

**INTERSTATE 5**  
**TRANSPORTATION CONCEPT REPORT**

**CALTRANS DISTRICT 10**  
**OFFICE OF SYSTEM PLANNING**

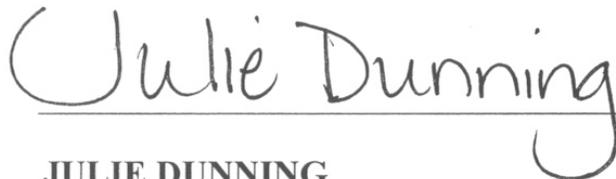
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**11-11-03**

**DATE**



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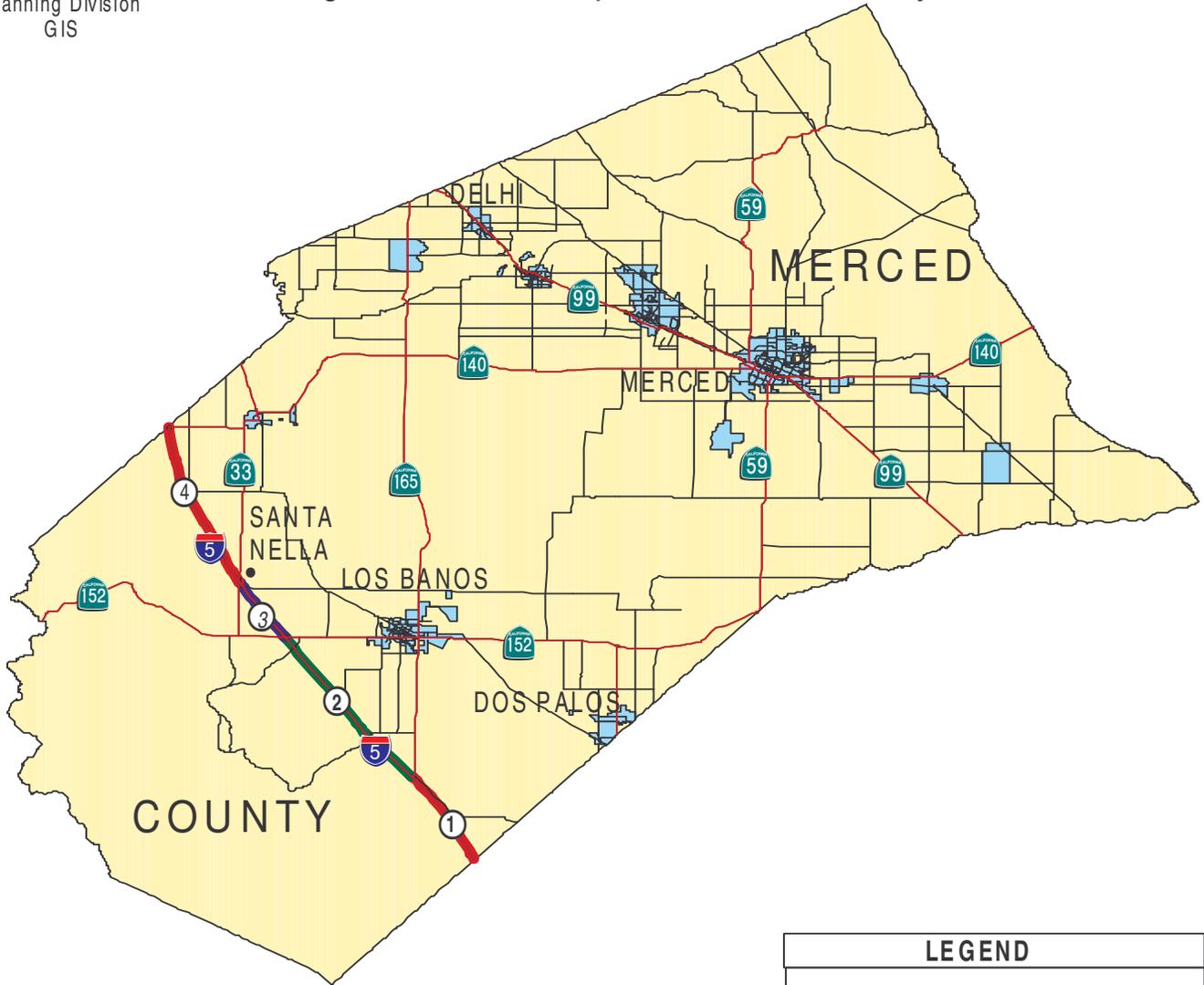
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# ROUTE 5 TRANSPORTATION CONCEPT REPORT

## Segmentation Map - Merced County



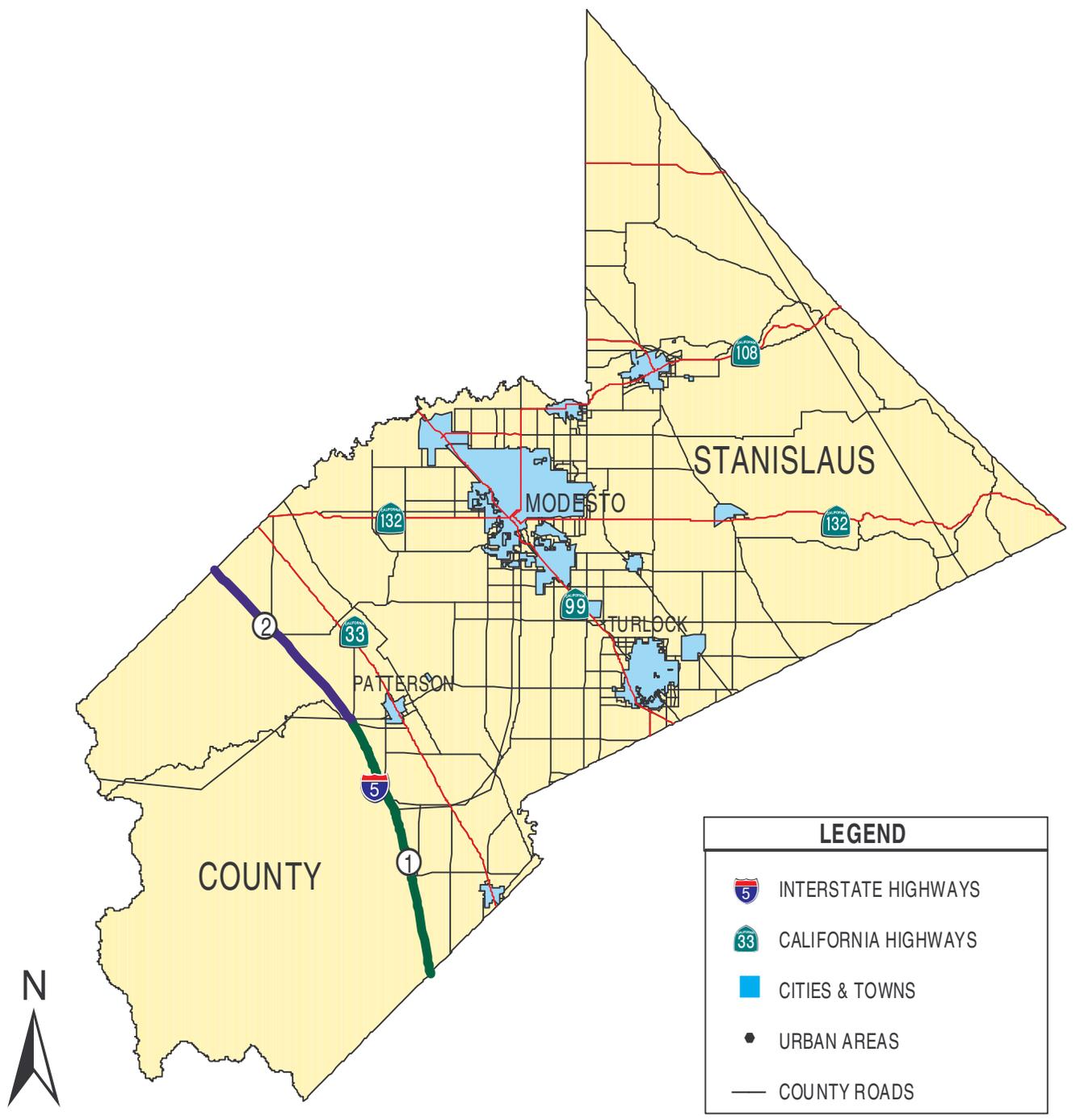
| LEGEND  |                     |
|---|---------------------|
|  | INTERSTATE HIGHWAYS |
|  | CALIFORNIA HIGHWAYS |
|  | CITIES & TOWNS      |
|  | URBAN AREAS         |
|  | COUNTY ROADS        |

### EXECUTIVE SUMMARY

| SEG | POST MILE   | LOCATION  | 2000 LOS | CURRENT FACILITY | 2020 LOS W/O IMPROVEMENTS | 2020 CONCEPT LOS | 2020 CONCEPT FACILITY |
|-----|-------------|---|----------|------------------|---------------------------|------------------|-----------------------|
| 1   | 0.00-6.28   | Fresno-Merced County Line to State Route 165        | C        | 4-lane freeway   | F                         | C                | 8-lane freeway        |
| 2   | 6.28-17.58  | State Route 165 to State Route 152                  | C        | 4-lane freeway   | F                         | C                | 8-lane freeway        |
| 3   | 17.58-21.84 | State Route 152 to Santa Nella/SR 33                | B        | 4-lane freeway   | D                         | C                | 6-lane freeway        |
| 4   | 21.84-32.48 | Santa Nella/SR 33 to Stanislaus-San Joaquin Co. Ln. | C        | 4-lane freeway   | F                         | C                | 6-lane freeway        |

# ROUTE 5 TRANSPORTATION CONCEPT REPORT

## Segmentation Map - Stanislaus County



### EXECUTIVE SUMMARY

| SEG | POST MILES  | LOCATION  | 1997 LOS | CURRENT FACILITY | 2020 LOS w/o IMPROVEMENTS | 2020 CONCEPT LOS | 2020 CONCEPT FACILITY |
|-----|-------------|---|----------|------------------|---------------------------|------------------|-----------------------|
| 1   | 0.00-15.86  | Merced-Stanislaus County Line to Del Puerto Canyon Rd./Sperry Av. | B        | 4-lane freeway   | E                         | C                | 6-lane freeway        |
| 2   | 15.86-28.06 | Del Puerto Rd./Sperry Av. to Stanislaus-San Joaquin County Line   | B        | 4-lane freeway   | C                         | C                | 6-lane freeway        |



District 10  
Planning Division  
GIS

# ROUTE 5 TRANSPORTATION CONCEPT REPORT Segmentation Map - San Joaquin County

Department of Transportation  
District 10  
Office of System Planning



| LEGEND |                     |
|--------|---------------------|
|        | INTERSTATE HIGHWAYS |
|        | CALIFORNIA HIGHWAYS |
|        | CITIES & TOWNS      |
|        | URBAN AREAS         |
|        | COUNTY ROADS        |

## EXECUTIVE SUMMARY

| SEG | POST MILE     | LOCATION                               | 2000 LOS | CURRENT FACILITY | 2020 LOS W/O IMPROVEMENTS | 2020 LOS CONCEPT | 2020 CONCEPT FACILITY |
|-----|---------------|--|----------|------------------|---------------------------|------------------|-----------------------|
| 1   | PM0.00-3.44   | Stan. Co. Ln. to SR-132                | B        | 4-lane freeway   | F                         | C                | 6-lane freeway        |
| 2   | PM3.44-6.47   | SR-132 to SR-33 south                  | A        | 4-lane freeway   | F                         | C                | 8-lane freeway        |
| 3   | PM6.47-11.80  | SR-33 south to 11 <sup>th</sup> Street | A        | 4-lane freeway   | D                         | C                | 8-lane freeway        |
| 4   | PM11.8-12.62  | 11 <sup>th</sup> Street to SR-205      | B        | 4-lane freeway   | F                         | C                | 10-lane freeway       |
| 5   | PM12.62-14.83 | SR-205 to SR-120                       | D        | 8-lane freeway   | F                         | D**              | 10-lane freeway*      |
| 6   | PM14.83-19.58 | SR-120 to Roth Road                    | D        | 6-lane freeway   | F                         | D                | 10-lane freeway*      |
| 7   | PM19.58-22.51 | Roth Road to French Camp Rd.           | D        | 6-lane freeway   | F                         | D                | 10-lane freeway       |
| 8   | PM22.51-25.30 | French Camp Rd. to Charter Way         | E        | 6-lane freeway   | F                         | D                | 10-lane freeway*      |
| 9   | PM25.30-28.53 | Charter Way 4 to Country Club Blvd.    | D        | 8-lane freeway   | F                         | D                | 10-lane freeway*      |
| 10  | PM28.53-29.99 | Country Club Blvd. To March Lane       | D        | 6-lane freeway   | F                         | D                | 10-lane freeway*      |
| 11  | PM29.99-32.66 | March Lane freeway to Hammer Lane      | E        | 6-lane freeway   | F                         | D                | 10-lane freeway*      |
| 12  | PM32.66-35.30 | Hammer Lane freeway to Eight Mile Road | B        | 6-lane freeway   | F                         | D                | 10-lane freeway*      |
| 13  | PM35.30-39.57 | Eight Mile Rd. to SR-12                | B        | 6-lane freeway   | F                         | C                | 10-lane freeway       |
| 14  | PM39.57-44.71 | SR-12 to Peltier Road                  | C        | 4-lane freeway   | F                         | C                | 8-lane freeway        |
| 15  | PM44.71-47.60 | Peltier Rd. to Walnut Grove Rd.        | D        | 4-lane freeway   | F                         | C                | 8-lane freeway        |
| 16  | PM47.60-49.82 | Walnut Grove Rd. to Sacramento Co Ln.  | D        | 4-lane freeway   | F                         | C                | 8-lane freeway        |

\*Facility will require more than 10-lanes to meet our 2020 concept LOS. Possible HOV lanes included.

\*\*We consider Segment 5 as an urban highway, given anticipated development along the route.

# **Transportation Concept Report Interstate 5**

## **STATEMENT OF PLANNING INTENT**

System planning is Caltrans' long-range transportation planning process used to identify and prioritize future transportation improvements in cooperation with its planning partners. System planning facilitates the efficient, economical, and intermodal movement of people, goods, and information. It is part of the continuing, cooperative, and comprehensive transportation planning process. System planning strives for interregional and statewide continuity of the State's transportation network.

## **PURPOSE OF THE TRANSPORTATION CONCEPT REPORT**

The Transportation Concept Report (TCR) is a system planning document and tool which includes an analysis of a transportation corridor. It establishes a 20-year concept that is consistent with the District's goals as set forth in the District System Management Plan (DSMP). The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extent of the improvements needed to attain that Level of Service. Operating conditions for each corridor are projected for 10-year and 20-year horizons. Beyond the 20-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for future ultimate facility projects.

This report is prepared by Caltrans staff in cooperation with the regional and local agencies which have jurisdiction within this corridor. The objective of the TCR is to have local, regional, and state consensus on route or corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy.

The TCR will be updated as needed, as conditions change, or as new information is obtained.

## **ROUTE DESCRIPTION**

Interstate 5 (I-5), in California, begins at the San Diego south city limits at the international boundary and ends at the Oregon state line, in Siskiyou County. It is a major north-south interregional freeway of statewide significance, carries a large volume of interstate and interregional traffic, serves major population centers, international border crossings, ports, airports, public transportation facilities, major travel destinations and meets national defense requirements.

In District 10, I-5 crosses the northwestern San Joaquin Valley and the counties of Merced, Stanislaus, and San Joaquin and its cities of Lathrop and Stockton. In the south portion of San Joaquin County, I-5 serves as a major interregional connector between the northern San Joaquin Valley communities and the Bay Area.

### **Route Designations**

I-5 is a High Emphasis route for the Interregional Road System (IRRS). It is included in the California Freeway and Expressway System and in the National Networks for STAA trucks. The inclusion of the highway in the High Emphasis category highlights its critical importance to interregional travel and the State as a whole.

Projects to build new highways or add capacity to existing highways are funded through the State Transportation Improvements Program (STIP). Legislation approved in 1998 (Senate Bill 45) specifies that Regional Transportation Planning Agencies such as the San Joaquin Council of Governments (SJCOG), will have decision-making authority over 75% of STIP funds, while the State makes funding decisions for the remaining 25% of the funds. This legislation further specified that the State's 25% share could only be used on State highways which are part of the Interregional Road System (IRRS).

I-5 is designated as an IRRS route; therefore, it is eligible for funding considerations as part of the State's 25% share of STIP funds.

### **Purpose of Route**

Interstate 5 is functionally classified as a Principal Arterial-Interstate. It is a critical interregional route serving the increased traffic demands created by the high population growth rate in the northern San Joaquin Valley.

Interstate 5 mainly serves north-south interregional traffic, but it also serves as a branch connection between I-205 and SR-120 for the east-west traffic to the Bay Area.

## **ROUTE CONCEPT SUMMARY / RATIONALE / CONSIDERATIONS**

The route concept is comprised of two factors:

- 1) The minimum LOS tolerable for peak hour conditions

2) The type of facility necessary to provide the concept LOS

(Refer to Appendix 2 for the designation of LOS levels)

### **Interstate 5 Concept**

Our concept Level of Service for our 20-year planning horizon is LOS "C" for the rural areas and LOS "D" for the urban areas. The Ultimate Transportation Corridor (UTC) is 10 lanes. Our concept facility needed to meet concept LOS is described below by segment.

#### **Merced County**

##### **Segment 1**

Our concept facility for segment 1 (PM 0.00-6.28) is an 8-lane freeway. Our concept facility is consistent with District 6 in Fresno at the county line.

##### **Segment 2**

Our concept facility for segment 2 (PM 6.28-17.58) is an 8-lane freeway.

##### **Segment 3**

Our concept facility for segments 3 (PM 17.58-21.84) is a 6-lane freeway.

##### **Segment 4**

Our concept facility for segments 4 (PM 21.84-32.48) is a 6-lane freeway.

#### **Stanislaus County**

##### **Segment 1**

Our concept facility for segment 1 (PM 0.00-15.86) is a 6-lane freeway.

##### **Segment 2**

Our concept facility for segment 2 (PM 15.86-28.06) is a 6-lane freeway.

#### **San Joaquin County**

##### **Segments 1**

Our concept facility for segment 1 (PM 0.00 – 3.44) is a 6-lane freeway.

##### **Segment 2**

Our concept facility for segment 2 (PM 3.44 – 6.47) is an 8-lane freeway. Given anticipated development along the route, we consider the segment urban for our 2020 concept facility.

**Segment 3**

Our concept facility for segment 3 (PM 6.47 – 11.80) is an 8-lane freeway.

**Segment 4**

Our concept facility for segment 4 (PM 11.8 – 12.62) is a 10-lane freeway.

Given anticipated development along the route, we consider the segment urban for our 2020 concept facility.

**Segment 5**

Our concept facility for segment 5 (PM 12.62 – 14.83) will not meet our maximum 10-lane freeway facility concept. Given anticipated development along the route, we consider the segment urban for our 2020 concept facility. Also, the segment serves as a connector between I-205 and SR-120. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Segment 6**

Our concept facility for segment 6 (PM14.83-19.58) will not meet our maximum 10-lane freeway facility concept. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Segment 7**

Our concept facility for segment 7 (PM19.58-22.51) is 10-lane freeway.

**Segment 8**

Our concept facility for segment 8 (PM 22.51-25.30) will not meet our maximum 10-lane freeway facility concept. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Segment 9**

Our concept facility for segment 9 (PM 25.30-28.53) will not meet our maximum 10-lane freeway facility concept. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Segment 10**

Our concept facility for segment 10 (PM 28.53-29.99) will not meet our maximum 10-lane freeway facility concept. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Segment 11**

Our concept facility for segment 11 (PM 29.99-32.66) will not meet our maximum 10-lane freeway facility concept. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Segment 12**

Our concept facility for segment 12 (PM 32.66-35.30) will not meet our maximum 10-lane freeway concept. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Segment 13**

Our concept facility for segment 13 (PM 35.30-39.57) is a 10-lane freeway. Given anticipated development along the route, we consider the segment urban for our 2020 concept facility.

**Segment 14**

Our concept facility for segment 14 (PM 39.57-44.71) is an 8-lane freeway. Given anticipated development along the route, we consider the segment urban for our 2020 concept facility.

**Segment 15**

Our concept facility for segment 15 (PM 44.71-47.60) is an 8-lane freeway.

**Segment 16**

Our concept facility for segment 16 (PM 47.60-49.82) is an 8-lane freeway. Given anticipated development along the route, we consider the segment urban for our 2020 concept facility. Our concept facility is consistent with District 3 in Sacramento at the county line.

Our concept facility also identifies HOV lane on I-5, in San Joaquin County, from I-205 to Eight Mile Road (Segment 5 through 12).

**Ramp Metering**

Caltrans is committed to using ramp metering as an effective traffic management strategy to maintain an efficient freeway system and protect the investment made in constructing freeways by keeping them operating at or near capacity. Ramp metering is an integral part to focus first on implementing operational strategies to reduce congestion on California's state highway system (Ramp Meter Design Manual, Traffic Operations Program).

The primary objective of ramp metering is to reduce congestion and the overall travel time of the total traffic stream on freeways. Ramp metering reduces congestion by:

- Maintaining more consistent freeway throughput.
- Utilizing the capacity of the freeway corridor more efficiently.
- Providing incentives for increased use of carpools, vanpools and public transit by including preferential lanes, which offer timesavings to HOV at ramp meters.

Secondary benefits include the reduction of congestion-related accidents and air pollution. Ramp meters operate most effectively when upstream mainline traffic is

controlled. This control can be accomplished by installing additional ramp meters, metering freeway to freeway connectors or mainline control (Caltrans Ramp Metering Policy and Procedures, Traffic Operations). Please see Appendix 4, for the I-5 “Draft” Ramp Meter Development Plan – District 10.

### **High Occupancy Vehicle (HOV) Lane**

The primary purpose of an HOV lane is to increase the total number of people moved through a congested corridor by offering two kinds of travel incentives: a substantial savings in travel time, along with reliable and predictable travel time. Because HOV lanes carry vehicles with a higher number of occupants, they move significantly more people during congested periods, even if the number of vehicles that use the HOV lane is lower than on the adjoining general-purpose lanes.

The Federal Highway Administration (FHWA) strongly supports HOV lanes as a cost-effective and environmentally friendly option to help move people along congested urban and suburban routes. As part of an overall approach to handle the demand for travel and to address the impacts of traffic congestion, HOV lanes can be a practical option to adding more general-purpose travel lanes. The FHWA encourages the implementation of HOV lanes as an important part of an areawide approach to help metropolitan areas address the needs they have identified for mobility, productivity, environmental, and quality of life. Significant changes to the operation of an HOV lane, or efforts to convert an HOV lane to a general purpose travel lane, should be considered only after all the relevant factors, interests and consequences have been evaluated.

The San Joaquin Council of Governments adopted a 20-year Regional High Occupancy Vehicle Lane System Plan on June 1994. Potential HOV lane locations on local arterial streets and state highways were identified based on the forecasted travel demand, travel patterns, the roadway characteristics and the general guidelines. Operational issues were addressed in a general way, although further work in this area will be needed when specific projects are proposed. Design issues, safety, enforcement, maintenance and related facilities were considered.

Recommended HOV Lane System: I-5 from I-205 to Hammer Lane and all of I-205 are recommended as clear candidates for HOV lanes. HOV lanes are recommended to be implemented by new construction except possibly for the existing eight-lane section on I-5 in Stockton between Country Club and Charter Way. Within that section a design issue exists at the Stockton Channel Viaduct. A design issue also exists on I-5 between I-205 and SR-120 (Source: SJCOG, Regional High Occupancy Vehicle Lane System).

Caltrans will consider an HOV lane alternative for all projects which add capacity to freeways. Caltrans will work with Regional Transportation Planning Agencies (RTPAs) in the conceptual planning phase to develop regional HOV lane system plans in metropolitan areas and to include these systems in the Regional Transportation Plans.

The planning of HOV facilities should focus on the people carrying capacity of the system rather than on vehicle capacity. In accordance with the Caltrans' mission as a multimodal organization, HOV planning should focus not only on multi-occupant cars and vans but also on buses and other transit vehicles. Therefore, the planning process should consider complementary support elements such as park and ride lots, bus/transit stations, and ingress/egress to them (Source: High Occupancy Vehicle Guidelines, Traffic Operations).

## Safety

Included on the fact sheet for each segment is the traffic collision rate for that stretch of roadway. This rate indicates the number of accidents per million vehicle miles traveled based on the last three years of data. Below is the summary for the entire length.

**Traffic Collision Rate (per million vehicle miles)**

| I-5<br>CO. | Actual Accident Rate |  | Statewide Average Rate |  |
|------------|----------------------|--|------------------------|--|
|            | Fatal &<br>Injury    | Total (Includes Property<br>Damage only) | Fatal &<br>Injury      | Total (Includes Property<br>Damage only) |
| MER        | 0.17                 | 0.41                                     | 0.22                   | 0.50                                     |
| STAN       | 0.24                 | 0.54                                     | 0.21                   | 0.47                                     |
| SJ         | 0.25                 | 0.68                                     | 0.23                   | 0.61                                     |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

## Operations

The State Highway Operations and Protection Program (SHOPP) requires Caltrans to prepare a highway operations and protection program to preserve and protect the state highway system. SHOPP improvements are limited to maintenance, safety, and operational improvements that do not add capacity to the system. Funding for these operational improvements compete on a statewide basis.

## Trucks

The average daily truck traffic volume on I-5 ranges from 21 to 28 percent of the Average Daily Traffic (ADT) volume. Truck traffic peak hour differs from commuter peak hour traffic. Truck traffic usually occurs during the middle of the day. The route experiences relatively high truck traffic as a major interregional highway corridor between the major metropolitan regions in the State.

Trucking will continue to be the most flexible form of transportation for goods. In the San Joaquin Valley, individual growers and manufactures get their goods to major terminals, market places, and processing centers by trucks.

## **RIGHT OF WAY ISSUES AND ENVIRONMENTAL CONDITIONS**

The State right-of-way width along the route fluctuates between 210 feet to over 500 feet in width. Future widening improvement may require acquisition of right-of-way to meet our 20-year concept and UTC facility. An 8-lane freeway facility requires at least 194-feet of right-of-way, (96 feet mainline, 22 feet median, 16 feet shoulders and 60 feet-clearance).

## **AIR QUALITY**

Interstate 5 is located in the San Joaquin Valley Air Basin, which is defined by mountain and foothill ranges to the east and west. This area has been designated as a non-attainment for ozone, non-attainment for particular matter (PM-10), and as an attainment for carbon monoxide (CO), except for Merced County which is unclassified for CO. State and federal laws require that all state and regional transportation plans include conformity with the Environmental Protection Agency's (EPA) adopted State Implementation Plan (SIP) for air quality. Compliance with the conformity rule, mandates that adjacent non-attainment areas work together towards practical attainment strategies, such as the cooperation among the eight local Transportation Planning Agencies (TPAs) within the San Joaquin Valley, Caltrans and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).

Emissions from vehicles, especially trucks, have an adverse affect on air quality in this corridor. Westbound traffic climbing towards the Altamont Pass is a major contributor to emissions. Slower speeds of heavy trucks result not only in air pollution but also in a reduced level of service.

Due to Valley-wide non-attainment, the eight TPAs (three agencies in District 10) approved and signed a Memorandum of Understanding (MOU) in September 1992 to develop a comprehensive planning process. This planning body developed another MOU with the SJVUAPCD. The major focus of this comprehensive, planning agreements was to reduce emissions through:

- Development and analysis of transportation control measures that each county could reasonably implement.
- Identification of effective transportation models that would generate a consistent analysis and reporting base.
- Satisfaction of conformity requirements for State and federal funds, especially the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) funds.

The participation of the Valley counties in the MOU is reflected in the updated San Joaquin County Regional Transportation Plan (RTP) submitted for the 1998 STIP funding cycle. The RTP identifies projects aimed not only at road improvements, but also at transit projects focussed on reducing single-passenger vehicle trips as well as bicycle paths to make room for non-emission travel.

The 1990 Federal Clean Air Act Amendments (CAAA), promulgated November 15, 1990, placed new requirements on sources and causes of air pollution in areas (including San Joaquin Valley) failing to meet federal air quality standards. The CAAA included more stringent requirements for demonstrating A/Q conformity in transportation plans and projects, per the conformity provisions in Section 176(a). On November 15, 1993, the EPA published conformity rules delineating specific criteria and procedures for fulfilling the conformity requirements of the CAAA. This rule, effective September 15, 1997, is updated and published in the Federal Register August 15, 1997.

## **ALTERNATIVE TRANSPORTATION**

### **Fixed Route Transit and Demand Response Service**

The Stockton Metropolitan Area Rapid Transit (SMART) provides public transit service in San Joaquin County. Also, Greyhound provides inter-city bus service with a depot in Stockton and stops in Tracy and Manteca.

### **Rail**

The San Joaquin Valley is served by the Amtrak "San Joaquins" on a daily basis. The San Joaquins offer four daily northbound and southbound trains, connecting Los Angeles, Oakland and Sacramento via Stockton. The route also includes dedicated feeder bus service connecting the cities of Stockton to San Jose, via Tracy and connecting Stockton to Sacramento. Direct train service, replacing the bus, between Stockton and Sacramento is subject of current negotiations between the State and Southern Pacific Railroad (SPRR).

In San Joaquin County, the Altamont Commuter Express (ACE) rail service is part of a multi-modal solution to improving traffic flow and linkage between the San Joaquin Valley and the Bay Area. ACE is vital to the highly congested link between SR-120 and I-205 (Segment 5). ACE will continue adding trains as the demand increases.

### **Airports**

The Modesto City-County Airport provides the only commercial service with daily scheduled commuter flights to San Francisco. The facility primarily serves small, single engine aircraft.

The Stockton Metropolitan Airport provides service to Phoenix three times a day. Commuters from the Bay Area may prefer traveling from Stockton to avoid Bay Area congested highways and high rate parking.

### **Bicycle Facilities**

Bicycles are accessible in Merced and Stanislaus counties. In San Joaquin County, bicycles are accessible south of Kasson Road.

### **Park and Ride Lots**

Currently, there are seven Park and Ride lots in the proximity of I-5.

| <b>Co.</b> | <b>Facility Name</b>   | <b>Location/Description</b>     | <b>Capacity</b> |
|------------|------------------------|---------------------------------|-----------------|
| SJ         | Thornton Road          | West of SR-12 and Thornton Road | 44              |
| SJ         | Calvary First Church   | Kelley Drive, Stockton          | 40              |
| SJ         | Hammer Skate Center    | Hammer Lane, Stockton           | 40              |
| SJ         | Marina Shopping Center | Benjamin Holt Drive, Stockton   | 35              |
| SJ         | March Towers           | March Lane, Stockton            | 30              |
| SJ         | American Legion        | Country Club Drive, Stockton    | 20              |
| SJ         | Community Center       | Valverde Park, Lathrop          | 40              |

### **INTELLIGENT TRANSPORTATION SYSTEM (ITS)**

Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion may be reduced by improving incident management and reducing the number of incidents through an ITS. ITS is designed to identify non-recurring incidents and remove them from the highway as quickly and efficiently as possible. ITS also provides benefits for traveler information and congestion management through changeable message signs, ramp metering, and automated warning systems. Currently, there are no ramp meters installed on I-5.

District 10 has embarked on a program of advanced technology to meet our present and future traffic demands. The 10-year Transportation Management System Plan proposed ITS Connectors along the I-5 corridor, such as Automated Warning System, Changeable Message Signs and Weather Conditions detectors (District 10 Long Range Operational Plan 1999).

A San Joaquin Valley ITS Strategic Deployment Plan has recently been completed for the eight Valley counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The Plan includes recommendations for Valley-wide and interjurisdictional initiatives to address problems that affect the entire region, as well as recommendations for projects that will address specific local problems throughout the Valley. The San Joaquin Valley ITS Strategic Deployment Plan is intended to provide a

starting point for regional ITS coordination, programming, and implementation efforts over the next twenty years.

### **STIP / TCRP Projects**

The California Transportation Commission (CTC) adopts the STIP projects based on an estimate of State and Federal funds. In addition to the STIP, the Governor's Traffic Congestion Relief Plan (TCRP) provides funding from the General Fund atop the STIP and the SHOPP already earmarked for I-5.

### **Programmed Projects**

The State Highway Account is the main funding source for the State Transportation Improvement Program (STIP). Excise tax on motor vehicle-fuels, motor vehicle weight-fees, and reimbursements from the Federal Trust Fund for Federal-Aid highway projects are the three major funding sources. Programmed Projects are funded over a period of several years. These projects must be included in the RTPs in order to be adopted and programmed by the CTC. Programmed projects are funded through the STIP and State Highway Operations and Protection Program (SHOPP), the two primary documents through which the CTC commits and allocates funds to particular projects. The CTC also allocates funding for the Traffic Congestion Relief Program (TCRP) enacted in AB 2928 (2000), through which the Governor and Legislature has designated nearly \$5 billion in funding for specific projects.

The programmed projects should be included in the Transportation Concept Report (TCR) when determining future level of service (LOS). When a capacity improvement project is programmed for any phase, this project should be considered as a constructed project for the 10-year and 20-year planning horizon. Currently, there is a TCRP programmed project on I-5 in San Joaquin County (PM 12.62-14.83).

### **Planned Projects**

The Regional Transportation Planning Agencies (RTPAs) lay out short and long-term transportation planning activities that address Tier 1 and Tier 2 highway improvement projects. Tier 1 is a list of projects that the region intends to implement, build and maintain during the plan period. These are financially constrained projects. However, Tier 2 projects are simply visionary and financially unconstrained. Tier 2 projects could move to Tier 1 if support is strong and funding could be identified.

Planned Projects are recommended projects or an assessment of future facility improvements. They identify the investment strategies, alternatives, and project priorities and must be included in the Regional Transportation Plans (RTPs) in order to be adopted and programmed by the California Transportation Commission (CTC). Currently, there are 21 planned projects in San Joaquin County (see Appendix 3 for a list of projects).

**I-5: MERCED COUNTY - SEGMENT 1  
FACT SHEET**

**Location** PM 0.00-6.28 Fresno-Merced Co. Ln. SR-165  
**Length** 6.28 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Rural  
**Within City Limits** No **Terrain** Rolling



**Traffic Forecast Data for 4-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | C                                       | F                               | F                               |
| V/C                  | 0.71                                    | 1.4                             | 1.26                            |
| ADT                  | 30,000                                  | 43,000                          | 52,000                          |
| Peak Hour Volume     | 4,700                                   | 6,900                           | 8,350                           |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 28%                                     | 28%                             | 28%                             |

**Concept Facility (2020)** 8-lane, freeway: LOS C

**Ultimate Transportation Corridor** 8-lane, freeway.

**Local Planning Jurisdiction**

Merced County Association of Governments (MCAG)

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| Yes | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right of way width ranges from 230 to 580 feet. The widest portion is 1150 feet at PM 0.5. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Unclassified |
| Flood Plain        | None   | Non-flood hazard                                 |
| Wetlands           | 3 crossings                                    | Low sensitivity                                  |
| Endangered species | High sensitivity                               | Species of concern: moderate sensitivity         |
| Archaeological     | 1 known resource                               | Previous surveyed                                |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| .17                  | .35                                   | .22                    | .50                                   |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-10.0 Automated Warning System.

**I-5: MERCED COUNTY - SEGMENT 2  
FACT SHEET**

**Location** PM 6.28-17.58 SR-165 to SR-152  
**Length** 11.3 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Rural  
**Within City Limits** No **Terrain** Rolling



**Traffic Forecast Data for 4-Lane freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | C                                       | E                               | F                               |
| V/C                  | 0.71                                    | 0.97                            | 1.16                            |
| ADT                  | 30,000                                  | 40,000                          | 48,000                          |
| Peak Hour Volume     | 4,700                                   | 6,400                           | 7,700                           |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 28%                                     | 28%                             | 28%                             |

**Concept Facility (2020)** 8-lane, freeway: LOS C

**Ultimate Transportation Corridor** 8-lane, freeway

**Local Planning Jurisdiction**

Merced County Association of Governments (MCAG)

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| Yes | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 220 to 560 feet. The outside shoulder width is 10 feet and the inside shoulder width is 5 feet of treated shoulder.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Unclassified |
| Flood Plain        | None   | Non-flood hazard                                 |
| Wetlands           | 5 crossings                                    | Moderate sensitivity                             |
| Endangered species | High sensitivity                               | Species of concern: moderate sensitivity         |
| Archaeological     | 14 Known resources                             | Previous surveyed                                |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| .16                  | .36                                   | .22                    | .50                                   |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-10.0 Automated Warning System.

**I-5: MERCED COUNTY - SEGMENT 3  
FACT SHEET**

**Location** PM 17.58-21.84 SR-152 to Santa Nella/SR-33  
**Length** 4.26 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Rural  
**Within City Limits** No **Terrain** Flat



**Traffic Forecast Data for 4-Lane freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | B                                       | C                               | D                               |
| V/C                  | 0.41                                    | 0.62                            | 0.75                            |
| AADT                 | 25,500                                  | 36,000                          | 44,000                          |
| Peak Hour Volume     | 2,750                                   | 4,100                           | 5,000                           |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 27%                                     | 27%                             | 27%                             |

**Concept Facility (2020)** 6-lane, freeway: LOS C

**Ultimate Transportation Corridor** 8-lane, freeway

**Local Planning Jurisdiction**

Merced County Association of Governments (MCAG)

**System Designations**

- Yes Freeway/Expressway System
- Yes National Highway System (NHS)
- Yes Interregional Road System (IRRS)
- Yes High Emphasis Route
- No Focus Route
- Yes Strategic Highway Network (STRAHNET)
- Yes National Network for STAA Trucks
- Yes Scenic Highway
- Yes Accessible for Bicycles

**Right of Way/Shoulder Information**

Right-of-way width ranges from 210 to 600 feet. The widest portion is 1200 feet at PM 18.8. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Unclassified |
| Flood Plain        | None   | Non-flood hazard                                 |
| Wetlands           | 2 crossings                                    | Moderate sensitivity                             |
| Endangered species | High sensitivity                               | Species of concern: low sensitivity              |
| Archaeological     | 2 known resources                              | Previous surveyed                                |

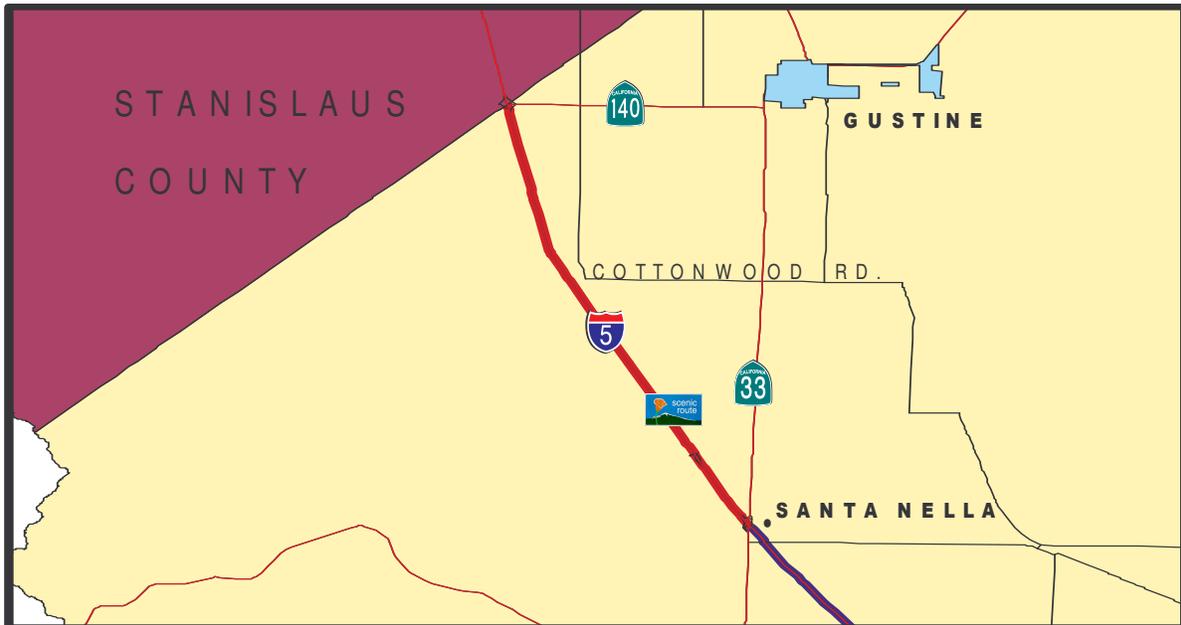
**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| .18                  | .57                                   | .21                    | .48                                   |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**I-5: MERCED COUNTY - SEGMENT 4  
FACT SHEET**

**Location** PM 21.84-32.48 SR-33 to Merced-Stanislaus Co. Ln./SR-140  
**Length** 10.64 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Rural  
**Within City Limits** No **Terrain** Flat



**Traffic Forecast Data for 4 Lane freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | C                                       | D                               | D                               |
| V/C                  | 0.66                                    | 0.74                            | 0.88                            |
| AADT                 | 30,600                                  | 42,000                          | 50,000                          |
| Peak Hour Volume     | 5,100                                   | 5,700                           | 6,750                           |
| Peak Hour Dir. Split | 50/50                                   | 50/50                           | 50/50                           |
| % Trucks             | 27%                                     | 27%                             | 27%                             |

**Concept Facility (2020)** 6-lane, freeway: LOS C

**Ultimate Transportation Corridor** 8-lane, freeway

**Local Planning Jurisdiction**

Merced County Association of Governments (MCAG)

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| Yes | Scenic Highway                       |
| Yes | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width fluctuates from 210-710 feet for most of the segment. The widest portion is 1570 feet at PM 23.90. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Unclassified |
| Flood Plain        | None   | Non-flood hazard                                 |
| Wetlands           | 3 crossings                                    | Low sensitivity                                  |
| Endangered species | High sensitivity                               | Species of concern: moderate sensitivity         |
| Archaeological     | 8 known resources                              | Previous surveyed                                |

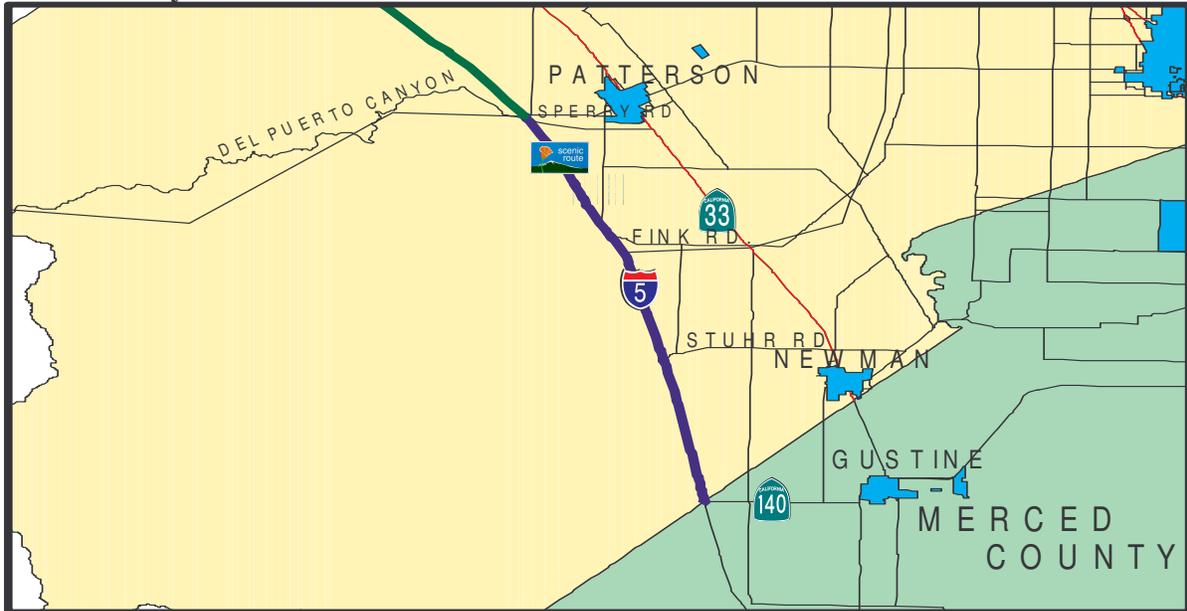
**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| .16                  | .35                                   | .22                    | .50                                   |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**I-5: STANISLAUS COUNTY - SEGMENT 1  
FACT SHEET**

**Location** PM 0.00-15.86 SR-140/Merced Co. Ln.  
**Length** 15.86 miles to Del Puerto Canyon Road/Sperry Av.  
**Functional Classification** Principal Arterial **Rural/Urban** Rural  
**Within City Limits** No **Terrain** Flat



**Traffic Forecast Data for 4-Lane Freeway, Average Highway Speed 70**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | B                                       | D                               | E                               |
| V/C                  | 0.51                                    | 0.80                            | 0.95                            |
| AADT                 | 18,200                                  | 43,700                          | 52,300                          |
| Peak Hour Volume     | 3,400                                   | 5,350                           | 6,400                           |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 27%                                     | 27%                             | 27%                             |

**Concept Facility (2020)** 6-lane, freeway; LOS C

**Ultimate Transportation Corridor** 8-lane, freeway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| Yes | Scenic Highway                       |
| Yes | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 208 to 500 feet. The widest portion is 600 feet at PM 12.7. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 100 year flood                                 |
| Wetlands           | 3 crossings                                    | Moderate sensitivity                           |
| Endangered species | High sensitivity                               | Species of concern: moderate sensitivity       |
| Archaeological     | No known resource                              | Linear surveys paralleling corridor            |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| .26                  | .50                                   | .21                    | .47                                   |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-27.80 Automated Warning System.

**I-5: STANISLAUS COUNTY - SEGMENT 2  
FACT SHEET**

|                                  |                    |                                   |
|----------------------------------|--------------------|-----------------------------------|
| <b>Location</b>                  | PM 15.86-28.06     | Del Puerto Canyon Rd./Sperry Av.  |
| <b>Length</b>                    | 12.2 miles         | to Stanislaus-San Joaquin Co. Ln. |
| <b>Functional Classification</b> | Principal Arterial | <b>Rural/Urban</b> Rural          |
| <b>Within City Limits</b>        | No                 | <b>Terrain</b> Flat               |



**Traffic Forecast Data for 4-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | B                                       | C                               | C                               |
| V/C                  | 0.53                                    | 0.61                            | 0.72                            |
| AADT                 | 24,700                                  | 45,500                          | 54,900                          |
| Peak Hour Volume     | 3,500                                   | 4,450                           | 5,300                           |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 27%                                     | 27%                             | 27%                             |

**Concept Facility (2020)** 6-lane, freeway: LOS C

**Ultimate Transportation Corridor** 8-lane, freeway

**Local Planning Jurisdiction**

Stanislaus Council of Governments (StanCOG)

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| Yes | Scenic Highway                       |
| Yes | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 210 to 500 feet for most of the segment. The widest portions are 1080 feet at PM 9.3 and 900 feet at PM 15.7. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 100 year flood                                 |
| Wetlands           | 7 crossings                                    | Moderate sensitivity                           |
| Endangered species | High sensitivity                               | Species of concern: moderate sensitivity       |
| Archaeological     | 5 known resources                              | Linear surveys paralleling corridor            |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| .22                  | .57                                   | .20                    | .46                                   |

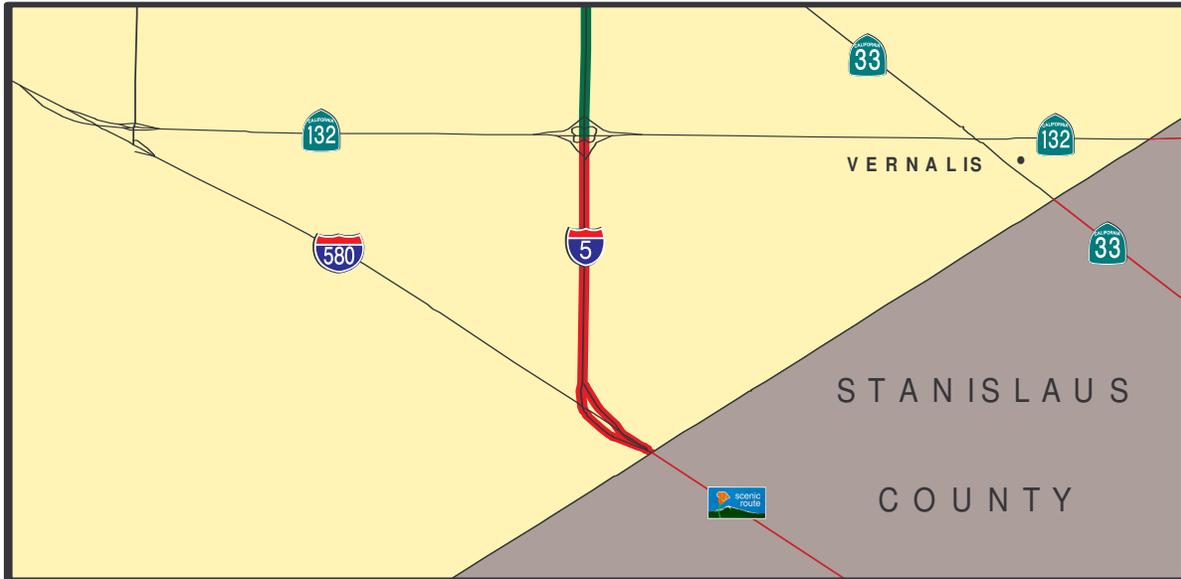
*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-27.80 Automated Warning System.

## I-5: SAN JOAQUIN COUNTY - SEGMENT 1 FACT SHEET

|                                  |                    |                                |
|----------------------------------|--------------------|--------------------------------|
| <b>Location</b>                  | PM 0.00-3.44       | Stanislaus-San Joaquin Co. Ln. |
| <b>Length</b>                    | 3.44 miles         | to SR-132                      |
| <b>Functional Classification</b> | Principal Arterial | <b>Rural/Urban</b> Rural       |
| <b>Within City Limits</b>        | No                 | <b>Terrain</b> Flat            |



### Traffic Forecast Data for 4-Lane Freeway, Average Highway Speed 70 mph

|                      | 2000 Existing<br>4-Lane Facility | 2010 w/o<br>Improvement | 2020 w/o<br>Improvement |
|----------------------|----------------------------------|-------------------------|-------------------------|
| LOS                  | B                                | D                       | F                       |
| V/C                  | 0.42                             | 0.80                    | 1.04                    |
| AADT                 | 23,700                           | 46,400                  | 60,500                  |
| Peak Hour Volume     | 2,700                            | 5,250                   | 6,850                   |
| Peak Hour Dir. Split | 60/40                            | 60/40                   | 60/40                   |
| % Trucks             | 27%                              | 27%                     | 27%                     |

**Concept Facility (2020)** 6-lane, freeway: LOS C

**Ultimate Transportation Corridor** 8-lane, freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**System Designations**

- Yes Freeway/Expressway System
- Yes National Highway System (NHS)
- Yes Interregional Road System (IRRS)
- Yes High Emphasis Route
- No Focus Route
- Yes Strategic Highway Network (STRAHNET)
- Yes National Network for STAA Trucks
- Yes Scenic Highway (within PM 0.0-0.73)
- Yes Accessible for Bicycles

**Right of Way/Shoulder Information**

Right-of-way width ranges from 215 to 560 feet for most of the segment. The widest portion is 820 feet at PM 0.6. The total treated shoulder width ranges from 8 to 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | None   | Non-flood hazard                               |
| Wetlands           | 2 crossings                                    | Low sensitivity                                |
| Endangered species | High sensitivity                               | Species of concern: Moderate sensitivity       |
| Archaeological     | No previous studies                            | Unknown  |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.21                 | 0.47                                  | 0.21                   | 0.45                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS projects**

- PM 0.00-49.40 Automated Warning System.

## I-5: SAN JOAQUIN COUNTY - SEGMENT 2 FACT SHEET

|                                  |                    |                          |
|----------------------------------|--------------------|--------------------------|
| <b>Location</b>                  | PM 3.44-6.47       | SR-132 to SR-33          |
| <b>Length</b>                    | 3.03 miles         |                          |
| <b>Functional Classification</b> | Principal Arterial | <b>Rural/Urban</b> Rural |
| <b>Within City Limits</b>        | No                 | <b>Terrain</b> Flat      |



**Traffic Forecast Data for 4-Lane Freeway, Average Highway Speed 70 mph**

|                      | 2000 Existing<br>4-Lane Freeway | 2010 w/o<br>Improvement | 2020 w/o<br>Improvement |
|----------------------|---------------------------------|-------------------------|-------------------------|
| LOS                  | A                               | E                       | F                       |
| V/C                  | 0.32                            | 0.95                    | 1.29                    |
| ADT                  | 17,400                          | 53,000                  | 72,000                  |
| Peak Hour Volume     | 2,100                           | 6,300                   | 8,500                   |
| Peak Hour Dir. Split | 60/40                           | 60/40                   | 60/40                   |
| % Trucks             | 27%                             | 27%                     | 27%                     |

**Concept Facility (2020)** 8-lane, freeway: LOS C

**Ultimate Transportation Corridor** 8-lane, freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| Yes | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 220 to 365 feet. The total treated shoulder width ranges from 8 to 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | None   | Non-flood hazard                               |
| Wetlands           | 1 crossing                                     | Low sensitivity                                |
| Endangered species | High sensitivity                               | Species of concern: low sensitivity            |
| Archaeological     | No previous studies                            | Unknown  |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.14                 | 0.33                                  | 0.19                   | 0.43                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS projects**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY – SEGMENT 3  
FACT SHEET**

**Location** PM 6.47-11.8 SR-33 to Old U. S. 50/11<sup>TH</sup> St.  
**Length** 5.33 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Rural  
**Within City Limits** No **Terrain** Flat



**Traffic Forecast Data for 4-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | A                                       | C                               | D                               |
| V/C                  | 0.26                                    | 0.62                            | 0.82                            |
| ADT                  | 17,300                                  | 41,300                          | 54,500                          |
| Peak Hour Volume     | 1,700                                   | 4,100                           | 5,400                           |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 27%                                     | 27%                             | 27%                             |

**Concept Facility (2020)** 8-lane, freeway: LOS C

**Ultimate Transportation Corridor** 8-lane, freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| No  | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 230 to 350 feet. The total treated shoulder width 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | None   | Non-potential impacts                          |
| Wetlands           | No crossing                                    | Low sensitivity                                |
| Endangered species | Low sensitivity                                | Species of concern: low sensitivity            |
| Archaeological     | No previous studies                            | Unknown  |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.13                 | 0.40                                  | 0.20                   | 0.46                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY - SEGMENT 4  
FACT SHEET**

**Location** PM 11.8-12.62 Old U. S. 50/11<sup>TH</sup> St. to I-205  
**Length** 0.82 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Rural  
**Within City Limits** No **Terrain** Flat



**Traffic Forecast Data for 4-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | B                                       | F                               | F                               |
| V/C                  | 0.49                                    | 1.53                            | 2.00                            |
| ADT                  | 38,500                                  | 100,100                         | 127,000                         |
| Peak Hour Volume     | 3,800                                   | 10,100                          | 13,200                          |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 27%                                     | 27%                             | 27%                             |

**Concept Facility (2020)** 10-lane, freeway: LOS C

**Ultimate Transportation Corridor** 10-lane, freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**Planned Project**

PM12.6-14.80 add direct connections I-205 to SR-120 and modify I-5/SR-120 I/C, ITSP.

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| No  | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 460 to 1400 feet. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 100 year flood                                 |
| Wetlands           | 2 crossings                                    | Moderate sensitivity                           |
| Endangered species | Low sensitivity                                | Species of concern: low sensitivity            |
| Archaeological     | 2 known resources                              | Architecture properties                        |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.59                 | 1.56                                  | 0.19                   | 0.44                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY - SEGMENT 5  
FACT SHEET**

**Location** PM 12.62-14.83 I-205 to SR-120  
**Length** 2.21 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Rural\*  
**Within City Limits** No **Terrain** Flat



**Traffic Forecast Data for 8-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>8-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | D                                       | F                               | F                               |
| V/C                  | 0.77                                    | 1.34                            | 1.66                            |
| ADT                  | 125,000                                 | 210,000                         | 261,000                         |
| Peak Hour Volume     | 10,100                                  | 17,700                          | 22,000                          |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 26%                                     | 26%                             | 26%                             |

**Concept Facility (2020)** LOS D, 10-lane freeway, possible HOV lanes. Facility will require 10-lanes by 2004 and more than 10-lanes by 2008 to meet our concept LOS. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

\*We consider Segment 5 as an urban highway, given anticipated development along the route.

**Ultimate Transportation Corridor** 10-lane, freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**Project Programming TCRP**

PM12.62-14.83 add northbound lane, I-205 to SR-120

**Planned Project**

PM12.6-14.80 add direct connections I-205 to SR-120 and modify I-5/SR-120 I/C, ITSP.

PM R14.8-R22.7 6F to 8F SR-120 to French Camp Road, ITSP.

PM R13.9-R15.6 widen bridge to 5 lanes, from I-205 to SR-120 (north), ITSP/RTP 2001.

PM14.59 new branch connections, SR-120 west to I-5 N & I-5 S to SR-120 east, RTP 2001.

PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., ITSP/RTP 2001.

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| No  | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 260 to 490 feet. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 100 year flood                                 |
| Wetlands           | 1 crossing                                     | Moderate sensitivity                           |
| Endangered species | Low sensitivity                                | Species of concern: moderate sensitivity       |
| Archaeological     | Yes  | 2 known resources                              |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.42                 | 1.40                                  | 0.25                   | 0.76                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

## I-5: SAN JOAQUIN COUNTY – SEGMENT 6 FACT SHEET

**Location** PM 14.83-19.58 SR-120 to 0.2 mile north of Roth Rd.  
**Length** 4.97 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Small Urban  
**Within City Limits** Yes **Terrain** Flat



### Traffic Forecast Data for 6-Lane Freeway, Average Highway Speed 70 mph

|                      | 2000 Existing<br>6-Lane Freeway | 2010 w/o<br>Improvement | 2020 w/o<br>Improvement |
|----------------------|---------------------------------|-------------------------|-------------------------|
| LOS                  | D                               | F                       | F                       |
| V/C                  | 0.76                            | 1.52                    | 1.90                    |
| ADT                  | 67,400                          | 135,200                 | 169,000                 |
| Peak Hour Volume     | 7,500                           | 15,100                  | 18,800                  |
| Peak Hour Dir. Split | 60/40                           | 60/40                   | 60/40                   |
| % Trucks             | 26%                             | 26%                     | 26%                     |

**Concept Facility (2020)** 10-lane, freeway: LOS D, possible HOV lanes. Facility will require 8-lanes by year 2003, 10-lanes by 2009 and more than 10-lanes by 2017 to meet our concept LOS. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Ultimate Transportation Corridor** 10-lane freeway

#### Local Planning Jurisdictions

San Joaquin Council of Governments (SJCOG)  
 City of Lathrop

#### Planned Projects

PM12.6-14.80 add direct connections I-205 to SR-120 and modify I-5/SR-120 I/C, ITSP.  
PM R13.9-R15.6 widen bridge to 5 lanes, from I-205 to SR-120 (north), RTP 2001.  
PM R16.4-16.8 reconstruct I/C to higher capacity design, Louise Ave, ITSP/RTP 2001.  
PM 14.83-22.51 widen to 8 lanes, SR-120 to French Camp Road, ITSP/RTP 2001.

PM 17.51 modify interchange and widen to 4 lanes under I-5, Lathrop Road, ITSP/RTP 2001.  
PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., ITSP/RTP 2001.

**System Designations**

- Yes Freeway/Expressway System
- Yes National Highway System (NHS)
- Yes Interregional Road System (IRRS)
- Yes High Emphasis Route
- No Focus Route
- Yes Strategic Highway Network (STRAHNET)
- Yes National Network for STAA Trucks
- No Scenic Highway
- No Accessible for Bicycles

**Right of Way/Shoulder Information**

Right-of-way width ranges from 350 to 780 feet. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                     |  |  |
|---------------------|--|--|
| Air Quality         | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain         | Yes  | 100 & 500 year flood                           |
| Wetlands:           | No crossing                                    | Low sensitivity                                |
| Endangered species: | Moderate sensitivity                           | Species of concern: moderate sensitivity       |
| Archaeological      | 7 known resources                              | Architecture properties                        |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.24                 | 0.64                                  | 0.24                   | 0.76                                  |

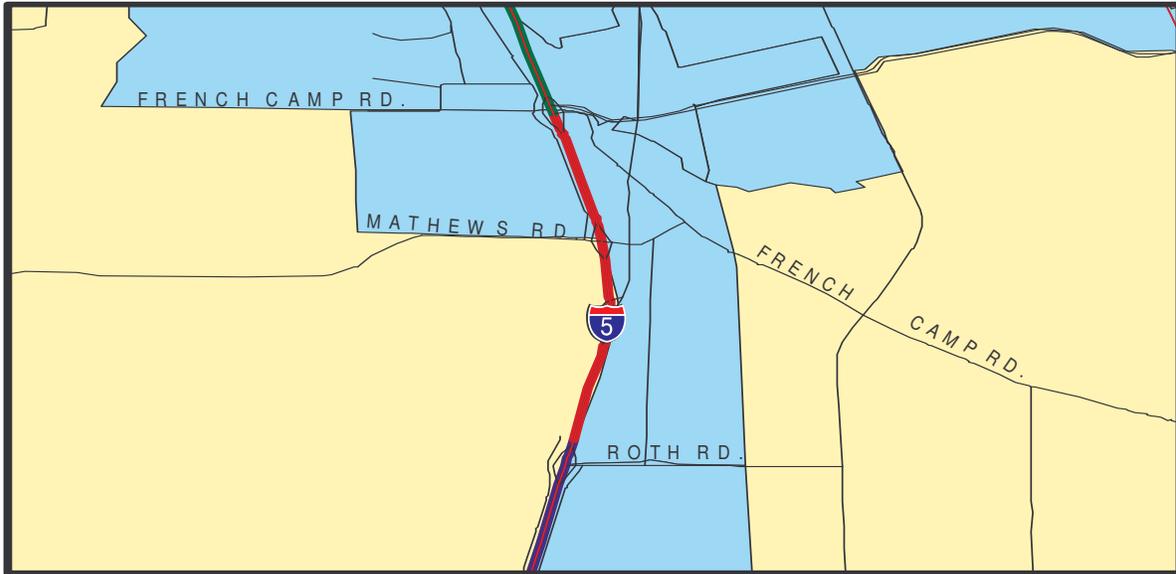
*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY – SEGMENT 7  
FACT SHEET**

**Location** PM 19.58-22.51 Roth Rd. to French Camp Rd.  
**Length** 2.71 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Large Urbanized  
**Within City Limits** Yes **Terrain** Flat



**Traffic Forecast Data for 6-Lane Freeway, Average Highway Speed 65 mph**

|                      | <b>2000 Existing<br/>6-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | D                                       | F                               | F                               |
| V/C                  | 0.74                                    | 1.29                            | 1.6                             |
| ADT                  | 66,400                                  | 117,400                         | 142,800                         |
| Peak Hour Volume     | 7,400                                   | 12,900                          | 16,000                          |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 25%                                     | 25%                             | 25%                             |

**Concept Facility (2020)** 10-lane, freeway: LOS D, possible HOV lane.

**Ultimate Transportation Corridor** 10-lane, freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

City of Stockton

**Planned Project**

PM 20.8-21.2 modify existing interchange, Arch/Sperry Road, RTP 2001.

PM 14.83-22.51 widen to 8 lanes, SR-120 to French Camp Road, ITSP/RTP 2001.

PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., RTP 2001.

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| No  | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 250 to 840 feet. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 500 year flood                                 |
| Wetlands           | No crossing                                    | Low sensitivity                                |
| Endangered species | Low sensitivity                                | Species of concern: low sensitivity            |
| Archaeological     | Yes  | 1 known resource                               |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.23                 | 0.62                                  | 0.21                   | 0.60                                  |

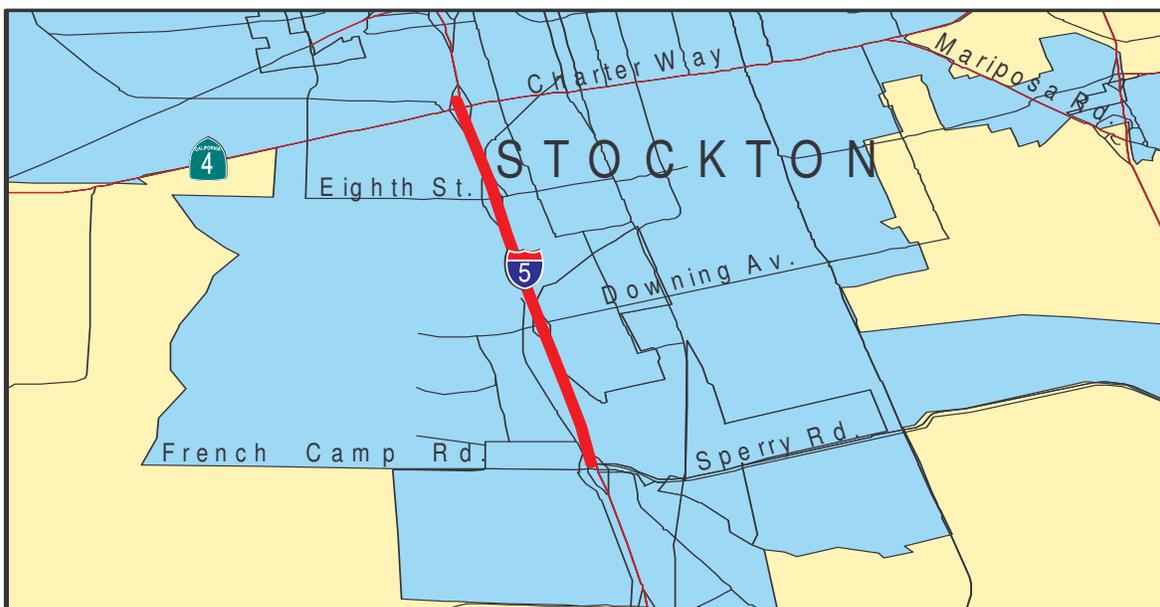
*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

## I-5: SAN JOAQUIN COUNTY - SEGMENT 8 FACT SHEET

|                                  |                    |                                    |
|----------------------------------|--------------------|------------------------------------|
| <b>Location</b>                  | PM 22.51-25.30     | French Camp Rd to Charter Way      |
| <b>Length</b>                    | 2.79 miles         |                                    |
| <b>Functional Classification</b> | Principal Arterial | <b>Rural/Urban</b> Large Urbanized |
| <b>Within City Limits</b>        | yes                | <b>Terrain</b> Flat                |



### Traffic Forecast Data for 6-Lane Freeway, Average Highway Speed 65 mph

|                      | 2000 Existing<br>6-Lane Freeway | 2010 w/o<br>Improvement | 2020 w/o<br>Improvement |
|----------------------|---------------------------------|-------------------------|-------------------------|
| LOS                  | E                               | F                       | F                       |
| V/C                  | 0.9                             | 1.54                    | 1.86                    |
| ADT                  | 95,000                          | 162,000                 | 195,000                 |
| Peak Hour Volume     | 9,200                           | 15,700                  | 18,700                  |
| Peak Hour Dir. Split | 60/40                           | 60/40                   | 60/40                   |
| % Trucks             | 25%                             | 25%                     | 25%                     |

**Concept Facility (2020)** 10-lane, freeway: LOS D, possible HOV lanes. Facility will require 8-lanes by 2002, 10-lanes by 2011 and more than 10-lanes by 2018 to meet our concept LOS. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Ultimate Transportation Corridor** 10-lane freeway

#### Local Planning Jurisdictions

San Joaquin Council of Governments (SJCOG)  
City of Stockton

#### Planned Projects

- PM 23.4-24.4 reconstruct interchange to higher capacity design, Downing Av., RTP 2001.
- PM 24.5-25.5 reconstruct interchange to higher capacity design, Eight Street., RTP 2001.
- PM 25.30 interchange improvement, Charter Way, RTP 2001.
- PM 22.51-25.50 widen to 8 lanes, French Camp Road to Charter Way, ITSP/RTP 2001.

PM 25.35-27.90 widen to 10 lanes, Charter Way to Monte Diablo, RTP 2001.  
PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., ITSP/RTP 2001.

**System Designations**

- Yes Freeway/Expressway System
- Yes National Highway System (NHS)
- No Interregional Road System (IRRS)
- No High Emphasis Route
- No Focus Route
- Yes Strategic Highway Network (STRAHNET)
- Yes National Network for STAA Trucks
- No Scenic Highway
- No Accessible for Bicycles

**Right of Way/Shoulder Information**

Right-of-way width ranges from 250 to 500 for most of the segment. The widest portion is 700 feet at PM 25.4. The total treated shoulder width ranges from 6 to 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 100 & 500 Year flood                           |
| Wetlands           | 2 crossings                                    | Low sensitivity                                |
| Endangered species | Low sensitivity                                | Species of concern: low sensitivity            |
| Archaeological     | Known resources                                | Architecture properties                        |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.19                 | 0.54                                  | 0.25                   | 0.75                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

## I-5: SAN JOAQUIN COUNTY – SEGMENT 9 FACT SHEET

|                                  |                    |                                    |
|----------------------------------|--------------------|------------------------------------|
| <b>Location</b>                  | PM 25.30-28.53     | Charter Way to Country Club Blvd   |
| <b>Length</b>                    | 3.20 miles         |                                    |
| <b>Functional Classification</b> | Principal Arterial | <b>Rural/Urban</b> Large Urbanized |
| <b>Within City Limits</b>        | Yes, Stockton      | <b>Terrain</b> Flat                |



### Traffic Forecast Data for 8-Lane Freeway, Average Highway Speed 65 mph

|                      | 2000 Existing<br>8-Lane Freeway | 2010 w/o<br>Improvement | 2020 w/o<br>Improvement |
|----------------------|---------------------------------|-------------------------|-------------------------|
| LOS                  | D                               | F                       | F                       |
| V/C                  | 0.77                            | 1.24                    | 1.49                    |
| ADT                  | 105,000                         | 175,000                 | 211,000                 |
| Peak Hour Volume     | 10,000                          | 16,000                  | 19,300                  |
| Peak Hour Dir. Split | 60/40                           | 60/40                   | 60/40                   |
| % Trucks             | 23%                             | 23%                     | 23%                     |

**Concept Facility (2020)** 10-lane freeway: LOS D, possible HOV lanes. Facility will require 10-lanes by 2003 and more than 10-lanes by 2009 to meet our concept LOS. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Ultimate Transportation Corridor** 10-lane freeway

#### Local Planning Jurisdictions

San Joaquin Council of Governments (SJCOG)  
City of Stockton

#### Planned Projects

PM 28.1-28.4 add NB auxiliary lane Monte Diablo to Country Club, ITSP/RTP 2001.  
PM 27.6-35.2 widen to 8 lanes, Monte Diablo Ave undercrossing to Eight Mile Rd., add auxiliary lane, ITSP/RTP 2001.

PM 25.35-27.90 widen to 10 lanes, Charter Way to Monte Diablo, RTP 2001.  
PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., ITSP/RTP 2001.

**System Designations**

Yes Freeway/Expressway System  
 Yes National Highway System (NHS)  
 Yes Interregional Road System (IRRS)  
 Yes High Emphasis Route  
 No Focus Route  
 Yes Strategic Highway Network (STRAHNET)  
 Yes National Network for STAA Trucks  
 No Scenic Highway  
 No Accessible for Bicycles

**Right of Way/Shoulder Information**

Right-of-way width ranges from 250 to 850 feet. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 500 year flood                                 |
| Wetlands           | 2 crossings                                    | Low sensitivity                                |
| Endangered species | Low sensitivity                                | Species of concern: moderate sensitivity       |
| Archaeological     | 3 known resources                              | Architecture properties                        |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.32                 | 1.07                                  | 0.24                   | 0.75                                  |

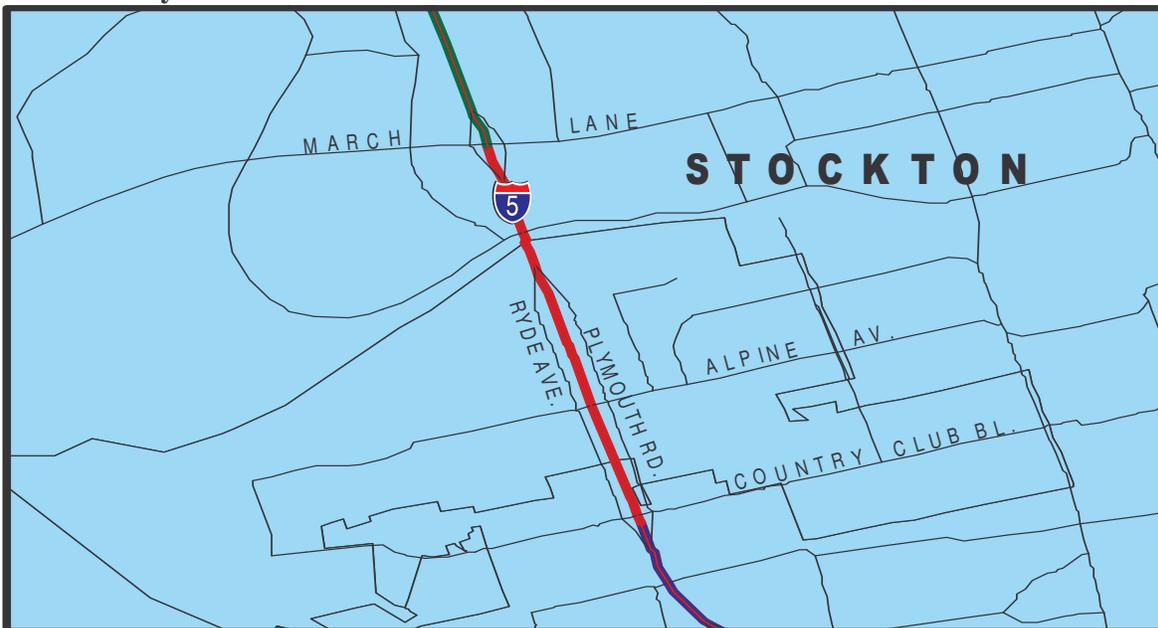
*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY - SEGMENT 10  
FACT SHEET**

**Location** PM 28.53-29.99 Country Club Blvd to March Lane  
**Length** 1.49 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Large Urbanized  
**Within City Limits** Yes **Terrain** Flat



**Traffic Forecast Data for 6-Lane Freeway, Average Highway Speed 65 mph**

|                      | <b>2000 Existing<br/>6-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | D                                       | F                               | F                               |
| V/C                  | 0.89                                    | 1.49                            | 1.8                             |
| ADT                  | 90,900                                  | 161,800                         | 195,400                         |
| Peak Hour Volume     | 9,000                                   | 15,000                          | 18,100                          |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 23%                                     | 23%                             | 23%                             |

**Concept Facility (2020)** 10-lane, freeway: LOS D, possible HOV lanes. Facility will require 8-lanes by 2002, 10-lanes by 2007 and more than 10-lanes by 2014 to meet our concept LOS. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Ultimate Transportation Corridor** 10-lane freeway

**Local Planning Jurisdictions**

San Joaquin Council of Governments (SJCOG)  
City of Stockton

**Planned Projects**

PM 27.6-35.2 widen to 8 lanes, Monte Diablo Ave to Eight Mile Rd., add auxiliary lane, ITSP/RTP 2001.

**System Designations**

- Yes Freeway/Expressway System
- Yes National Highway System (NHS)
- Yes Interregional Road System (IRRS)
- Yes High Emphasis Route
- No Focus Route
- Yes Strategic Highway Network (STRAHNET)
- Yes National Network for STAA Trucks
- No Scenic Highway
- No Accessible for Bicycles

**Right of Way/Shoulder Information**

Right-of-way width ranges from 310 to 490 feet. The widest portion is 1160 feet at PM 28.6. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 500 Year flood                                 |
| Wetlands           | 1 crossing                                     | Low sensitivity                                |
| Endangered species | Low sensitivity                                | Species of concern: low sensitivity            |
| Archaeological     | Unknown-no studies                             | Architecture properties known                  |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.28                 | 0.81                                  | 0.24                   | 0.70                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY - SEGMENT 11  
FACT SHEET**

**Location** PM 29.99-32.66 March Ln. to Hammer Lane  
**Length** 2.67 miles  
**Functional Classification** Principal Arterial **Rural/Urban** Large Urbanized  
**Within City Limits** Yes **Terrain** Flat



**Traffic Forecast Data for 6-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>6-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | E                                       | F                               | F                               |
| V/C                  | 0.90                                    | 1.73                            | 2.16                            |
| ADT                  | 92,900                                  | 182,500                         | 228,100                         |
| Peak Hour Volume     | 9,100                                   | 17,500                          | 21,900                          |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 23%                                     | 23%                             | 23%                             |

**Concept Facility (2020)** 10-lane, freeway: LOS D, possible HOV lanes. Facility will require 8-lanes by 2002, 10-lanes by 2006 and more than 10-lanes by 2012 to meet our concept LOS. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Ultimate Transportation Corridor** 10-lane freeway

**Local Planning Jurisdictions**

San Joaquin Council of Governments (SJCOG)

City of Stockton

**Planned Projects**

PM 27.6-35.2 widen to 8 lanes, Monte Diablo Ave undercrossing to Eight Mile Rd., add auxiliary lane, possible HOV lanes, ITSP/RTP 2001.

PM 35.30 reconstruct interchange to higher capacity design, Eight Mile Road, RTP 2001.

PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., ITSP/RTP 2001.

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| No  | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 280 to 730 feet. The total treated shoulder width is 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 500 Year flood                                 |
| Wetlands           | 1 crossing                                     | Low sensitivity                                |
| Endangered species | Low sensitivity                                | Species of concern: low sensitivity.           |
| Archaeological     | Unknown-no studies                             | Architecture properties known                  |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.41                 | 1.03                                  | 0.28                   | 0.87                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY - SEGMENT 12  
FACT SHEET**

|                                  |                    |                                    |
|----------------------------------|--------------------|------------------------------------|
| <b>Location</b>                  | PM 32.66-35.30     | Hammer Lane to                     |
| <b>Length</b>                    | 2.64 miles         | Atherton/Eight Mile Rd.            |
| <b>Functional Classification</b> | Principal Arterial | <b>Rural/Urban</b> Large Urbanized |
| <b>Within City Limits</b>        | Yes, Stockton      | <b>Terrain</b> Flat                |



**Traffic Forecast Data for 6-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>6-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | B                                       | F                               | F                               |
| V/C                  | 0.51                                    | 1.43                            | 1.88                            |
| ADT                  | 53,000                                  | 150,000                         | 197,000                         |
| Peak Hour Volume     | 5,100                                   | 14,400                          | 19,000                          |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 22%                                     | 22%                             | 22%                             |

**Concept Facility (2020)** 10-lane, freeway: LOS D, possible HOV lanes. Facility will require 8-lanes by 2005, 10-lanes by 2010 and more than 10-lanes by 2015 to meet our concept LOS. ITS and other operational elements will need to be considered in order to maximize the capacity of the highway.

**Ultimate Transportation Corridor** 10-lane freeway

**Local Planning Jurisdictions**

San Joaquin Council of Governments (SJCOG)  
City of Stockton

**Planned Projects**

PM 27.6-35.2 widen to 8 lanes, Monte Diablo Ave undercrossing to Eight Mile Rd., add auxiliary lane, ITSP/RTP 2001.

PM 35.30 reconstruct interchange to higher capacity design, Eight Mile Rd, ITSP/RTP 2001.

PM 35.3-39.60 widen to 8 lanes, Eight Mile Rd. to SR-12, ITSP/RTP 2001.

PM 33.00 develop interchange, Otto Drive, RTP 2001.

PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., ITSP/RTP 2001.

**System Designations**

- Yes Freeway/Expressway System
- Yes National Highway System (NHS)
- Yes Interregional Road System (IRRS)
- Yes High Emphasis Route
- No Focus Route
- Yes Strategic Highway Network (STRAHNET)
- Yes National Network for STAA Trucks
- No Scenic Highway
- No Accessible for Bicycles

**Right of Way/Shoulder Information**

Right-of-way width ranges from 260 to 590 feet. The total treated shoulder width ranges from 9 to 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 500 Year flood                                 |
| Wetlands           | 3 crossings                                    | Moderate sensitivity                           |
| Endangered species | Low sensitivity                                | Species of concern: moderate sensitivity       |
| Archaeological     | Unknown  | No previous studies                            |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.14                 | 0.40                                  | 0.21                   | 0.69                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY - SEGMENT 13  
FACT SHEET**

|                                  |                    |                          |
|----------------------------------|--------------------|--------------------------|
| <b>Location</b>                  | PM 35.30-39.57     | Atherton/Eight Mile Rd.  |
| <b>Length</b>                    | 4.27 miles         | to SR-12                 |
| <b>Functional Classification</b> | Principal Arterial | <b>Rural/Urban</b> Rural |
| <b>Within City Limits</b>        | No                 | <b>Terrain</b> Flat      |



**Traffic Forecast Data for 6-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>6-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | B                                       | F                               | F                               |
| V/C                  | 0.46                                    | 1.06                            | 1.34                            |
| ADT                  | 48,000                                  | 107,000                         | 135,000                         |
| Peak Hour Volume     | 4,600                                   | 10,700                          | 13,500                          |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 22%                                     | 22%                             | 22%                             |

**Concept Facility (2020)** 10-lane, freeway: LOS C, possible HOV lane.

**Ultimate Transportation Corridor** 10-lane, freeway

**Local Planning Jurisdictions**

San Joaquin Council of Governments (SJCOG)  
City of Lodi

**Planned Projects**

PM 35.30 reconstruct interchange to higher capacity design, Eight Mile Road, RTP 2001.

PM 35.3-39.60 widen to 8 lanes, Eight Mile Rd. to SR-12, ITSP/RTP 2001.

PM 39.60-49.82 widen to 6 lanes, SR-12 to Sacramento County Ln., ITSP/RTP 2001.

PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., RTP 2001.

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| No  | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 225 to 450 feet. The total treated shoulder width ranges from 9 to 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 100 Year flood                                 |
| Wetlands           | 2 crossings                                    | Low sensitivity                                |
| Endangered species | Low sensitivity                                | Species of concern: moderate sensitivity       |
| Archaeological     | Unknown  | No previous studies                            |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.21                 | 0.46                                  | 0.21                   | 0.49                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY - SEGMENT 14  
FACT SHEET**

|                                  |                    |                          |
|----------------------------------|--------------------|--------------------------|
| <b>Location</b>                  | PM 39.57-44.71     | SR-12 to Peltier Road    |
| <b>Length</b>                    | 5.14 miles         |                          |
| <b>Functional Classification</b> | Principal Arterial | <b>Rural/Urban</b> Rural |
| <b>Within City Limits</b>        | No                 | <b>Terrain</b> Flat      |



**Traffic Forecast Data for 4-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | C                                       | F                               | F                               |
| V/C                  | 0.76                                    | 1.29                            | 1.64                            |
| ADT                  | 46,300                                  | 89,500                          | 113,500                         |
| Peak Hour Volume     | 5,100                                   | 8,700                           | 11,000                          |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 21%                                     | 21%                             | 21%                             |

**Concept Facility (2020)** 8-lane, freeway: LOS C

**Ultimate Transportation Corridor** 10-lane, freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**Planned Projects**

PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., ITSP/RTP 2001.

M 39.60-49.82 widen to 6 lanes, SR-12 to Sacramento County Ln., ITSP/RTP 2001.

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| No  | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width fluctuates from 220-440 feet. The total treated shoulder width ranges from 9 to 10 feet on each side of the roadway.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 500 year flood                                 |
| Wetlands           | No crossing                                    | Low sensitivity                                |
| Endangered species | Low sensitivity                                | Species of concern: high sensitivity           |
| Archaeological     | Unknown  | No previous studies                            |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.17                 | 0.36                                  | 0.23                   | 0.54                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY - SEGMENT 15  
FACT SHEET**

|                                  |                    |                          |
|----------------------------------|--------------------|--------------------------|
| <b>Location</b>                  | PM 44.71-47.60     | Peltier Road to          |
| <b>Length</b>                    | 2.89 miles         | Walnut Grove Rd .        |
| <b>Functional Classification</b> | Principal Arterial | <b>Rural/Urban</b> Rural |
| <b>Within City Limits</b>        | No                 | <b>Terrain</b> Flat      |



**Traffic Forecast Data for 4-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | D                                       | F                               | F                               |
| V/C                  | 0.83                                    | 1.18                            | 1.52                            |
| ADT                  | 46,500                                  | 88,000                          | 112,000                         |
| Peak Hour Volume     | 5,600                                   | 8,000                           | 10,200                          |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 21%                                     | 21%                             | 21%                             |

**Concept Facility (2020)** 8-lane, freeway: LOS C

**Ultimate Transportation Corridor** 10-lane, freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**Planned Project**

PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., ITSP/RTP 2001.

PM 39.60-49.82 widen to 6 lanes, SR-12 to Sacramento County Ln., ITSP/RTP 2001.

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| No  | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 250 to 1300 feet.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 100 Year flood                                 |
| Wetlands           | 3 crossings                                    | Moderate sensitivity                           |
| Endangered species | Low sensitivity                                | Species of concern: low sensitivity            |
| Archaeological     | Unknown  | No previous studies                            |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.12                 | 0.28                                  | 0.24                   | 0.55                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

**I-5: SAN JOAQUIN COUNTY - SEGMENT 16  
FACT SHEET**

|                                  |                    |                                |
|----------------------------------|--------------------|--------------------------------|
| <b>Location</b>                  | PM 47.60-49.82     | Walnut Grove Rd. to            |
| <b>Length</b>                    | 2.22 miles         | San Joaquin-Sacramento Co. Ln. |
| <b>Functional Classification</b> | Principal Arterial | <b>Rural/Urban</b> Rural       |
| <b>Within City Limits</b>        | No                 | <b>Terrain</b> Flat            |



**Traffic Forecast Data for 4-Lane Freeway, Average Highway Speed 70 mph**

|                      | <b>2000 Existing<br/>4-Lane Freeway</b> | <b>2010 w/o<br/>Improvement</b> | <b>2020 w/o<br/>Improvement</b> |
|----------------------|---|---------------------------------|---------------------------------|
| LOS                  | D                                       | F                               | F                               |
| V/C                  | 0.77                                    | 1.34                            | 1.74                            |
| ADT                  | 47,000                                  | 95,000                          | 123,000                         |
| Peak Hour Volume     | 3,900                                   | 9,000                           | 11,700                          |
| Peak Hour Dir. Split | 60/40                                   | 60/40                           | 60/40                           |
| % Trucks             | 21%                                     | 21%                             | 21%                             |

**Concept Facility (2020)** 8-lane, freeway: LOS C

**Ultimate Transportation Corridor** 10-lane, freeway

**Local Planning Jurisdiction**

San Joaquin Council of Governments (SJCOG)

**Planned Project**

PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., ITSP/RTP 2001.

PM 39.60-49.82 widen to 6 lanes, SR-12 to Sacramento County Ln., ITSP/RTP 2001.

**System Designations**

|     |                                      |
|-----|--------------------------------------|
| Yes | Freeway/Expressway System            |
| Yes | National Highway System (NHS)        |
| Yes | Interregional Road System (IRRS)     |
| Yes | High Emphasis Route                  |
| No  | Focus Route                          |
| Yes | Strategic Highway Network (STRAHNET) |
| Yes | National Network for STAA Trucks     |
| No  | Scenic Highway                       |
| No  | Accessible for Bicycles              |

**Right of Way/Shoulder Information**

Right-of-way width ranges from 250 to 800 feet for most of the segment.  
The widest portion is 2600 feet at PM 48.5.

**Air Quality/Environmental Status**

|                    |  |  |
|--------------------|--|--|
| Air Quality        | Ozone<br>Particulate Matter<br>Carbon Monoxide | Non-attainment<br>Non-attainment<br>Attainment |
| Flood Plain        | Yes  | 100 year flood                                 |
| Wetlands           | 2 crossings                                    | Moderate sensitivity                           |
| Endangered species | Low sensitivity                                | Species of concern: low sensitivity            |
| Archaeological     | Unknown  | No previous studies                            |

**Traffic Collision Rate (per million vehicle miles traveled)**

| Actual Accident Rate |                                       | Statewide Average Rate |                                       |
|----------------------|---------------------------------------|------------------------|---------------------------------------|
| Fatal & Injury       | Total (Includes Property Damage only) | Fatal & Injury         | Total (Includes Property Damage only) |
| 0.19                 | 0.34                                  | 0.24                   | 0.55                                  |

*Source: TASAS Database (July 1, 1998– June 30, 2001)*

**Proposed ITS project**

PM 0.00-49.40 Automated Warning System.

## Appendix 1

# LIST OF SYSTEM PLANNING ACRONYMS

|       |   |
|-------|---|
| AADT  | Annual Average Daily Traffic                                |
| ADT   | Average Daily Traffic                                       |
| AHS   | Automated Highway System                                    |
| ATIS  | Advance Transportation Information System                   |
| ATSD  | Advanced Transportation System Development                  |
| AVI   | Automated Vehicle Identification                            |
| BN&SF | Burlington Northern and Santa Fe Railroad                   |
| CBD   | Central Business District                                   |
| CCAA  | California Clean Air Act                                    |
| CMAQ  | Congestion Mitigation and Air Quality (Improvement Program) |
| CMP   | Congestion Management Plan                                  |
| CO    | Carbon Monoxide   |
| CTIS  | California Transportation Investment Strategy               |
| CTC   | California Transportation Commission                        |
| DSMP  | District System Management Plan                             |
| EPA   | Environmental Protection Agency                             |
| ETTM  | Electronic Toll Collection and Traffic Management           |
| F&E   | Freeway and Expressway System                               |
| FAT   | Fatalities  |
| FEMA  | Federal Emergency Management Administration                 |
| FIS   | Federal Inspection Facility                                 |
| FY    | Fiscal Year   |
| HOV   | High Occupancy Vehicle                                      |
| ICES  | Intermodal Corridors of Economic Significance               |
| IIP   | Interregional Improvement Plan                              |
| IRRS  | Interregional Road System                                   |
| ISTEA | Intermodal Surface Transportation Efficiency Act            |
| ITMS  | Intermodal Transportation Management System                 |
| ITS   | Intelligent Transportation System                           |
| ITSP  | Interregional Transportation Strategic Plan                 |
| LOS   | Level of Service  |
| LROP  | Long Range Operations Plan                                  |
| LRT   | Light Rail Transit  |
| MCAG  | Merced County Association of Governments                    |
| MIS   | Major Investment Study                                      |
| MOU   | Memorandum of Understanding                                 |
| MSL   | Maintenance Service Level                                   |
| NAFTA | North American Free Trade Agreement                         |
| NHS   | National Highway System                                     |
| PHV   | Peak Hour Volume  |

|          |   |
|----------|---|
| PM       | Post Mile   |
| PM-10    | Particular Matter   |
| PR       | Project Report  |
| PSR      | Project Study Report                                      |
| PTOC     | Primary Traffic Operations Center                         |
| POE      | Port of Entry   |
| RAQS     | Regional Air Quality Strategy                             |
| RAS      | Regional Arterial System                                  |
| RCR      | Route Concept Report                                      |
| RIP      | Regional Improvement Plan                                 |
| RTP      | Regional Transportation Plan                              |
| R/W      | Right of Way  |
| StanCOG  | Stanislaus Council of Governments                         |
| SHOPP    | State Highway Operations and Protection Program           |
| STRAHNET | Strategic Highway Network                                 |
| SIP      | State Implementation Plan                                 |
| SJCOG    | San Joaquin Council of Governments                        |
| SJVUAPCD | San Joaquin Valley Unified Air Pollution Control District |
| SOV      | Single Occupancy Vehicle                                  |
| SPRR     | Southern Pacific Rail-Road                                |
| SR       | State Route   |
| STAA     | Surface Transportation Assistance Act                     |
| STIP     | State Transportation Improvement Program                  |
| TASAS    | Traffic Accident Surveillance Analyst System              |
| TCM      | Transportation Control Measure                            |
| TCR      | Transportation Concept Report                             |
| TCRP     | Traffic Congestion Relief Program                         |
| TDM      | Transportation Demand Management                          |
| TEA-21   | Transportation Equity Act of the 21 <sup>st</sup> Century |
| TSDP     | Transportation System Development Plan                    |
| TMA      | Transportation Management Association/Area                |
| TMC      | Transportation Management Center                          |
| TSM      | Transportation System Management                          |
| UPRR     | Union Pacific Rail-Road                                   |
| UTC      | Ultimate Transportation Corridor                          |
| V/C      | Volume to Capacity  |
| VMT      | Vehicles Miles Traveled                                   |

## Appendix 2

### LEVEL OF SERVICE (LOS) DEFINITIONS

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

**LOS A** describes free-flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

**LOS B** is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

**LOS C** represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

**LOS D** demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

**LOS E** reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

**LOS F** represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

## Appendix 3

### San Joaquin County Planned Projects

- PM 12.6-14.80 add direct connections I-205 to SR-120 and modify I-5/SR-120 I/C, ITSP.
- PM 12.62-49.82 High Occupancy Vehicle, I-205 to Sacramento County Ln., ITSP & RTP.
- PM R14.8-R22.7 6F to 8F SR-120 to French Camp Road, ITSP.
- PM R13.9-R15.6 widen bridge to 5 lanes, from I-205 to SR-120 (north), ITSP & 2001 RTP.
- PM14.59 new branch connections, SR-120 west to I-5 N, and I-5 S to SR-120 east, 2001 RTP.
- PM R13.9-R15.6 widen bridge to 5 lanes, from I-205 to SR-120 (north), RTP.
- PM R16.4-16.8 reconstruct interchange to higher capacity design, Louise Ave, ITSP & RTP.
- PM 14.83-22.51 widen to 8 lanes, SR-120 to French Camp Road, ITSP & RTP.
- PM 17.51 modify interchange and widen to 4 lanes under I-5, Lathrop Road, ITSP & RTP.
- PM 20.8-21.2 modify existing interchange, Arch/Sperry Road, RTP.
- PM 22.51-25.50 widen to 8 lanes, French Camp Road to Charter Way, ITSP & RTP.
- PM 23.4-24.4 reconstruct interchange to higher capacity design, Downing Av., RTP.
- PM 24.5-25.5 reconstruct interchange to higher capacity design, Eight Mile Rd., RTP.
- PM 25.30 interchange improvement, Charter Way, RTP.
- PM 25.35-27.90 widen to 8 lanes, Charter Way to Monte Diablo, RTP.
- PM 28.1-28.4 add NB auxiliary lane Monte Diablo to Country Club, ITSP & RTP.
- PM 27.6-35.2 widen to 8 lanes, Monte Diablo Ave undercrossing to Eight Mile Rd., add auxiliary lane, ITSP & RTP.
- PM 35.30 reconstruct interchange to higher capacity design, Eight Mile Rd, ITSP & RTP.
- PM 33.00 develop interchange, Otto Drive, RTP.
- PM 35.3-39.60 widen to 8 lanes, Eight Mile Rd. to SR-12, ITSP & RTP.
- PM 39.60-49.82 widen to 6 lanes, SR-12 to Sacramento County Ln., ITSP & RTP.

## Appendix 4

Draft Meter Development Plan – District 10 – 2002

San Joaquin County I-5

| RAMP              | DIR | POST<br>MILE | YEAR<br>PROGRAMMED | EA |
|-------------------|-----|--------------|--------------------|----|
| Route 205         | SB  | 12.830       |                    |    |
| Route 205         | NB  | 13.309       |                    |    |
| Manthey Road      | SB  | 13.647       |                    |    |
| Mossdale Road     | NB  | 14.184       |                    |    |
| WB Route 120      | SB  | 14.338       |                    |    |
| WB Route 120      | NB  | 15.037       |                    |    |
| Louise Avenue     | SB  | 16.261       |                    |    |
| Louise Avenue     | NB  | 16.739       |                    |    |
| Lathrop Road      | SB  | 17.284       |                    |    |
| Lathrop Road      | NB  | 19.177       |                    |    |
| Roth Road         | SB  | 19.391       |                    |    |
| Roth Road         | NB  | 19.808       |                    |    |
| El Dorado Street  | SB  | 20.504       |                    |    |
| Mathews Road      | SB  | 21.303       |                    |    |
| Mathews Road      | NB  | 21.607       |                    |    |
| French Camp Road  | SB  | 22.335       |                    |    |
| French Camp Road  | NB  | 22.715       |                    |    |
| Downing Avenue    | SB  | 23.499       |                    |    |
| Downing Avenue    | NB  | 23.859       |                    |    |
| Eight Street      | SB  | 24.494       |                    |    |
| Eight Street      | NB  | 24.815       |                    |    |
| Charter Way/Rte4  | SB  | 25.203       |                    |    |
| Charter Way/Rte 4 | NB  | 25.498       |                    |    |
| Pershing Avenue   | SB  | 26.975       |                    |    |
| Pershing Avenue   | NB  | 27.221       |                    |    |
| Mount Diablo      | SB  | 27.812       |                    |    |
| Mount Diablo      | NB  | 28.062       |                    |    |
| Country Clib Blvd | SB  | 28.416       |                    |    |
| Alpine Avenue     | NB  | 29.179       |                    |    |