

I-66 Active Traffic Management (ATM) System

**Fairfax County
Transportation Advisory
Commission**

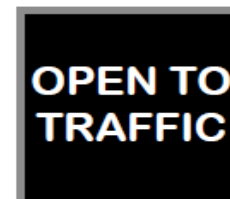
November 15, 2011

Kamal Suliman, Project Manager



Welcome

- **What we want to share with you this today:**
 - Description of the project approach, which is called *Active Traffic Management (ATM)*
 - How ATM will be applied to the I-66 corridor
 - Information on costs and timetables
- **Following these remarks, we'll open up for questions**



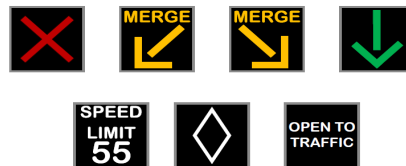
Project Overview

Existing I-66 Corridor Conditions:

- Extreme overcapacity during peak and non-peak periods
- Travel is unpredictable and delay-prone
- Incidents further complicate congestion

Planned Approach—Active Traffic Management:

- Focuses on managing existing roadway capacity
- Addresses safety, congestion, and environmental impacts
- Uses state-of-the-practice corridor technologies and strategies



General ATM Concepts

- **Use operations and technology strategies to manage traffic**
- **Monitor traffic and roadway conditions using state-of-the-practice technology tools**
- **Respond rapidly to incidents and other on-the-road changes**
- **Furnish real time information and guidance to travelers**

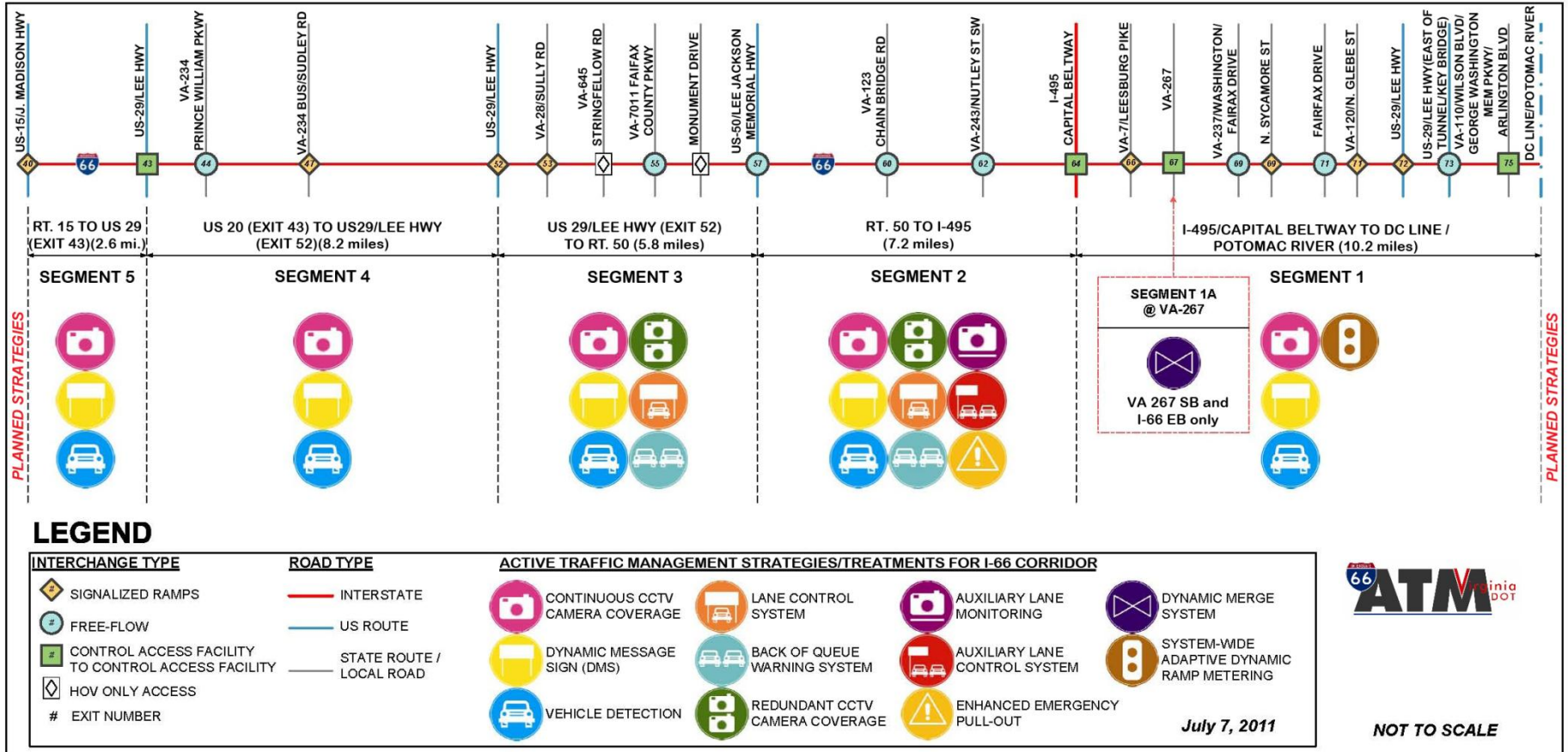
Application of ATM to I-66 Corridor

Project Boundaries:

- District of Columbia (Exit 74) to Haymarket (Exit 40/US-15)
- 34 miles
- Corridor divided into four segments
- Different combinations of ATM treatments planned for each segment



I-66 ATM Project Segments and Treatments



Sample Signage and Displays



ATM Treatment Highlights

- **Expand camera and detection coverage and capabilities, including the ability to detect length of traffic backups**
- **Rapidly identify and respond to incidents**
- **Use shoulder lanes as circumstances merit**
- **Adapt ramp metering to conditions**
- **Provide lane-specific guidance to travelers, including dynamic merge control inside the Beltway**
- **Enhance emergency pull-out areas from the shoulder lane**
- **Furnish information on traffic and roadway conditions to travelers**

Other I-66 Improvement Projects

- **Repair and Resurface 6 miles of I-66: US-50 to I-495**
- **Spot Improvement Projects**
 - Lengthen acceleration lane between Fairfax Dr and Sycamore St to form a continuous auxiliary lane between the two ramps
- **Rt. 29/Linton Hall Rd. Interchange**
 - Improve I-66 operations at this interchange
- **I-495 HOT Lanes Construction**
 - Ease access to I-66 from I-495
- **I-66 widening from Gainesville to Haymarket**
 - 2.6 miles of additional one HOV lane and one general purpose lane

Estimated Cost

- **Total capital costs for implementing ATM estimated at \$32M**
- **90 percent of funding from federal sources**

Project Schedule

- **Planning and Design – Summer-Fall 2011**
- **Contractor Selection and Award – Spring –Summer 2012**
- **ATM Design & Construction – Fall 2012-Winter 2013**
- **ATM full Start-Up – Summer 2014**



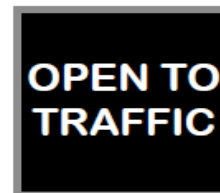
ATM Project Summary

- **Optimize performance of the existing roadway “infrastructure”**
- **Emphasis on:**
 - Monitoring conditions
 - Identifying and responding to incidents
 - Managing traffic
 - Informing and guiding travelers
- **Full ATM system is expected to launch in mid-2014**

- Supplemental materials are posted on the project website:

www.virginiadot.org/projects/northernvirginia/I-66_atms.asp

- Additional materials, including tonight's questions-and-answers, will be added to the website



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