

FACT SHEET

SAC-5 HOV PROJECT



PROJECT DESCRIPTION

The Phase 1 of this project will construct approximately 19 miles of bus/carpool lanes on I-5 in the Sacramento area, from Beach Lake Bridge to Route 50 (PM 12.9/22.5). Phase 2 will construct 6 miles of bus/carpool lanes from 1.1 mile south of Elk Grove Blvd to Beach Lake Bridge (PM 9.7 / 12.9). Both Phase 1 and Phase 2 have been environmentally cleared.

THE PROPOSED WORK INCLUDES

- Construct northbound and southbound High Occupancy Vehicle (HOV) or bus/carpool lanes
- Construct new sound walls
- Median and structure widening

PURPOSE AND NEED

The purpose of this project is to:

- Promote ride sharing and the use of high occupancy vehicles such as carpools, vanpools and express bus services during peak period travel
- Provide congestion relief in order to improve traffic flow and mobility on this section of I-5 by carrying more people in fewer vehicles during peak periods
- Provide an option for reliable peak period travel time
- Use the highway facilities as efficiently as possible
- Improve traffic operations and safety

The HOV is needed due to the increase in traffic congestion in this I-5 corridor. Traffic volumes have steadily increased due to a rise in development along this segment. Monitoring of traffic conditions during peak commute periods has shown a steady increase in both duration and length of congestion. I-5 plays a critical role in California's economy by supporting a high volume of commuter and interregional traffic, as well as trucks moving goods to destinations in and out of the State.

FUNDING

This partnership project is ready for construction because the Sacramento Transportation Authority (STA) and Sacramento Area Council of Governments (SACOG) have funded \$11.7 million from the Sacramento Measure A Transportation Sales Tax Program and the federal Congestion Mitigation and Air Quality (CMAQ) program to complete preliminary engineering, environmental studies, design, and right-of-way work.

STA has future allocations planned beginning in the 2022/23 Fiscal Year to fund the construction of this project. However, Caltrans District 3 is working with the local partners to advance the allocation of Measure A funds by 4 years so this project can be combined with the SAC 5 Road Rehabilitation project which is programmed to begin construction in 2018. By combining these two projects, the overall cost to complete the HOV lanes will be less and the HOV lanes can be opened years earlier. Combining the projects will reduce the waste of tax payer resources needed for administering two separate construction contracts with similar limits of work one after the other. This combination of projects will also reduce the public perception of being in construction for a long time and provide congestion relief as early as possible.

In addition to the Measure A Funds, Caltrans District 3 is looking for opportunities to get State funds from the SB1 Gas/Diesel Tax programs like Solutions for Congested Corridor Program and Trade Corridor Enhancement Program.

CONSTRUCTION COST ESTIMATE (UNFUNDED)

Construction Capital \$51 million

Construction Support \$9 million

NOTE: This estimate is based on the assumption that this project will be combined with SAC 5 Rehabilitation Project.

SCHEDULE

Project Approval & Environmental Document June 2013

Design Completed September 2017

Advertise Project (if funds are available)..... June 2018

Begin Construction (if funds are available) October 2018

Complete Construction (if funds are available)..... December 2022

FOR ADDITIONAL INFORMATION CONTACT

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