STATE ROUTE

INTERSTATE 5

Transportation Concept Report

Office of System Planning · District 6 · February 2013

Caltrans

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Front cover photos of Interstate 5 from top to bottom: Harris Ranch cattle at the northeast quadrant of SR 33/SR 145 and I-5; I-5/SR 198 Interchange; southbound I-5 at the SR 33/SR 145 Overcrossing Bridge; and background is of vineyards along I-5 in Fresno County.

Interstate 5 Transportation Concept Report

Interstate 5: From the Los Angeles County line to the Merced County line

Caltrans District 6 – Pos tmile: (KER R0.00 to FRE 66.16)

I approve this Transportation Corridor Report as the overall Policy Statement and Strategic Plan that will guide transportation decisions and investments for the Interstate 5 Corridor.

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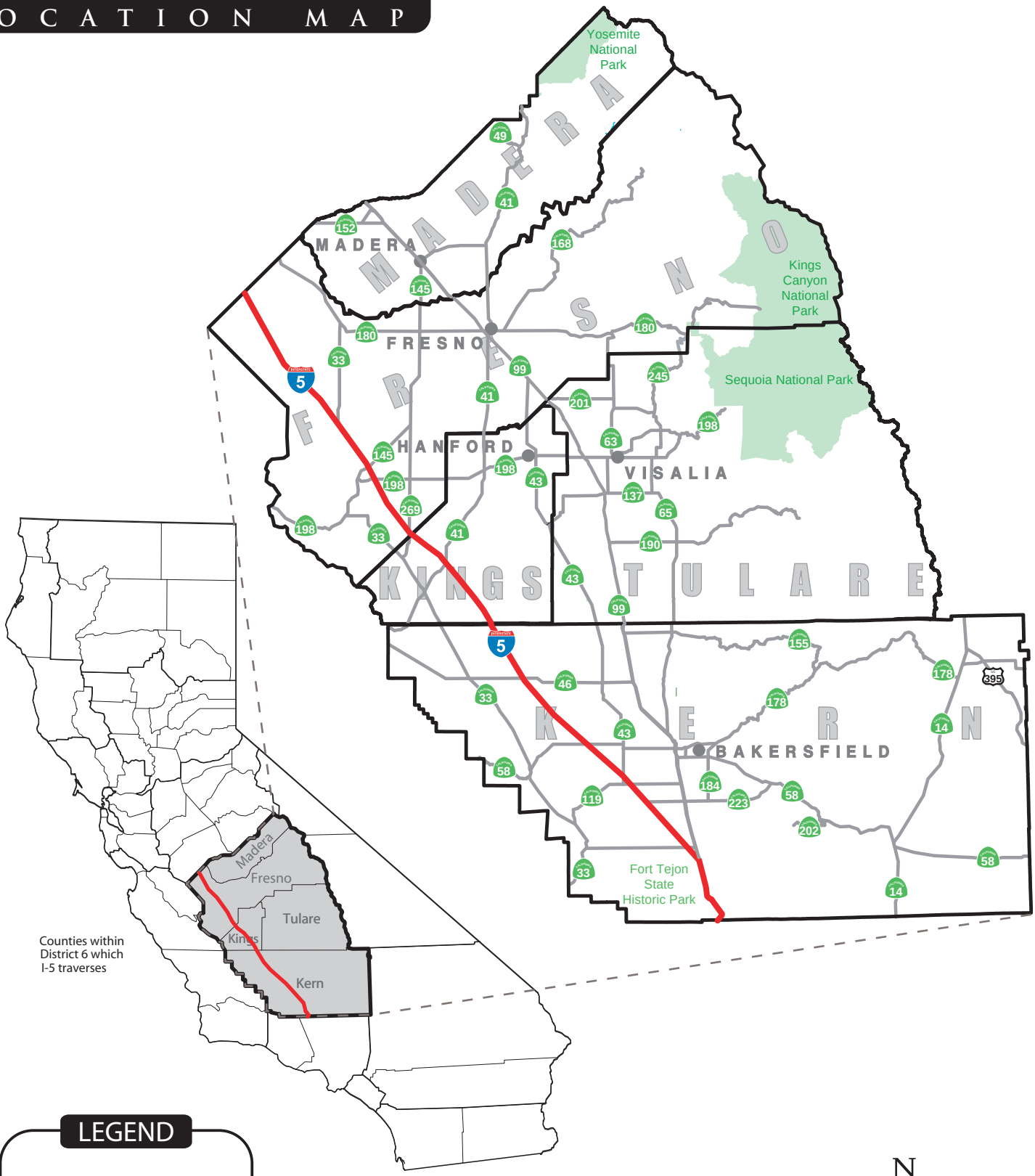
INTERSTATE 5
TRANSPORTATION CONCEPT REPORT
LOCATION MAP



LEGEND

Caltrans District 6 Boundary

Caltrans

N

Not To Scale

TABLE OF CONTENTS

Location Map i

I. Introduction 1
II. Route Description and Purpose 2
  A. Modal Alternatives 6
  B. Intelligent Transportation Systems (ITS) 8
  C. Interstate 5 Highway Facts 8
  D. Environmental Considerations 8
  E. Tribal Governments and Communities 10
  F. Environmental Justice 10
III. Concept Rationale 11
IV. Interstate 5 Transportation Concept Report Summary Charts 12
  Segment Map 13
V. Review of Interstate 5 Performance: Current and Future 18

Appendices:
  Appendix A: Interstate 5 Projects Planned and Programmed 19
  Appendix B: Intelligent Transportation System Projects 23
  Appendix C: Non-Motorized Facilities 35

References 38
Acronyms 40
Documents Used in the Preparation of the TCR 42

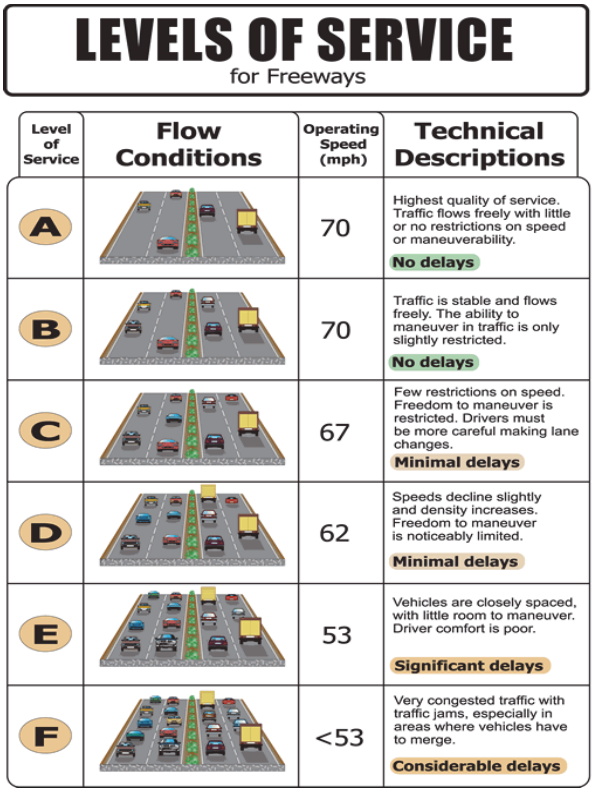
Transportation Concept Report
Interstate 5

February 2013

I. INTRODUCTION

This Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for a state highway corridor through the year 2035. The TCR provides the route, traffic data, and operating characteristics for the recent - 2011, and future years - 2020 and 2035, for Caltrans District 6 State highway corridors.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Route Concept Level of Service (LOS) and facility type(s) for each route. Level of Service (LOS) is a qualitative measure used to describe the operational conditions in a stream of traffic and the perception of conditions by users. It is a measure of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. Each LOS represents a range of operating conditions.



LEVELS OF SERVICE
for Freeways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. **No delays**
B		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. **No delays**
C		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. **Minimal delays**
D		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. **Minimal delays**
E		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. **Significant delays**
F		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. **Considerable delays**

It also broadly identifies the nature and extent of improvements needed to attain the Route Concept LOS. For the purpose of this document, capacity-enhancing improvements, such as Intelligent Transportation Systems, multi-modal alternatives and lane additions, are the focus for LOS attainment.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and D on State highway facilities, or whichever LOS is feasible to attain. The Concept LOS is a “target” LOS determined by the importance of the route and environmental factors. A deficiency or a need for improvement is triggered when the actual LOS falls below the Concept LOS.

This TCR also identifies existing mass transit and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2035. The UTC does not consider funding as a constraint. The project manager for this TCR should be consulted for the interim right-of-way (prior to ultimate construction) at a specific location along the corridor.

Please note: The number of lanes needed to meet the UTC for this route is only a guideline. The minimum right-of-way is "subject to change" in urban and suburban areas where a route also serves local circulation needs. The need to widen the roadway beyond the UTC may be necessary to maintain the target LOS. The local jurisdictions should endeavor to maintain the target LOS, which in an urban setting could exceed the UTC number of lanes. Where the State legislature has designated the route as part of the Freeway and Expressway System, interchange and freeway right-of-way should be part of the General Plan so as not to adversely affect development.

This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control may change in later project development stages.

Final determinations are normally made during the project report and design phases. Therefore, this TCR is a "living document," subject to amendments as conditions change and projects are completed. The Caltrans District 6 System Planning branch will update the TCR as needed.

This TCR for Interstate 5 was prepared and completed by the Caltrans District 6 System Planning unit in cooperation with local and regional agencies, in consultation with Tribal Governments and Communities, environmental justice communities, and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: At the United States/Mexico International Border (California/Baja California)
Ends: At the United States/Canada International Border (Washington/British Columbia)

Length: A 796-mile freeway running the entire length of California; 308 miles through Oregon, and 277 miles through Washington, for a total of 1,381 miles.

This Transportation Concept Report covers 180 miles of I-5 within District 6, from the Los Angeles County line south of Lebec to the Merced County line in northwest Fresno

County. Interstate 5 is one of two major north-south routes linking the Central Valley with Northern and Southern California. Within Caltrans District 6, I-5 is entirely a multi-lane freeway, traversing Kern, Kings, and Fresno Counties.

Interstate highways are considered the backbone of the State of California's transportation system. The interstate system was created in 1956. Interstate 5 is a vital gateway into the Central Valley for goods movement and for the interstate and international transport for North American trade. It is also a High Emphasis Focus Route, providing connectivity with the Gateway/Focus routes, State Routes 99 and 58, which in turn provide access to the Central Valley and destinations beyond.

At the southern end of Kern County is Fort Tejon in the Grapevine Canyon. Fort Tejon was first stationed by U.S. Army troops in 1854. Fort Tejon was abandoned in 1864.

The Ridge Route is the part of I-5 from Castaic through the Grapevine. Tejon Pass, at 4,100 feet, was a way to get from the Los Angeles area to the San Joaquin Valley. The route was initially completed in 1915 with extremely winding sections and blind curves. The going was so treacherous, that in portions 15 miles per hour was the limit. To this day, I-5 parallels the original Ridge Route. A portion of the current southbound lanes making the climb through the pass are resting on the old Ridge Route road.

The Grapevine is the segment of I-5 from Fort Tejon through the Grapevine Canyon. Even though the original route was winding with switchbacks, the Grapevine did not get its name this way. It was named for the wild grapes growing along the original route. Even today, the remains of these vines can be seen from the route. The Grapevine has since been straightened and widened.

Interstate 5's history is quite rich. In 1956, the Interstate Highway System was authorized by the Federal Aid Highway Act. Prior to 1957, I-5 ran along State Route (SR) 99's current alignment. There were two alignments to be considered. One ran to the west (I-5W) and the other to the east (I-5E). The eastern alignment is the current alignment of SR 99. The western alignment was finally chosen, as it was a faster and more direct route from Los Angeles to Sacramento, even though it did not serve the farming communities and population centers of the San Joaquin Valley on the eastern alignment.

Construction began in the early 1960s. The second phase, which is the District 6 portion from Wheeler Ridge to Los Banos, was completed in 1972. It became known as the West Side Freeway. In the early days of the route, travelers would sometimes run out of gas on the long, lonely route. Eventually, gas stations, convenience stores, and restaurants cropped up along the vast stretches of the route.

Interstate 5 in District 6, as noted earlier, has few population centers. At the southern end of Kern County, is Lebec. Lebec is an unincorporated community in the mountainous terrain of the county. Lebec lies at nearly 3,500 feet and has a population of 1,468, according to the 2010 United States Census.

Also, in Kern County is Buttonwillow, an unincorporated community located just over three miles west of I-5 off of the State Route (SR) 58/McKittrick Highway Exit. Buttonwillow as of the 2010 United States Census, had a population of 1,508. Buttonwillow was the site of a significant Yokut Indian meeting place along an Indian trail. A single button bush, which is similar to a willow and can grow up to 15 to 20 feet, marks the site. It is now noted as California Historical Landmark #492. Hence, the name of the community was founded. However, originally Buttonwillow was known as Buena Vista for the nearby lake. Henry Miller and Charles Lux, of California cattle ranching fame, originally called the area Buena Vista. Their store and one of their ranch headquarters was located in the vicinity.

Buttonwillow is known for its cotton and oil. The Lokern Hazardous Waste Facility is located just west of Buttonwillow. It is a 320-acre site, which began taking in hazardous waste in 1982. Much controversy surrounds this facility, along with many lawsuits, and corporations legally and allegedly illegally dumping radioactive waste. The facility receives waste in containers, both solids and liquids. It accepts Class 1 waste, which includes petroleum-related wastes and chemicals. It can also accept naturally occurring radioactive materials. It can accept over 200 loads a day of waste. It is a contributor for both on-site and off-site releases of PBT (persistent, bio-accumulative, and toxic) chemicals, such as lead, mercury, dioxin, and PCBs (polychlorinated biphenyls).

Lost Hills is located off I-5 and SR 46. Near the interchange, one can find lodging, food, and gas. Further to the west is the unincorporated community. According to the 2010 U.S. Census, the population was 2,412.

In Kings County, Kettleman City, an unincorporated community, is located on SR 41, just north of I-5. According to the 2010 U.S. Census, the population was 1,439. Kettleman City was named after Dave Kettelman, who raised cattle and sheep in the area in the 1860s. The actual town was founded in 1929 by a real estate developer named A. Manford Brown. Oil was discovered in the Kettleman Hills in 1928. It is a convenient stop between Sacramento in the north and Los Angeles in the south via I-5. It also provides stop between the Central Valley and the Central Coast via SR 41. The community consists mainly of traveler-related services. Waste Management, Incorporated operates the 1,600 acre hazardous and municipal solid waste disposal facility.

At the beginning of the TCR is a map showing the location of I-5 within District 6 and the State of California (Location Map, page “i”). Also at the beginning of the TCR is a map that shows the sixteen (16) segments of the route in District 6 (Segment Map, page “ii”).

Land Use: Interstate 5 lies in the western San Joaquin Valley, dividing the Coastal Range foothills from the agricultural lands to the east. In District 6, agricultural land use dominates the corridor and the route is classified as rural; there are no major residential, commercial, or industrial uses.

Some of the many agricultural uses include: cattle grazing; almond, pistachio, pomegranate, and peach orchards; vineyards; and barley, oats, alfalfa, cotton crops.

Almond orchard along I-5 in Fresno County

There are some highway commercial developments located at various interchanges along the route. Geared primarily to travelers, most of these businesses consist of fast food restaurants, gas stations, and motels.

The Tejon Ranch Commerce Center is located near Wheeler Ridge. The masterplan consists of 1,450 acres, and covers both sides of I-5. Currently, it is only partially complete. It consists of retail (mainly gas stations and fast food restaurants), manufacturing, which includes assembly and packaging (Nestle, Frito-Lay, Formica, and others), and distribution centers (IKEA, Famous Footwear, Caterpillar, and Dollar General).

At the southeast quadrant of I-5 and SR 198, is the Harris Ranch Restaurant and Inn. On the northwest and southwest quadrants are various fast food restaurants and hotels.

Terrain: The southern portion of Kern County is mountainous from the Los Angeles County line northerly to just before the Grapevine commercial area. The remainder of the route is flat terrain. The land to the west of the freeway is generally drier than to the east. As the route reaches into the southern end of Kings County and into Kern, it becomes quite dry.

Facility: The route is mainly an 8-lane freeway in southern Kern County and the rest of the route is a 4-lane freeway.

Oil wells in southern Kern County, on the west side of I-5

Interchanges and other State highway connections:

- Interstate 5 enters District 6 from Los Angeles County. Within sixteen (16) miles of Kern County from the Los Angeles County line, it intersects with SR 99. Following the SR 99 interchange, are interchanges with SR 166, SR 223, SR 119, SR 43, SR 58, and SR 46 in Kern County. In Kings County, I-5 intersects SR 41. In Fresno County, I-5 intersects SR 269, SR 198, SR 145, and SR 33. The route then continues on through Merced County and beyond.

A. Modal Alternatives

Passenger Rail Services: Amtrak, via its San Joaquin Route, runs six passenger trains through the San Joaquin Valley on a daily basis. The Amtrak trains run east of I-5 throughout District 6, with no conveniently located station near the route.

The California High Speed Rail Authority (HSRA) has developed a plan to build a high-speed rail line that would service the major metropolitan areas of California. It will connect Los Angeles to San Francisco, Sacramento, and San Diego via the Central Valley. The system will be capable of reaching speeds of 220 miles per hour. Extensive portions of the system will lie within, or adjacent to, existing rail or highway right-of-way (rather than on a new alignment) to reduce potential environmental impacts and minimize land acquisition. Nothing is officially finalized yet, but impacts to the state or local road rights-of-way are expected whenever the High Speed Train (HST) crosses or comes near the rights-of-way of these highways and roads. There are proposed stops in Fresno, Hanford/Tulare/Visalia area, and Bakersfield within District 6.

Transit Services: Within Fresno County, the Fresno County Rural Transit Agency (FCRTA) operates Coalinga Transit. The Coalinga to Fresno (with various other communities) Inter-City Route crosses I-5. There is also a Coalinga-Avenal-Huron Inter-City Route, as well as an I-5/Highway 198 Express Route. The express route serves West Hills College in Coalinga, I-5 businesses, Harris Ranch, and Huron. These are all fixed routes.

In Kings County, Kings Area Rural Transit (KART) provides a fixed route service, the Hanford-Avenal Route. This route does follow a portion of I-5, but there are no stops along I-5. The closest being a stop in Kettleman City.

In Kern County, Kern Regional Transit provides various services and routes. The Lost Hills Inter-City Route serves the residents of Lost Hills west of I-5, Wasco Shafter, and Bakersfield, on Thursdays and Saturdays. The Buttonwillow Inter-City Route provides Buttonwillow residents service into Bakersfield twice a week, on Tuesdays and Thursdays. The Westside Express is a Taft to Bakersfield route that operates Monday through Saturday. There are three services that actually follow the I-5 corridor, at least part way. The Frazier Park /Bakersfield Inter-City Route follows I-5 and then catches SR 99 and the north end. This route operates Monday through Saturday. The Frazier Park Communities Fixed Route includes the communities of Lebec, Frazier Park, and other small, rural communities. This route operates Thursday and Saturday. There is also the Frazier Park Dial-A-Ride Route. This route includes the small, rural communities, as well as Gorman in northern Los Angeles County. The Dial-A-Ride operates Monday through Saturday.

Bicycle Routes: Bicycles are permitted on I-5 throughout District 6. Shoulders along the route vary from non-existent to ten feet. Predominantly, the shoulders are ten feet with small sections of non-existent shoulders.

Please refer to Appendix C: Non-Motorized Facilities on page 35, for more information on bicycle access along I-5.

Pedestrian Access / Facilities: Pedestrians are prohibited on I-5.

Please refer to Appendix C: Non-Motorized Facilities on page 35, for more information on Pedestrian and ADA access along I-5.

Park and Ride Facilities: There are no Park and Ride facilities along the route.

Roadside Rest Areas: There are three (3) roadside rest areas along I-5, one located in Fresno County and two located in Kern County.

The Coalinga-Avenal Roadside Rest Area is located in Fresno County just north of Lassen Avenue/SR 269. Both sides of the freeway have access. Vending machines, restrooms, water, telephones, and picnic tables are available and are handicap-accessible.

The northernmost rest area in Kern County is the Buttonwillow Roadside Rest Area, two (2) miles north of the I-5/SR 58 Interchange. It is located on both northbound and southbound sides. Vending machines, restrooms, water, telephones, and picnic tables are available and are handicap-accessible.

The Tejon Pass Roadside Rest Area is located just north of the Los Angeles County line. Both sides of the freeway have access. Vending machines, restrooms, water, telephones, and picnic tables are available and are handicap-accessible. It also has RV sanitation stations.

Aviation / Airports: There are five (5) airports near the I-5 corridor in District 6. The northernmost is the Harris Ranch Airport in Fresno County, near I-5 and SR 198. It is a privately owned, public use airport. The Coalinga Municipal Airport is also in Fresno County, west of I-5 and north of Phelps Avenue. It is about six (6) miles from I-5, and is a publicly owned, public use airport. The other three airports are in Kern County. The Lost Hills Airport is located a little over a mile to the west of I-5, on Lost Hills Road, north of SR 46. It is a publicly owned , public use airport. The Elk Hills-Buttonwillow Airport is about seven (7) miles west of I-5. It is a publicly owned and public use airport. The southernmost airport is the Tejon AG Airport located less than two (2) miles west of I-5 off of Laval Road. It is a privately owned, and private use airport.

B. Intelligent Transportation Systems (ITS)

Numerous applications of ITS exist on I-5 and new measures are proposed throughout I-5. Examples of ITS applications along the route are: closed circuit television (CCTV) cameras, changeable message signs (CMS), highway advisory radio (HAR), traffic count stations (TCS), remote processing units (RPU), vehicle detection systems (VDS), and traffic signals.

There are four (4) signals along the route in Kern County. There are several TCS locations, mainly in Fresno County. There are several proposed VDS locations in Fresno and Kings Counties. Most of the CCTV cameras exist in Kern County, with proposals in each of the District 6 counties. This data will provide information on traffic volumes and truck traffic. Deployment of appropriate ITS technology will enhance operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, and highway construction and/or closings. The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno.

Specific information on ITS is located under Appendix B, page 22.

C. Interstate 5 Highway Facts

- Interstate 5 was originally defined in 1909.
- The entire route is part of the National Purple Heart Trail
- Known as the West Side Freeway from SR 99 to Woodland
- N-S Blue Star Memorial Highway
- In Kern County, from the Fort Tejon Exit to the Grapevine Exit, the route is named the CHP Officer Erick S. Manny Memorial Highway. Officer Manny was a native of Bakersfield assigned to the Fort Tejon CHP office. He was killed in the line of duty during a high speed pursuit in 2005.

D. Environmental Considerations

Specific sensitive biological species include, but are not limited to, the following flora and fauna:

FLORA – Heartscale, Brittlescale, Lesser saltscale, Lost Hills crownscale, California jewelflower, Palmate-bracted bird's beak, Recurved larkspur, Hoover's eriastrum, Pale-yellow layla, Munz's tidy-tips, San Joaquin Wooly-threads, Panoche pepper grass, Jared's pepper grass, Showy madia, Indian Valley bush mallow, Shining navarretia

FAUNA – Greenest tiger beetle, Valley elderberry longhorn beetle, Blister beetle, Delta smelt, Northwestern pond turtle, Southwestern pond turtle, Blunt-nosed lizard, San Joaquin whipsnake, Giant garter snake, California horned lizard, California red-legged frog, Western spadefoot toad, California tiger salamander, Fairy shrimp, San Joaquin kit fox, Tipton kangaroo rat, Short-nosed kangaroo rat, Giant kangaroo rat, San Joaquin antelope squirrel, Blunt-nosed leopard lizard, Swainson's hawk, Cooper's hawk, Western burrowing owl, Great horned owl, Red-tailed hawk, Turkey vulture, Northern harrier, Black swift, Black-shouldered kite, Little willow flycatcher, Merlin, Prairie falcon, Yellow-breasted chat, Loggerhead shrike, Long-billed curlew, Le Conte's thrasher, all nesting birds, Pallid bat, California mastiff bat, American badger

Tule Elk once roamed the area around I-5 in Kern County. In the latter part of the nineteenth century, they were on the brink of extinction by hunting and loss of habitat. Cattle baron, Henry Miller, began an effort in 1874 to save the Tule Elk. The Tule Elk were given full protection in 1932 on the land now known as the Tule Elk State Natural Reserve. They have now come back from being on the brink of extinction, and have even been reintroduced to other native areas. The reserve is just west of I-5, near Buttonwillow.

A Scenic Resource Evaluation and/or a Visual Impact Assessment of the area would need to be done by the Landscape Architecture Branch.

There is a potential for cultural resource findings, particularly of Native Americans. A Community Impact Assessment would be required for urban areas and a farmland evaluation for rural areas.

Assessment of any local architectural history, including any Section 4(f) resources defined as "park and recreational lands, wild life and waterfowl refuges and historic sites," would also need to be evaluated.

A flood plain evaluation would be required.

Air, noise, water quality, and paleontological resource studies would need to be conducted.

Hazardous waste issues may require provisions for lead, asbestos, yellow thermoplastic paint, and/or heavy metals. Hazardous waste would most likely come from the Lokern Hazardous Waste Facility in Buttonwillow and the Kettleman Hills Hazardous Waste Facility in Kettleman City. Such hazardous materials would include petroleum chemicals, naturally occurring radioactive material (NORM), technologically enhanced naturally occurring radioactive material (TENORM), contaminated soils, and over 450 chemicals, most being highly toxic.

E. Tribal Governments and Communities

Many California roads and highways originated along Tribal hunting and trading routes. The study, "*California Central Valley Tribal Transportation Environmental Justice Collaborative Project*," identified a number of Tribes that consider portions of the counties of Fresno, Kings, and Tulare as their ancestral lands. According to Figure 2, "*Map of Ethnographic Territories in Eight County Study Area*" located on Page 23 of the report, Interstate 5 passes through the traditional indigenous territories of the Northern Valley Yokuts, Southern Valley Yokuts, Chumash, and Tataviam. Please note that many of the ethnographic territories overlap. See the following link for the Final Report: www.catribalej.com.

This study was funded by a Caltrans Environmental Justice grant and was prepared for the Kern County Council of Governments and the Tubatulabals of Kern Valley Tribe on behalf of the eight San Joaquin Valley MPOs; the San Joaquin Council of Governments (SJCOG), Stanislaus Council of Governments (StanCOG), Merced County Association of Governments (MCAG), Madera County Transportation Commission (MCTC), Fresno Council of Governments (Fresno COG), Kings County Association of Governments (KCAG), Kern Council of Governments (KCOG), Tulare County Association of Governments (TCAG) in coordination with the tribal governments and communities of the said region.

Caltrans will consult and coordinate with Tribal Governments and Communities in developing the TCR. The Tribal Governments and Communities include the Chaushilha Tribe, Native American Heritage Preservation Council of Kern County, Northern Valley Yokuts, Santa Rosa Rancheria - Tachi Tribe, Tejon Indian Tribe, Tinoqui-Chalola Council of Kitanemuk and Yowlumne Tejon Indians, Tule River Indian Tribe, and the Yokuts Archeological Advisory Team.

F. Environmental Justice

The I-5 Corridor has two unincorporated communities that have significant percentages of environmental justice populations, Kettleman City and Buttonwillow. According to the 2010 United States Census, Kettleman City has 96.1% of its population being of Hispanic origin, and Buttonwillow has 78.4% of its residents of Hispanic origin. Kettleman City and Buttonwillow both have substantial proportions of their residents designated as low-income populations.

The Kettleman City Safety and Community Study (2009/2010) was a project funded by a Caltrans Environmental Justice Grant, and produced the Kettleman City Safety and Community Report. The project focused on SR 41, which also runs through the community and ultimately intersects with I-5, and proposes to explore options to improve pedestrian safety along SR 41 and key cross streets to enhance resident/school children safety.

In both communities, Buttonwillow (Kern County) and Kettleman City (Kings County), there have been environmental justice issues amounting to several investigations and lawsuits. Both have hazardous waste facilities in communities of predominantly low-income, rural areas, with residents being mainly of Hispanic descent.

Caltrans will continue to conduct outreach to environmental justice communities as part of the development of the I-5 TCR.

III. Concept Rationale

Route Concept LOS:

The entire route is considered rural. There is little variation throughout the route in regard to the existing level of service.

Concept Facility:

The 2035 Concept Facility (highway configuration for the year 2035) for I-5 varies from a six-lane freeway north of State Route 99, and a six-lane with four auxiliary lanes (which incorporates truck climbing lanes) from the Fort Tejon Overcrossing to the Grapevine Undercrossing, and the remaining Kern County segments as a ten-lane freeway. The following shows the Concept Facility for the route segments.

6-lane freeway (Segments 4 - 16): These segments need to be widened from four-lanes to six-lanes in the future.

6-lane freeway with four auxiliary lanes (Segment 2): Only segment 2 will add two additional auxiliary lanes, which are also truck climbing lanes.

10-lane freeway (Segments 1and 3): These two segments will require widening from eight lanes to ten lanes.

The Ultimate Transportation Corridor (UTC-beyond 2035):

The UTC for I-5 calls for mainly an eight-lane freeway with the three southernmost segments in Kern County remaining the same as the 2035 Concept.

6-lane freeway with four auxiliary lanes (Segment 2): Remains the same as the 2035 Concept.

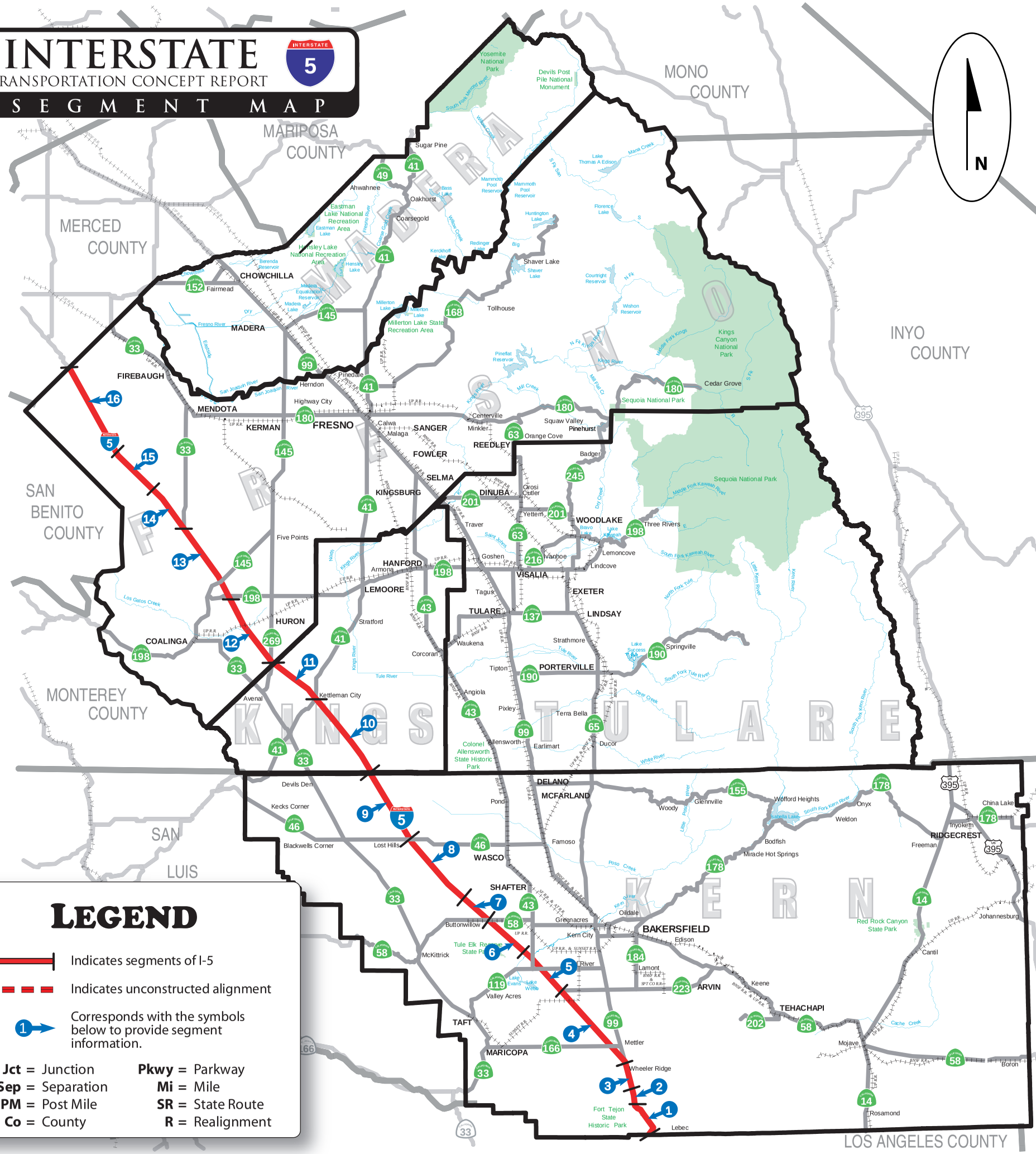
8-lane freeway: (Segments 4 – 16): Segments 1 through 4, and 6, will be widened to eight lanes.

10-lane freeway (Segments 1 and 3): Remains the same as the 2035 concept.

IV. Interstate 5 Transportation Concept Report Summary Chart

The 4-page Summary Chart following this section divides I-5 into sixteen (16) distinct segments that provide descriptive and technical information, both current and forecast traffic, for the State highway. It also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features and City/County boundaries, current highway geometrics, i.e., conventional highway, expressway, or freeway. A "Chart Explanation" bar defines what is shown on the chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, and General Plan information.

INTERSTATE 5
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP



LEGEND

- Indicates segments of I-5
- Indicates unconstructed alignment
- (1) Corresponds with the symbols below to provide segment information.

Jct = Junction
Sep = Separation
PM = Post Mile
Co = County
Pkwy = Parkway
Mi = Mile
SR = State Route
R = Realignment

KERN COUNTY

1. **Segment 1:** I-5 PM R0.0 / 4.4
   Los Angeles Co line / Ft Tejon OC
2. **Segment 2:** I-5 PM 4.4 / 10.2
   Ft Tejon OC / Grapevine UC
3. **Segment 3:** I-5 PM 10.2 / R15.5
   Grapevine UC / I-5 / SR 99 SEP
4. **Segment 4:** I-5 PM R15.5 / 33.5
   I-5 / SR 99 SEP / SR 223 / I-5 SEP
5. **Segment 5:** I-5 PM 33.5 / 47.5
   SR 223 / I-5 SEP / Stockdale Rd OC
6. **Segment 6:** I-5 PM 47.5 / 52.1
   Stockdale Rd OC / I-5 / SR 58 SEP
7. **Segment 7:** I-5 PM 52.1 / 56.6
   I-5 / SR 58 SEP / 7th Standard Rd
8. **Segment 8:** I-5 PM 56.6 / R73.0
   7th Standard Rd / SR 46 / I-5 SEP
9. **Segment 9:** I-5 PM R73.0 / R87.0
   SR 46 / I-5 SEP / Kings Co line

KINGS COUNTY

10. **Segment 10:** I-5 PM R0.0 / 16.6
    Kern Co line / I-5 / SR 41 SEP
11. **Segment 11:** I-5 PM 16.6 / 26.7
    I-5 / SR 41 SEP / Fresno Co line

FRESNO COUNTY

12. **Segment 12:** I-5 PM 0.0 / 14.9
    Kings Co line / SR 198 / I-5 SEP
13. **Segment 13:** I-5 PM 14.9 / 30.0
    SR 198 / I-5 SEP / N JCT SR 33 / I-5 SEP
14. **Segment 14:** I-5 PM 30.0 / 45.8
    N JCT SR 33 / I-5 SEP / Manning Ave OC
15. **Segment 15:** I-5 PM 45.8 / 52.7
    Manning Ave OC / Russell Ave OC
16. **Segment 16:** I-5 PM 52.7 / 66.2
    Russell Ave OC / Merced Co line

Transportation Concept Report

Interstate 5

SUMMARY CHART 1A

LEGEND

Existing Lanes

Planned or Programmed by 2035

Add Through Lanes Add Auxiliary Lanes

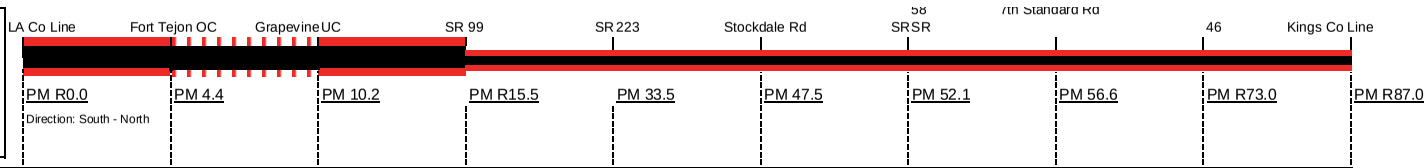
Freeway

Number of Lanes

4

8

* Length of segments not to scale



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility,i.e., 8 lane freeway (8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2035 Concept) by 2035- RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2035. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

LOS: The current (2011) LOS (level of service), along with the expected calculated LOS in 2020 and 2035. The 2035 Concept is the target LOS desired, i.e., LOS C, for attainment by 2035 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2035 Concept improvement.

Directional Split: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AUX++ Auxiliary lanes are Truck Climbing lanes.

AADT: signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.
99P Median is variable width greaters than 100 feet

N/A* - Deficient, no project recommended.

+ The Ultimate ROW is generally the same as the existing ROW

(-) Deficient with Improvement

* Concept Facility meets Concept LOS.

SEGMENT	1	2	3	4	5	6	7	8	9
County / Interstate	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5
Description Begin	LOS ANGELES CO LINE	FORT TEJON OC	GRAPEVINE UC	SR 99 SEP	SR 223 SEP	STOCKDALE RD OC	SR 58 SEP	7TH STANDARD RD	SR 46 SEP
Description End	FORT TEJON OC	GRAPEVINE UC	SR 99 SEP	SR 223 SEP	STOCKDALE RD OC	SR 58 SEP	7TH STANDARD RD	SR 46 SEP	KINGS CO LINE
Postmile Limits Begin/End (PM)	R0.0 / 4.4	4.4 / 10.2	10.2 / R15.5	R15.5 / 33.5	33.5 / 47.5	47.5 / 52.1	52.1 / 56.6	56.6 / R73.0	R73.0 / R87.0
Length (MI)	4.4	5.8	5.3	18.0	14.0	4.6	4.5	16.4	14.0
Rural / Urban	Rural	Rural	Rural	Rural	Rural	Rural	Rural	Rural	Rural
Terrain	Mountainous	Mountainous	Flat	Flat	Flat	Flat	Flat	Flat	Flat
ROW: Range Existing (FT)	214 / 340	218 / 400	208 / 230	208 / 208	208 / 230	208 / 208	208 / 208	208 / 208	208 / 208
Median Range (FT)	36 / 46	46 / 99P	36 / 99P	84 / 99P	79 / 84	79 / 84	74 / 84	79 / 84	84 / 84
Shoulder Range (FT) - Treated	8 / 10	8 / 10	8 / 10	5 / 10	5 / 10	5 / 10	5 / 10	5 / 10	5 / 10
Lane Width (FT)	12	12	12	12	12	12	12	12	12
Ultimate ROW (FT)	+	+	+	+	+	+	+	+	+
Facility: Existing	8F	6F+2AUX++	8F	4F	4F	4F	4F	4F	4F
2035 Concept	10F	6F+4AUX++	10F	6F	6F	6F	6F	6F	6F
UTC	10F	6F+4AUX++	10F	8F	8F	8F	8F	8F	8F
LOS: 2011	D	D	C	C	C	C	C	C	C
LOS: 2020	F	F	D	D	D	E	E	E	D
LOS: 2035	F	F	F	F	F	F	F	F	F
LOS: Concept 2035	C	C	C	C	C	C	C	C	C
Deficiency/Year Deficient	2010	2010	2020	2020	2020	2020	2020	2020	2020
Project in STIP/RTP (Y/N)	No	No	No	No	No	No	No	No	No
LOS W/ Concept Improvement	F(-)	F(-)	F(-)	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
Directional Split (Peak Hour)	70/30	70/30	52/48	56/46	52/48	60/40	65/35	54/46	53/47
AADT: 2011	75,000	75,000	81,000	41,000	33,000	33,000	33,500	34,000	31,500
AADT: 2020	107,000	107,000	115,500	58,500	47,100	49,900	50,600	49,600	46,500
AADT: 2035	166,600	166,600	179,900	91,100	73,300	83,600	84,800	79,600	75,700
Peak Hour: 2011	7,700	7,700	8,700	4,550	4,900	5,100	5,300	5,500	4,900
Peak Hour: 2020	10,980	10,980	12,410	6,490	6,990	7,710	8,010	8,020	7,230
Peak Hour: 2035	17,100	17,100	19,320	10,110	10,880	12,910	13,420	12,880	11,770
% Trucks: AADT	28%	28%	28%	29%	29%	31%	31%	31%	31%
% Trucks: Peak Hour	9%	9%	9%	14%	12%	11%	11%	11%	12%

Transportation Concept Report

Interstate 5

SUMMARY CHART 1B

LEGEND

Existing Lanes

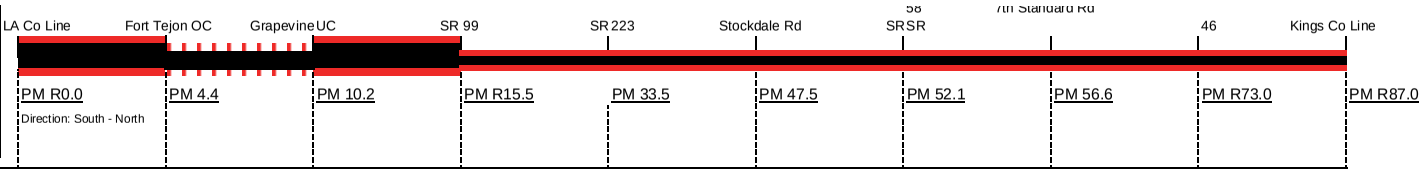
Planned or Programmed by 2035

Add Through Lanes Add Auxiliary Lanes

* Length of segments not to scale

Freeway

Number of Lanes: 4, 8



Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS: (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i,e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilites most directly, conveniently and efficiently to intrastate, interstate, and international markets.

NHS (National Highway System): Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

SEGMENT	1	2	3	4	5	6	7	8	9
County / Route	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5	KERN / 5
Description Begin	LOS ANGELES CO LINE	FORT TEJON OC	GRAPEVINE UC	SR 99 SEP	SR 223 SEP	STOCKDALE RD OC	SR 58 SEP	7TH STANDARD RD	SR 46 SEP
Description End	FORT TEJON OC	GRAPEVINE UC	SR 99 SEP	SR 223 SEP	STOCKDALE RD OC	SR 58 SEP	7TH STANDARD RD	SR 46 SEP	KINGS CO LINE
Postmile Limits Begin/End (PM)	R0.0 / 4.4	4.4 / 10.2	10.2 / R15.5	R15.5 / 33.5	33.5 / 47.5	47.5 / 52.1	52.1 / 56.6	56.6 / R73.0	R73.0 / R87.0
Length (MI)	4.4	5.8	5.3	18.0	14.0	4.6	4.5	16.4	14.0
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lifeline (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	NN	NN	NN	NN	NN	NN	NN	NN	NN
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
General Plan/RTP LOS Standard	LOS E - Kern Co LOS for CMP & RTP	LOS E - Kern Co LOS for CMP & RTP	LOS E - Kern Co LOS for CMP & RTP	LOS E - Kern Co LOS for CMP & RTP	LOS E - Kern Co LOS for CMP & RTP	LOS E - Kern Co LOS for CMP & RTP	LOS E - Kern Co LOS for CMP & RTP	LOS E - Kern Co LOS for CMP & RTP	LOS E - Kern Co LOS for CMP & RTP
General Plan/RTP Standard Highway Classification	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route
Passing Lanes (Y/N)	Yes	Yes	No	No	No	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Transportation Concept Report

Interstate 5

SUMMARY CHART 2A

LEGEND

Existing Lanes

Planned or Programmed by 2035

Add Through Lanes

Add Auxiliary Lanes

Freeway

Number of Lanes

4

8

* Length of segments not to scale

Kern Co Line — SR 41 — Fre Co Line — SR 198 — SR 33 — Manning Ave — Russe Ave — Merced Co Line

PM R0.0 — PM 16.6 — PM 0.0 — PM 14.9 — PM 30.0 — PM 45.8 — PM 52.7 — PM 66.2

Direction: South - North

Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility,i.e., 8 lane freeway(8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2035 Concept) by 2035- RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2035. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

LOS: The current (2011) LOS (level of service), along with the expected calculated LOS in 2020 and 2035. The 2035 Concept is the target LOS desired, i.e., LOS C, for attainment by 2035 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2035 Concept improvement.

Directional Split: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AUX++ Auxiliary lanes are Truck Climbing lanes.

AADT: signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

(-) Deficient with Improvement

N/A* - Deficient, no project recommended.

+ The Ultimate ROW is generally the same as the existing ROW

99P Median is variable width greaters than 100 feet

***** Concept Facility meets Concept LOS.

SEGMENT	10	11	12	13	14	15	16
County / Interstate	KINGS / 5	KINGS / 5	FRESNO / 5	FRESNO / 5	FRESNO / 5	FRESNO / 5	FRESNO / 5
Description Begin	KERN CO LINE	SR 41 SEPARATION	KINGS CO LINE	SR 198 SEPARATION	SR 33 SEPARATION	MANNING AVE	RUSSELL AVE
Description End	SR 41 SEPARATION	FRESNO CO LINE	SR 198 SEPARATION	SR 33 SEPARATION	MANNING AVE	RUSSELL AVE	MERCED COUNTY LINE
Postmile Limits Begin/End (PM)	R0.0 / 16.6	16.6 / 26.7	0.0 / 14.9	14.9 / 30.0	30.0 / 45.8	45.8 / 52.7	52.7 / 66.2
Length (MI)	16.6	10.1	14.9	15.1	15.8	6.9	13.5
Rural / Urban	Rural	Rural	Rural	Rural	Rural	Rural	Rural
Terrain	Flat	Flat	Flat	Flat	Flat	Flat	Flat
ROW: Range Existing (FT)	208 / 208	208 / 240	208 / 208	208 / 208	208 / 208	208 / 208	208 / 208
Median Range (FT)	84 / 84	74 / 84	82 / 84	84 / 99P	84 / 99P	84 / 84	84 / 84
Shoulder Range (FT) - Treated	5 / 10	5 / 10	10 / 10	2 / 10	5 / 10	5 / 10	5 / 10
Lane Width (FT)	12	12	12	12	12	12	12
Ultimate ROW (FT)	+	+	+	+	+	+	+
Facility: Existing	4F	4F	4F	4F	4F	4F	4F
2035 Concept	6F	6F	6F	6F	6F	6F	6F
UTC	8F	8F	8F	8F	8F	8F	8F
LOS: 2011	C	C	C	C	C	C	C
LOS: 2020	D	D	D	E	D	D	D
LOS: 2035	F	F	F	F	F	F	F
LOS: Concept 2035	C	C	C	C	C	C	C
Deficiency/Year Deficient	2020	2020	2020	2020	2020	2020	2020
Project in STIP/RTP (Y/N)	No	No	No	No	No	No	No
LOS W/ Concept Improvement	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
Directional Split (Peak Hour)	52/48	52/48	52/48	52/48	52/48	52/48	55/45
AADT: 2011	32,500	33,500	33,500	34,000	33,500	33,000	34,500
AADT: 2020	45,300	47,800	47,800	50,800	47,800	47,100	49,700
AADT: 2035	68,500	74,400	74,400	83,800	74,400	73,300	96,600
Peak Hour: 2011	5,200	5,400	5,400	5,500	4,800	5,100	5,200
Peak Hour: 2020	7,240	7,700	7,700	9,080	6,840	7,270	7,500
Peak Hour: 2035	10,960	11,990	11,990	15,070	10,660	11,330	14,560
% Trucks: AADT	30%	30%	30%	30%	30%	30%	30%
% Trucks: Peak Hour	7%	7%	8%	8%	8%	8%	8%

Transportation Concept Report

Interstate 5

LEGEND

Existing Lanes

Planned or Programmed by 2035

Add Through Lanes

Add Auxiliary Lanes

Freeway

Number of Lanes

4

8

* Length of segments not to scale

Kern Co Line — SR 41 — Co Line — SR 198 — 33 — Manning Ave — Ave — Merced Co Line

PM R0.0 — PM 16.6 — PM 0.0 — PM 14.9 — PM 30.0 — PM 45.8 — PM 52.7 — PM 66.2

Direction: South - North

Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS: (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i,e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilites most directly, conveniently and efficiently to intrastate, interstate, and international markets.

NHS (National Highway System): Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

SEGMENT	10	11	12	13	14	15	16
County / Route	KINGS / 5	KINGS / 5	FRESNO / 5	FRESNO / 5	FRESNO / 5	FRESNO / 5	FRESNO / 5
Description Begin	KERN CO LINE	SR 41 SEPARATION	KINGS CO LINE	SR 198 SEPARATION	SR 33 SEPARATION	MANNING AVE	RUSSELL AVE
Description End	SR 41 SEPARATION	FRESNO CO LINE	SR 198 SEPARATION	SR 33 SEPARATION	MANNING AVE	RUSSELL AVE	MERCED COUNTY LINE
Postmile Limits Begin/End (PM)	R0.0 / 16.6	16.6 / 26.7	0.0 / 14.9	14.9 / 30.0	30.0 / 45.8	45.8 / 52.7	52.7 / 66.2
Length (MI)	16.6	10.1	14.9	15.1	15.8	6.9	13.5
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lifeline (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G	HE, F & G
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	NN	NN	NN	NN	NN	NN	NN
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
General Plan/RTP LOS Standard	LOS C - Kings Co defers to Caltrans LOS C	LOS C - Kings Co defers to Caltrans LOS C	LOS C - Fresno Co Gen Plan consistent with Caltrans LOS	LOS C - Fresno Co Gen Plan consistent with Caltrans LOS	LOS C - Fresno Co Gen Plan consistent with Caltrans LOS	LOS C - Fresno Co Gen Plan consistent with Caltrans LOS	LOS C - Fresno Co Gen Plan consistent with Caltrans LOS
General Plan/RTP Standard Highway Classification	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route	Interstate Route
Passing Lanes (Y/N)	No	No	No	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes

V. Review of Interstate 5 Performance: Current and Future

A comparison of the recent and future LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment on I-5 is deficient when it operates below the designated Route Concept LOS of D. Please refer to the Interstate 5 Transportation Concept Report Summary Chart in Section IV for current and future route operations.

As of the year 2011, I-5 is operating at a range of LOS C to LOS D. Only the first two segments, in the mountainous section of Kern County, north of the Los Angeles County line to the Grapevine Undercrossing, are at LOS D.

In the year 2020, I-5 is operating at a range of LOS D to LOS F. The same first two segments are expected to be operating at LOS F. The remainder of the route is expected to be operating at LOS D and LOS E.

By the year 2035, I-5 is projected to operate at LOS F *without* improvements. Even with improvements it is expected to remain LOS F.

There are three (3) long-range planned capacity improvements projects for I-5. The Kern County project calls for widening from a four-lane freeway to a six-lane freeway, from SR 99 to SR 46. This project is in the Caltrans' District 6 Status of Projects as an inactive project, stemming back over ten years. The Kings County project is for the entire section in Kings County. It plans for widening from a four-lane freeway to a six-lane freeway. It is found in the Kings County Association of Governments' 2011 Regional Transportation Plan (RTP). No date for completion has been set, and it is not listed in the Caltrans' District Status of Projects. The Fresno County project is also for widening the entire Fresno County section from a four-lane freeway to a six-lane freeway. It is included in the Fresno Council of Governments' 2011 RTP as an unconstrained project.

APPENDIX A

I-5 PROJECTS PLANNED AND PROGRAMMED

County	Post Mile	Description	Location	Type	Completion Date	Status	2012 Est. Cost ($1,000)
FRE	49.0/53.0	AC overlay (CAPM), drainage improvements, upgrade MBGR	South of the Panoche Rd I/C to north of the Russell Ave OC	SHOPP	Jul 2016	PID	$5,000
FRE	44.9	Grade correction	In Fresno County, at Tumey Gulch Br	Minor A	Dec 2012	PS&E/RW	$679
FRE	22.8/26.8	Install median barrier	Near Coalinga, from north of the Tuolumne Ave OC to south of the SR 33 Sep	SHOPP	Aug 2012	PS&E/RW	$2,884
FRE	1.2	Roadside rest area enhancement	In Coalinga, at the Coalinga Safety Roadside Rest Area	STIP	NA	Inactive - PID	$555
FRE	0.0/66.16	4F to 6F	From the Kings County line to the Merced County line	STIP	NA	Fresno RTP Unconstrained	$198,000

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CONTINUED

I-5 PROJECTS PLANNED AND PROGRAMMED

County	Post Mile	Description	Location	Type	Completion Date	Status	2012 Est. Cost ($1,000)
KIN	NA	Install changeable message signs	Near the Fresno County line	SHOPP	NA	Kings RTP	NA
KIN	16.4/26.72	AC overlay	Near SR 41 to the Fresno County line	SHOPP	NA	Kings RTP	NA
KIN	9.0/16.5	Overlay	Near Kettleman City, from south of the Utica Ave OC to SR 41	SHOPP	NA	Inactive - PID	$13,588
KIN	0.0/26.72	4F to 6F	From the Kern County line to the Fresno County line	STIP	NA	Kings RTP	NA
KER	62.5/73.1	Grind pavement and overlay CAPM	From the Lerdo OC to the SR 46 Sep	SHOPP	Jun 2016	PA&ED	$6,100
KER	56.4/56.6	Reconstruct interchange	At 7th Std Rd	STIP	NA	Kern RTP Unconstrained	$54,000
KER	36.1/54.2	Replace concrete panel	Near Bakersfield, from south of the Buena Vista Canal Rd OC to 2.4 miles south of 7th Std Rd	SHOPP	May 2013	Construction	$33,250

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CONTINUED

I-5 PROJECTS PLANNED AND PROGRAMMED

County	Post Mile	Description	Location	Type	Completion Date	Status	2012 Est. Cost ($1,000)
KER	16.3/73.2	4F to 6F	From SR 99 to SR 46	STIP	Jan 2022	Inactive - PID	$119,646
KER	13.5	Paint bridges	Various locations	Maintenance	Aug 2013	Construction	NA
KER	10.4/R15.8	Replace AC panels with PCC	From north of the Grapevine UC to north of the SR 99 Sep	SHOPP	Jul 2015	PA&ED	$1,872
KER	10.16	Rehabilitate deck	At the Grapevine UC	Maintenance	Jul 2014	PS&E/RW	$1,281
KER	8.3/9.1	Drainage modifications, minor pavement improvements, and concrete work	South of Lebec, around the Grapevine UC	SHOPP	Jul 2014	Inactive - PID	$1,500
KER	8.2/9.4	Retrofit ramp	3.2 miles north of the Fort Tejon OC	SHOPP	Dec 2016	Inactive – PID	$9,645
KER	5.2/5.9	Install median barrier	Near Fort Tejon, north of the Fort Tejon OC	SHOPP	Jul 2013	Construction	$1,498
KER	4.5/15.0	8F to 10F	From Lebec Rd to SR 99	STIP	NA	Inactive – Candidate	NA

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I-5 PROJECTS PLANNED AND PROGRAMMED

County	Post Mile	Description	Location	Type	Completion Date	Status	2012 Est. Cost ($1,000)
KER	0.8	Restore safety roadside rest area	Near Lebec, at the Tejon Safety Roadside Rest Area	SHOPP	Apr 2013	Construction	$6,202
KER	0.0/4.6	Rehabilitate pavement	At Fort Tejon, from the Los Angeles County line to north of the Grapevine Crk Br	SHOPP	Apr 2013	Construction	$13,900
KER	0.0/1.0	Bridge replacement	At the Cuddy Crk Br	SHOPP	NA	Inactive – Candidate	$22,000

APPENDIX B

INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Fresno	66.03	At the Nees Ave OC	VDS	Existing	NB
Fresno	65.98	Southbound off, to Nees Ave	TCS	Existing	NA
Fresno	65.88	Northbound on, from Nees Ave	TCS	Existing	NA
Fresno	65.78	North of Nees Ave	TCS	Existing	NB/SB
Fresno	65.67	Southbound on, from Nees Ave	TCS	Existing	NA
Fresno	65.58	Northbound off, to Nees Ave	TCS	Existing	NA
Fresno	64.6	At West Herndon	VDS	Proposed	NA
Fresno	62.61	North of Shields Ave	RPU	Proposed	NA
Fresno	62.61	North of Shields Ave	CMS	Existing	SB
Fresno	62.60	North of Shields Ave	VDS	Proposed	NA
Fresno	60.29	Southbound off, to Shields Ave	TCS	Existing	NA
Fresno	60.18	Northbound on, from Shields Ave	TCS	Existing	NA
Fresno	60.18	At Shields Ave	HAR	Existing	NA

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Fresno	60.15	At Shields Ave	VDS	Existing	NB
Fresno	60.08	At Shields Ave	CCTV	Proposed	NB
Fresno	59.98	Southbound on, from Shields Ave	TCS	Existing	NA
Fresno	59.86	Northbound off, to Shields Ave	TCS	Existing	NA
Fresno	58.67	South of Shields Ave	CMS	Existing	NB
Fresno	58.60	South of Shields Ave	VDS	Proposed	NA
Fresno	56.30	At California Ave	VDS	Proposed	NA
Fresno	54.30	At Jensen Ave	VDS	Proposed	NA
Fresno	53.20	At West North Ave	VDS	Proposed	NA
Fresno	52.87	Northbound on, from Russell Ave	TCS	Existing	NA
Fresno	52.86	Southbound off, to Russell Ave	TCS	Existing	NA
Fresno	52.74	At the Russell Ave OC	VDS	Proposed	NA
Fresno	52.12	North of Panoche Rd	CMS	Existing	SB
Fresno	52.10	North of American Ave	VDS	Proposed	NA

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Fresno	49.72	North of Panoche Rd	CCTV	Existing	SB
Fresno	49.71	North of Panoche Rd	RPU	Existing	SB
Fresno	49.70	North of Panoche Rd	VDS	Proposed	NA
Fresno	49.18	Southbound off, to Panoche Rd	TCS	Existing	SB
Fresno	49.14	Northbound on, from Panoche Rd	TCS	Existing	NB
Fresno	48.99	North of Panoche Rd	TCS	Existing	NB/SB
Fresno	48.99	At the Panoche Rd OC	VDS	Proposed	NA
Fresno	48.84	Southbound on, from Panoche Rd	TCS	Existing	SB
Fresno	48.81	Northbound off, to Panoche Rd	TCS	Existing	NB
Fresno	47.30	South of Panoche Rd	VDS	Proposed	NA
Fresno	47.23	South of Panoche Rd	CMS	Existing	NB
Fresno	46.01	Southbound off, to Manning Ave	TCS	Existing	SB
Fresno	45.90	Northbound on, from Manning Ave	TCS	Existing	NB
Fresno	45.82	At the Manning Ave OC	VDS	Proposed	NA
Fresno	45.70	Southbound on, from Manning Ave	TCS	Existing	SB
Fresno	45.60	At West Manning Ave	VDS	Proposed	NA
Fresno	45.59	Northbound off, to Manning Ave	TCS	Existing	NB

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Fresno	45.59	At Manning Ave	CCTV	Proposed	NB
Fresno	43.80	South of West Dinuba Ave	VDS	Proposed	NA
Fresno	41.80	At South Jerrold Ave	VDS	Proposed	NA
Fresno	39.80	At West Mountain View Ave	VDS	Proposed	NA
Fresno	39.80	North of Kamm Ave	CMS	Proposed	EB/WB
Fresno	38.53	Southbound off, to Kamm Ave	TCS	Existing	SB
Fresno	38.53	At Kamm Ave	CCTV	Proposed	EB
Fresno	38.45	Northbound on, from Kamm Ave	TCS	Existing	NB
Fresno	38.34	At Kamm Ave	VDS	Proposed	NA
Fresno	38.25	Southbound on, from Kamm Ave	TCS	Existing	SB
Fresno	38.18	Northbound off, to Kamm Ave	TCS	Existing	NB
Fresno	37.60	South of West Kamm Ave	VDS	Proposed	NA
Fresno	37.00	South of Kamm Ave	CMS	Proposed	NB/SB
Fresno	34.80	North of West Elkhorn Ave	VDS	Proposed	NA
Fresno	33.50	At the Arroyo Hondo UC	VDS	Proposed	NA
Fresno	32.80	At West Davis Ave	VDS	Proposed	NA
Fresno	30.70	Just north of SR 33	VDS	Existing	NB
Fresno	30.70	North of SR 33/Derrick Ave	RPU	Proposed	NA

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Fresno	30.65	North of SR 33	CMS	Existing	SB
Fresno	30.61	North of SR 33	TCS	Proposed	NA
Fresno	30.11	Northbound on, from Derrick Ave	TCS	Existing	NB
Fresno	30.08	Southbound off, to Derrick Ave	TCS	Existing	SB
Fresno	29.99	At SR 33	VDS	Proposed	NA
Fresno	29.96	At the SR 33 Sep	CCTV	Existing	NB
Fresno	29.94	At Derrick Ave	HAR	Existing	NA
Fresno	29.90	At the I-5/SR 33 Sep	VDS	Proposed	NA
Fresno	29.86	Northbound off, to Derrick Ave	TCS	Existing	NB
Fresno	29.80	Southbound on, from Derrick Ave	TCS	Existing	SB
Fresno	28.10	South of SR 33	VDS	Proposed	NA
Fresno	28.06	South of SR 33	TCS	Proposed	NB/SB
Fresno	28.06	South of SR 33	CMS	Existing	NB
Fresno	27.30	North of West Excelsior Ave	VDS	Proposed	NA
Fresno	25.50	At West Paige Ave	VDS	Proposed	NA
Fresno	21.50	At Mendota Rd	VDS	Proposed	NA
Fresno	19.50	North of SR 33/SR 145	VDS	Proposed	NA
Fresno	19.37	North of SR 33/SR 145	CMS	Existing	SB

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Fresno	18.13	Northbound on, from SR 145	TCS	Existing	NB
Fresno	18.12	Southbound off, to SR 145	TCS	Existing	SB
Fresno	18.11	At SR 145	VDS	Proposed	NA
Fresno	17.96	North of SR 33 South	TCS	Existing	NB/SB
Fresno	17.96	At the SR 145/33/I-5 Sep	CCTV	Existing	NB
Fresno	17.90	South of the I-5/SR 33/SR 145 Sep	VDS	Proposed	NA
Fresno	17.82	Northbound off, to SR 145	TCS	Existing	NB
Fresno	17.80	Southbound on, from SR 145	TCS	Existing	SB
Fresno	15.40	North of SR 198	VDS	Proposed	NA
Fresno	15.17	North of SR 198	TCS	Proposed	NB/SB
Fresno	15.08	Southbound off, to SR 198	TCS	Existing	NA
Fresno	15.05	Northbound on, from SR 198	TCS	Existing	NA
Fresno	14.87	At SR 198	VDS	Proposed	NA
Fresno	14.87	At SR 198	HAR	Proposed	NA
Fresno	14.69	Southbound on, from SR 198	TCS	Existing	NA
Fresno	14.65	Northbound off, to SR 198	TCS	Existing	NA
Fresno	13.40	South of Mitchell Ave	VDS	Proposed	NA
Fresno	11.44	South of SR 198	VDS	Existing	NB

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Fresno	11.41	South of SR 198	CMS	Existing	NB
Fresno	11.40	At SR 198	RPU	Existing	NB
Fresno	11.40	3.4 miles south SR 198	TCS	Proposed	NB/SB
Fresno	10.30	At West Tornado Ave	VDS	Proposed	NA
Fresno	8.50	North of Jayne Ave	VDS	Proposed	NA
Fresno	7.00	North of Jayne Ave	CMS	Proposed	NB
Fresno	6.50	North of Jayne Ave	VDS	Proposed	NA
Fresno	5.71	Southbound off, to Jayne Ave	TCS	Existing	NA
Fresno	5.50	At Jayne Ave	VDS	Proposed	NA
Fresno	5.41	Northbound on, from Jayne Ave	TCS	Existing	NA
Fresno	5.39	Southbound on, from Jayne Ave	TCS	Existing	NA
Fresno	5.24	Northbound off, to Jayne Ave	TCS	Existing	NA
Fresno	4.30	South of Jayne Ave	VDS	Proposed	NA
Fresno	4.00	South of Jayne Ave	CMS	Proposed	SB
Fresno	2.98	North of SR 269	CMS	Existing	SB
Fresno	2.20	South of Goodrich Ave	VDS	Proposed	NA
Fresno	1.61	Southbound off, to SR 269/Lassen Ave	TCS	Existing	SB

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Fresno	1.49	Northbound on, from SR 269/Lassen Ave	TCS	Existing	NB
Fresno	1.25	Southbound on, from SR 269/Lassen Ave	TCS	Existing	SB
Fresno	1.13	Northbound off, to SR 269/Lassen Ave	TCS	Existing	NB
Fresno	0.41	Northbound on, from SR 269/Lassen Ave	TCS	Existing	NB
Fresno	0.38	Southbound off, to SR 269/Lassen Ave	TCS	Existing	SB
Fresno	0.26	At SR 269/Lassen Ave	CCTV	Existing	SB
Fresno	0.23	At SR 269/Lassen Ave	VDS	Proposed	NA
Fresno	0.10	Northbound off, to SR 269/Lassen Ave	TCS	Existing	NB
Fresno	0.04	Southbound on, from SR 269/Lassen Ave	TCS	Existing	SB
Kings	25.10	South of SR 269/34th Ave	VDS	Proposed	NA
Kings	25.08	South of SR 269	RPU	Proposed	NA
Kings	25.08	South of SR 269	CMS	Existing	NB
Kings	23.00	At Quincy Ave	VDS	Proposed	NA
Kings	21.00	South of Quail Ave	VDS	Proposed	NA

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Kings	19.30	North of SR 41	TCS	Existing	NB/SB
Kings	19.10	At Milham Ave	RPU	Existing	SB
Kings	19.07	At Milham Ave	CMS	Existing	SB
Kings	19.00	At Milham Ave	VDS	Proposed	NA
Kings	17.00	At SR 41	HAR	Proposed	NA
Kings	16.90	Northbound on, from SR 41	TCS	Existing	NB
Kings	16.76	Southbound off, to SR 41	TCS	Existing	SB
Kings	16.41	Southbound on, from SR 41	TCS	Existing	SB
Kings	16.38	Northbound off, to SR 41	TCS	Existing	NB
Kings	16.30	At SR 41	VDS	Proposed	NA
Kings	16.24	At SR 41	CCTV	Proposed	NA
Kings	13.85	At 25th Ave	VDS	Proposed	NA
Kings	13.52	At Utica Ave	CMS	Existing	NB
Kings	12.66	North of Utica Ave	TCS	Existing	NB/SB
Kings	12.51	Southbound off, to Utica Ave	TCS	Existing	SB
Kings	12.44	Northbound on, from Utica Ave	TCS	Existing	NB
Kings	12.36	Just south of Utica Ave	VDS	Existing	NB

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Kings	12.28	Southbound on, from Utica Ave	TCS	Existing	SB
Kings	12.20	Northbound off, to Utica Ave	TCS	Existing	NB
Kings	9.80	Equipment crossing	VDS	Proposed	NA
Kings	7.09	At the Waterloo Ave OC	VDS	Proposed	NA
Kings	4.42	At Xenia Ave	VDS	Proposed	NA
Kings	4.40	At the Xenia Ave OC	VDS	Proposed	NA
Kings	2.00	2 miles north of the Kern County line	VDS	Proposed	NA
Kern	82.35	At Twisselman Rd	HAR	Proposed	NA
Kern	77.05	At Lost Hills Rd	CMS	Existing	SB
Kern	73.01	At SR 46	Signal	Existing	SB
Kern	72.90	At SR 46	HAR	Existing	NA
Kern	72.70	At SR 46 NB ramp	Signal	Existing	NB
Kern	70.49	South of SR 46	CMS	Existing	NB
Kern	70.46	South of SR 46	RPU	Existing	NB
Kern	70.46	South of SR 46	CCTV	Existing	NB
Kern	65.20	At Merced Ave	CMS	Existing	SB
Kern	62.57	At Lerdo Hwy	CCTV	Proposed	NB/SB

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Kern	61.18	South of Lerdo Hwy	RPU	Proposed	NA
Kern	61.18	South of Lerdo Hwy	CMS	Existing	NB
Kern	54.10	At Buttonwillow RA	HAR	Existing	NB/SB
Kern	53.84	Southbound, north of SR 58	CMS	Existing	SB
Kern	53.83	North of SR 58	CCTV	Existing	SB
Kern	48.20	South of SR 58	CMS	Existing	NB
Kern	48.20	North of Stockdale Hwy	CCTV	Existing	NB
Kern	48.18	North of SR 58	RPU	Existing	NB
Kern	43.90	North of SR 43	CMS	Existing	SB
Kern	43.90	North of SR 43	CCTV	Existing	SB
Kern	39.09	North of SR 119	CCTV	Existing	NB
Kern	33.47	At SR 223	CCTV	Proposed	NB/SB
Kern	33.4	At SR 223/Bear Mtn Rd	HAR	Existing	NB/SB
Kern	29.9	South of SR 223	RPU	Proposed	NA
Kern	29.88	South of SR 223	CMS	Existing	NB
Kern	20.93	North of SR 166	CMS	Proposed	NA
Kern	15.82	At SR 99	CCTV	Existing	NB
Kern	14.82	Southbound I-5/SR 99 Jct	CMS	Existing	SB
Kern	13.6	At Laval NB ramp	Signal	Existing	NB

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INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Kern	13.5	At Wheeler Ridge	CCTV	Proposed	NA
Kern	13.3	At Laval SB ramp	Signal	Existing	SB
Kern	12.22	Northbound Wheeler Ridge	CMS	Existing	NB
Kern	12.2	At Grapevine	RPU	Existing	SB
Kern	11.4	At truck inspection	HAR	Existing	NA
Kern	10.17	At the Grapevine UC	CCTV	Existing	SB
Kern	8.84	Truck escape ramp median	CCTV	Existing	NB
Kern	8.3	South of the Lebec Truck Escape Ramp	RPU	Proposed	NA
Kern	8.23	Truck escape ramp shoulder	CCTV	Existing	NB
Kern	4.5	Near the Lebec Ave OC	CCTV	Proposed	NA
Kern	0.82	At the Tejon Pass Rest Area	HAR	Existing	NA
Kern	0.19	Southbound off, to Frazier Park	TCS	Existing	SB
Kern	0.11	Northbound on, from Frazier Park	TCS	Existing	NB
Kern	0	Northbound off, to Frazier Park	TCS	Existing	NB
Kern	0	Southbound on, to Frazier Park	TCS	Existing	SB

APPENDIX C
Non-Motorized Facilities

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2004).
- **Class 3 Bikeways (Bike Routes):** Bike Routes are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

(1) **Deputy Directive 64-R1 (DD-64-R1)** - **(Policy)** "The Department provides for the needs of travelers of all ages and abilities in all programming, planning, design, construction, operations and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycles, pedestrians and transit modes as integral elements of the transportation system."

(2) **PDPM - Chapter 31** (Non-motorized Transportation Facilities) Section 1 - General - Introduction
".... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

(3) **Streets and Highway Code - Section 888** - "The Department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or such a route already exists."

(4) **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** (a) "The Department of Transportation and local authorities [i.e. acting together - not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized traffic..."

Pedestrian Facilities

(1) **Deputy Directive 64-R1 (DD-64-R1)** - **(Policy)** "The Department provides for the needs of travelers of all ages and abilities in all programming, planning, design, construction, operations and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycles, pedestrians and transit modes as integral elements of the transportation system."

(2) **PDPM - Chapter 31** (Non-motorized Transportation Facilities) Section 1 - General - Introduction -
".... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

Complete Streets and Context Sensitive Solutions

Complete Street: A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

In towns and cities across California, the State highway may be the only through street or may function as a local street. These communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality.

(1) **Deputy Directive 64-R1 (DD-64-R1)** - **(Policy)** "The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations."

(2) **Director's Policy** – "The Department uses 'Context Sensitive Solutions' as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals."

INTERSTATE 5 REFERENCES

Local Jurisdictions:

Fresno Council of Governments
2035 Tulare Street, #201
Fresno, CA 93721
(559) 233-4148

County of Fresno
2281 Tulare Street
Fresno, CA 93721
(559) 600-1710

Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
(661) 861-2191

County of Kern
1115 Truxtun Avenue
Bakersfield, CA 93301
(661) 868-3140

Kings County Association of Governments
339 West "D" Street, Suite B
Lemoore, CA 93245
(559) 582-3211 X 2654

County of Kings
Public Works Department
Engineering Building Number 6
1400 West Lacey Boulevard
Hanford, CA 93230
(559) 582-3211 X 2690

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 E Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:
Contact the Air District for more information.

Transit Services:

For inquiries on transit services, please contact the MPOs or local agencies (listed above) for more information.

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Tribal Contacts:

Chaushilha Tribe

Native American Heritage Preservation Council of Kern County

Northern Valley Yokuts

Santa Rosa Rancheria – Tachi Tribe

Tejon Indian Tribe

Tinoqui-Chalola Council of Kitanemuk and Yowlumne Tejon Indians

Tule River Indian Tribe

Yokuts Archeological Advisory Team

ACRONYMS

AADT - Average Annual Daily Traffic
ADA - Americans with Disabilities Act
BRT - Bus rapid transit
CAPM - Capital Preventive Maintenance
CCTV - Closed Circuit Television Cameras
CMAQ - Congestion Mitigation and Air Quality
CMIA - Corridor Mobility Improvement Account
CMS - Changeable Message Sign
COG - Council of Governments
CSMP - Corridor System Management Plan
CT - Caltrans
CTC - California Transportation Commission
FTIP - Federal Transportation Improvement Program
HAR - Highway Advisory Radio
HOV - High-Occupancy Vehicle Lanes
IIP - Interregional Improvement Program
IRRS - Interregional Road System
ITIP - Interregional Transportation Improvement Program
ITMS - Intermodal Transportation Management System
ITS - Intelligent Transportation System
ITSP - Interregional Transportation Strategic Plan
LOS - Level of Service
LRN – Legislative Route Number (legislative definition of the route)
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organization
MTC - Metropolitan Transportation Commission
MTCE – Maintenance (State program)
ND – Not Determined
NHS - National Highway System
OC - Overcrossing
OH - Overhead
PM - Postmile
PSR - Project Study Report
PSSR - Project Scope Summary Report
RCR – Route Concept Report
RIP - Regional Improvement Program
ROW - Right-of-Way
RTIP - Regional Transportation Improvement Program
RTP - Regional Transportation Plan
RTPA - Regional Transportation Planning Agency
RWIS - Remote Weather information Station
SHOPP - State Highway Operation Protection Program
SJUAPCD - San Joaquin Unified Air Pollution Control District
STIP - State Transportation Improvement Program
TASAS - Traffic Accident Surveillance and Analysis System

TCM - Transportation Control Measure
TCR - Transportation Concept Report
TCS – Traffic Count Station
TMC - Transportation Management Center
TMS - Transportation Management System
UC - Undercrossing
UTC - Ultimate Transportation Concept
VDS – Vehicle Detection Systems
VHT - Vehicle Hours Traveled
VMT - Vehicle Miles Traveled

DOCUMENTS USED IN THE PREPARATION OF THE TCR

1) California Highways, Route 5, The California Highways Organization, www.cahighways.org
2) Lokern Hazardous Waste Facility, The Center for Land Use Interpretation, www.ludb.clui.org/ex/i/CA3071
3) Buttonwillow, California Facility Facts, Clean Harbors Environmental Services, http://clark.cleanharbors.com/TagTeam/client/Zoom.asp?LS=undefined&DataID=668
4) *Cephalanthus occidentalis L.* Common Buttonbush, United States Department of Agriculture Natural Resources Conservation Service, http://plants.usda.gov/java/charProfile?symbol=CEOC2
5) History of Buttonwillow, Buttonwillow Chamber of Commerce, www.buttonwillowchamber.com/history.html
6) Kettleman Hills Hazardous Waste Facility, The Center for Land Use Interpretation, www.clui.org/ludb/site/kettleman-hills-hazardous-waste-facility
7) Stammerjohan, George, History of Fort Tejon, Fort Tejon Historical Association, www.forttejon.org/history.html
8) Brown, Robert R. and Richmond, J.E., History of Kings County, A.H. Cawston, 1940
9) Durham, David, California's Geographic Names: A Gazetteer of Historic and Modern Names of the State, Quill Driver Books, 1998
10) 2011 Regional Transportation Plan; Fresno Council of Governments
11) 2011 Regional Transportation Plan; Kern Council of Governments
12) 2011 Regional Transportation Plan; Kings County Association of Governments
13) California State Highway Log 2002; Caltrans
14) Traffic Data Branch, 2010 AADT; Caltrans
15) District Six Status of Projects; Caltrans
16) Transportation Management Center (TMC) Element Search Engine; Caltrans
17) Transportation Concept Report (TCR) Interstate 5, July 2005; Caltrans
18) Miranda-Begay, Dr. Donna, Grant Project Manager and Tribal Chairwoman of Tubatulabals of Kern Valley, "California Central Valley Tribal Transportation Environmental Justice Collaborative Project," 2010.