

# Caltrans District 3

Successes and Needs in Sacramento County

Presented to the Sacramento Transportation Authority

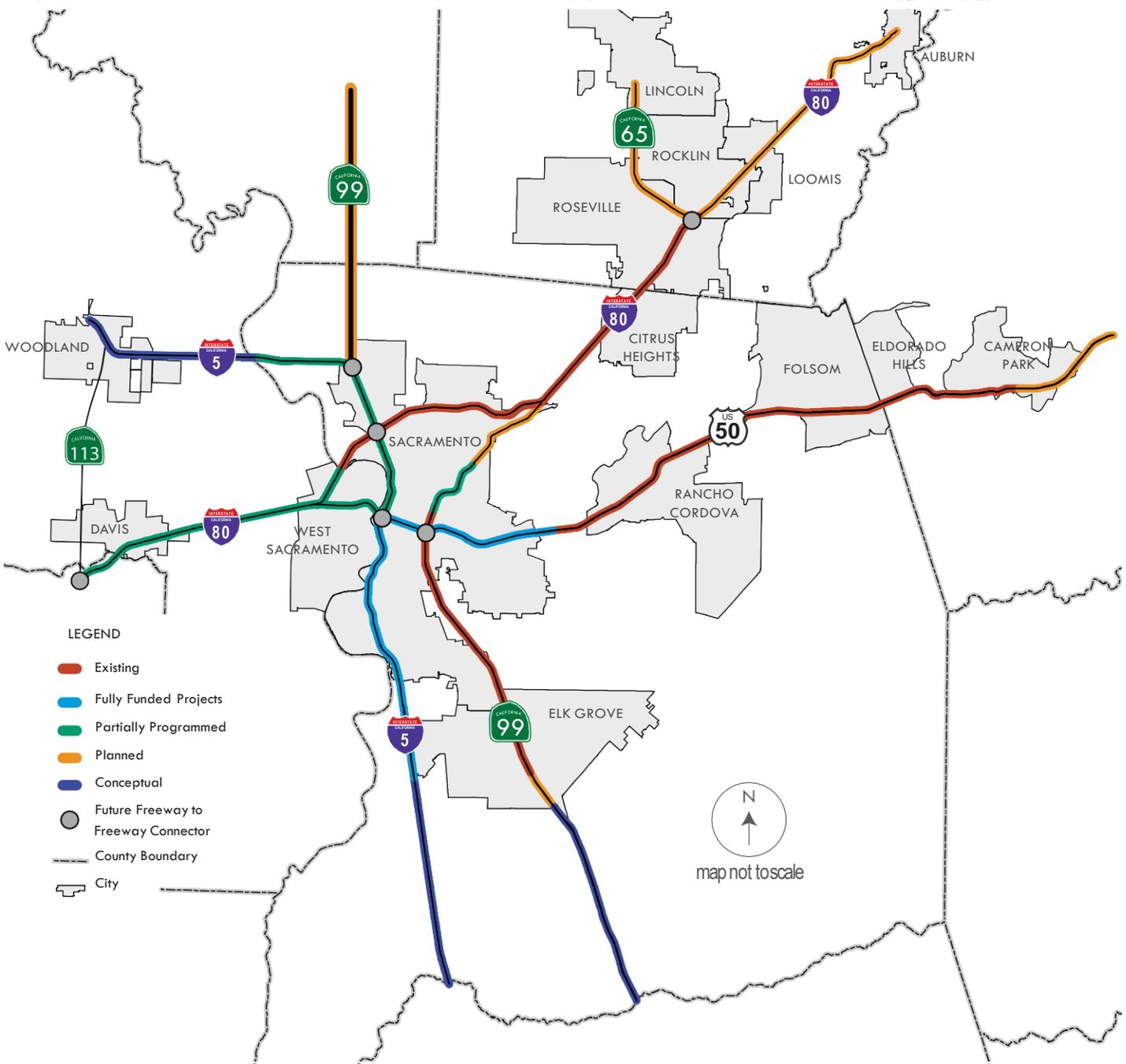
by Wayne A. Lewis

May 9, 2019

# Thank you

- First, I would like to thank the STA Board and your staff for your past support for Caltrans effort to reduce congestion on the State Highway System in Sacramento County.
- With STA's help, we are making significant progress in completing a network of Bus/Carpool or Managed Lanes on the State Highway System.

# Sacramento Region Managed Lane Network Vision Is Becoming Reality



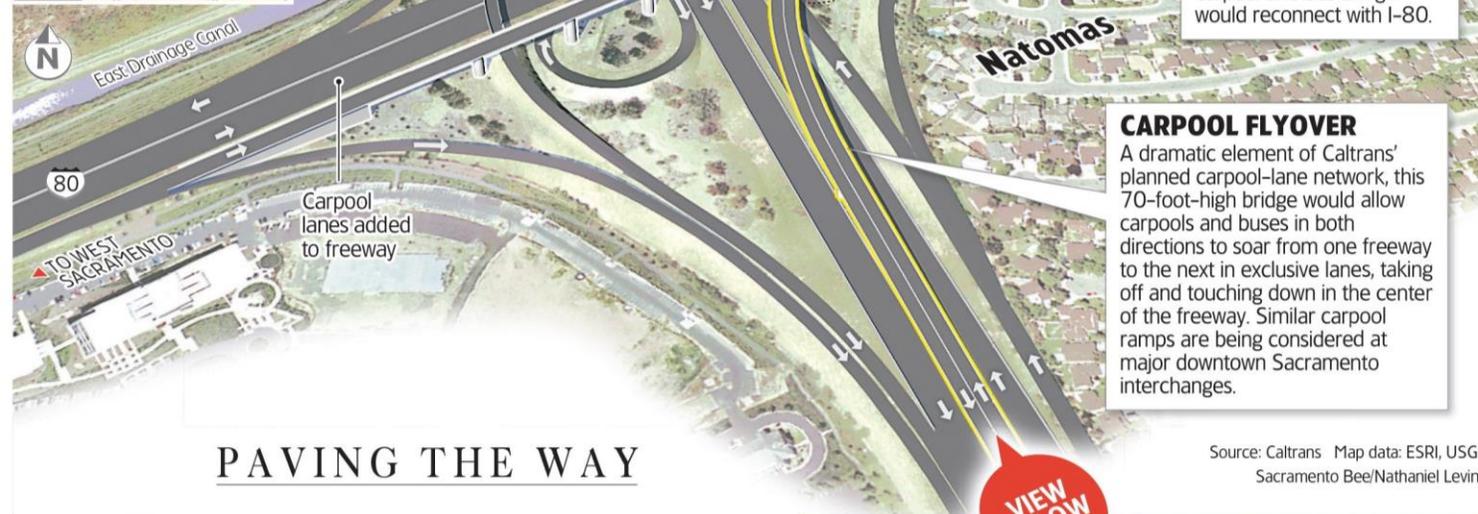
# Ultimate Goal

Complete a network of Bus/Carpool Lanes on Sacramento Freeways

With interchange modifications to smooth transitions between freeways like the new connectors for 5/80 IC pictured at right.

## FREEWAYS OF THE FUTURE

State highway officials propose cutting Sacramento freeway congestion by building a "seamless" regional carpool system and bulking up key interchanges, such as this Interstate 80/Interstate 5 junction in Natomas. That commute and commercial crossroads would get a \$200 million makeover, including added lanes and three new bridges.



**MIXED-USE BRIDGE**  
Caltrans engineers propose a flyover open to all traffic to eliminate a dangerously tight loop ramp from eastbound I-80 onto northbound I-5.

**REPLACEMENT BRIDGE**  
Space is so tight that a new bridge must be built for San Juan Road, just feet from the existing bridge. The existing bridge's pillars are standing where a proposed carpool and bus bridge would reconnect with I-80.

**CARPPOOL FLYOVER**  
A dramatic element of Caltrans' planned carpool-lane network, this 70-foot-high bridge would allow carpools and buses in both directions to soar from one freeway to the next in exclusive lanes, taking off and touching down in the center of the freeway. Similar carpool ramps are being considered at major downtown Sacramento interchanges.

## PAVING THE WAY

# More carpool lanes: The right path?



Source: Caltrans Map data: ESRI, USGS  
Sacramento Bee/Nathaniel Levine

# How have we used Measure A Funds?

Through 2018, Caltrans was reimbursed by Measure A for \$52.8 million of expenditures on 5 projects.

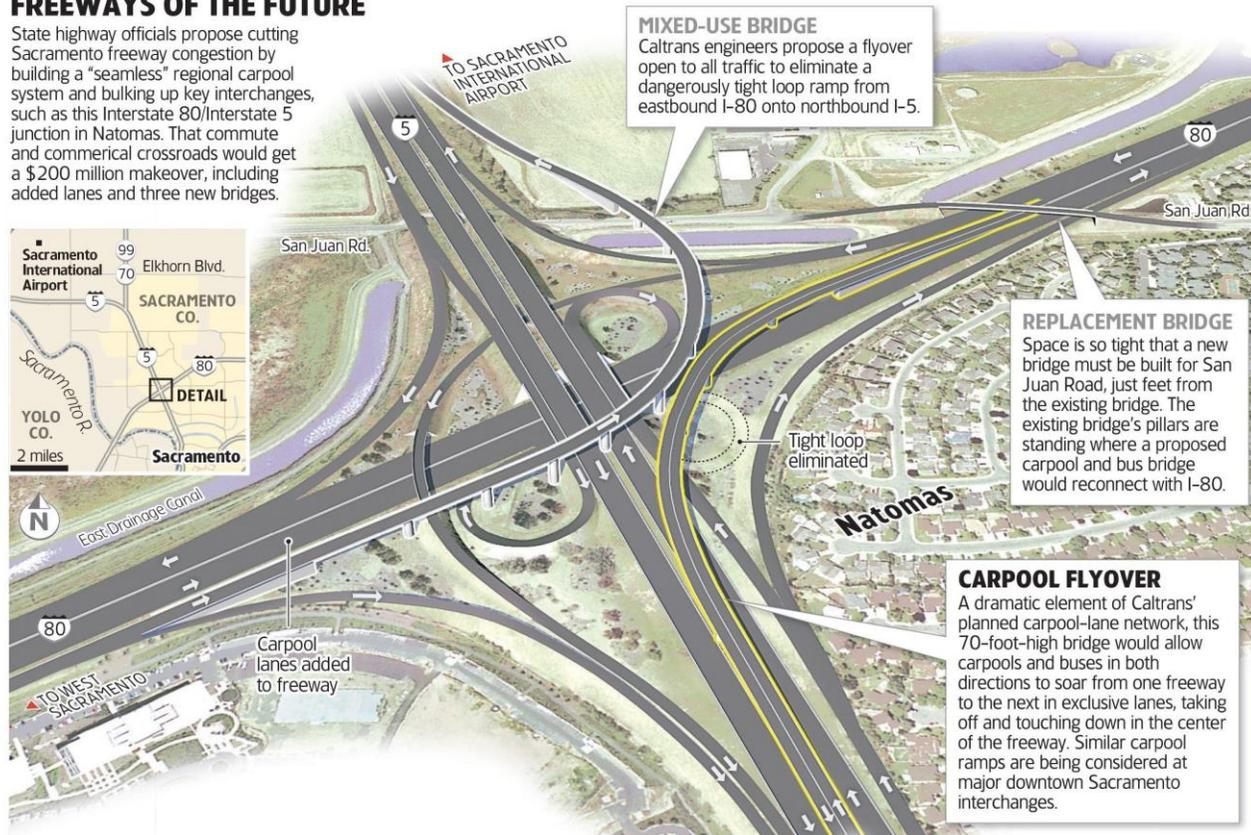
1. Interstate 5/ Interstate 80 Interchange Upgrade - \$1.5 M
2. Interstate 80 Bus/Carpool Lanes (aka 80 Across the Top) - \$0.7 M
3. US Highway 50 Bus/Carpool Lanes Ph 1 – Watt to Sunrise - \$32.8 M
4. Interstate 5 Bus/Carpool Lanes – Elk Grove to Downtown - \$3.2 M
5. US Highway 50 Bus/Carpool Lanes Ph 2 – I-5 to Watt - \$14.6 M

# Interstate 5/ Interstate 80 Interchange Upgrade

## \$1.5 million

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Measure A covered \$1.5 million of the \$5.0 million spent to complete initial the environmental studies and the preliminary engineering for a future upgrade to the I-5/I-80 Interchange in North Natomas.

# Interstate 80 Bus/Carpool Lanes & Rehabilitation “80 Across the Top” \$ 0.7 million

Less than \$1 Million in early seed money from Measure A positioned this \$136 Million project to compete effectively for funding from SACOG, the Proposition 1B Corridor Mobility Improvement Account, and the State Highway Operation and Protection Program.



# US Highway 50 Bus/Carpool Lanes Phase 1 Watt Ave to Sunrise Boulevard \$32.8 million Measure A \$ 7.2 million Prop 1B State & Local Partnership



This \$100 million project constructed Bus/Carpool Lanes from Watt Avenue to Sunrise Boulevard to provide significant congestion relief in eastern Sacramento.

Project included Community Enhancements and contributions to improve to Sacramento RTs Light Rail Gold Line.

# Interstate 5 Bus/Carpool Lanes & Rehabilitation Elk Grove to US 50

\$3.2 million expended - \$30 million remaining allocation

Combining the Bus/Carpool Lanes with the Rehabilitation Project saved more than \$100 million from the original estimate to construct the Bus/Carpool lanes as separate project.

STA Board's acceleration of \$30 million helped secure \$15 million from the Senate Bill 1 Solutions for Congested Corridors Program to fully fund this \$332 million comprehensive corridor project.

Local funds from SACOG and STA represent less than 13% of the total cost of optimizing this segment of I-5.

Project Awarded May 1, 2019



# US Highway 50 Bus/Carpool Lanes Phase II & Rehabilitation Project – I-5 to Watt Avenue

\$14.6 million expended - \$13.9 million remaining allocation

This portion of US 50 is a major choke point restricting mobility on all freeways in central Sacramento.

STA Board Decision in 2017 to accelerate \$12.5 million allowed Caltrans to compete successfully for \$90 million from the Senate Bill 1 (SB1) Solutions For Congested Corridors Program to fully fund the \$442 million comprehensive corridor project. The SB 1 grant includes \$20.3 million for upgrades to Sac RT's Gold Line that will be constructed separately.

Anticipate Awarding a Design Build Contract and beginning construction next year.



ROUTE	CONSTRUCTION PHASE AND PROJECT LIMITS	FROM/TO PM	SHOPP	OTHER STATE FUNDS	LOCAL FUNDS	UNFUNDED NEED	TOTAL COST	BEGIN/END CONST.
<b>Completed Projects</b>								
SAC/ED 50	HOV: Watt to Cameron Park	R5.33-23.14/0.00-6.62					\$75M	
SAC 99/51	HOV: Rte Elk Grove Blvd to J St Underpass	12.76-R24.35/0.00-1.25					\$26M	
SAC/PLA 80	Yolo County Line to SR 65 Interchange	M0.00-18.00/0.00-4.47					\$265M	
<b>Fully Funded Projects</b>								
SAC 5	I-5 HOV Lanes and Rehab: From Elk Grove Blvd to Junction US 50	9.70-22.56	\$275M	\$15M	\$42M		\$332M	2019-22
SAC 50	US 50 HOV Lanes and Rehab: I-5 to Watt Ave	L0.20/R6.10	\$324M	\$90M	\$28M		\$442M	2020-24
<b>Partially Programmed: Projects have some funding identified.</b>								
SAC 5	I-5 Bus/Carpool Lanes - Route 50 to Sacramento International Airport	22.0-34.65			\$3M	\$497M	\$500M	2025-30
SAC 51	SR 51 Bus/Carpool Lanes: J Street to Arden	1.06-4.06	\$137M		\$14M	\$417M	\$568M	2021-25
YOL 80 YOL/SAC 50	HOV Lanes and Rehab: From Solano County line to Sacramento County line/Junction I-5	0.0-11.72 0.0-3.16/0.00-L0.35	\$343M		\$2M	\$198M	\$543M	2022-36
<b>Planned: Project is identified in a planning document such as an MTP or RTP.</b>								
SAC 5/80	I-5 and I-80 HOV Connectors and Lanes to Downtown	26.72-M2.55				\$300M	\$300M	After 2036
SAC 51	SR 51 Bus/Carpool Lanes: Arden to I-80	4.06/8.86				\$400M	\$400M	After 2036
SAC/SUT 99	HOV Lanes and Rehab: From I-5 to SR 70/99 Separation	R32.12-36.86/0.00-R8.07				\$100M	\$100M	After 2036
SAC 5/99	I-5/SR 99 Interchange Reconstruction	29.91/32.12				\$200M	\$200M	After 2036
SAC 5/50	I-5/US 50 Riverfront Interchange Reconstruction	22.56/0.35				\$300M	\$300M	After 2036
SAC 50/99/51	US 50/SR 99/SR 51 Oak Park Interchange Reconstruction	R0.00/R24.35/0.00				\$300M	\$300M	After 2036
SAC 99	HOV: Grant Line Roads to Elk Grove Boulevard	9.93-12.76				\$36M	\$36M	After 2036
PLA 65	HOV: I-80/SR 65 interchange to Galleria Boulevard	R0.00-R6.15				\$50M	\$50M	2021-36
PLA 65	HOV: Galleria Boulevard to Blue Oaks	R6.15-R8.45				\$33M	\$33M	2021-36
PLA 65	HOV: Blue Oaks to Lincoln Boulevard	R8.45-R12.61				\$57M	\$57M	After 2036
PLA 80	HOV: SR 65 to SR 49	4.47-17.44				\$200M	\$200M	After 2036
ED 50	US 50 HOV Lanes: Cameron Park Drive to Ponderosa Road	6.61-R8.56				\$23M	\$23M	After 2036
ED 50	US 50 HOV Lanes: Ponderosa Road to Greenstone Road	R8.56-R12.19				\$35M	\$35M	After 2036
<b>Conceptual: Need has been identified but not contained in a planning document.</b>								
SOL 80	HOV: Kindwell Connector at Junction SR 113 to Solano/Yolo County line	42.67-R44.72				\$13M	\$13M	
SAC 5	HOV: San Joaquin/Sacramento County line to Elk Grove	0.00-9.70				\$70M	\$70M	After 2036
SAC/YOL 5	HOV: Sacramento Airport to SR 16	32.73-34.65/0.00-R10.81				\$200M	\$200M	After 2036
SAC 99	HOV: SJ/SAC County Line to Grant Line Rd	0.00-9.93				\$100M	\$100M	After 2036

OVER \$3.5 BILLION WILL BE ULTIMATELY BE NEEDED TO COMPLETE THE MANAGED LANE NETWORK IN THE SACRAMENTO REGION.

NEXT PRIORITY CORRIDORS IN SACRAMENTO COUNTY

CAP CITY FREEWAY

I- 5 TO THE AIRPORT

# Cap City Freeway Bus/Carpool Lanes and Corridor Improvements: J Street to I-80

The Cap City Freeway is the biggest bottleneck in the regional transportation network .

The State has programmed \$137 million for rehabilitation of the American River Bridge.

SACOG has allocated \$14 million to complete environmental studies for and begin design of the first segment of the bus/carpool lane project from J Street to Arden Way.

\$417 million more will be needed to construct the first segment to Arden.

\$400 million is the estimate to extend the bus/carpool lanes from Arden Way to I-80 in the future.



# Interstate 5 Bus/Carpool Lanes US 50 to Sacramento International Airport



Valley Vision has identified improved access to Sacramento International Airport as one of the Region's greatest needs.



SACOG has allocated \$3 million to begin environmental studies and preliminary design. Need \$497 million to complete entire project.

# QUESTIONS?

