

Traffic management during the construction of "ATTICA ROAD"



The work (ATTICA ROAD) consisted of two parts:

- From Eleusina – to the airport "Eleftherios Venizelos Spata
- Western Regional Limitos Highway (D.P.L.Y.), and the supporting roads connecting with Attica Road (total length of 152 km).

The highway has a total length of 65 Km and includes 26 interchanges that connect Attica Road with the existing road network. In addition to ATTICA ROAD other roads have been built such as Egaleo Highway, NATO Highway and Koropi Highway of total length 9,5 km.

This project has three lanes per direction and between them a railway line that serves the suburbs of Athens. This quick and immediate link around the city attracted an important part of the traffic that used to go through the city.

This road contributed significantly in the reduction of the traffic congestion and the environmental effects in the wider area of the city and provided the traffic capacity needed to handle the forecasted increasing traffic.

The study of IMPETUS included the Traffic Management during the construction works.

Traffic management was defined, as the actions need to be taken in order to ensure the efficient flow of the existing traffic.

Traffic was defined as the total of the road vehicles, means of mass transportation, pedestrians, moving locally or to any other directions.

Traffic management implies the maintenance of the safe traffic conditions, by detouring, applying traffic signalisation and undertaking temporary works.





The study included the following: (a) Analysis of the existing traffic operation conditions. (b) Measurement of existing traffic loads, turning movements and Level of Service analyses.

A model of the existing operation conditions followed. (1) Examining alternative methods for constructing works, dividing them in parts, the work was built based on the predefined parts, functional analysis and planning of work, based on the parts.

Based on the traffic analysis results there were found ways to deal with the possible traffic problems, there were proposed solutions for organizing, managing traffic and planning of detours etc.

The detours had been implemented in almost all the network of Attica basin (from Elefsina to the Airport of Spata). These studies of traffic management gave temporary traffic solutions during the construction of the Attica Road and also created a big database with geometrical characteristics of the regional network, traffic loads, problematic points, areas of frequent accidents, etc. Many of the proposed traffic interventions became permanent, offering safe and more efficient levels of traffic service.

Since 1997, 75 traffic interventions were applied in the entire network of Attica Road.

