



The I-80 Integrated Corridor Mobility (ICM) Project



ITE – San Francisco Bay Area Section

*Presented by Randy Durrenberger
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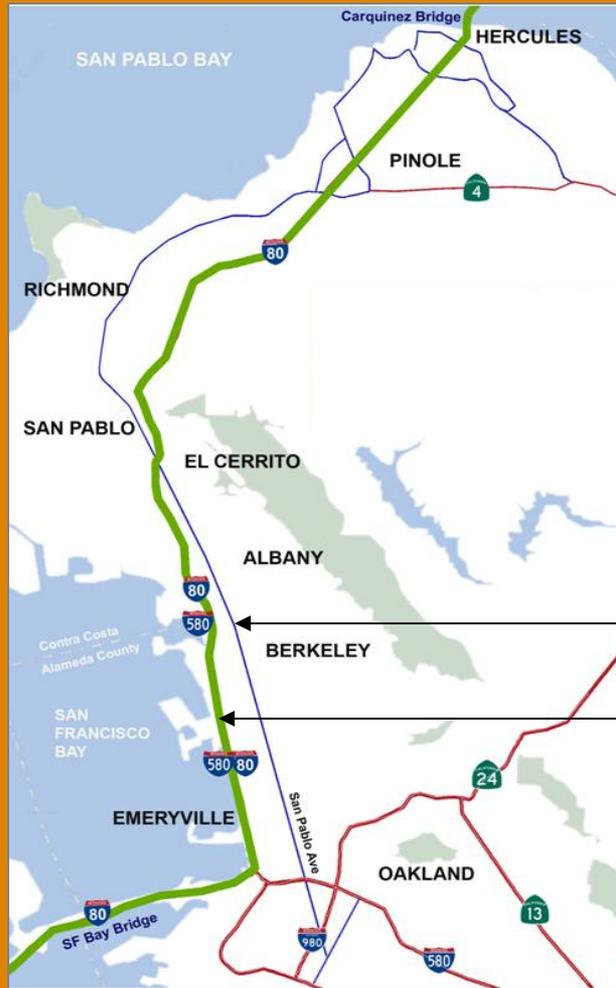


Presentation Outline

- Introduction / Background
- Project Element Strategy
- Video
- Operations and Delivery Strategy
- Current Status

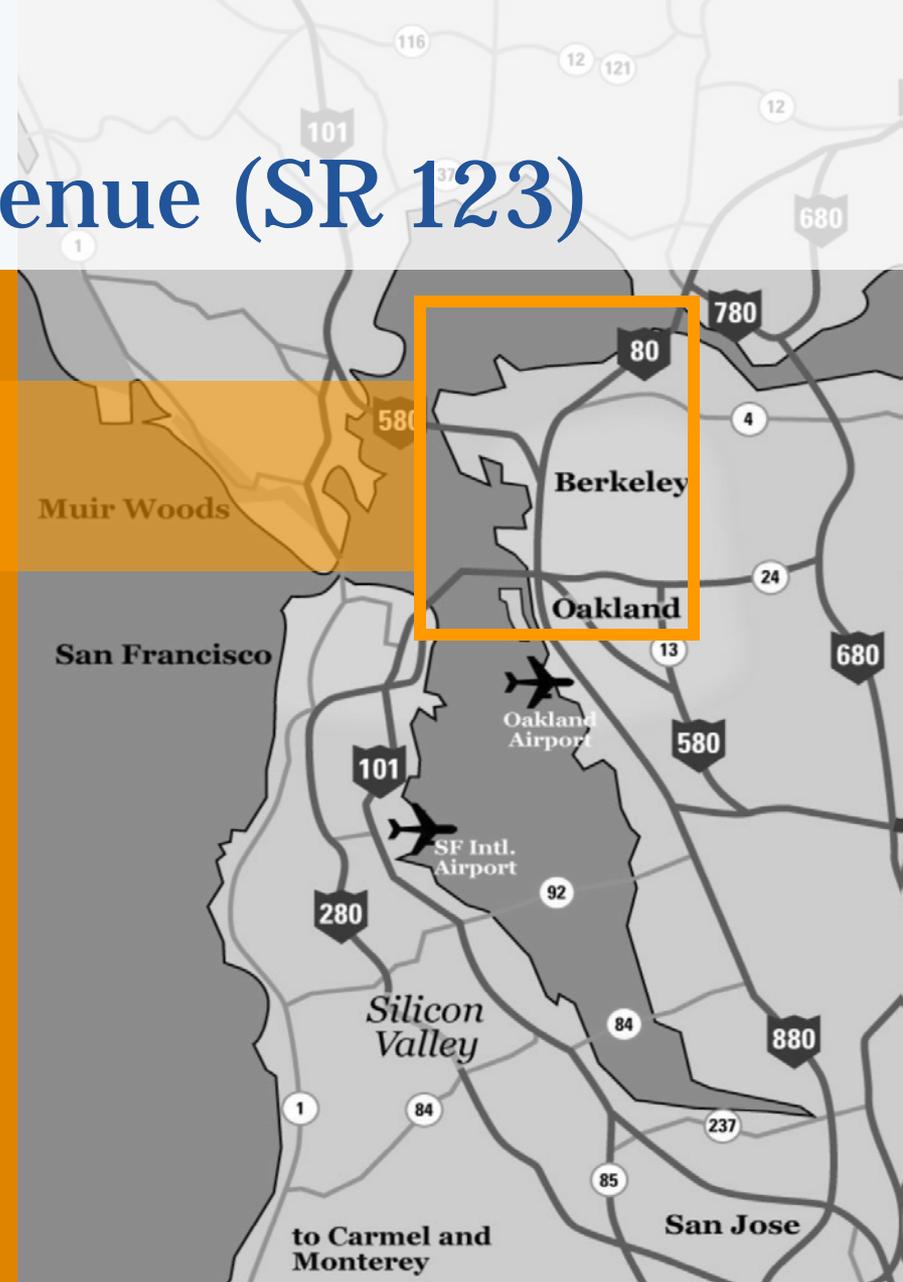


Project Location – I-80 and San Pablo Avenue (SR 123)



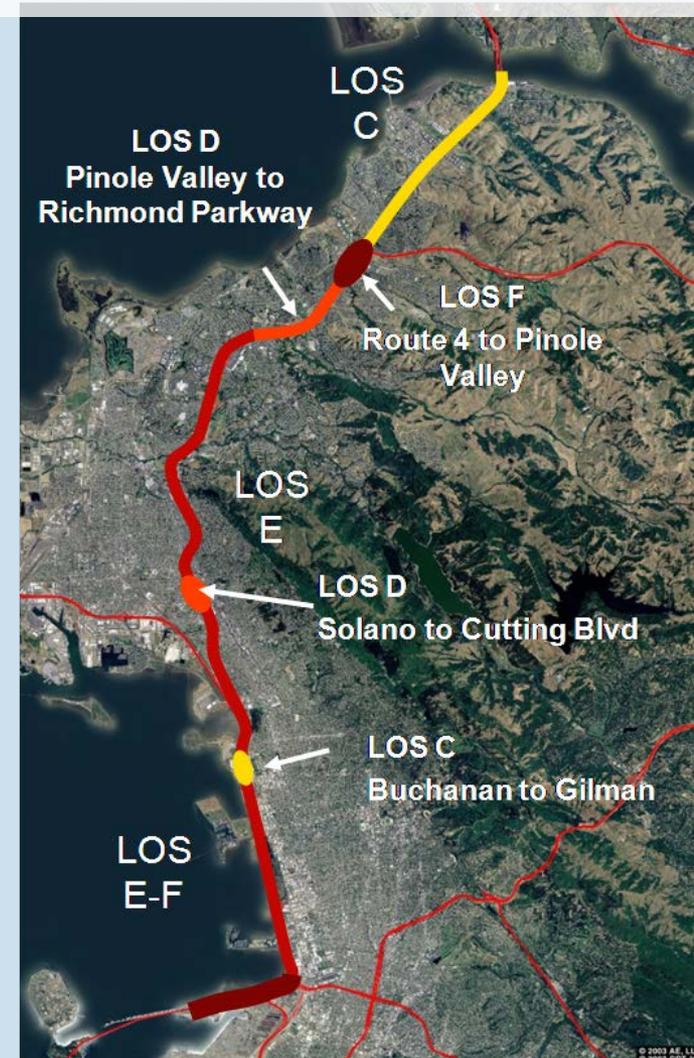
San Pablo Ave.

I-80 Mainline



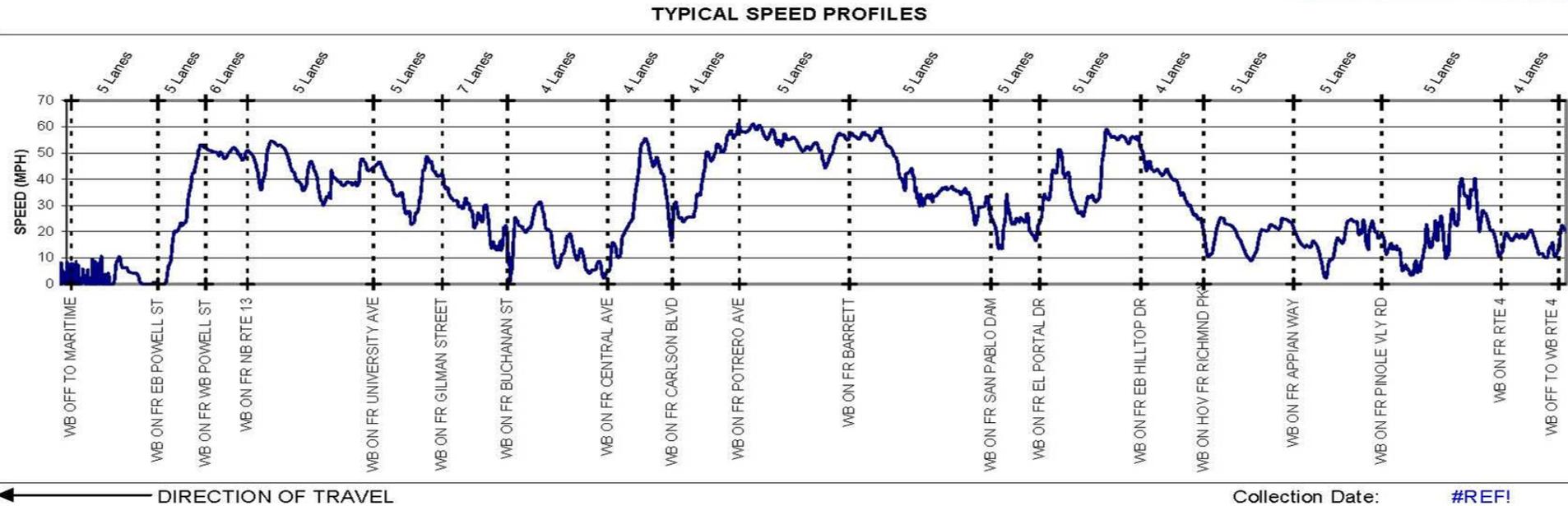
Why the I-80 Corridor?

- Ranked as one of the most congested corridors in the region, approximately 300,000 vehicles per day
- Over 20,000 vehicle-hours of delay per day
- Inconsistent level of service (C to F)
- Variable speeds (stop & go to 65 mph)
- Un-reliability of travel (20 to >60 min)
- High incident rates: over 2,000 incidents annually



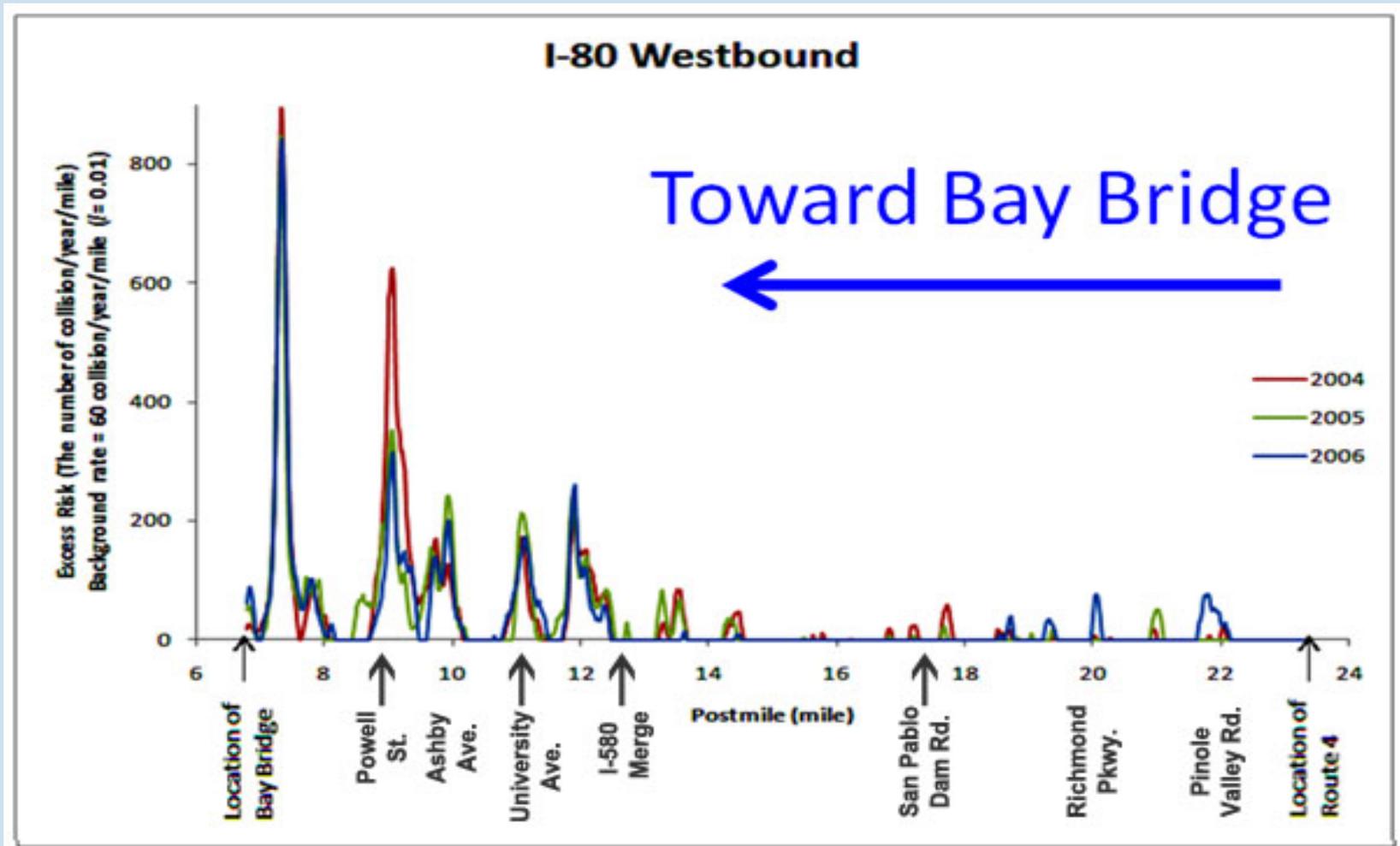
Recurring Congestion & Loss of Capacity

HORIZ. SCALE: 1" = 2 MILES

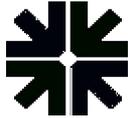
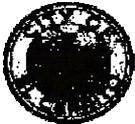


Accident Profile – Westbound

(Average of one accident per day during peak hour)



Project Stakeholders

Alameda County Transportation Commission		AC Transit		City of Emeryville	
Contra Costa Transportation Authority		Western Contra Costa Transit Authority		City of El Cerrito	
West Contra Costa Transportation Advisory Committee		Water Emergency Transportation Authority		City of Hercules	
California Department Of Transportation		BART		City of Pinole	
Metropolitan Transportation Commission		Amtrak		City of Richmond	
California Highway Patrol		Contra Costa County		City of Oakland	
Federal Highway Administration		City of Albany		City of San Pablo	
Federal Transit Administration		City of Berkeley			

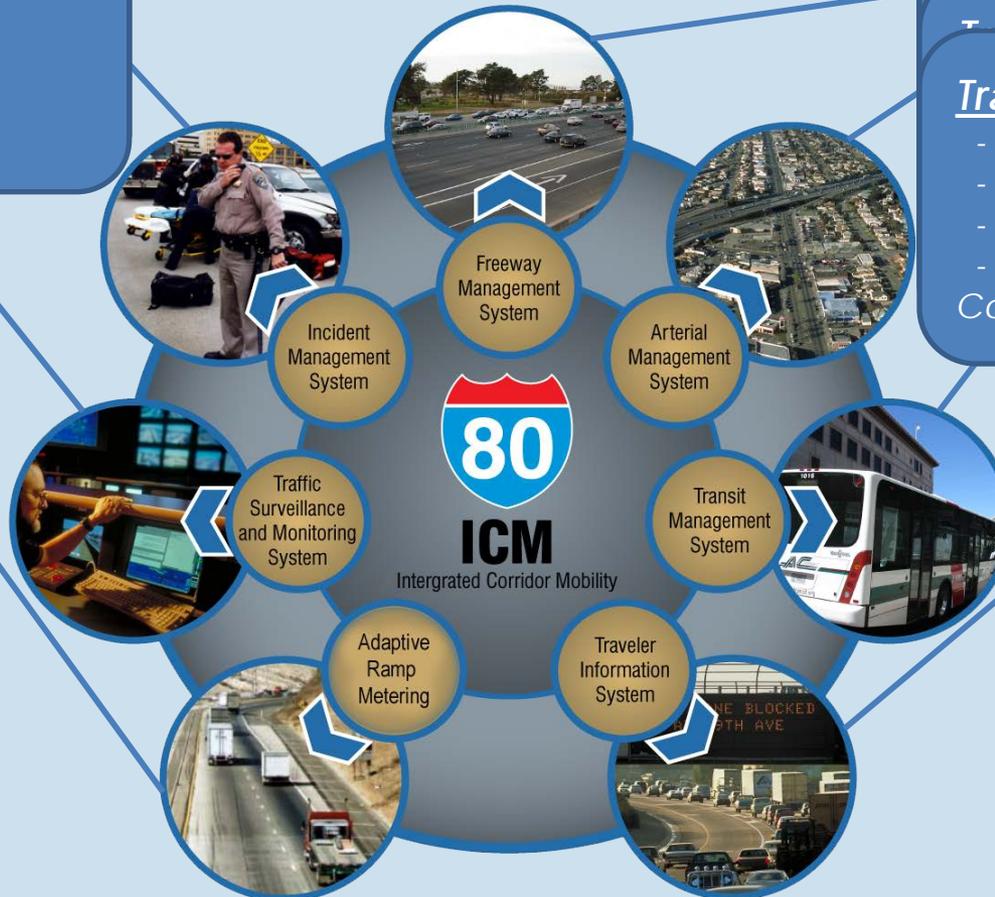
I-80 ICM Strategies

Adaptive Ramp Metering

- Systemwide Metering Algorithm
- Advanced Queue Detection
- HOV Preference

Traveler Information

- CMS/VMS
- Information Display Boards
- Highway Advisory Radio
- 511 and East Bay SMART Corridor Integration



Information Display Board (IDB)

SFO via  40 min
 SFO via  30 min

Ashby Ave 8 min
 Travel Time Trend 

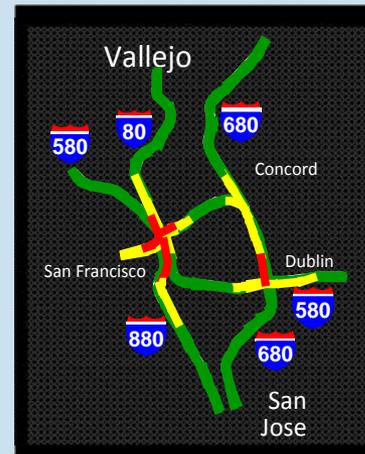
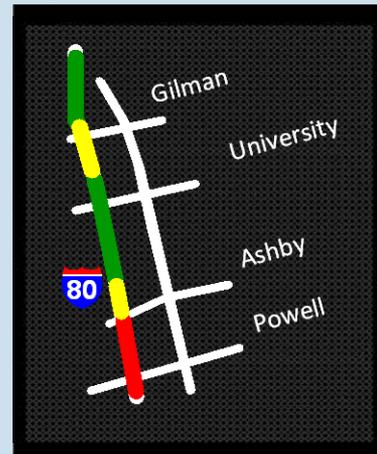
Hayward via  25 min
 Hayward via  15 min
 Accident  at 98th Ave

University Ave
 Accident at Gilman
 OK for all
 Trend 

TRAVEL TIME
 Carquinez Bridge 32 min

SFO via  40 min
 SFO via  30 min

 to SFO 63 min
 EXIT Central Avenue
 Departure Times:
 7 min, 22 min, 37 min
 Parking Available



Project Video

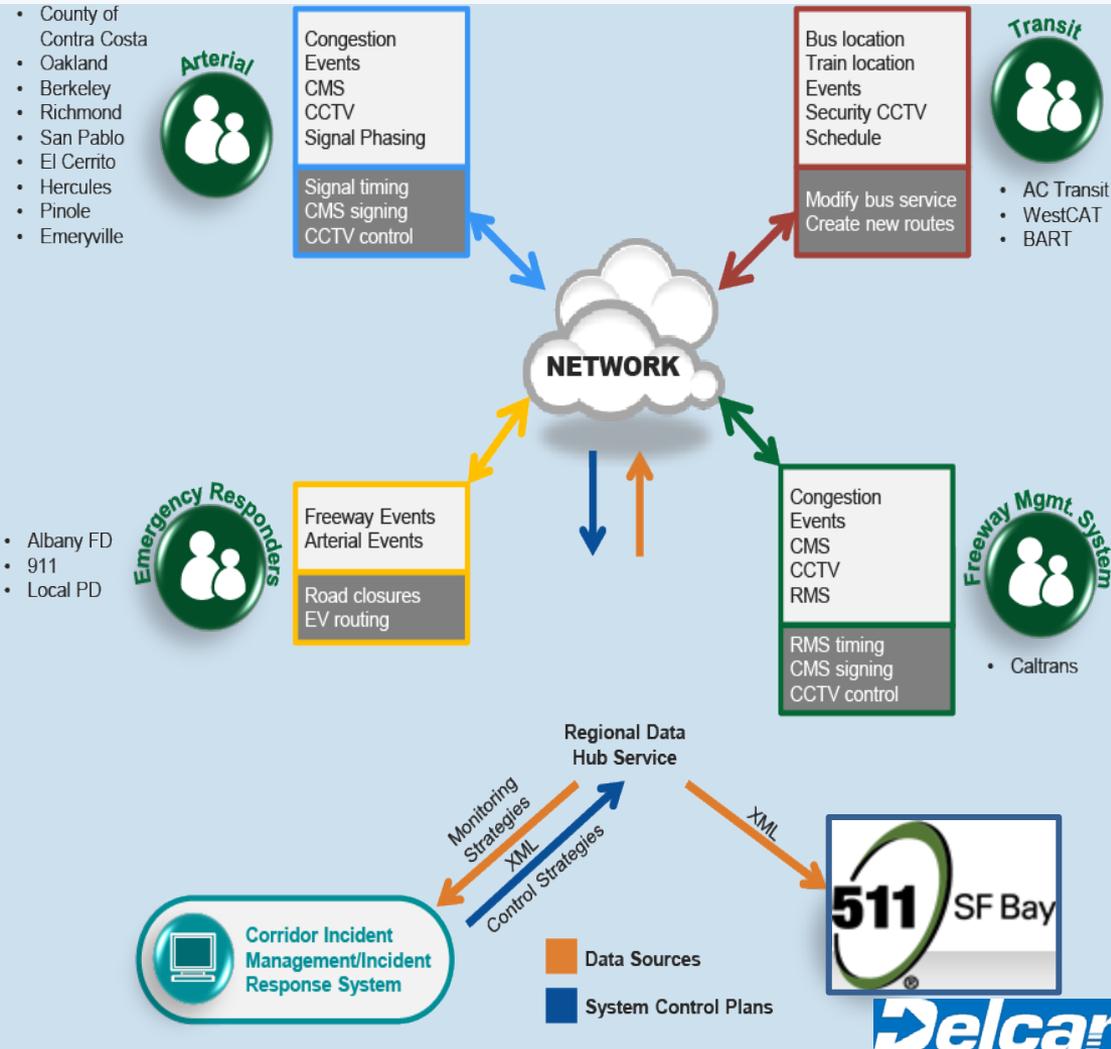
Google: i-80 icm

System Integration



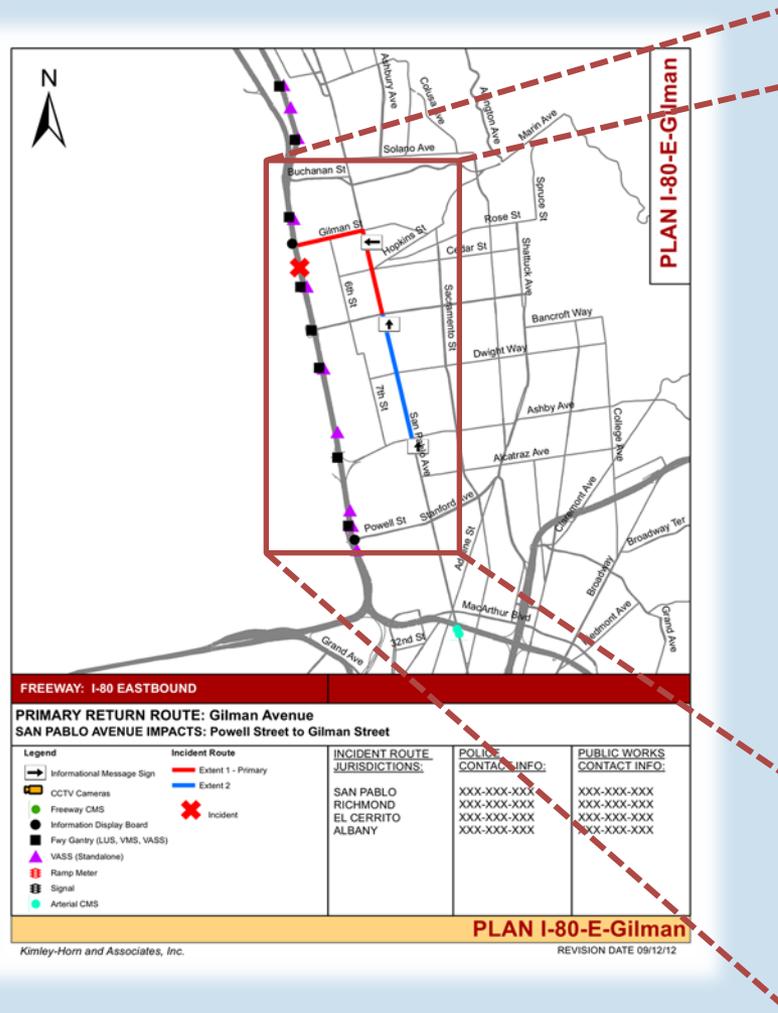
High-Level Integration Approach

- Integrate agency subsystems
- Utilize existing networks
- Integrate traffic incident management responsibilities



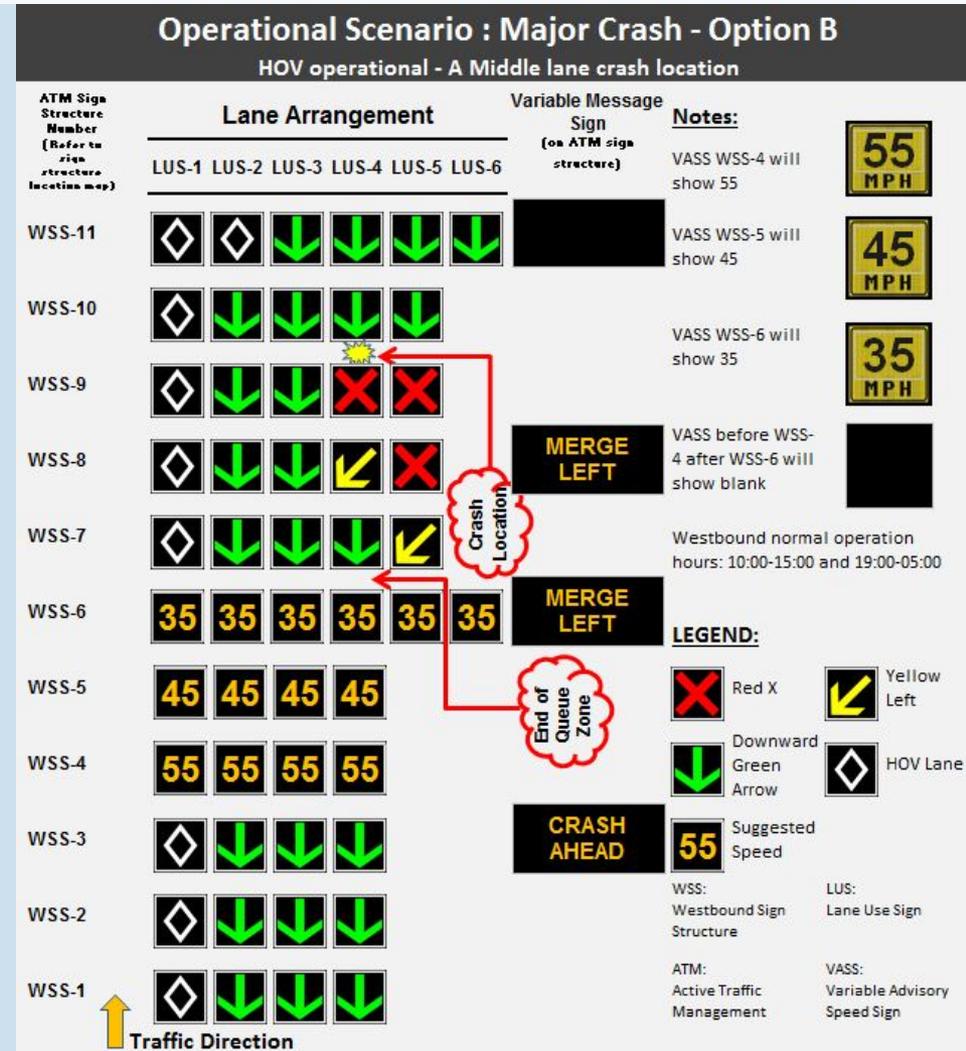
Incident Response Strategies – Arterials

- Trailblazer Signs
- Incident Timing Plans
- CCTV Cameras



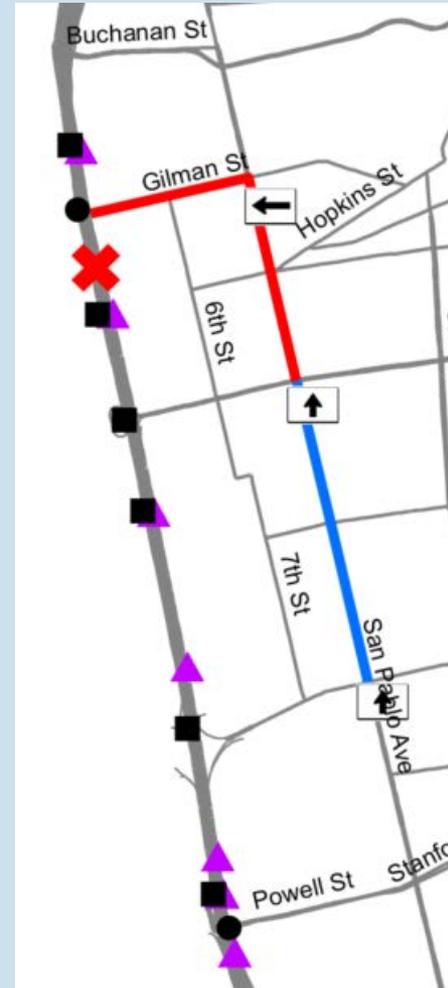
Incident Response Strategies – Freeways

- Lane Use Signs
- CMS/VMS
- VASS
- Ramp Meters
- Detection / CCTV Cameras

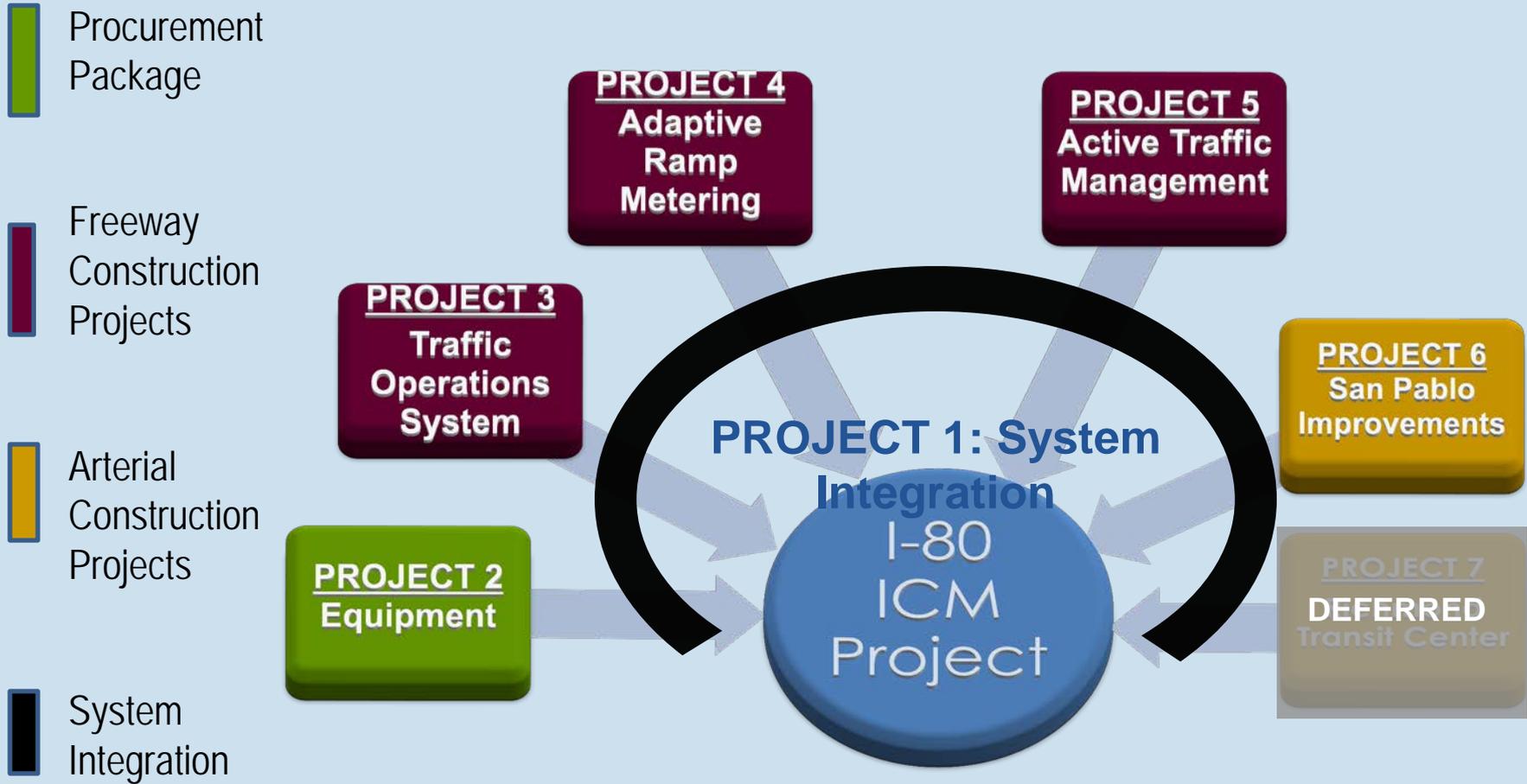


Key Incident Management Concepts

- No active direction for drivers to use alternate routes
- Caltrans will control local traffic signals during incidents using pre-approved timing plans
- Caltrans wants an EASY button
- Provide notification to all agencies when strategies are deployed
- Post-incident debrief
- All stakeholders have signed MOU



Delivery Strategy



Current Status

- Project 1 – System Integration: **Ongoing**
- Project 2 – Material Procurement: **Evaluating Material Submittals**
- Project 3 – Traffic Operations System: **Construction Complete**
- Project 4 – Adaptive Ramp Metering: **Under Construction**
- Project 5 – Active Traffic Management: **Under Construction**
- Project 6 – San Pablo Arterial & Transit: **Construction Complete in April 2013**

Questions?

