



Board Report

File #: 2019-0052, **File Type:** Oral Report / Presentation

Agenda Number: 6.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
FEBRUARY 20, 2019**

**SUBJECT: I-10 EXPRESSLANES EXTENSION FROM I-605 TO SAN BERNARDINO COUNTY
LINE**

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the I-10 ExpressLanes Extension from I-605 to the San Bernardino County Line.

METRO EXPRESSLANES



I-10 ExpressLanes Extension

February 20, 2019

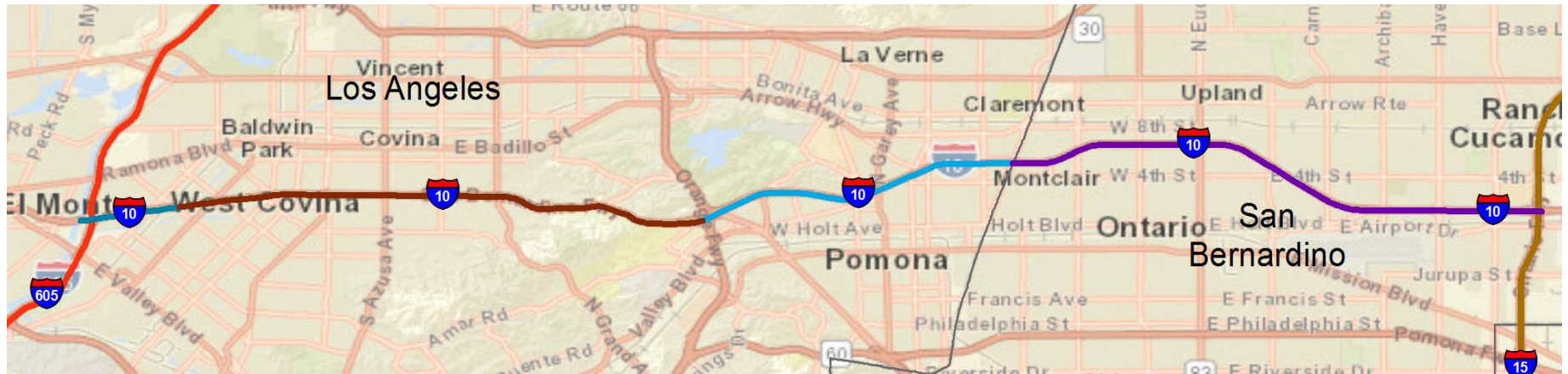


Background



- An extension of the I-10 ExpressLanes from I-605 to the Los Angeles/San Bernardino County Line is included in Tier 1 (highest priority) of the ExpressLanes Strategic Plan
- The I-10 ExpressLanes project is included in the 28x'28 project list and is scheduled for completion in 2028
- Project is currently unfunded

I-10 HOV Lanes



Caltrans is currently constructing High Occupancy Vehicle (HOV) lanes on I-10 between I-605 and SR-57 to create a continuous ExpressLane/HOV lane between Alameda Street and Haven Avenue (I-15)

Completed segments:

- LA/San Bernardino County Line to Haven Avenue – Completed 2000
- SR-57 to LA/San Bernardino County line – Completed 2003
- I-605 to Puente Avenue - Completed 2013

In construction segments:

- Puente Avenue to Citrus Street - Expected completion December 2019
- Citrus Street to SR-57 - Expected completion Summer 2021



I-10 ExpressLanes – San Bernardino County



- San Bernardino County Transportation Authority is planning to implement ExpressLanes on I-10 between the Los Angeles/San Bernardino County line and Redlands
- Two ExpressLanes in each direction with one lane in a short segment approaching Los Angeles County
- Projected opening date Summer 2023 (Segment 1 – County line to I-15)

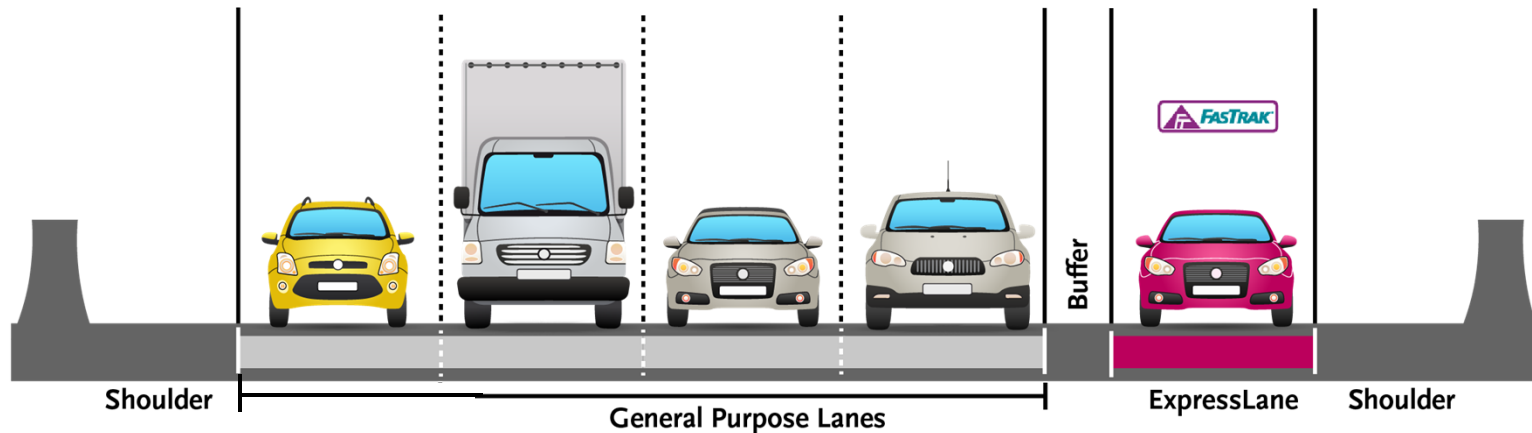


Options for I-10 ExpressLanes



- Conversion of single HOV lane in each direction to ExpressLanes
- Conversion of single HOV lane into ExpressLanes and the addition of a second ExpressLane in each direction (non-standard lane widths)
- Conversion of single HOV lane into ExpressLanes and the addition of a second ExpressLane in each direction (standard lane widths)
- Conversion of HOV lanes to ExpressLanes and addition of one reversible ExpressLane - this will require further analysis with Caltrans

Single ExpressLanes alternative



- Conversion of HOV lane under construction into ExpressLanes
- ExpressLanes would be 12' wide, inside shoulder of 6'
- 2 foot buffer between ExpressLanes and general purpose lanes
- Toll and communications infrastructure installed
- Estimated cost \$168-355 million



Note: cross section shown for illustrative purposes only.

Single ExpressLanes alternative – Considerations



- Would not add any additional physical capacity
- Property acquisition possible for weave lanes
- Lowest cost
- Would require HOV3+ occupancy policy or higher to maintain acceptable operating conditions
- Would likely require approval from Federal Highway Administration to convert project from HOV to ExpressLanes

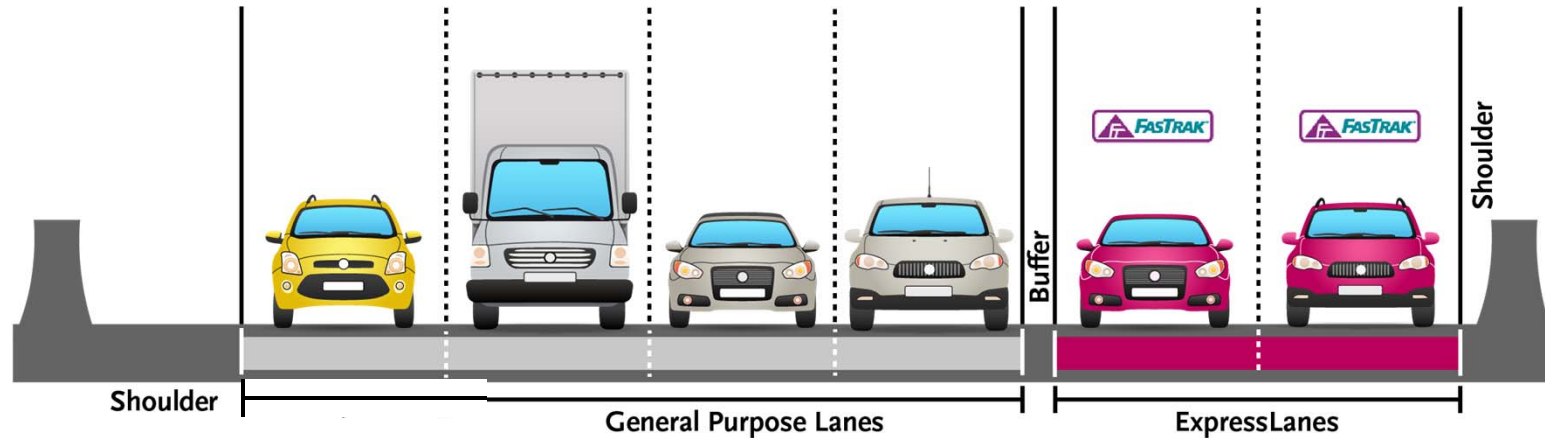
Schedule:

- Network Project Study Report (PSR) – Caltrans and Metro are currently preparing a Network PSR for the Tier 1 ExpressLanes network, including the I-10.
 - Expected completion December 2019
- Project Approval/Environmental Document
 - Concept of Operations - Define operational policies, toll collection systems, and facility design
 - Traffic and Revenue Study - Estimate toll rates and potential toll revenue for this corridor
 - Request tolling authority from California Transportation Commission
 - Public outreach
 - Expected schedule – 18 months
- Design and Construction
 - Expected schedule – 24-36 months



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Dual ExpressLanes alternative (non-standard lane widths)



- Widening / restriping the freeway to create two 11' width ExpressLanes in each direction
- Left shoulder of 4', Buffer area of 2' between ExpressLanes and General purpose lanes
- General purpose lanes a combination of 12' and 11' wide
- Toll and communication infrastructure installed
- Estimated project cost: \$1 billion+



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Note: cross section shown for illustrative purposes only.

Dual ExpressLanes (Non-Standard) alternative – Considerations



- Would add an additional ExpressLane in each direction
- Property acquisition is anticipated
- Would likely require relocation / reconstruction of ramps and structures
- Higher cost
- Would require Caltrans approval of non-standard project features
- Would likely require approval from Federal Highway Administration to convert project from HOV to ExpressLanes

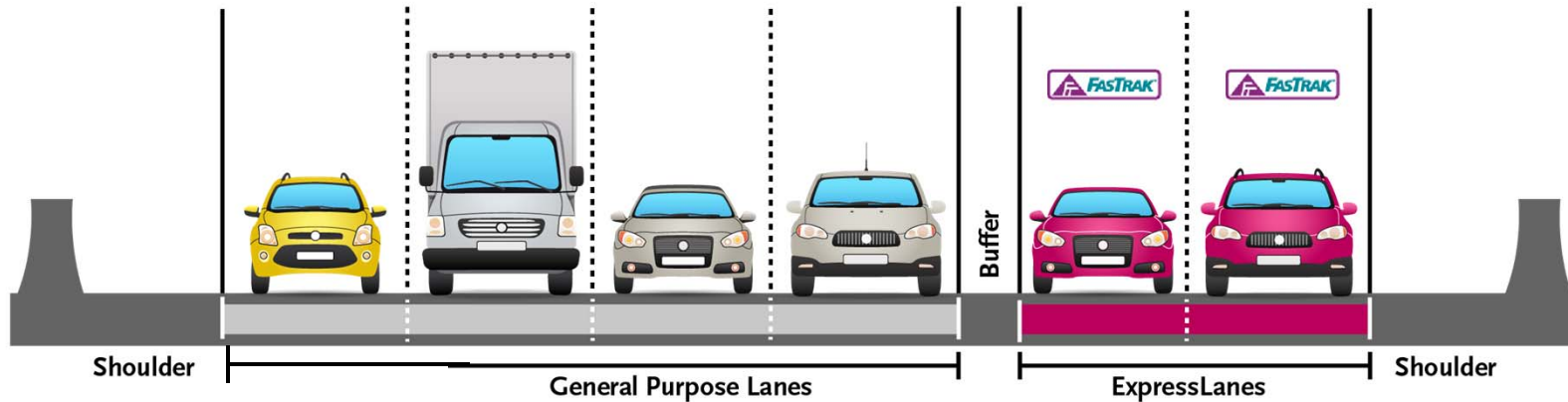
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 - Request tolling authority from California Transportation Commission
 - Public outreach
 - Expected schedule – 18-24 months
- Design and Construction
 - Expected schedule – 36-48 months



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Dual ExpressLanes alternative (standard lane widths)



- Widening / restriping the freeway to create two 12' width ExpressLanes in each direction
- Left shoulder generally 10' wide
- Buffer area generally 4' between ExpressLanes and General Purpose lanes
- Typical 4 mainline through lanes, all 12' wide
- Toll and communication infrastructure installed
- Estimated cost: \$1.9 billion +



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Note: cross section shown for illustrative purposes only.

Dual ExpressLanes (Standard) alternative – Considerations



- Would add an additional ExpressLane in each direction
- Property acquisition is anticipated
- Highest cost
- Would require relocation / reconstruction of many ramps and structures
- Would likely require approval from Federal Highway Administration to convert project from HOV to ExpressLanes

Schedule

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 - Traffic and Revenue Study - Estimate toll rates and potential toll revenue for this corridor
 - Request tolling authority from California Transportation Commission
 - Public outreach
 - Expected schedule – 18-24 months
- Design and Construction
 - Expected schedule – 48-60 months



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