

I-66 Active Traffic Management (ATM) System

Citizen Information Meeting
July 28, 2011

Hari Sripathi, P.E.
Regional Operations Director



Welcome

- **What we want to share with you this evening:**
 - **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:

- Highly congested during peak and non-peak periods
 - Travel is unpredictable and delay-prone
 - Incidents further complicate congestion
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- **Multi-pronged approach**



Goals:

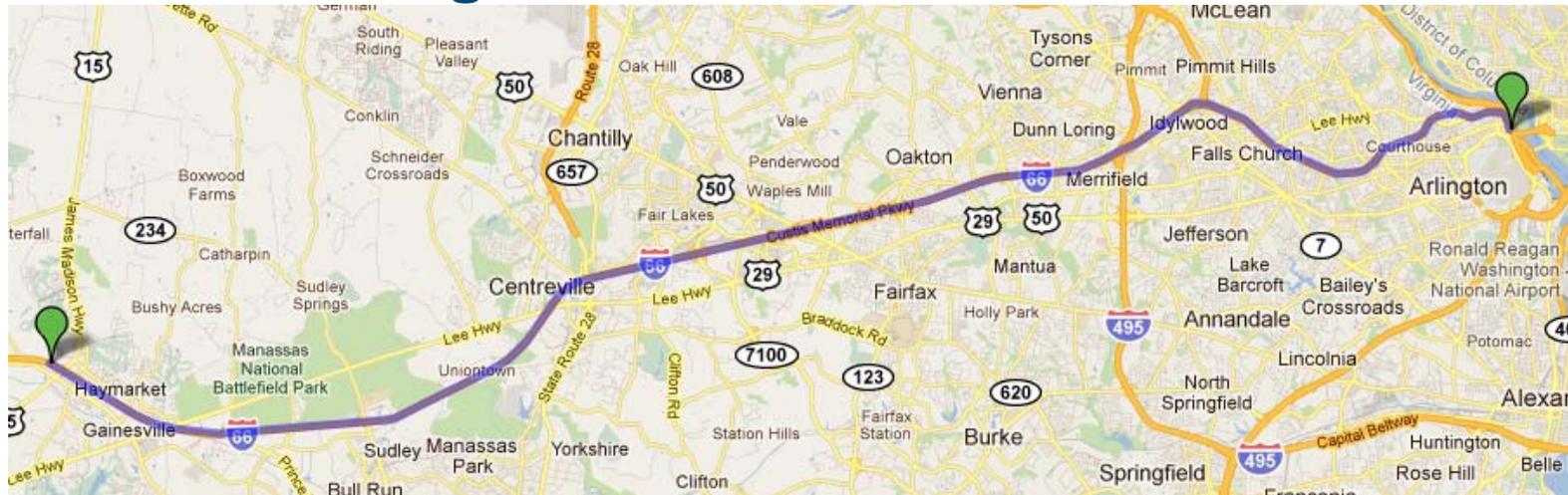
- **Reduce the number of primary and secondary crashes**
- **Rapidly respond to incidents**
- **Dynamically use shoulders and ramp meters**
- **Monitor and provide roadway condition information**

General Concepts—Active Traffic Management

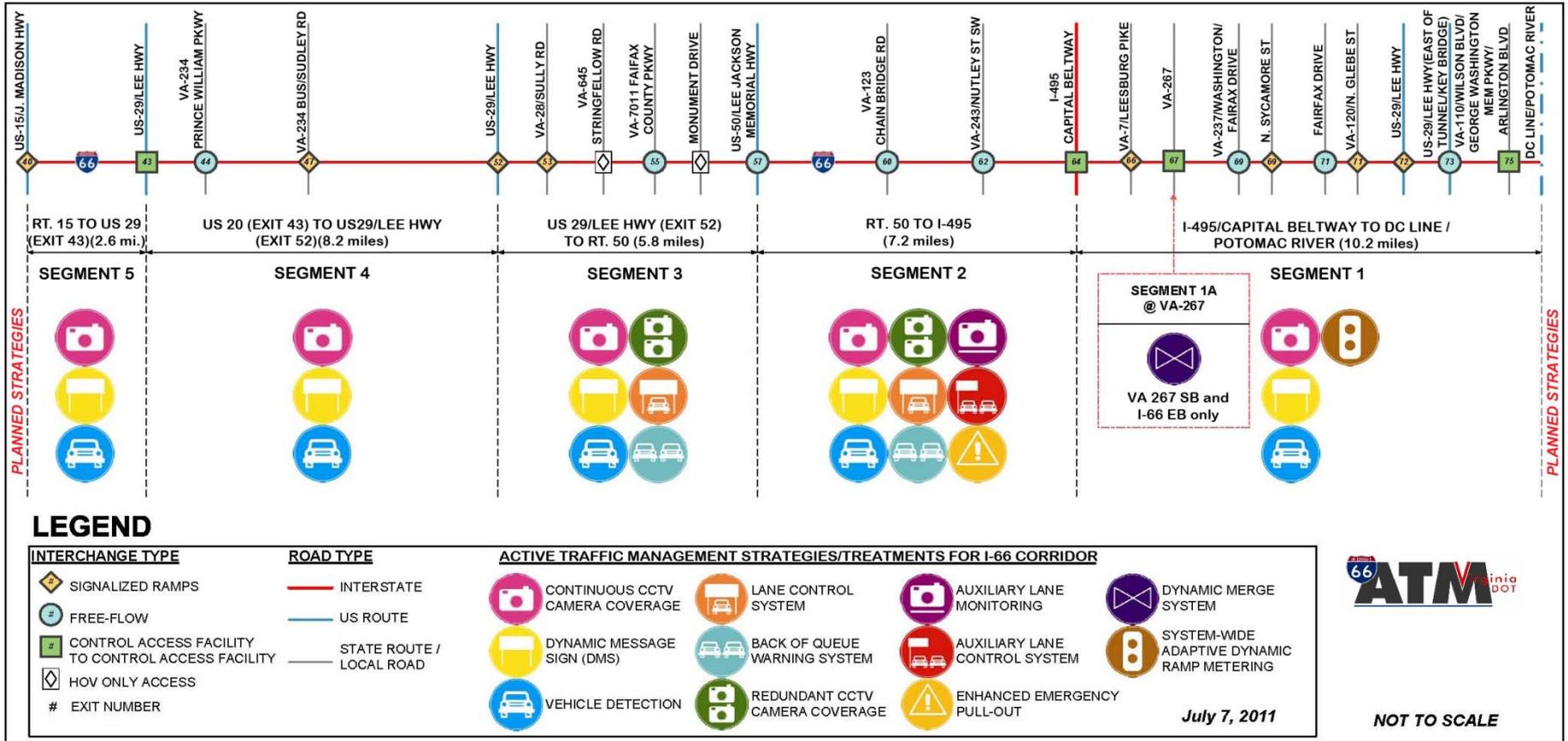
- **Use operations and technology strategies to manage traffic**
- **Monitor traffic and roadway conditions using state-of-the-practice technology tools**
- **Respond rapidly to incidents and other on-the-road changes**
- **Furnish real time information and guidance to travelers**

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



Sample Signage and Displays



Sample Signage and Displays



ATM 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**

ATM Highlights

- **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

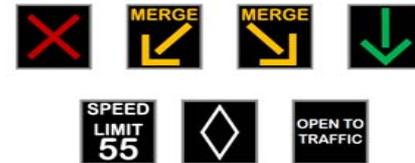
- **Repair and Resurface 6 miles of I-66: US-50 to I-495**
- **Spot Improvement Projects**
 - **Lengthen deceleration lane between Fairfax Drive and Sycamore Street to form a continuous auxiliary lane between the two ramps**
- **Rt. 29/Linton Hall Rd. Interchange**
 - **Improve I-66 operations at this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

- **Improve safety and maximize the use of existing infrastructure**
- **Emphasis on:**
 - **Monitoring conditions**
 - **Identifying and responding to incidents**
 - **Dynamic use of shoulder lane and ramp metering**
 - **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**
- **Questions may be submitted to:**
I-66ATDM@vdot.virginia.gov

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