer must have signed a contract with the SRA.

Using the data
There are many different areas of application for road data in society. Here are some examples:
• **National Land Survey of Sweden**, to update products such as maps.
• **The forestry industry,** for planning transports between a sawn timber site and a sawmill, for example.
• **Emergency services**, for planning and navigation purposes.
• **Universities and colleges** for different courses that include GIS (Geographical Information Systems), for example, community planners and traffic engineers.
• **County bus services and transport/mobility services** for planning routes or travel and driving times based on such things as speed limit regulations.
• **ITS companies**, for ISA (Intelligent Speed Adaptation) systems, for example.
• **Software suppliers**, for such things as navigation equipment.
• **Municipal authorities** for in-house operations, for example, traffic planning, school transport planning as well as for the maintenance and operation of municipal roads.
• **Swedish National Rural Development Agency** in analyses of how far people have to travel to public services, for example.

From nuts and bolts

Producing correct road data requires careful, accurate detail at all stages, from start to finish. We at the SRA have been building up routines and models for many years, which vouches for high quality data and product assurance. This is roughly how it works.

Databases with a distinct focus

We have a number of databases that have been adapted to suit different needs and purposes. Some of these are public, and contain data that can be delivered to both internal and external customers.

NVDB – road network
A national common road network, with links and nodes, that constitutes a stable reference system for linking different kinds of road features. NVDB is a Swedish abbreviation that stands for national road database.

NVDB – features
Basic features for the entire road network. These have been agreed upon between the SRA, National Land Survey of Sweden, Swedish Local Authorities and the forestry industry.

SRA – features
Basic data primarily for the state road network. These features have been decided upon by the SRA and their collection is compulsory.

Regional features
Contains certain properties that primarily concern the state road network. These features have been decided by the SRA and their collection is voluntary.

TFR – features
TFR is a Swedish abbreviation of "temporary accessibility restrictions" and applies to the state road network. This includes information about such things as frost damage.

Traffic features
This contains such things as traffic survey sections; e.g., AADT for axle pairs, cars and lorries. Applies only to the state road network.

Bridge features
Bridge structures, overpasses, underpasses, tunnels and adjacent passages. Applies only to the state road network.

Accident features
This database contains STRADA accidents (road accidents causing human injury reported to the police) with a limited number of attributes. Applies to the entire road network.

Surfacing
Wearing course data. Applies only to the state road network.

Database	Type of feature
SRA features	Operations and maintenance area
	SRA – One-way
	Level (railway) crossing
	Municipality
	Official name
	Overtaking prohibited
	Reference object
	Central reserve
	Climbing lane
	Region
	SRA – Wearing course
	Corridor
	Road category
	Road type
	Wildlife fence
	RWIS field station

Database	Type of feature
SRA features	Median barrier
	NRL network
	Year strengthened/upgraded
	Year of construction
	Winter Specifications 2003
	Feature lineage
	Intersection
NVDB features	Operation and maintenance subsidy
	Road manager
	Road number
	Road name (terminated)
	Limited gross weight
	Limited vehicle weight
	Limited vehicle length

Database	Type of feature
NVDB features	Limited axle/tandem load
	Bearing capacity
	Roundabout
	Traffic prohibited
	Pedestrian street
	Residential area
	Restrictions for transportation of hazardous goods
	Environmental zone
	Motorway without central reserve
	Motorway
	Street name
	Other road name
	Ferry route
	Height restriction less than 4.5 m
	Bridge and tunnel
	Grade-separated intersection
	Wearing course
	Road width
	Accessibility for certain vehicle combinations
	Accessibility
	Boom
	Turnaround possibility
	Functional road class
	Recommended road for hazardous goods
	Built-up area
	Link length lineage
	Node lineage (terminated)
	Reference line lineage
	Reference line representation
	Speed limit
	Reference object
	Turn possibility
	LTF_1 - LTF_21e (not currently used)
	Feature lineage
	Posted speed, temporary (terminated)
	Detail LTF-Discontinuation (not currently used)
	LTF_22 Regulations on discontinuation
	Prohibited turn
	Prohibited direction of travel
Accident features	Accident
Traffic	AADT
Bridge features	Structure
	Overpass
	Underpass
	Through passage
	Adjacent passage
Regional features	Avenue

Database	Type of feature
Regional features	Road lighting
	Sewers
	Noise shields
	Working on roads
	Bus stop
	Pedestrian/cycle path
	Groundwater protection
	Tall mast
	Calibration stretch
	Edge marking
	Cultural route
	Cable lines
	Traffic signals
	Shoulder value
	Guard rails
	Emergency crossing
	Buildings
	Road lighting point
	Wide lanes
	Area without buildings
	Stormwater facility
	Speed camera cabinet
	Stretch monitored by speed cameras
	Drainage
	Gravel road
	Edge support
	Traffic island edge support
	Inspection site
	Cable passage
	Milestone
	Cultivated area
	Pumping station
	Sandbox
	Roadside area
	Roadside culvert
	Visibility
	Range of vision
	Visibility class
	Populated area road sign
	Road sign
	Road sign post site
	Gantry
	Guard rail anchor
	Road culvert
	Noise protected premises
	Traffic lane
	Road direction sign
	RFT- Intersection
	Rest area
	Lay-by
	Roadside installation
	Pedestrian crossing
	Speed camera information sign
TFR (temporary accessibility restrictions)	Feature lineage
	Frost damage restrictions