

FOOTHILL FREEWAY (I-210) CONGESTION RELIEF PROJECT

Fact Sheet



The Project

The Foothill Freeway (Interstate 210) is a vital component of the Los Angeles County and Ventura County freeway network. This heavily traveled corridor varies from three to six lanes including High Occupancy Vehicle (HOV, or carpool) lanes.

The main objective of the I-210 Congestion Relief Project is to better regulate vehicle flow upon entering the freeway system. This is being accomplished with advanced metering equipment and technology for use with on-ramp meters, freeway-to-freeway connector meters and HOV Bypass Lane metering.

On-ramp meters: New on-ramp meters along a 50-mile corridor of eastbound and westbound I-210 are fully operational from the San Bernardino County line to the Golden State Freeway (I-5) in Sylmar.

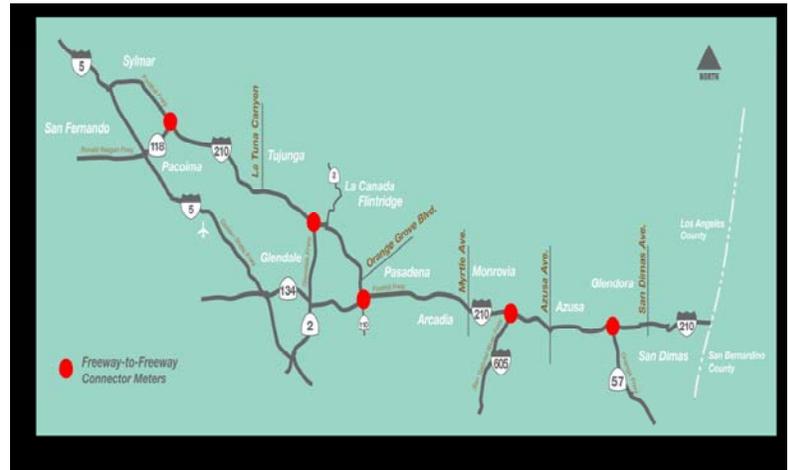
Freeway-to-freeway connector meters: Freeway-to-freeway connector meters have been installed at nine connectors to transition motorists onto I-210 from State Routes 2, 57, 118, 134 and 605. To date, four connectors are activated (SR-57 and SR-605) and the other five are scheduled for activation in winter 2009. Nowhere in the nation, or the world, has freeway-to-freeway connector metering been used with such innovation and to the extent as in Los Angeles County.

HOV Bypass Lane meters: The I-210 Congestion Relief Project includes metering all HOV Bypass Lanes to better manage the flow of carpool lane users onto the freeway mainline. HOV Bypass on-ramp lanes are metered separately from single-occupant on-ramp lanes.

Summary

Metering is one strategy in the congestion relief effort, a part of Governor Schwarzenegger's Strategic Growth Plan. Ramp metering involves a sophisticated technology called SWARM, or System-Wide Adaptive Ramp Metering, one element of this plan to alleviate gridlock in the region. This advanced strategy works by evaluating real-time traffic situations throughout the corridor to predict bottlenecks and properly set "upstream" ramp metering rates to help alleviate congestion. Using wire loop detectors, fiber optic connections, calculations and historical and real time traffic data, every meter will, in a sense, be able to speak to each other to better manage the corridor.

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Benefits

Corridor metering will significantly reduce bottleneck congestion points and control overflow of vehicles when freeway demand exceeds its capacity. Ramp and connector metering will improve mainline freeway traffic flow and decrease freeway congestion.

Project Status

The project was initially activated in March 2008 from the San Bernardino County line to Pasadena when ramp metering began and four freeway-to-freeway connector meters were activated from northbound Orange Freeway (SR-57) and northbound San Gabriel River Freeway (I-605) to eastbound and westbound I-210. Flashing beacon signs near the four interchanges alert motorists to reduce speed with messages of "Route 210 Meter On" and "Prepare to Stop."

Project Schedule

The final portion of the project will complete when freeway-to-freeway connector metering is activated at the following five interchanges:

- Northbound Glendale Freeway (SR-2) to eastbound and westbound I-210;
- Eastbound Ronald Reagan Freeway (SR-118) to eastbound and westbound I-210; and
- Eastbound Ventura Freeway (SR-134) to westbound I-210.

Project Cost

\$16.4 million

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