

I-5 Managed Lanes/ ITS Infrastructure

AN SB 1 PROJECT

LEAD AGENCIES



THE NEED

The US Department of Energy estimates for each hour a car spends idling in traffic, it burns one-fifth a gallon of gas and releases 4 pounds of harmful CO2 into the air. Nationally, personal vehicle idling wastes about 3 billion gallons of fuel annually.

This section of I-5 in Sacramento County is highly traveled with major bottleneck and congestion during peak commute periods. Mobility is impaired in the region causing increased vehicle emissions, increased travel costs and reduced travel time reliability for commuters. With the expected increase in housing development between downtown Sacramento and Sacramento International Airport, congestion and delay is only expected to increase in the area. I-5 is the second most congested freeway corridor in the region, with two of the top bottleneck points existing in the region located within the project area.

ABOUT THE PROJECT

The project along this stretch of highway will construct managed lanes in both directions on I-5 in Sacramento County between I-5 and the US 50 Interchange to the Sacramento River Bridge. Intelligent transportation system infrastructure will also be added to manage recurrent and non-recurrent congestion. The ITS system improves transportation safety and mobility through the use of communication technology built into the infrastructure such as speed sensors and electronic signage.

The I-5 Managed Lanes project is consistent with the Sacramento Region's SB 375 compliant sustainable communities strategy that has been approved by the California Air Resources Board (CARB).

BENEFITS

-  Maintenance/Rebuild
-  Safety
-  Congestion Relief
-  Climate
-  Air Quality
-  Freight/Goods Movement

COMMUNITIES SERVED

Sacramento, Natomas, West Sacramento and surrounding communities



I-105 ExpressLanes

AN SB 1 PROJECT

LEAD AGENCIES



THE NEED

4-million drivers commute in Los Angeles daily often sitting in gridlocked traffic. The US Department of Energy estimates for each hour a car spends idling in traffic, it burns one-fifth a gallon of gas and releases 4 pounds of harmful CO2 into the air. Nationally, personal vehicle idling wastes about 3 billion gallons of fuel annually.

The I-105 corridor experiences heavy demand during peak travel times and far exceeds capacity available. LA Metro and Caltrans are working on an ExpressLanes project that will aid traffic congestion along the corridor that traverses the cities of El Segundo, Inglewood, Hawthorne, Los Angeles, Lynwood, South Gate, Paramount, Downey, Norwalk and unincorporated areas of Los Angeles County.

ABOUT THE PROJECT

The I-105 ExpressLanes project will bring high-occupancy toll lanes that help improve traffic flow and provide drivers with more reliable travel times to the Los Angeles region's South Bay cities. ExpressLanes allow carpools, vanpools and buses to travel for free, while also giving solo drivers the option of paying a toll to use the lane.

The project will ease traffic by adding ExpressLanes along I-105, giving drivers the chance to get through high congestion areas between the end of existing HOV lanes west of the I-405 in Los Angeles and Norwalk.

The I-405 ExpressLanes project is consistent with the Southern California Region's SB 375 compliant sustainable communities strategy that has been approved by the California Air Resources Board (CARB).

BENEFITS



Congestion Relief



Transit



Climate



Air Quality

COMMUNITIES SERVED

El Segundo, Inglewood, Hawthorne, Los Angeles, Lynwood, South Gate, Paramount, Downey, Norwalk and unincorporated areas of Los Angeles County



I-605/SR-91 Improvements

AN SB 1 PROJECT

LEAD AGENCIES



THE NEED

The US Department of Energy estimates for each hour a car spends idling in traffic, it burns one-fifth a gallon of gas and releases 4 pounds of harmful CO2 into the air. Nationally, personal vehicle idling wastes about 3 billion gallons of fuel annually.


In an effort to reduce congestion, keep traffic flowing and reduce travel time in Southern California, LA Metro and Caltrans are working on the I-605 Hot Spots Program along the I-605 and SR-91 freeways. The SR-91 corridor experiences high levels of congestion during commute hours, heightened by the increased traffic volumes between the closely spaced on and off ramps and short distance between interchanges.

ABOUT THE PROJECT

This is part of the “Hot Spots” joint effort between LA Metro and Caltrans to reduce congestion in key areas along the I-605 and SR-91 freeways in Southern California. Portions of the project include widening SR-91, adding an auxiliary lane and reconfiguring on-ramps to enhance freeway safety, improve traffic flow, reduce congestion and improve freeway operations. There are also anticipated improvements on local streets and roads in the vicinity of the freeway ramp intersections which will also aid in traffic flow.

The I-605 / SR-91 Improvements project is consistent with the Southern California Region’s SB 375 compliant sustainable communities strategy that has been approved by the California Air Resources Board (CARB).

BENEFITS

-  Maintenance/Rebuild
-  Safety
-  Congestion Relief
-  Transit
-  Climate
-  Air Quality

COMMUNITIES SERVED

The Gateway Cities in the San Gabriel Valley and surrounding areas, including: El Monte, Baldwin Park, Whittier, Santa Fe Springs, Downey, Pico Rivera, Montebello, Norwalk, Artesia, Bellflower, Carson



I-680 / SR 4 Interchange Improvements

AN SB 1 PROJECT

LEAD AGENCY



THE NEED

The US Department of Energy estimates for each hour a car spends idling in traffic, it burns one-fifth a gallon of gas and releases 4 pounds of harmful CO2 into the air. Nationally, personal vehicle idling wastes about 3 billion gallons of fuel annually.

The Contra Costa County Transportation Authority's (CCTA) Interchange Improvements along I-680 and SR-4 will increase capacity, improve traffic flow and safety in Central Contra Costa County. The I-680 corridor is the main artery through Central Contra Costa County connecting it with Solano, Alameda and Santa Clara Counties. SR 4 is the only major east-west connector linking the communities of Antioch, Bay Point, Pittsburg, Oakley and Brentwood with Central Contra Costa and the Bay Area.

ABOUT THE PROJECT

CCTA and its contractors have used practices and technologies that reduce GHG and harmful emissions during construction of the interchange project. The project will widen approximately four-miles of SR 4 by adding a third lane both eastbound and westbound in addition to on-ramp and off-ramp merging to aid in traffic flow. The project also widens five areas of the roadway, extends eastbound SR 4's carpool lane by two-miles and installs safety lighting and replacement of the 50-year-old Grayson Creek Bridge, which is past its serviceable life. The project will reduce travel times and ease gridlock for the more than 100,000 motorists who drive through the area daily.

The I-680 / SR 4 Improvements project is consistent with the Contra Costa County Region's SB 375 compliant sustainable communities strategy that has been approved by the California Air Resources Board (CARB).

BENEFITS

- Maintenance/Rebuild
- Safety
- Congestion Relief
- Transit
- Bridges
- Climate
- Air Quality
- Freight/Goods Movement

COMMUNITIES SERVED

Central Contra Costa County, Solano County, Alameda and Santa Clara Counties and communities including: Antioch, Pittsburg, Oakley and Brentwood



Solano Managed Lanes

AN SB 1 PROJECT

LEAD AGENCY



THE NEED

The US Department of Energy estimates for each hour a car spends idling in traffic, it burns one-fifth a gallon of gas and releases 4 pounds of harmful CO2 into the air. Nationally, personal vehicle idling wastes about 3 billion gallons of fuel annually.






In order to help ease traffic congestion along the I-80 corridor in Solano County, the Solano Transportation Authority (STA) is working with Caltrans to add a managed lane in both directions from I-505 to Airbase Parkway – an approximately 10 miles stretch. While population and commuters have increased, there have been no major widening projects on I-80 since 1973. Traffic slows to less than 30 mph from 2pm – 6pm during the weekday commute, creating harmful GHG emissions from cars idling on the highway for extended periods of time.

ABOUT THE PROJECT

The Solano Managed Lanes Project will construct 10-miles of new managed lanes (one lane in each direction) and convert 8-miles of existing High Occupancy Vehicle (HOV) lanes to create 18 miles of managed lanes. The I-80 Managed Lanes project will better manage traffic throughout the County. The project is expected to help travel time improvements by at least 17 minutes per trip. The project supports the region's planned improvements to SolanoExpress, the regional bus service on I-80. Over time, the project will reduce congestion and promote alternative modes of transportation like carpool and public transit.

The Solano Managed Lanes Project is consistent with the region's SB 375 compliant sustainable communities strategy that has been approved by the California Air Resources Board (CARB).

BENEFITS

-  Maintenance/Rebuild
-  Safety
-  Congestion Relief
-  Transit
-  Climate
-  Air Quality

COMMUNITIES SERVED

Areas of Yolo and Solano Counties including Vallejo, Vacaville, Suisun City, Fairfield and areas around Travis AFB



SR 99 / Commercial Avenue Interchange

AN SB 1 PROJECT

LEAD AGENCY



THE NEED

The US Department of Energy estimates for each hour a car spends idling in traffic, it burns one-fifth a gallon of gas and releases 4 pounds of harmful CO2 into the air. Nationally, personal vehicle idling wastes about 3 billion gallons of fuel annually.

The Tulare County Association of Governments along with Caltrans are working to construct a new four-lane interchange to improve safety, enhance traffic movement and relieve congestion along SR 99 in Tulare County. With the Central Valley among the fastest growing regions of the state, traffic projections for the area show increased traffic volume and long delays for drivers. According to Caltrans, traffic volume in the area is operating at a D or F level during peak traffic periods. There are no bike lanes or sidewalks for environmentally friendly multi-modal use between SR 99 and Commercial Avenue and Paige Avenue. The project adds both of those components. The project is expected to reduce harmful GHG emissions caused by cars idling in the region.

ABOUT THE PROJECT

In addition to the interchange, the project also calls for new on-ramps to accommodate ramp metering to further help traffic flow and reduce idling cars. The project adds bike lanes along westbound and eastbound Commercial Avenue within city limits and new 10-foot sidewalks along Commercial Avenue. The project encourages the use of non-motorized modes of transportation by providing bike lanes, sidewalks, and ADA access and transit stops which are not currently available.

The SR 99/ Commercial Avenue Interchange Project is consistent with the Central Valley region's SB 375 compliant sustainable communities strategy that has been approved by the California Air Resources Board (CARB).

BENEFITS

- Maintenance/Rebuild
- Bike/Pedestrian
- Safety
- Congestion Relief
- Transit
- Climate
- Air Quality

COMMUNITIES SERVED

Tulare County, the City of Tulare, Visalia



SR 55 HOV/Auxiliary and Mixed Flow Lanes

AN SB 1 PROJECT

LEAD AGENCY



THE NEED

The US Department of Energy estimates for each hour a car spends idling in traffic, it burns one-fifth a gallon of gas and releases 4 pounds of harmful CO2 into the air. Nationally, personal vehicle idling wastes about 3 billion gallons of fuel annually.

The SR 55 (Costa Mesa Freeway) is one of the most heavily congested freeways in Southern California. SR-55 links other major freeway systems in Orange County and is the only freeway with a direct north-south connection for drivers traveling between Central Orange County and the coast. Today, SR-55 between I-405 and I-5 has four general purpose lanes, one carpool lane and auxiliary lanes in each direction. Heavy congestion on SR-55 is only continuing to grow. The project will add new lanes to the freeway to minimize congestion, increase capacity and aid in traffic flow. More than 260,000 cars use the stretch of SR-55 daily, the number is expected to grow to 275,000 by 2040. The freeway is also a major route for commercial traffic with roughly 17,000 daily truck trips. Improvements are expected to save 1,500 hours in daily truck travel time, helping improve air quality.

ABOUT THE PROJECT

The project will add one regular lane and one carpool lane in each direction, as well as auxiliary lanes between several interchanges along the four-mile project to help traffic more smoothly enter and exit the freeway without delay or idling traffic. The project will also reconfigure on and off ramps providing increased access to job centers, healthcare and educational facilities and the John Wayne Airport.

The SR-55 Auxiliary Lanes / HOV Project is consistent with the Orange County region's SB 375 compliant sustainable communities strategy that has been approved by the California Air Resources Board (CARB).

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BENEFITS

- Maintenance/Rebuild
- Safety
- Congestion Relief
- Transit (promoting use)
- Climate
- Air Quality
- Freight/Goods Movement

COMMUNITIES SERVED

Irvine, Santa Ana, Tustin

