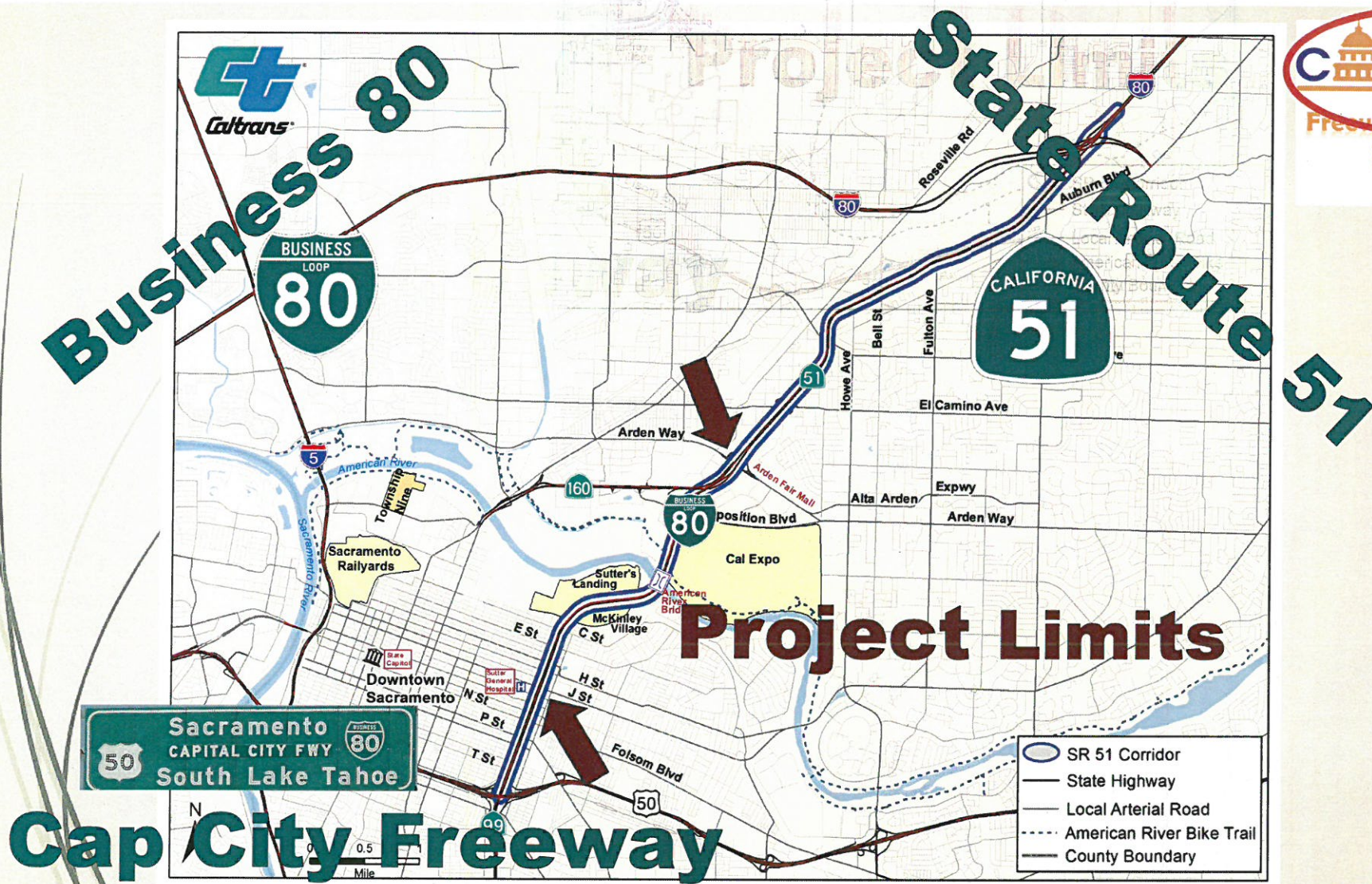




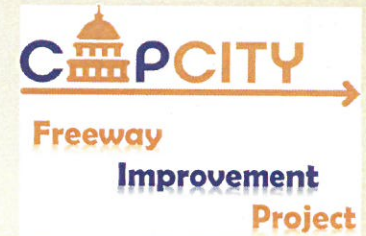
Improvement

Project

**C**  **PCITY**  
→  
**Freeway**  
**Improvement**  
**Project**



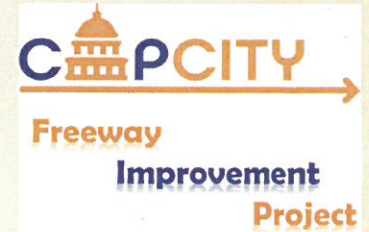
# The Problem



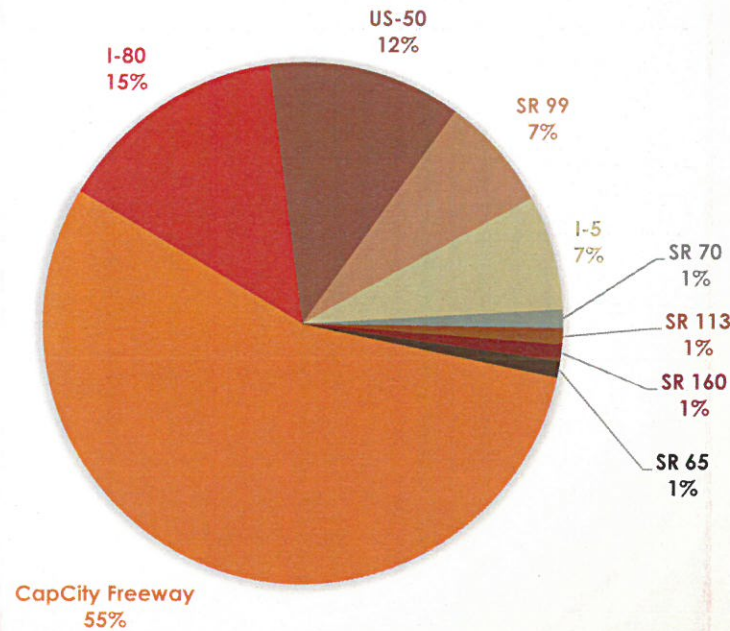
# The Problem



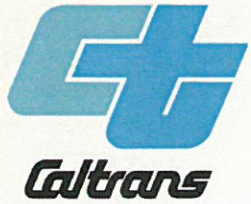
# Traffic Incidents



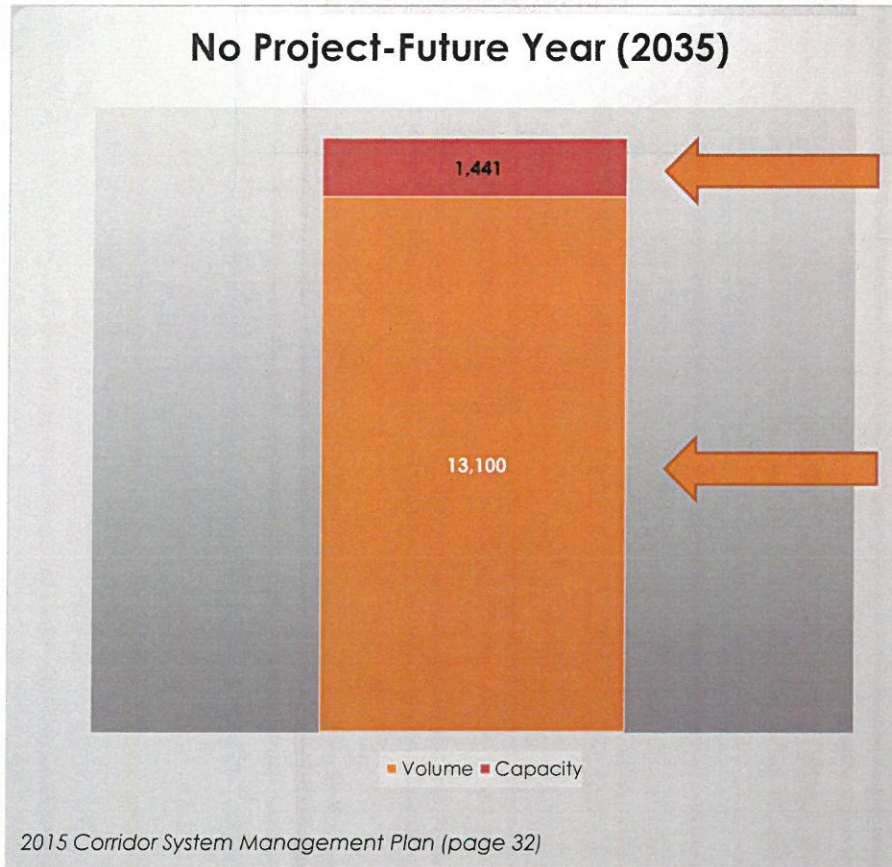
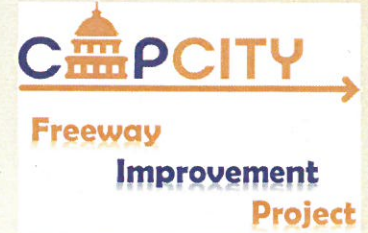
The CapCity freeway has more incidents than all other Sacramento Region freeways combined.



Regional data comes from California Highway Patrol and Traffic Accident Surveillance and Analysis System (TASAS).



# Volume over Capacity

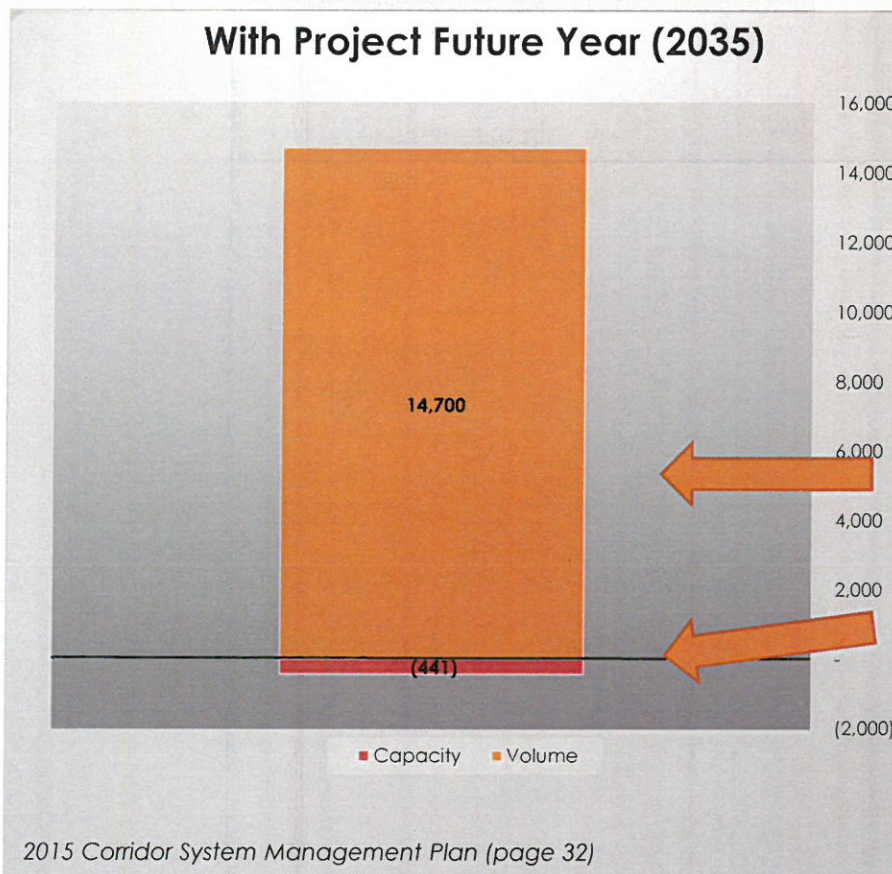
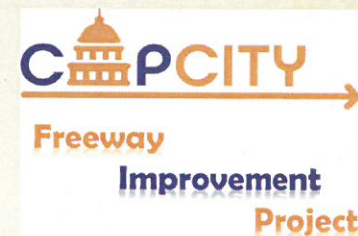


11% over capacity

Volumes



# Volume over Capacity

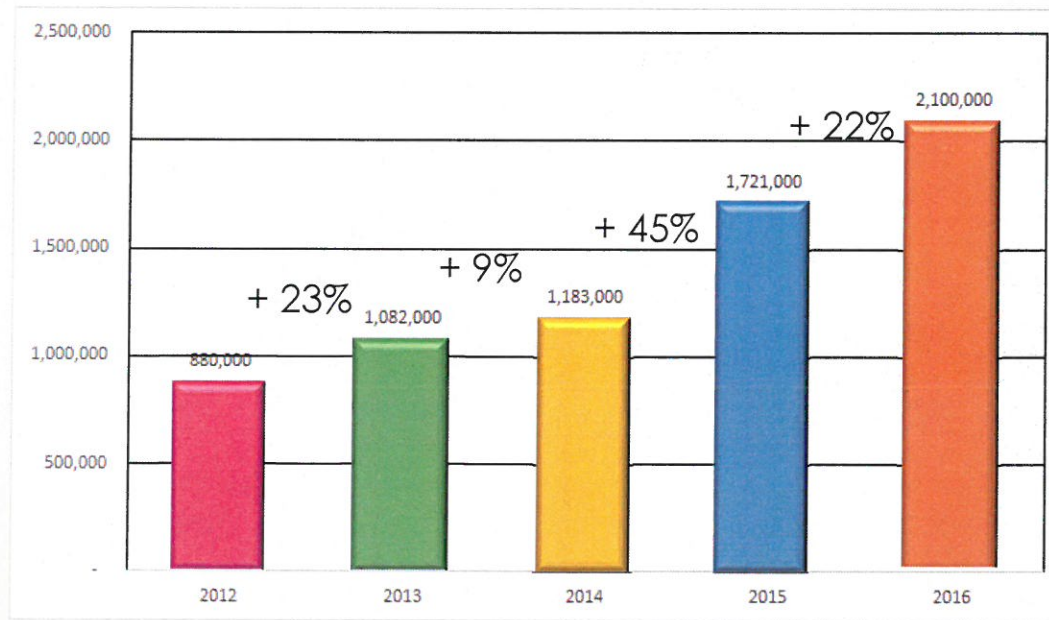
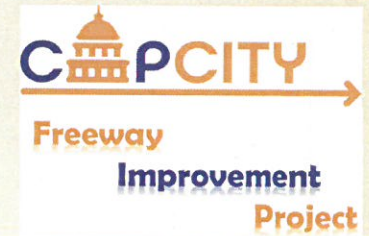


Volumes

3% under capacity

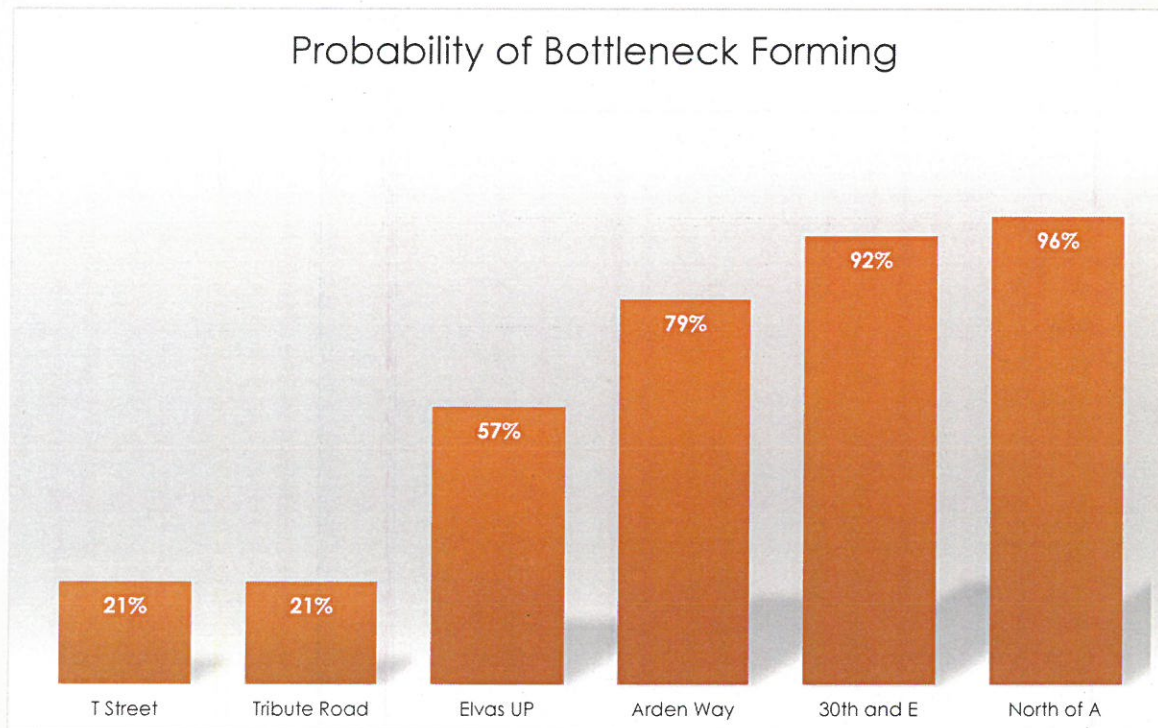
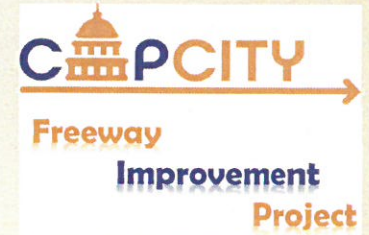


# Annual Hours of Delay



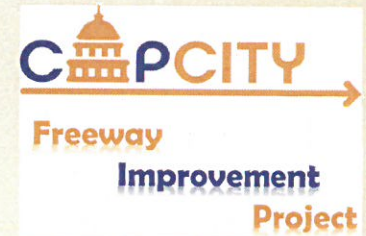


# Bottlenecks, Queues and Delay

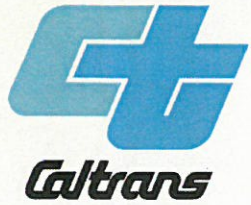




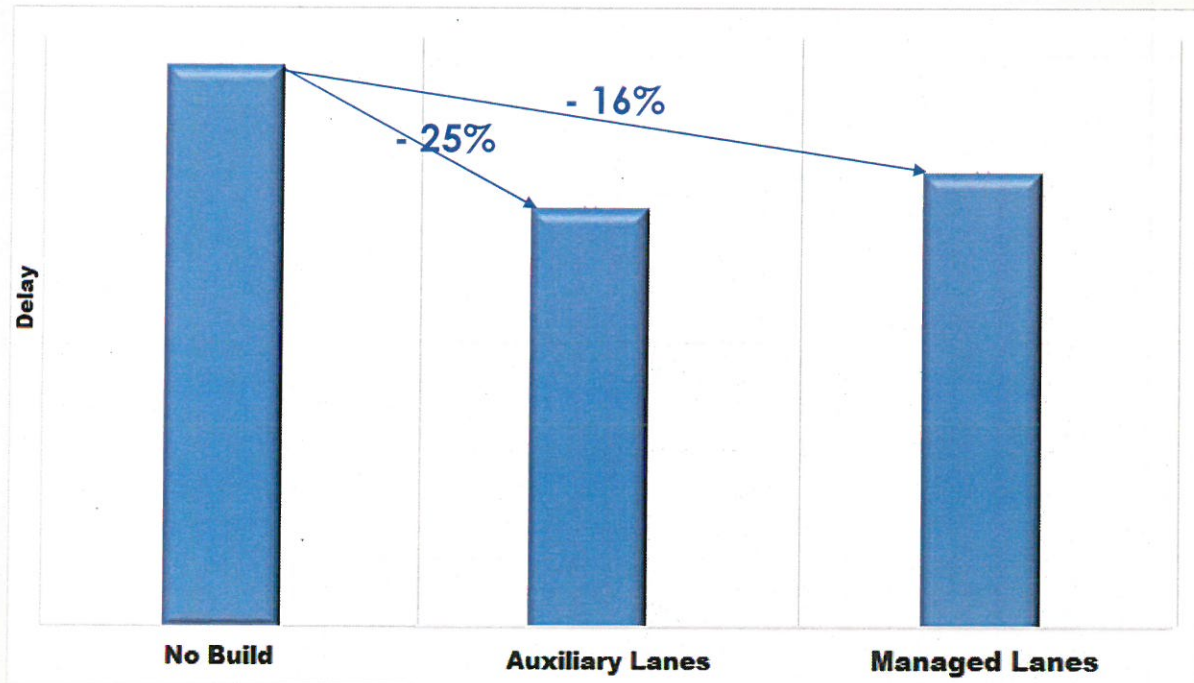
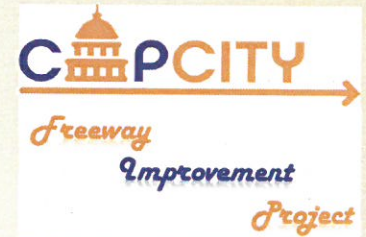
# Problem



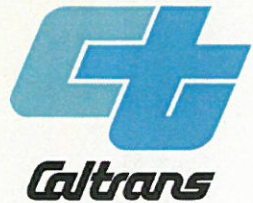
# Fixing the Problem



# Build/No Build Reduced Vehicle Hours of Delay



Preliminary Investigation Study: Combined AM/PM peak period, NB/SB



# CapCity Projects



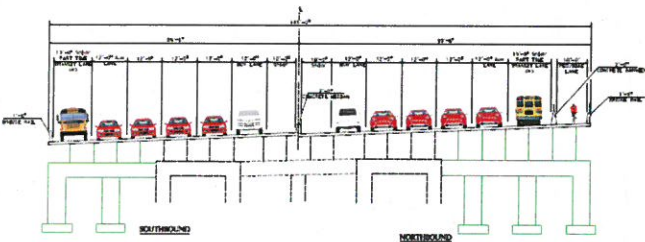
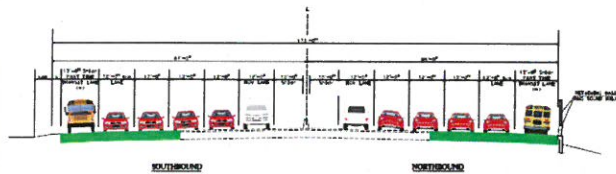
- Managed Lanes
- Auxiliary Lanes
- Bus On Shoulder System
- Improvements to the American River Bridge
- Bike and pedestrian bridge across the American River
- Interchange Enhancements
- Bike and pedestrian safety improvements
- ITS Elements

# Project Alternatives

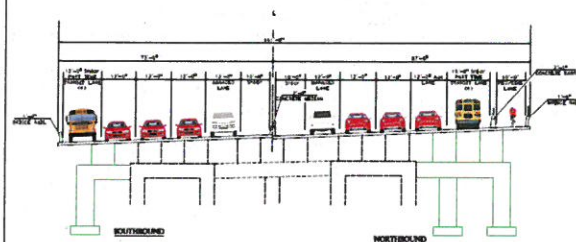
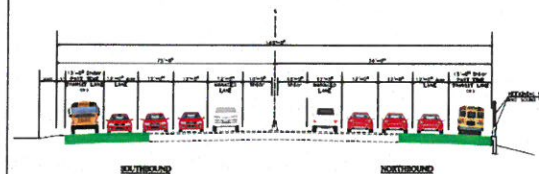
TYPICAL CROSS SECTIONS

ROADWAY WIDENING  
 NOTES  
 (1) INCLUDE USE AS PART TIME TRANSIT LANE REQUIRES LEGISLATIVE APPROVAL

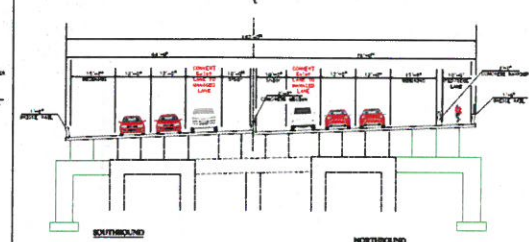
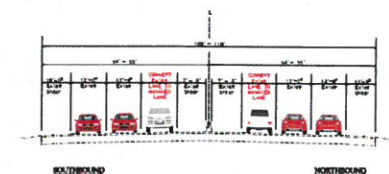
ALTERNATIVE 1



ALTERNATIVE 3



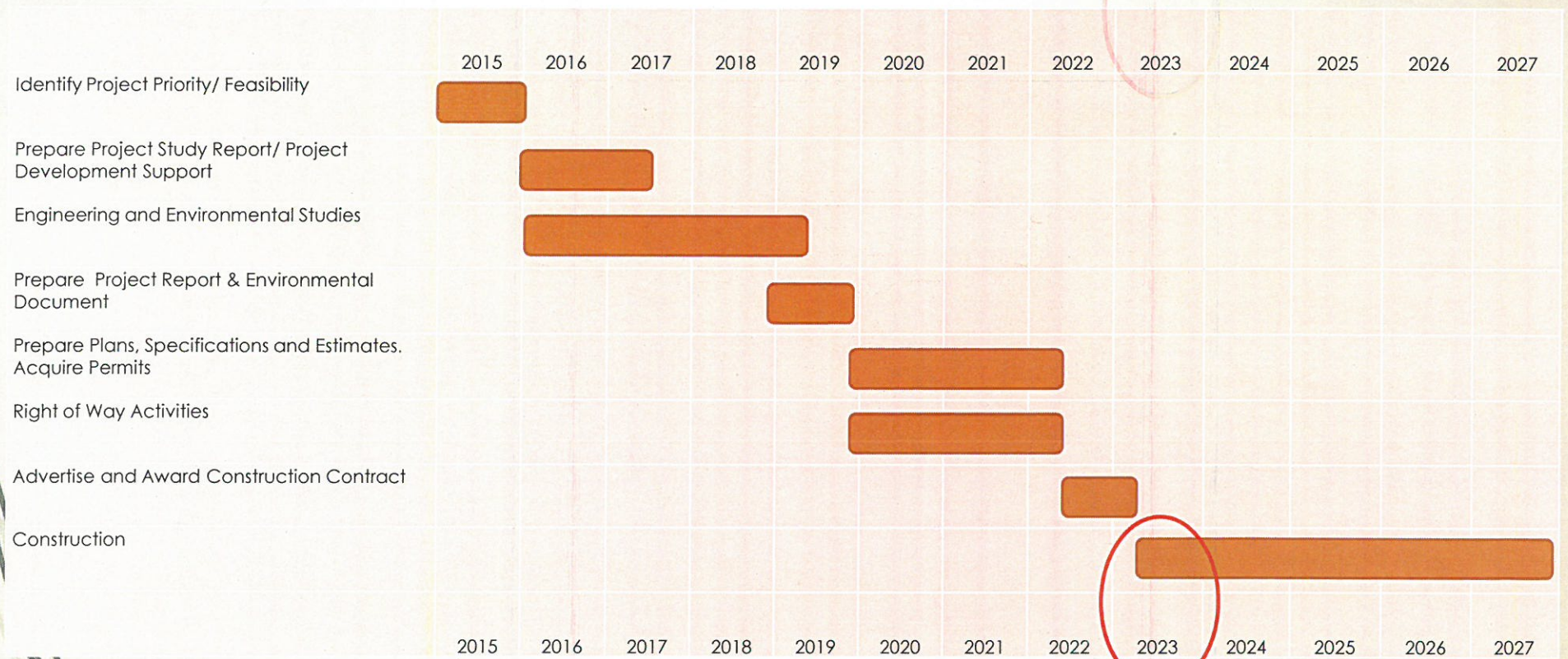
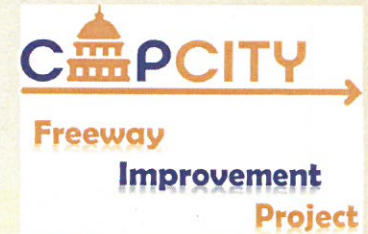
ALTERNATIVE 4



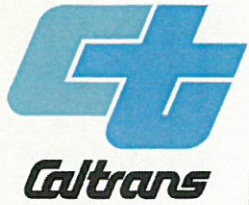
TYPICAL CROSS SECTIONS



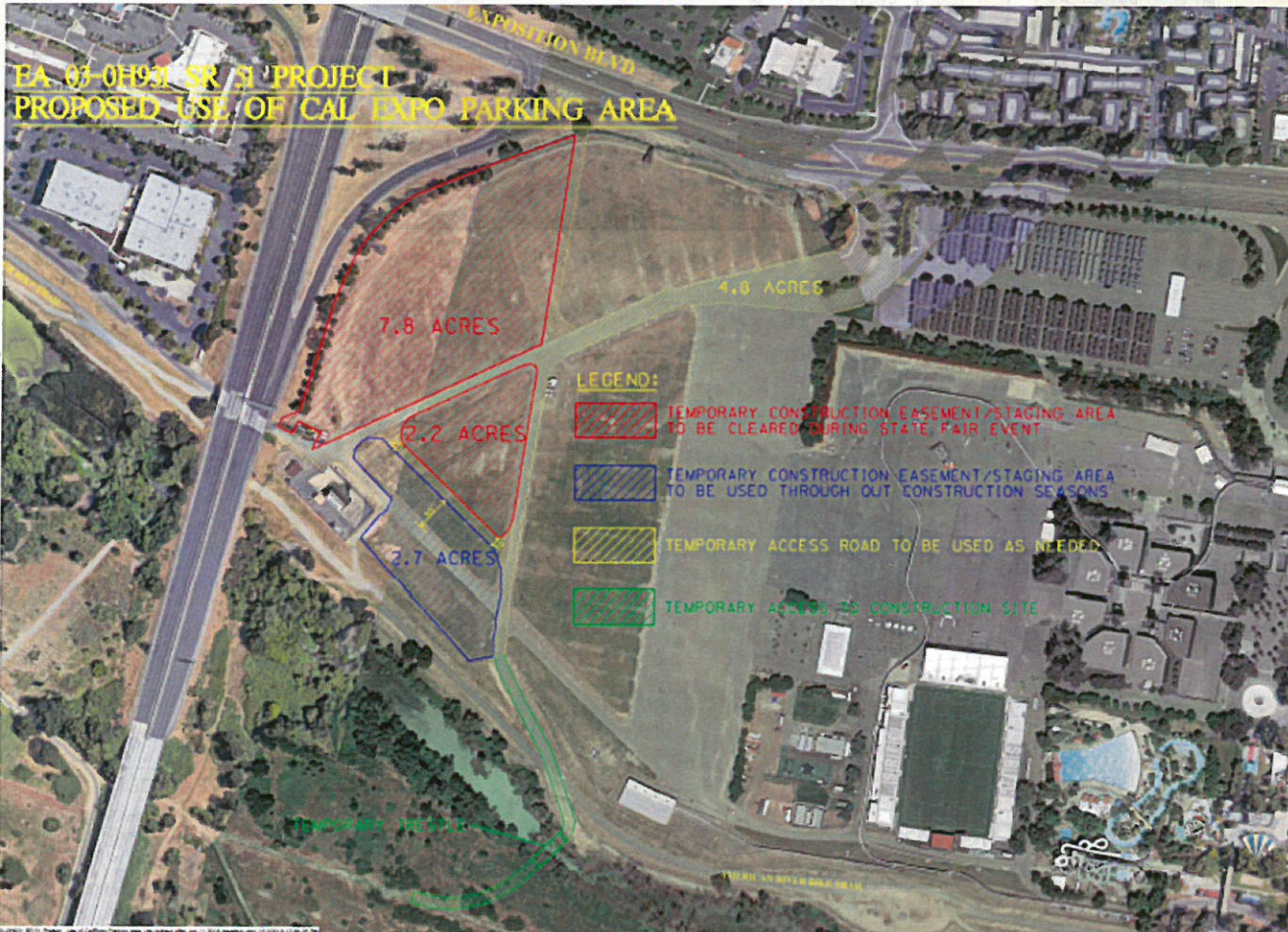
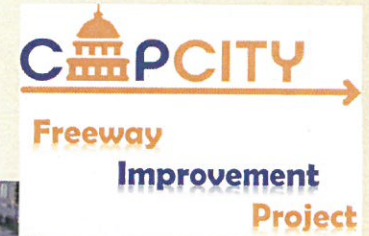
# Project Schedule



\* Schedule may vary due to unforeseen situations such as approvals, funding availability, etc.

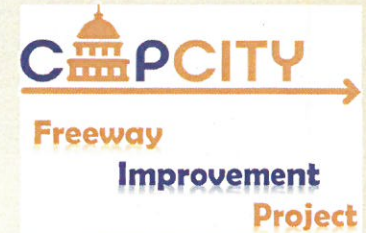


# Project Staging





# CapCity Connection



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**Website**  
**<http://www.capcitycorridor.org/>**