

WILLIAM PRESTON LANE JR. MEMORIAL (BAY) BRIDGE AUTOMATED LANE CLOSURE SYSTEM PROJECT



Rendering of overhead lane-use signals, dynamic message signs, horizontal swing gates, and illuminated pavement markers.

The Bay Bridge automated lane closure system (ALCS) is a project constructed for opening and closing lanes for two-way traffic operations on the bridge. Since two-way operations were implemented, lane closures have been done manually. The ALCS will enhance the current cone and barrel system by allowing remote implementation and discontinuation of two-way traffic on the Bay Bridge's Eastern and Western shores.

The ALCS will include overhead lane-use signals, dynamic message signs, horizontal swing gates, and illuminated pavement markers. These enhancements will be integrated into the existing bridge traffic control system.

SAFETY BENEFITS

- Increase safety – reduces crashes
- Superior incident response
- Safer work environment for employees

CUSTOMER SAVINGS BENEFITS

- Less set-up time – reduces congestion associated with manual lane closure operations (cones, signs, arrow panel set-up)
- Advance notice for incidents – increases safety associated with late lane changing
- Increases reliability



The above swing gate will replace the current cone and barrel system, allowing remote implementation and discontinuation of two-way traffic while ensuring motorist safety, ease of integration and operational efficiency.

ABOUT CONSTRUCTION

Work on the project, such as conduit boring and installation, began in February 2020 on the Eastern Shore and January 2021 on the Western Shore. In Fall 2022, the MDTA will begin a phased implementation of the Bay Bridge ALCS to familiarize motorists to the new system. This transitional period includes some manual support of the system, with cones and barrels still present.



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