

FACT SHEET

SACRAMENTO I-5 AUXILIARY LANES PROJECT



PROJECT DESCRIPTION

This project is Phase 1 of the overall Sacramento Interstate (I-5) Managed Lanes project that extends from the I-5/US 50 interchange to the Sacramento River. Under the Trade Corridor Enhancement Program (TCEP), this project proposes to construct auxiliary lanes, ramp meters, and upgrade and/or install Intelligent Transportation Systems (ITS) elements on both directions of I-5 from 0.5 miles south of Arena Blvd Overcrossing to 0.4 miles south of the Yolo County line.

PURPOSE

The purpose of this project is to improve safety and update the configuration of the highway within project limits by:

- Easing the congestion of vehicles and the merging traffic on SB I-5 at the Airport Boulevard interchange, NB I-5 at the Arena Boulevard interchange, and NB I-5 at the Del Paso Road interchange improving traffic flow, reducing the number of collisions, and increasing dependability of goods movement across the region.
- Easing the merging, weaving movements on I-5 at the Airport Boulevard interchange, and near the Metro Air Parkway interchange on SB I-5 at the Arena Blvd interchange to increase travel time reliability, while reducing the number of collisions, and increasing the dependability of goods on I-5.
- Providing expedited traveler information warning the public of changing traffic conditions to help reduce secondary collisions and congestion.

NEED

Commercial vehicles and motorists on I-5 within the project limits experience traffic flow related issues due to age of the highway and higher traffic volume along the corridor, which include:

- Delays on SB I-5 at Airport Boulevard Interchange from traffic volumes exceeding 1,000 vehicles per hour at the SB Airport Loop on-ramp and NB I-5 at the I-5/State Route (SR) 99 separation due to consecutive non-metered on-ramps near the interchange leading to traffic congestion, backup, collisions, unreliable travel times, and impacted goods movement.
- Delays on SB I-5 continue at Arena Boulevard Interchange due to a lane drop and aging design on I-5 at the new Metro Air Parkway interchange with increased commercial traffic in the area leading to traffic congestion, collisions, unreliable travel times, and impacted goods movement.
- Lack of traffic flow and secondary collisions exacerbated by the lack of ITS infrastructure in the corridor.

PROJECT FUNDING

\$x1000	Fund Type	PA&ED	PS&E	RW Sup	Con Sup	RW Cap	Con Cap	Total
Local	Federal	2,000				50	646	2,696
Regional	TCEP		1,140	90	1,871	30	16,089	19,220
State	TCEP		760	60	1,629	20	14,573	17,042
	Total	2,000	1,900	150	3,500	100	31,308	38,958