

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS029NB	<b>Length Miles:</b> 3.8
<b>Location</b> Shasta/Siskiyou County Line to Dunsmuir Avenue-NB		<b>Directional:</b> Yes. NB.	
<b>PM Limit</b> 0.00 / 3.8	<b>Exit #'s:</b> 729, 730, 732		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Allowed until PM 2.51, then not permitted with an alternative route available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p style="text-align: center;"><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p style="text-align: center;"><u>Concept LOS</u></p> <p style="text-align: center;">C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4	<b>Lane Width:</b> 12 ft		
<b>Terrain:</b> Mountainous	<b>In/Outside Shoulder:</b> 4 ft/10 ft		
<b>Grade:</b> 4.5%	<b>Posted Speed:</b> 65 mph		
<b>Percent Trucks:</b> 27%	<b>Median Barrier:</b> Yes		
<b>Percent RVs:</b> 2%	<b>Median Width:</b> 10-16 ft		
<b>K factor:</b> 0.12	<b>Median Type:</b> Paved; Unpaved		
<b>Interchange Density:</b> 0.67			
<b>Directional Split:</b> 54% (North pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	10600	1300	22.6	C	
2010	11300	1400	24.6	C	
2015	12100	1500	26.0	C	
2020	12900	1600	28.0	D	
2025	13800	1700	30.4	D	C
2030	14700	1800	33.4	D	C

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

## Interstate 5 Segment Fact Sheet

### Segment Description



This NB freeway segment begins at Shasta/Siskiyou County Line and ends at Dunsmuir Avenue. The segment contains three rural interchanges at South Dunsmuir, Central Dunsmuir, and Dunsmuir Avenue. This segment contains the City of Dunsmuir. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Nine structures exist in this segment. There are locations to put chains on in this segment. The median is paved with a concrete barrier.

### Parallel or Connecting Routes

### Significant Land Uses

Segment in Shasta-Trinity National Forest. The City of Dunsmuir has city offices to the east of the freeway. General commercial, multi- and single-family residential, institutional (elementary and high schools), parks and recreation, and resorts are on both sides of the freeway. Redevelop and infill will focus on Dunsmuir City limits where the infrastructure is located. Other locations are limited in water supply and topography.

### Traffic Projections

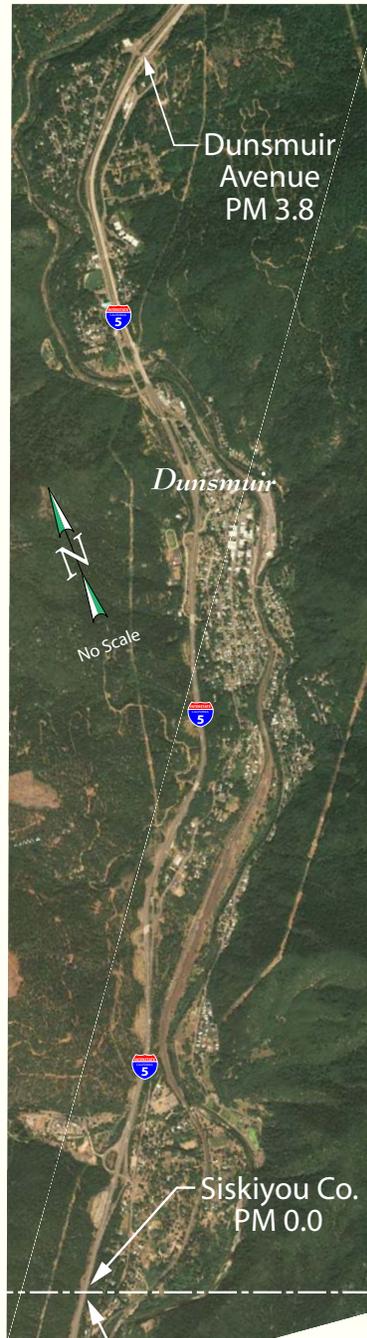
Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2020. Add truck climbing lane. Improve traffic operations through ITS.

### General Issues

Uphill grade in the northbound direction. High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Slope instability.



*Segment 29*  
*Siskiyou County*  
*PM 0.0/3.8 NB*



**I-5 Project Sheet  
Segment 29 NB-Siskiyou County Line to Dunsmuir (Siskiyou PM 0.00/3.8)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**

<b>Dunsmuir Grade Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS 2.7/R11.4</b>	<b>2000</b>	<b>SHOPP</b>	<b>\$23,735,000</b>	<b>Caltrans</b>
Rehabilitate roadway.						

**In-Progress**


**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Variou locations.						
<b>Dunsmuir Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS 0.0/R11.0</b>	<b>2016</b>	<b>Ten-Year SHOPP</b>	<b>\$30,000,000</b>	<b>Caltrans</b>
Rehabilitate roadway due to deterioration.						
<b>Truck Climbing Lane</b>	<b>Operational Improvements</b>	<b>Between SIS 0.0/3.8</b>	<b>2025</b>	<b>Ten-Year SHOPP</b>	<b>TBD</b>	<b>Caltrans</b>
Add northbound truck climbing lane.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS029SB	<b>Length Miles:</b> 3.8
<b>Location</b> Dunsmuir Avenue to Shasta/Siskiyou County Line-SB		<b>Directional:</b> Yes. NB.	
<b>PM Limit</b> 3.8 / 0.00	<b>Exit #'s:</b> 732, 730, 729		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Allowed until PM 2.51, then not permitted with an alternative route available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p style="text-align: center;"><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p style="text-align: center;"><u>Concept LOS</u></p> <p style="text-align: center;">C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4	<b>Lane Width:</b> 12 ft		
<b>Terrain:</b> Rolling	<b>In/Outside Shoulder:</b> 2 ft/10 ft		
<b>Grade:</b> N/A	<b>Posted Speed:</b> 65 mph		
<b>Percent Trucks:</b> 27%	<b>Median Barrier:</b> Yes		
<b>Percent RVs:</b> 3%	<b>Median Width:</b> 10-16 ft		
<b>K factor:</b> 0.12	<b>Median Type:</b> Paved		
<b>Interchange Density:</b> 0.67			
<b>Directional Split:</b> 51% (South)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	10000	1200	17.3	B	
2010	10700	1300	18.5	C	
2015	11400	1400	19.7	C	
2020	12200	1500	21.1	C	
2025	13000	1600	22.5	C	
2030	13900	1700	24.0	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### Segment Description



This SB freeway segment begins at Dunsmuir Avenue Interchange and ends at Shasta/Siskiyou County Line. The segment contains three rural interchanges at South Dunsmuir, Central Dunsmuir, and Dunsmuir Avenue. This segment contains the City of Dunsmuir. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Nine structures exist in this segment. The median is paved with a concrete barrier.

### Parallel or Connecting Routes

### Significant Land Uses

Segment in Shasta-Trinity National Forest. The City of Dunsmuir has city offices to the east of the freeway. General commercial, multi- and single-family residential, institutional (elementary and high schools), parks and recreation, and resorts are on both sides of the freeway. Redevelop and infill will focus on Dunsmuir City limits where the infrastructure is located. Other locations are limited in water supply and topography.

### Traffic Projections

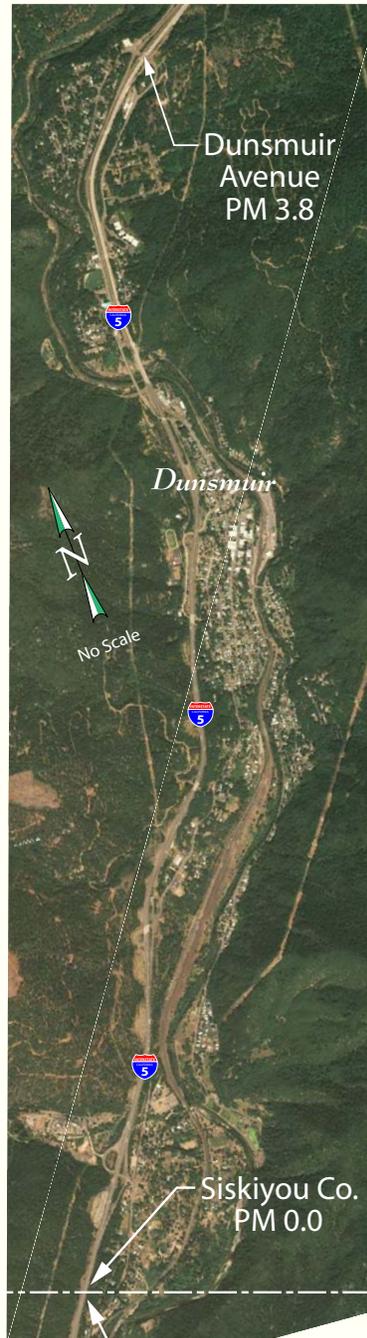
Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### General Issues

Downhill grade in SB direction. High percentage of truck traffic limits maneuverability (creates rolling queues). Wide variations in terrain. Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability.



*Segment 29*  
*Siskiyou County*  
*PM 3.8/0.0 SB*



**I-5 Project Sheet  
Segment 29 SB-Dunsmuir to Siskiyou County Line (Siskiyou PM 3.8/0.00)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**

<b>Dunsmuir Grade Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS 2.7/R11.4</b>	<b>2000</b>	<b>SHOPP</b>	<b>\$23,735,000</b>	<b>Caltrans</b>
Rehabilitate roadway.						

**In-Progress**


**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Variou locations.						
<b>Dunsmuir Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS 0.0/R11.0</b>	<b>2016</b>	<b>Ten-Year SHOPP</b>	<b>\$30,000,000</b>	<b>Caltrans</b>
Rehabilitate roadway due to deterioration.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>					
<b>County:</b>	Siskiyou	<b>Route</b>	5	<b>Segment #:</b>	005SIS030NB
<b>Length Miles:</b>	5.0		<b>Directional:</b>	Yes. NB.	
<b>Location</b>	Dunsmuir Avenue to Jct SR 89-NB			<b>PM Limit</b>	3.8 / R8.8
<b>Exit #'s:</b>	737, 736, 734, 732				

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Not Permitted with Alternative Route Available until PM 5.90 then Allowed.</p>	<p><b>Present:</b> Six-lane freeway</p> <p><b>Twenty-Year:</b> Six-lane freeway</p> <p><b>Long Range:</b> Six-lane freeway</p> <p style="text-align: center;"><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p style="text-align: center;"><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b>	0.88	<b>Climbing Lane (s):</b>	No
<b>Number of Lanes:</b>	6	<b>Lane Width:</b>	12 ft
<b>Terrain:</b>	Mountainous	<b>In/Outside Shoulder:</b>	5 ft/10 ft
<b>Grade:</b>	4.5%	<b>Posted Speed:</b>	65 mph
<b>Percent Trucks:</b>	24%	<b>Median Barrier:</b>	Yes
<b>Percent RVs:</b>	3%	<b>Median Width:</b>	0
<b>K factor:</b>	0.12	<b>Median Type:</b>	Paved
<b>Interchange Density:</b>	0.5		
<b>Directional Split:</b>	54% (North pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	11300	1400	16.3	B	
2010	12100	1500	17.7	B	
2015	12900	1550	18.8	C	
2020	13400	1600	19.6	C	
2025	14500	1700	21.3	C	
2030	15400	1800	22.6	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### Segment Description



This NB freeway segment begins at Dunsmuir Avenue Interchange and ends at the Jct SR 89. The segment contains two rural interchanges at Mott Avenue and SR 89. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 23% of AADT). Currently, the segment consists of a six-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two to five-foot inside shoulders. Four structures exist in this segment. To the north of the SR 89 Separation, the freeway provides an auxiliary lane as a freeway to freeway connection exit ramp from SR 89 to South Mount Shasta Interchange. There are locations to put chains on in this segment. Mt. Shasta Maintenance Station with a sandhouse is in this segment (PM R6.1). The median is mostly unpaved (dirt) median with no barrier.

Parallel or Connecting Routes SR 89, Mt. Shasta Boulevard

### Significant Land Uses

Segment in Shasta-Trinity National Forest. SR 89 provides access to communities of McCloud and Burney. SR 89 can also connect all the way to Reno, NV. McCloud contains general commercial, single-family housing, tourist and recreational opportunities such as train riding with the excursion/dinner train, hiking, camping, fishing and skiing with Mt. Shasta Ski and Board Park. Development will be concentrated where infrastructure is available and terrain is not an issue. The Mt. Shasta Discovery Center in Mt. Shasta and the Nestle Bottling Plant in McCloud are proposed developments. Additional single-family housing is also proposed.

### Traffic Projections

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Reconstruct Jct SR 89 Interchange. Improve traffic operations through ITS.

### General Issues

Uphill grade in NB direction. High percentage of truck traffic limits maneuverability (creates rolling queues). Limited alternative routes/detours. Wide variations in terrain. Harsh winter and wind conditions can cause the route to be closed or traffic detoured. Distances between counties, cities, and communities make transit service impractical. Recreational opportunities at Mt. Shasta.



*Segment 30*  
*Siskiyou County*  
*PM 3.8/R8.8 NB*



**I-5 Project Sheet  
Segment 30 NB-Dunsmuir to Jct SR 89 (Siskiyou PM 3.8/R8.8)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**

<b>Dunsmuir Grade Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS 2.7/R11.4</b>	<b>2000</b>	<b>SHOPP</b>	<b>\$23,735,000</b>	<b>Caltrans</b>
Rehabilitate roadway.						

**In-Progress**

<b>I-5/SR 89 Junction</b>	<b>Reconstruct Interchange</b>	<b>SIS R8.1/R9.0</b>	<b>TBD</b>	<b>STIP</b>	<b>TBD</b>	<b>Caltrans and Siskiyou RTPA</b>
Reconstruct interchange.						

**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Variou locations.						
<b>Dunsmuir Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS 0.0/R11.0</b>	<b>2016</b>	<b>Ten-Year SHOPP</b>	<b>\$30,000,000</b>	<b>Caltrans</b>
Rehabilitate roadway due to deterioration.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>					
<b>County:</b>	Siskiyou	<b>Route</b>	5	<b>Segment #:</b>	005SIS030SB
<b>Length Miles:</b>	5.0		<b>Directional:</b>	Yes. SB.	
<b>Location</b>	Jct SR 89 to Dunsmuir Avenue-SB			<b>PM Limit</b>	R8.8 / 3.8
<b>Exit #'s:</b>	732, 734, 736				

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Not Permitted; Alternative Route Available until PM 5.90 then Allowed.</p>	<p><b>Present:</b> Six-lane freeway</p> <p><b>Twenty-Year:</b> Six-lane freeway</p> <p><b>Long Range:</b> Six-lane freeway</p> <p style="text-align: center;"><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p style="text-align: center;"><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b>	0.88	<b>Climbing Lane (s):</b>	No
<b>Number of Lanes:</b>	6	<b>Lane Width:</b>	12 ft
<b>Terrain:</b>	Rolling	<b>In/Outside Shoulder:</b>	2 ft/10 ft
<b>Grade:</b>	N/A	<b>Posted Speed:</b>	65 mph
<b>Percent Trucks:</b>	24%	<b>Median Barrier:</b>	Yes
<b>Percent RVs:</b>	2%	<b>Median Width:</b>	10-16 ft.
<b>K factor:</b>	0.12	<b>Median Type:</b>	Paved
<b>Interchange Density:</b>	0.5		
<b>Directional Split:</b>	51% (South)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	10700	1300	11.4	B	
2010	11400	1300	12.2	B	
2015	12100	1500	12.9	B	
2020	12700	1550	13.5	B	
2025	13700	1600	14.6	B	
2030	14500	1700	15.5	B	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### **Segment Description**



This SB freeway segment begins at the Jct SR 89 and ends at Dunsmuir Avenue Interchange. The segment contains two rural interchanges at Mott Avenue and SR 89. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 23% of AADT). Currently, the segment consists of a six-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two- to five-foot inside shoulders. Four structures exist in this segment. This segment has a truck scale at PM 7.32. The median is mostly unpaved (dirt) median with no barrier. There is a weigh station at

**Parallel or Connecting Routes** SR 89, Mt. Shasta Boulevard

### **Significant Land Uses**

Segment in Shasta-Trinity National Forest. SR 89 provides access to communities of McCloud and Burney. SR 89 can also connect all the way to Reno, NV. McCloud contains general commercial, single-family housing, tourist and recreational opportunities such as train riding with the excursion/dinner train, hiking, camping, fishing and skiing with Mt. Shasta Ski and Board Park. Development will be concentrated where infrastructure is available and terrain is not an issue. The Mt. Shasta Discovery Center in Mt. Shasta and the Nestle Bottling Plant in McCloud are proposed developments. Additional single-family housing is also proposed.

### **Traffic Projections**

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### **Segment Improvements**

No capacity increasing projects identified within 20-year planning horizon. Reconstruct Jct SR 89 Interchange. Improve traffic operations through ITS.

### **General Issues**

Downhill grade in southbound direction. High percentage of truck traffic limits maneuverability (creates rolling queues). Limited alternative routes/detours. Wide variations in terrain. Harsh winter and wind conditions can cause the route to be closed or traffic detoured. Distances between counties, cities, and communities make transit service impractical. Recreational opportunities at Mt. Shasta.



*Segment 30*  
*Siskiyou County*  
*PM R8.8/3.8 SB*



**I-5 Project Sheet  
Segment 30 SB-Jct SR 89 to Dunsmuir (Siskiyou PM R8.8/3.8)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**

<b>Dunsmuir Grade Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS 2.7/R11.4</b>	<b>2000</b>	<b>SHOPP</b>	<b>\$23,735,000</b>	<b>Caltrans</b>
Rehabilitate roadway.						

**In-Progress**

<b>I-5/SR 89 Junction</b>	<b>Reconstruct Interchange</b>	<b>SIS R8.1/R9.0</b>	<b>TBD</b>	<b>STIP</b>	<b>TBD</b>	<b>Caltrans and Siskiyou RTPA</b>
Reconstruct interchange.						

**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Variou locations						
<b>Dunsmuir Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS 0.0/R11.0</b>	<b>2016</b>	<b>Ten-Year SHOPP</b>	<b>\$30,000,000</b>	<b>Caltrans</b>
Rehabilitate roadway due to deterioration.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS031NB	<b>Length Miles:</b> 3.3
<b>Location</b> Jct SR 89 to North Mt. Shasta Interchange-NB		<b>Directional:</b> Yes. NB.	
<b>PM Limit</b> R8.8 / R12.1	<b>Exit #'s:</b> 737, 738		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, Blue Star Memorial, &amp; Volcanic Legacy Scenic Byway.</p> <p><b>Bicycle Status:</b> Not Permitted; Alternate Route Available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p style="text-align: center;"><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p style="text-align: center;"><u>Concept LOS</u></p> <p style="text-align: center;">C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> Yes. R11.622/R14.235		
<b>Number of Lanes:</b> 4			
<b>Terrain:</b> Mountainous	<b>Lane Width:</b> 12 ft		
<b>Grade:</b> 4.0%	<b>In/Outside Shoulder:</b> 2 ft/10 ft		
<b>Percent Trucks:</b> 24%	<b>Posted Speed:</b> 65 mph		
<b>Percent RVs:</b> 3%	<b>Median Barrier:</b> Yes		
<b>K factor:</b> 0.11	<b>Median Width:</b> 48--60 ft.		
<b>Interchange Density:</b> 0.67	<b>Median Type:</b> Paved		
<b>Directional Split:</b> 51% (North)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	10700	1200	15.2	B	
2010	11400	1250	16.2	B	
2015	12100	1300	17.2	B	
2020	12600	1400	17.9	B	
2025	13700	1500	19.4	C	
2030	14500	1600	20.6	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

**Interstate 5 Segment Fact Sheet**

**Segment Description**



This NB freeway segment begins at Jct SR 89 and ends at North Mt. Shasta Interchange. The segment contains two rural interchanges at Lake Street and North Mt. Shasta Overcrossing. This segment passes through the City of Mt. Shasta. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 23% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Five structures exist in this segment. There is a Weigh in Motion location in the northbound direction in the City of Mt. Shasta (PM 11.4). There is a climbing lane at PM R11.622/R14.235. The median is mostly unpaved (dirt) median with no barrier.

**Parallel or Connecting Routes** Mt. Shasta Boulevard

**Significant Land Uses**

Segment in Shasta-Trinity National Forest. The City of Mt. Shasta offers freeway commercial with gas stations, food establishments, and hotels. There is general commercial, single- and multi-family residential, and the city offices are to the east of the freeway. Mt. Shasta Ski Park, also to the east, offers recreational opportunities.

**Traffic Projections**

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

**Segment Improvements**

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

**General Issues**

Multiple grade changes in the northbound direction. High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter and wind conditions can cause the route to be closed or traffic detoured. Distances between counties, cities, and communities make transit service impractical. Recreational opportunities at Mt. Shasta. Deer crossing. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



*Segment 31*  
*Siskiyou County*  
*PM R8.8/R12.1 NB*



**I-5 Project Sheet  
Segment 31 NB-Jct SR 89 to North Mt. Shasta (Siskiyou PM R8.8/R12.1)**

**Segment Projects/Improvements**

<b>Name</b>	<b>Type</b>	<b>Location</b>	<b>Year</b>	<b>Program</b>	<b>Cost</b>	<b>Sponsor</b>
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**Completed**

<b>Mt. Shasta Pot Holes Initiative</b>	Roadway Preservation	SIS R10.0/R16.0	2006	SHOPP	\$1,500,000	Caltrans
Roadway preservation.						
<b>Black Butte Rehabilitation Phase A</b>	Roadway Preservation	SIS R11.4/R15.9	2006	SHOPP	\$14,800,000	Caltrans
Rehabilitate pavement.						
<b>Dunsmuir Grade Rehabilitation</b>	Roadway Preservation	SIS 2.7/R11.4	2000	SHOPP	\$23,735,000	Caltrans
Rehabilitate roadway.						

**In-Progress**

<b>Black Butte Rehabilitation Phase B</b>	Roadway Preservation	SIS R11.4/R16.4	2008	SHOPP	\$14,695,000	Caltrans
Rehabilitate pavement and structures.						
<b>I-5/SR 89 Junction</b>	Reconstruct Interchange	SIS R8.1/R9.0	TBD	STIP	TBD	Caltrans and Siskiyou RTPA
Reconstruct interchange.						

**Future**

<b>Expand TMS</b>	Transportation Management Systems	Various on entire corridor	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Various locations.						
<b>Dunsmuir Rehabilitation</b>	Roadway Preservation	SIS 0.0/R11.0	2016	Ten-Year SHOPP	\$30,000,000	Caltrans
Rehabilitate roadway due to deterioration.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS031SB	<b>Length Miles:</b> 3.3
<b>Location</b> North Mt. Shasta Interchange to Jct SR 89 SB		<b>Directional:</b> Yes. SB.	
<b>PM Limit</b> R12.1 / R8.8	<b>Exit #'s:</b> 738, 740		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, Blue Star Memorial, &amp; Volcanic Legacy Scenic Byway</p> <p><b>Bicycle Status:</b> Not Permitted; Alternate Route Available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p style="text-align: center;"><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p style="text-align: center;"><u>Concept LOS</u></p> <p style="text-align: center;">C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4	<b>Lane Width:</b> 12 ft		
<b>Terrain:</b> Rolling	<b>In/Outside Shoulder:</b> 2 ft/10 ft		
<b>Grade:</b> N/A	<b>Posted Speed:</b> 65 mph		
<b>Percent Trucks:</b> 24%	<b>Median Barrier:</b> Yes		
<b>Percent RVs:</b> 3%	<b>Median Width:</b> 48-60 ft.		
<b>K factor:</b> 0.11	<b>Median Type:</b> Paved		
<b>Interchange Density:</b> 0.67			
<b>Directional Split:</b> 52% (South am)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	11000	1200	15.4	B	
2010	11600	1300	16.5	B	
2015	12400	1350	17.5	B	
2020	12900	1400	18.3	C	
2025	14000	1500	19.8	C	
2030	14800	1600	21.0	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### Segment Description



This SB freeway segment begins at North Mt. Shasta Interchange and ends at Jct SR 89. The segment contains two rural interchanges at Lake Street and North Mt. Shasta Overcrossing. This segment passes through the City of Mt. Shasta. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 23% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Five structures exist in this segment. The median is mostly unpaved (dirt) median with no barrier.

Parallel or Connecting Routes Mt. Shasta Boulevard

### Significant Land Uses

Segment in Shasta-Trinity National Forest. The City of Mt. Shasta offers highway commercial and general commercial with gas stations, food establishments, and hotels. The city offices are to the east of the freeway. Mt. Shasta Ski Park, also to the east, offers recreational opportunities such as skiing and camping. To the west, additional camping and lodges exist for the recreational traveler..

### Traffic Projections

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### General Issues

Multiple grade changes in the southbound direction. High percentage of truck traffic limits maneuverability (creates rolling queues). Wide variations in terrain. Harsh winter and wind conditions can cause the route to be closed or traffic detoured. Distances between counties, cities, and communities make transit service impractical. Recreational opportunities at Mt. Shasta. Deer crossing. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



*Segment 31*  
*Siskiyou County*  
*PM R12.1/R8.8 SB*



**I-5 Project Sheet  
Segment 31 SB-North Mt. Shasta to Jct SR 89 (Siskiyou PM R12.1/R8.8)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**

<b>Mt. Shasta Pot Holes Initiative</b>	Roadway Preservation	SIS R10.0/R16.0	2006	SHOPP	\$1,500,000	Caltrans
Roadway preservation.						
<b>Black Butte Rehabilitation Phase A</b>	Roadway Preservation	SIS R11.4/R15.9	2006	SHOPP	\$14,800,000	Caltrans
Rehabilitate pavement.						
<b>Dunsmuir Grade Rehabilitation</b>	Roadway Preservation	SIS 2.7/R11.4	2000	SHOPP	\$23,735,000	Caltrans
Rehabilitate roadway.						

**In-Progress**

<b>I-5/SR 89 Junction</b>	Reconstruct Interchange	SIS R8.1/R9.0	TBD	STIP	TBD	Caltrans and Siskiyou RTPA
Reconstruct interchange.						
<b>Black Butte Rehabilitation Phase B</b>	Roadway Preservation	SIS R11.4/R16.4	2008	SHOPP	\$14,695,000	Caltrans
Rehabilitate pavement and structures.						
<b>Dunsmuir Weigh Station</b>	Weigh Stations and Weigh-in-motion Facilities	SIS R7.1	2008	SHOPP	\$2,758,000	Caltrans
Upgrade facility.						

**Future**

<b>Expand TMS</b>	Transportation Management Systems	Various on entire corridor	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Various locations						
<b>Dunsmuir Rehabilitation</b>	Roadway Preservation	SIS 0.0/R11.0	2016	Ten-Year SHOPP	\$30,000,000	Caltrans
Rehabilitate roadway due to deterioration.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS032NB	<b>Length Miles:</b> 2.1
<b>Location</b> North Mt. Shasta Interchange to Black Butte Summit-NB		<b>Directional:</b> Yes. NB.	
<b>PM Limit</b> R12.1 / R14.2	<b>Exit #'s:</b> 741		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, Blue Star Memorial, &amp; Volcanic Legacy Scenic Byway.</p> <p><b>Bicycle Status:</b> Not Permitted; Alternative Route Available until PM 13.18 then available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> Yes. R11.622/R14.235 (all of segment)		
<b>Number of Lanes:</b> 4	<b>Lane Width:</b> 12 ft		
<b>Terrain:</b> Mountainous	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Grade:</b> 4.0%	<b>Posted Speed:</b> 65 mph		
<b>Percent Trucks:</b> 21%	<b>Median Barrier:</b> Yes		
<b>Percent RVs:</b> 2%	<b>Median Width:</b> 99 ft.		
<b>K factor:</b> 0.11	<b>Median Type:</b> Unpaved		
<b>Interchange Density:</b> 0.67			
<b>Directional Split:</b> 51% (North)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	12800	1400	15.2	B	
2010	13600	1500	16.2	B	
2015	14600	1600	17.4	B	
2020	15800	1700	18.8	C	
2025	16600	1800	19.7	C	
2030	17600	1900	21.0	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### **Segment Description**



This NB segment begins at North Mt. Shasta Interchange and ends at the Black Butte Summit. This segment has independent alignment. The segment contains a rural interchange at Abrams Lake Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 20% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. One structure exists in this segment. The median is mostly unpaved (dirt) median with no barrier. There are locations to put chains on in this segment. A continuous truck climbing lane throughout the segment (PM R11.622/R14.235).

### **Parallel or Connecting Routes**

### **Significant Land Uses**

Segment in Shasta-Trinity National Forest. Limited development in this segment with Black Butte Summit to east. Development will be concentrated in cities such as Mt. Shasta and Weed with infrastructure and services. Recreational opportunities nearby at Mt. Shasta.

### **Traffic Projections**

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### **Segment Improvements**

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### **General Issues**

High percentage of truck traffic limits maneuverability (creates rolling queues). Limited alternative routes/detours. Wide variations in terrain including a steep NB uphill grade to summit at Black Butte (3917 ft). Harsh winter and wind conditions can cause the route to be closed or traffic detoured. Distances between counties, cities, and communities make transit service impractical. Recreational opportunities at Mt. Shasta.



*Segment 32*  
*Siskiyou County*  
*PM R12.1/R14.2 NB*



**I-5 Project Sheet  
Segment 32 NB-North Mt. Shasta to Black Butte (Siskiyou PM R12.1/R14.2)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**

<b>Mt. Shasta Pot Holes Initiative</b>	Roadway Preservation	SIS R10.0/R16.0	2006	SHOPP	\$1,500,000	Caltrans
Roadway preservation.						
<b>Black Butte Rehabilitation Phase A</b>	Roadway Preservation	SIS R11.4/R15.9	2006	SHOPP	\$14,800,000	Caltrans
Rehabilitate pavement.						

**In-Progress**

<b>Black Butte Rehabilitation Phase B</b>	Roadway Preservation	SIS R11.4/R16.4	2008	SHOPP	\$14,695,000	Caltrans
Rehabilitate pavement and structures.						

**Future**

<b>Expand TMS</b>	Transportation Management Systems	Various on entire corridor	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Variou locations						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS032SB	<b>Length Miles:</b> 2.1
<b>Location</b> Black Butte Summit to North Mt. Shasta-SB		<b>Directional:</b> Yes. SB.	
<b>PM Limit</b> R14.2 / R12.1	<b>Exit #'s:</b> 740, 741		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, Blue Star Memorial, &amp; Volcanic Legacy Scenic Byway.</p> <p><b>Bicycle Status:</b> Allowed</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p style="text-align: center;"><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p style="text-align: center;"><u>Concept LOS</u></p> <p style="text-align: center;">C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4	<b>Lane Width:</b> 12 ft		
<b>Terrain:</b> Rolling	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Grade:</b> N/A	<b>Posted Speed:</b> 65 mph		
<b>Percent Trucks:</b> 21%	<b>Median Barrier:</b> Yes		
<b>Percent RVs:</b> 2%	<b>Median Width:</b> 99 ft.		
<b>K factor:</b> 0.11	<b>Median Type:</b> Unpaved		
<b>Interchange Density:</b> 0.67			
<b>Directional Split:</b> 52% (South pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	13000	1400	11.3	B	
2010	13900	1500	12.3	B	
2015	14900	1600	13.2	B	
2020	16100	1800	14.2	B	
2025	16900	1900	15.0	B	
2030	18000	2000	15.9	B	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### Segment Description



This SB segment begins at the Black Butte Summit and ends at North Mt. Shasta Interchange. This segment has independent alignment. The segment contains a rural interchange at Abrams Lake Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 20% of AADT). In the segment, Black Butte Summit's elevation is 3,912 feet. Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. One structure exists in this segment. There is a weigh station near Mt. Shasta (PM 11.4). The median is mostly unpaved (dirt) median with no barrier.

### Parallel or Connecting Routes

### Significant Land Uses

Segment in Shasta-Trinity National Forest. Limited development in this segment with Black Butte Summit to east. Development will be concentrated in cities such as Mt. Shasta and Weed with infrastructure and services. Recreational opportunities nearby at Mt. Shasta.

### Traffic Projections

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### General Issues

High percentage of truck traffic limits maneuverability (creates rolling queues). Limited alternative routes/detours. A steep SB downhill summit at Black Butte (3917 ft). Harsh winter and wind conditions can cause the route to be closed or traffic detoured. Distances between counties, cities, and communities make transit service impractical. Recreational opportunities at Mt. Shasta.



*Segment 32*  
*Siskiyou County*  
*PM R14.2/R12.1 SB*



**I-5 Project Sheet  
Segment 32 SB-Black Butte Summit to North Mt. Shasta (Siskiyou PM R14.2/12.1)**

**Segment Projects/Improvements**

<b>Name</b>	<b>Type</b>	<b>Location</b>	<b>Year</b>	<b>Program</b>	<b>Cost</b>	<b>Sponsor</b>
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**Completed**

<b>Mt. Shasta Pot Holes Initiative</b>	Roadway Preservation	SIS R10.0/R16.0	2006	SHOPP	\$1,500,000	Caltrans
Roadway preservation.						
<b>Black Butte Rehabilitation Phase A</b>	Roadway Preservation	SIS R11.4/R15.9	2006	SHOPP	\$14,800,000	Caltrans
Rehabilitate pavement.						
<b>Black Butte Rehabilitation Phase B</b>	Roadway Preservation	SIS R11.4/R16.4	2006	SHOPP	\$14,695,000	Caltrans
Rehabilitate pavement and structures.						

**In-Progress**


**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Variou locations						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS033	<b>Length Miles:</b> 3.2
<b>Location</b> Black Butte Summit to South Weed Interchange			<b>Directional:</b> No
<b>PM Limit</b> R14.2 / R17.4	<b>Exit #'s:</b> 745		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, Blue Star Memorial, &amp; Volcanic Legacy Scenic Byway</p> <p><b>Bicycle Status:</b> Allowed</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> Yes. R18.748/R16.359 SB		
<b>Number of Lanes:</b> 4	<b>Lane Width:</b> 12 ft		
<b>Terrain:</b> Rolling	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Grade:</b> N/A	<b>Posted Speed:</b> 65 mph		
<b>Percent Trucks:</b> 21%	<b>Median Barrier:</b> Yes		
<b>Percent RVs:</b> 2%	<b>Median Width:</b> 70-99 ft.		
<b>K factor:</b> 0.11	<b>Median Type:</b> Unpaved; Separate Structures		
<b>Interchange Density:</b> 0.67			
<b>Directional Split:</b> 52% (South pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	24000	2600	17.0	B	
2010	25700	2800	18.2	B	
2015	27600	3000	19.6	C	
2020	29600	3300	21.0	C	
2025	31500	3500	22.3	C	
2030	33600	3700	23.8	C	

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### Segment Description



This segment begins at Black Butte Summit and ends at the South Weed Interchange. The segment contains two rural interchanges at Deetz Road/Truck Village Drive and South Weed. This segment is outside the city limits except at South Weed Interchange when it becomes the City of Weed's limits. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 20% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Four structures exist in this segment. There is a southbound truck climbing lane (RR18.895/R16.359) in this segment. The median is mostly unpaved (dirt) median with no barrier.

### Parallel or Connecting Routes

### Significant Land Uses

Segment in Shasta-Trinity National Forest. There is limited development near Black Butte Summit. Additional land uses in this segment near the South Weed Interchange includes freeway commercial with hotels, restaurant establishments, and gas stations. There is a truck and travel center east of I-5. Additionally there is general commercial with hotels, restaurant establishments, and gas stations. There is a 568-spot RV camping facility and single-family residential subdivisions in this segment. The potential for growth is significant near the South Weed Interchange within the City of Weed limits.

### Traffic Projections

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### General Issues

High percentage of truck traffic limits maneuverability (creates rolling queues). Heavy truck usages at South Weed Interchange. Limited alternative routes/detours. Wide variations in terrain including a steep summit at Black Butte (3917 ft). Harsh winter and wind conditions can cause the route to be closed or traffic detoured. Distances between counties, cities, and communities make transit service impractical. Deer crossing. Recreational opportunities at Mt. Shasta.



*Segment 33*  
*Siskiyou County*  
*PM R14.2/R17.4*



**I-5 Project Sheet  
Segment 33 Black Butte Summit to South Weed (Siskiyou PM R14.2/R17.4)**

**Segment Projects/Improvements**

<b>Name</b>	<b>Type</b>	<b>Location</b>	<b>Year</b>	<b>Program</b>	<b>Cost</b>	<b>Sponsor</b>
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**Completed**

<b>Mt. Shasta Pot Holes Initiative</b>	Roadway Preservation	SIS R10.0/R16.0	2006	SHOPP	\$1,500,000	Caltrans
Roadway preservation.						
<b>Black Butte Rehabilitation Phase A</b>	Roadway Preservation	SIS R11.4/R15.9	2006	SHOPP	\$14,800,000	Caltrans
Rehabilitate pavement.						

**In-Progress**

<b>Black Butte Rehabilitation Phase B</b>	Roadway Preservation	SIS R11.4/R16.4	2008	SHOPP	\$14,695,000	Caltrans
Rehabilitate pavement and structures.						

**Future**

<b>Expand TMS</b>	Transportation Management Systems	Various on entire corridor	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Various locations						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS034	<b>Length Miles:</b> 1.7
<b>Location</b> South Weed Interchange to Central Weed Interchange/JCT US 97		<b>Directional:</b> No	
<b>PM Limit</b> R17.4 / R19.1	<b>Exit #'s:</b> 745, 747		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, Blue Star Memorial, &amp; Volcanic Legacy Scenic Byway</p> <p><b>Bicycle Status:</b> Not Permitted; Alternate Route Available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 70-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> Yes. R18.895/R16.359 SB		
<b>Number of Lanes:</b> 4			
<b>Terrain:</b> Rolling	<b>Lane Width:</b> 12 ft		
<b>Grade:</b> N/A	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Percent Trucks:</b> 23%	<b>Posted Speed:</b> 65 mph		
<b>Percent RVs:</b> 2%	<b>Median Barrier:</b> Yes		
<b>K factor:</b> 0.11	<b>Median Width:</b> 44-99 ft.		
<b>Interchange Density:</b> 0.67	<b>Median Type:</b> Unpaved; Separate Structures		
<b>Directional Split:</b> 52% (South pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	22900	2500	10.8	A	
2010	24600	2700	11.6	B	
2015	26500	2900	12.5	B	
2020	27900	3100	13.1	B	
2025	30400	3300	14.3	B	
2030	32500	3600	15.3	B	

<sup>1</sup>No capacity-increasing projects identified for this segment.

**Interstate 5 Segment Fact Sheet**

**Segment Description**



This segment begins at the South Weed Interchange and ends at the Central Weed Interchange/Jct US 97. The segment contains two rural interchanges at South Weed and Central Weed/Jct US 97. US 97 is an important north-south alternative and connection point for truck and recreational traffic. This US route passes through the central portion of Siskiyou County connecting the cities of Weed and Dorris. Beyond California, US 97 continues north through Oregon, Washington, British Columbia, and the Yukon Territory before terminating in Anchorage, Alaska. This segment passes through the City of Weed. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 22% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Three structures exist in this segment. There is a southbound truck climbing lane (RR18.895/R16.359) in this segment. There are locations to put chains on in this segment. The median is mostly unpaved (dirt) median with no barrier.

**Parallel or Connecting Routes** US 97

**Significant Land Uses**

Segment in Shasta-Trinity National Forest. The land uses in this segment are all freeway commercial with restaurants, hotels, and gas stations. Much of the east side of the freeway has general commercial with retail shopping centers, restaurant establishments, and hotels. In this segment, there is the City of Weed offices, single- and multi-family housing, and the College of the Siskiyous. The potential for growth is significant near the Central Weed Interchange/Jct US 97 Interchange within the City of Weed limits.

**Traffic Projections**

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

**Segment Improvements**

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

**General Issues**

High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter and wind conditions can cause the route to be closed or traffic detoured. Distances between counties, cities, and communities make transit service impractical. Recreational opportunities at Mt. Shasta. Windy area.



*Segment 34*  
*Siskiyou County*  
*PM R17.4/R19.1*





**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS035	<b>Length Miles:</b> 3.9
<b>Location</b> Central Weed Interchange/US 97 to Edgewood Interchange		<b>Directional:</b> No	
<b>PM Limit</b> R19.1 / R23.0	<b>Exit #'s:</b> 748, 751		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Not Permitted; Alternate Route Available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p style="text-align: center;"><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 70-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p style="text-align: center;"><u>Concept LOS</u></p> <p style="text-align: center;">C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4	<b>Lane Width:</b> 12 ft		
<b>Terrain:</b> Rolling	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Grade:</b> N/A	<b>Posted Speed:</b> 65 mph		
<b>Percent Trucks:</b> 24%	<b>Median Barrier:</b> Yes		
<b>Percent RVs:</b> 2%	<b>Median Width:</b> 22-76 ft.		
<b>K factor:</b> 0.11	<b>Median Type:</b> Paved; Unpaved; Separate Structures		
<b>Interchange Density:</b> 0.67			
<b>Directional Split:</b> 52% (South pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	16700	1800	12.2	B	
2010	18400	2000	13.4	B	
2015	20300	2200	14.8	B	
2020	23100	2500	16.9	B	
2025	24200	2700	17.7	B	
2030	26300	2900	19.2	C	

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### Segment Description



This segment begins at the Central Weed/Jct US 97 and ends at the Edgewood Interchange. The segment contains two rural interchanges at SR 265 and Edgewood. SR 265 runs through the City of Weed and provides a north-south link between I-5 and US 97. There is a sign stating "Leaving Shasta National Forest." This segment passes through the City of Weed. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 22% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Three structures exist in this segment. There are locations to put chains on in this segment. Weed Sandhouse is in this segment (PM R20.2). The median is mostly paved median with no barrier.

Parallel or Connecting Routes SR 265, US 97

### Significant Land Uses

Segment in Shasta-Trinity National Forest. This segment contains the Lake Shastina Recreation Area to the east of the segment. Development in this segment is limited due to rough topography, unstable slope, soil restrictions, and limited availability of water. Future development limited except near the Central Weed Interchange/Jct US 97.

### Traffic Projections

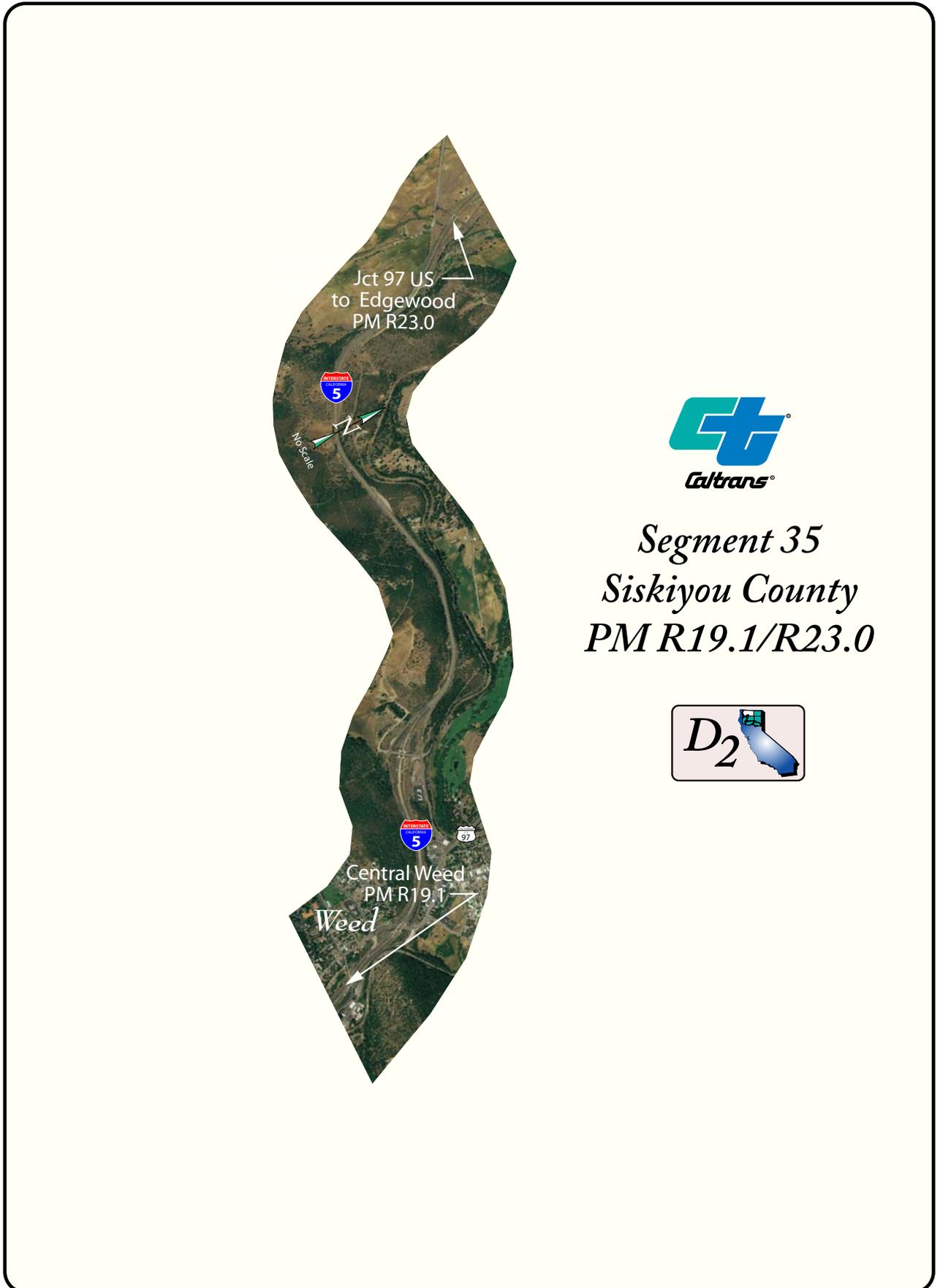
Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### General Issues

High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter and wind conditions can cause the route to be closed or traffic detoured. Rock slide area. Distances between counties, cities, and communities make transit service impractical. Deer crossing. Shasta River Bridge (02-123 L/R) has oversize weight restrictions. Windy area.



*Segment 35*  
*Siskiyou County*  
*PM R19.1/R23.0*



**I-5 Project Sheet  
Segment 35-Central Weed/Jct US 97 to Edgewood (Siskiyou PM R19.1/R23.0)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**

Weed Gap Rehabilitation	Roadway Preservation	SIS R20.1/R22.6	2000	SHOPP	\$4,500,000	Caltrans

**In-Progress**

Shasta River Bridge (02-123L)	Bridge Rehabilitation	SIS R22.3/R22.9	2009	SHOPP	\$5,900,000	Caltrans
Replace bridge deck and seismic retrofit.						

**Future**

Expand TMS	Transportation Management Systems	Various on entire corridor	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Various locations						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS036	<b>Length Miles:</b> 22.6
<b>Location</b> Edgewood Interchange to South Yreka/Jct SR 3		<b>Directional:</b> No	
<b>PM Limit</b> R23.0 / R45.6	<b>Exit #'s:</b> 751, 753, 759, 766, 770, 773		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Not Permitted; Alternate Route Available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 70-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4	<b>Lane Width:</b> 12 ft		
<b>Terrain:</b> Level	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Grade:</b> N/A	<b>Posted Speed:</b> 70 mph		
<b>Percent Trucks:</b> 23%	<b>Median Barrier:</b> Yes		
<b>Percent RVs:</b> 2%	<b>Median Width:</b> 70-99 ft.		
<b>K factor:</b> 0.12	<b>Median Type:</b> Unpaved; Separate Structures		
<b>Interchange Density:</b> 0.22			
<b>Directional Split:</b> 54% (South pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	17800	2100	11.8	B	
2010	19200	2300	12.7	B	
2015	20600	2500	13.6	B	
2020	22800	2700	15.1	B	
2025	23700	2900	15.7	B	
2030	25300	3000	16.7	B	

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### Segment Description



This segment begins at the Edgewood Interchange and ends at the South Yreka/Jct SR 3 Interchange. The segment contains three rural interchanges at Louie Road, Grenada, Kilgore Hills and one urban interchange at South Yreka/Jct SR 3. This northern portion of the segment passes through the City of Yreka. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 21% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Fourteen structures exist in this segment. The segment contains the Weed Roadside Rest Areas both northbound (R25.345) and southbound (R25.890). The Weed Airport is located east of the northbound Weed Roadside Rest Area. There are locations to put chains on in this segment. The median is mostly unpaved (dirt) median with no barrier.

**Parallel or Connecting Routes** US 97, SR 3, County Road A-12, and Old Highway 99

### Significant Land Uses

Agricultural land (crop and grazing) is the primary land use in this segment. There is usually one residential dwelling allowed per 20-40 acres. Near the South Yreka/Jct SR 3 the land uses turn to freeway commercial with hotels, gas stations, retail stores, and restaurants. There is additional general commercial and single- and multi-family residential, retail, and industrial near the South Yreka/Jct SR 3 interchange. The potential for growth is significant near the Jct SR 3 interchange within the City of Yreka limits.

### Traffic Projections

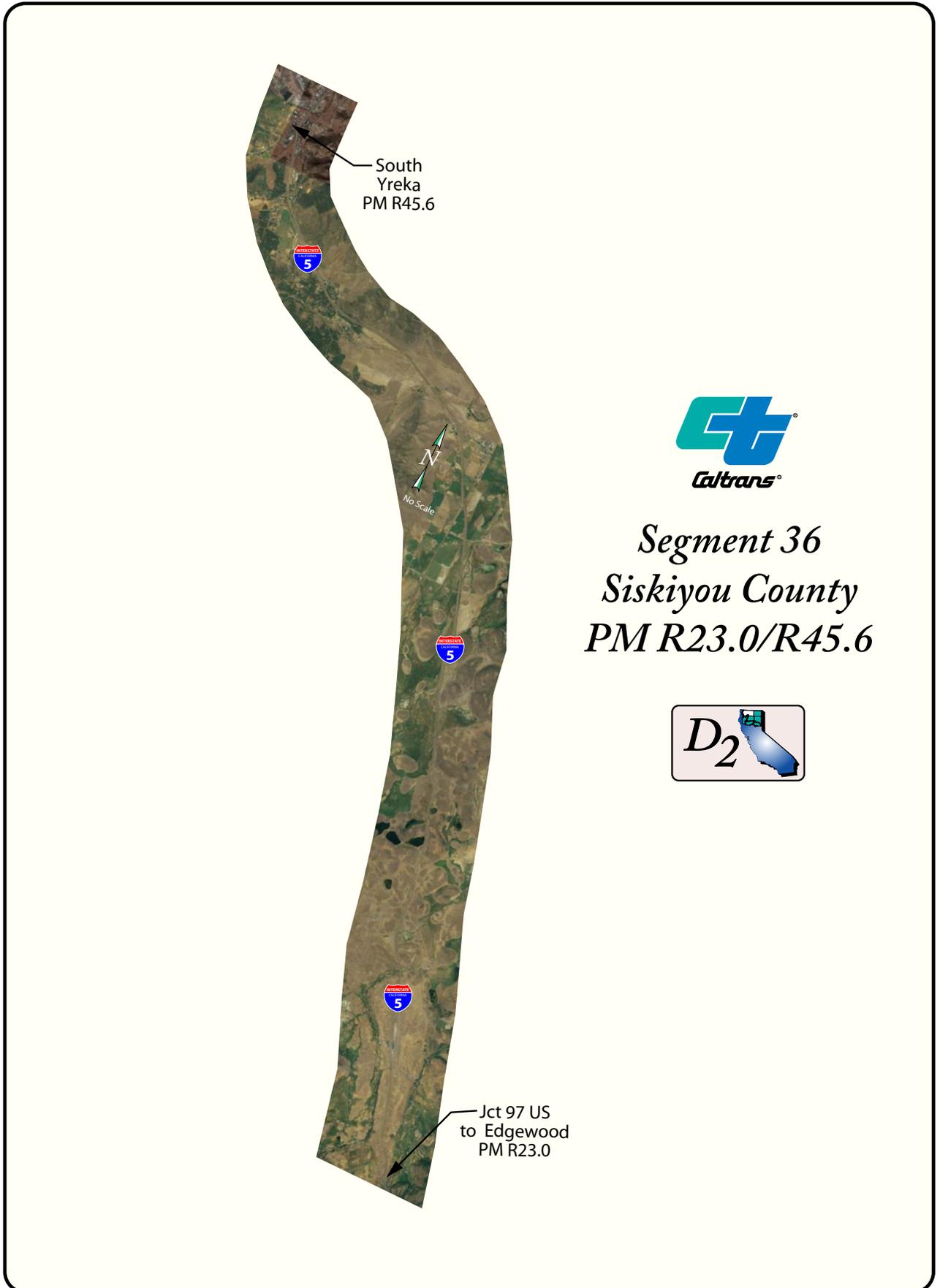
Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### General Issues

High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter and wind conditions can cause the route to be closed or traffic detoured. Deer crossing.



**I-5 Project Sheet  
Segment 36-Edgewood to South Yreka (Siskiyou PM R23.0/R45.6)**

**Segment Projects/Improvements**

<b>Name</b>	<b>Type</b>	<b>Location</b>	<b>Year</b>	<b>Program</b>	<b>Cost</b>	<b>Sponsor</b>
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**Completed**


**In-Progress**

<b>Weed NB/SB SRRAs ADA Cleanup</b>	<b>Safety Roadside Rest Area Restoration</b>	<b>SIS R25.6</b>	<b>2008</b>	<b>SHOPP</b>	<b>TBD</b>	<b>Caltrans</b>
Improve ADA.						

**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Various locations.						
<b>Yreka CAPM</b>	<b>Roadway Preservation</b>	<b>SIS R37.0/R51.0</b>	<b>2015</b>	<b>Ten-Year SHOPP</b>	<b>\$7,000,000</b>	<b>Caltrans</b>
Improve ride on road.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS037	<b>Length Miles:</b> 2.0
<b>Location</b> South Yreka /Jct SR 3 Interchange to Miner Street Undercrossing		<b>Directional:</b> No	
<b>PM Limit</b> R45.6 / R47.6	<b>Exit #'s:</b> 773, 775		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Not Permitted; Alternate Route Available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 70-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4			
<b>Terrain:</b> Rolling	<b>Lane Width:</b> 12 ft		
<b>Grade:</b> N/A	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Percent Trucks:</b> 23%	<b>Posted Speed:</b> 65 mph		
<b>Percent RVs:</b> 2%	<b>Median Barrier:</b> Yes		
<b>K factor:</b> 0.12	<b>Median Width:</b> 46-62 ft.		
<b>Interchange Density:</b> 0.67	<b>Median Type:</b> Paved; Unpaved; Separate Structures; Separate Grades		
<b>Directional Split:</b> 54% (South pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	17800	2100	13.8	B	
2010	19200	2300	14.9	B	
2015	20600	2500	16.0	B	
2020	22800	2700	17.7	B	
2025	23700	2900	18.4	C	
2030	25300	3000	19.7	C	

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### Segment Description



This segment begins at the South Yreka/Jct SR 3 Interchange and ends at the Miner Street Interchange. The segment contains one urban interchange at Miner Street. This segment passes through the City of Yreka. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 21% of AADT). This segment allows access on the east side of I-5 from SR 3 near the north city limits of Yreka northeasterly to SR 96 near the confluence of the Shasta and Klamath Rivers. Route SR 263. Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Four structures exist in this segment. Yreka Maintenance Station with a sandhouse is in this segment (PM R45.7). The median is mostly unpaved (dirt) median with no barrier.

**Parallel or Connecting Routes** US 97, SR 3, and SR 263

### Significant Land Uses

Off the Miner Interchange, there is freeway commercial and general commercial with access to restaurants, gas stations, hotels, and retail shopping. Access to Central Yreka provides connection to the historic downtown and SR 263. It also provides access to multi- and single-family housing. The Karuk Tribal Government has proposed to put some land in this segment in trust holdings, and there is potential for these lands to develop. The potential for growth is also significant within the City of Yreka limits and to the east.

### Traffic Projections

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### General Issues

High percentage of truck traffic limits maneuverability (creates rolling queues). South Yreka Separation (02-159 L/R) has oversize weight restrictions.



*Segment 37*  
*Siskiyou County*  
*PM R45.6/R47.6*



**I-5 Project Sheet  
Segment 37-South Yreka to Central Yreka (Siskiyou PM R45.6/R47.6)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**


**In-Progress**


**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Various locations.						
<b>Yreka CAPM</b>	<b>Roadway Preservation</b>	<b>SIS R37.0/R51.0</b>	<b>2015</b>	<b>Ten-Year SHOPP</b>	<b>\$7,000,000</b>	<b>Caltrans</b>
Improve ride on road.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS038NB	<b>Length Miles:</b> 5.2
<b>Location</b> Miner Street Undercrossing to Anderson Grade-NB		<b>Directional:</b> Yes. NB.	
<b>PM Limit</b> R47.6 / R52.8	<b>Exit #'s:</b> 775, 776		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Not Permitted; Alternate Route Available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4			
<b>Terrain:</b> Mountainous	<b>Lane Width:</b> 12 ft		
<b>Grade:</b> 6.0%	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Percent Trucks:</b> 23%	<b>Posted Speed:</b> 65 mph		
<b>Percent RVs:</b> 2%	<b>Median Barrier:</b> Yes		
<b>K factor:</b> 0.12	<b>Median Width:</b> 46-99 ft.		
<b>Interchange Density:</b> 0.33	<b>Median Type:</b> Unpaved; Separate Structures; Separate Grades		
<b>Directional Split:</b> 51% (North)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	8500	1000	16.5	B	
2010	9200	1100	17.9	B	
2015	9900	1200	19.3	C	
2020	10400	1300	20.1	C	
2025	11500	1400	22.4	C	
2030	12300	1500	24.4	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

**Interstate 5 Segment Fact Sheet**

**Segment Description**



This NB segment begins at the Miner Street Interchange and ends at the start of the Anderson Grade. There is some independent alignment in this segment. The segment contains no interchanges. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 21% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Two structures exist in this segment. The median is mostly unpaved (dirt) median with a concrete barrier or no barrier.

**Parallel or Connecting Routes** SR 263

**Significant Land Uses**

This exit provides connection to North Yreka and Montague and both offer airport facilities, general commercial, single- and multi-family housing, and retail. Following this exit, development is limited due to extensive federal and state lands ownership, agricultural land classification, rough topography, unstable slope, soil restrictions, and limited availability of water. Future development potential is limited.

**Traffic Projections**

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

**Segment Improvements**

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

**General Issues**

High percentage of truck traffic limits maneuverability (creates rolling queues). Beginning of significant uphill northbound grade (Anderson Grade Summit 3057 ft). Deer crossing. Limited services are available in this segment. Limited development in this segment. Distances between counties, cities, and communities make transit service impractical. Shasta River Bridge (02-148L/R) has oversize weight restrictions. Miner Street/Center Street Undercrossing (02-0150L/R) has oversize weight restrictions.



*Segment 38*  
*Siskiyou County*  
*PM R47.6/R52.8 NB*



**I-5 Project Sheet  
Segment 38 NB-Central Yreka to Anderson Grade (Siskiyou PM R47.6/R52.8)**

**Segment Projects/Improvements**

<b>Name</b>	<b>Type</b>	<b>Location</b>	<b>Year</b>	<b>Program</b>	<b>Cost</b>	<b>Sponsor</b>
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**Completed**

<b>Anderson Grade Median Barrier</b>	<b>Safety</b>	<b>SIS R51.6/R58.1</b>	<b>2006</b>	<b>SHOPP</b>	<b>\$7,400,000</b>	<b>Caltrans</b>
Collision reduction.						

**In-Progress**

<b>Yreka Shasta River Bridges (02-0148L/R)</b>	<b>Bridge Rehabilitation</b>	<b>SIS R50.6/52.1</b>	<b>2012</b>	<b>SHOPP</b>	<b>\$15,920,000</b>	<b>Caltrans</b>
Bridge rehabilitation.						

**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Various locations.						
<b>Yreka CAPM</b>	<b>Roadway Preservation</b>	<b>SIS R37.0/R51.0</b>	<b>2015</b>	<b>Ten-Year SHOPP</b>	<b>\$7,000,000</b>	<b>Caltrans</b>
Improve ride on road.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS038SB	<b>Length Miles:</b> 5.2
<b>Location</b> Anderson Grade to Miner Street Undercrossing-SB		<b>Directional:</b> Yes. SB.	
<b>PM Limit</b> R52.8 / R47.6	<b>Exit #'s:</b> 775, 776, 780		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Not Permitted; Alternate Route Available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4	<b>Lane Width:</b> 12 ft		
<b>Terrain:</b> Rolling	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Grade:</b> N/A	<b>Posted Speed:</b> 65 mph		
<b>Percent Trucks:</b> 23%	<b>Median Barrier:</b> Yes		
<b>Percent RVs:</b> 2%	<b>Median Width:</b> 46-99 ft.		
<b>K factor:</b> 0.12	<b>Median Type:</b> Unpaved; Separate Structures; Separate Grades		
<b>Interchange Density:</b> 0.33			
<b>Directional Split:</b> 54% (South pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	8700	1000	12.8	B	
2010	9400	1100	13.9	B	
2015	10100	1200	15.0	B	
2020	10600	1300	15.6	B	
2025	11800	1400	17.3	B	
2030	12600	1500	18.6	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

**Interstate 5 Segment Fact Sheet**

**Segment Description**



This segment begins at the Miner Street Interchange and ends at the start of Anderson Grade. There is some independent alignment in this segment. The segment contains no interchanges. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 21% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Two structures exist in this segment. The Randolph C. Collier Vista Point (PM R51.95) is located in this segment. The median is mostly unpaved (dirt) median with a concrete barrier or no barrier.

**Parallel or Connecting Routes** SR 263

**Significant Land Uses**

In the southern part of the segment, the development is limited due to extensive federal and state lands ownership, agricultural land classification, rough topography, unstable slope, soil restrictions, and limited availability of water. In the northern portion of the segment, there is an exit providing a connection to North Yreka and Montague and both offer airport facilities, general commercial, single- and multi-family housing, and retail. Future development potential is limited to the northern portion of the segment closer to Northern Yreka and Montague.

**Traffic Projections**

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

**Segment Improvements**

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

**General Issues**

High percentage of truck traffic limits maneuverability (creates rolling queues). Ending section of significant SB downhill grade (Anderson Grade Summit 3057 ft). Deer crossing. Limited services are available in this segment. Limited development in this segment. Distances between counties, cities, and communities make transit service impractical. Shasta River Bridge (02-148L/R) has oversize weight restrictions. Miner Street/Center Street Undercrossing (02-0150L/R) has oversize weight restrictions.



*Segment 38*  
*Siskiyou County*  
*PM R52.8/R47.6 SB*



**I-5 Project Sheet  
Segment 38 SB-Anderson Grade to Central Yreka (Siskiyou PM R52.8/R47.6)**

**Segment Projects/Improvements**

<b>Name</b>	<b>Type</b>	<b>Location</b>	<b>Year</b>	<b>Program</b>	<b>Cost</b>	<b>Sponsor</b>
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**Completed**

<b>Anderson Grade Median Barrier</b>	<b>Safety</b>	<b>SIS R51.6/R58.1</b>	<b>2006</b>	<b>SHOPP</b>	<b>\$7,400,000</b>	<b>Caltrans</b>
Collision reduction.						

**In-Progress**

<b>Yreka Shasta River Bridges (02-0148L/R)</b>	<b>Bridge Rehabilitation</b>	<b>SIS R50.6/52.1</b>	<b>2012</b>	<b>SHOPP</b>	<b>\$15,920,000</b>	<b>Caltrans</b>
Bridge rehabilitation.						

**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Various locations.						
<b>Yreka CAPM</b>	<b>Roadway Preservation</b>	<b>SIS R37.0/R51.0</b>	<b>2015</b>	<b>Ten-Year SHOPP</b>	<b>\$7,000,000</b>	<b>Caltrans</b>
Improve ride on road.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS039NB	<b>Length Miles:</b> 5.5
<b>Location</b> Anderson Grade to Jct SR 96-NB		<b>Directional:</b> Yes. NB.	
<b>PM Limit</b> R52.8 / R58.3	<b>Exit #'s:</b> 786		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Not Permitted; Alternate Route Available.</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4			
<b>Terrain:</b> Mountainous	<b>Lane Width:</b> 12 ft		
<b>Grade:</b> 6.0%	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Percent Trucks:</b> 27%	<b>Posted Speed:</b> 65 mph		
<b>Percent RVs:</b> 2%	<b>Median Barrier:</b> Yes		
<b>K factor:</b> 0.12	<b>Median Width:</b> 28-80 ft.		
<b>Interchange Density:</b> 0.16	<b>Median Type:</b> Paved; Unpaved; Separate Structures; Separate Grades; Sawtooth		
<b>Directional Split:</b> 51% (North)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	7300	900	16.3	B	
2010	8100	1000	17.9	B	
2015	8800	1100	19.5	C	
2020	9900	1200	22.0	C	
2025	10400	1300	23.0	C	
2030	11200	1350	14.9	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### **Segment Description**



This NB segment begins at the bottom of Anderson Grade and ends at Jct SR 96. The segment contains one rural interchange at Jct SR 96. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Two structures exist in this segment. There is some independent alignment in this segment. The median is mostly paved median with a concrete barrier.

**Parallel or Connecting Routes** SR 96 and SR 263

### **Significant Land Uses**

SR 96 offers connection to Happy Camp to the west and the Klamath River to the east. This segment has extensive federal and state lands ownership, agricultural land classification, rough topography, unstable slope, soil restrictions, and limited availability of water. Future development potential is limited.

### **Traffic Projections**

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### **Segment Improvements**

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### **General Issues**

High percentage of truck traffic limits maneuverability (creates rolling queues). Continuous section of a significant uphill northbound grade at summit (Anderson Grade Summit 3057 ft). Deer crossing. Limited alternative routes/detours. Limited services are available in this segment. Limited development in this segment. Distances between counties, cities, and communities make transit service impractical. Klamath River Bridge (02-0123L/R) has oversize weight restrictions.



*Segment 39*  
*Siskiyou County*  
*PM R52.8/R58.3 NB*



**I-5 Project Sheet  
Segment 39 NB-Central Yreka to Jct SR 96 (Siskiyou PM R52.8/R58.3)**

**Segment Projects/Improvements**

<b>Name</b>	<b>Type</b>	<b>Location</b>	<b>Year</b>	<b>Program</b>	<b>Cost</b>	<b>Sponsor</b>
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**Completed**

<b>Anderson Grade Median Barrier</b>	<b>Safety</b>	<b>SIS R51.6/R58.1</b>	<b>2006</b>	<b>SHOPP</b>	<b>\$7,400,000</b>	<b>Caltrans</b>
Collision reduction.						
<b>Hilt Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS R58.1/R69.3</b>	<b>2001</b>	<b>SHOPP</b>	<b>\$16,180,000</b>	<b>Caltrans</b>
Rehabilitate roadway.						

**In-Progress**


**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Various locations.						
<b>Anderson Grade Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS R51.0/R58.0</b>	<b>2017</b>	<b>Ten-Year SHOPP</b>	<b>\$20,000,000</b>	<b>Caltrans</b>
Rehabilitate roadway due to deterioration.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>					
<b>County:</b>	Siskiyou	<b>Route</b>	5	<b>Segment #:</b>	005SIS039SB
<b>Length Miles:</b>	5.5		<b>Directional:</b>	Yes. SB.	
<b>Location</b>	Jct 96 to Anderson Grade-SB			<b>PM Limit</b>	R58.3 / R52.8
<b>Exit #'s:</b>	780, 786				

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Allowed</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b>	0.88	<b>Climbing Lane (s):</b>	No
<b>Number of Lanes:</b>	4	<b>Lane Width:</b>	12 ft
<b>Terrain:</b>	Rolling	<b>In/Outside Shoulder:</b>	5 ft/10 ft
<b>Grade:</b>	N/A	<b>Posted Speed:</b>	65 mph
<b>Percent Trucks:</b>	27%	<b>Median Barrier:</b>	Yes
<b>Percent RVs:</b>	2%	<b>Median Width:</b>	0
<b>K factor:</b>	0.12	<b>Median Type:</b>	Paved; Unpaved; Separate Structures; Separate Grades; Sawtooth
<b>Interchange Density:</b>	0.16		
<b>Directional Split:</b>	54% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	7800	900	11.0	A	
2010	8500	1000	12.2	B	
2015	9300	1100	13.3	B	
2020	10500	1300	15.0	B	
2025	11000	1350	15.7	B	
2030	11800	1400	16.9	B	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### **Segment Description**



This SB segment begins at Jct SR 96 and ends at Anderson Grade. The segment contains one rural interchange at Jct SR 96. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. There is some independent alignment in this segment. Two structures exist in this segment. The median is mostly paved with a concrete barrier.

**Parallel or Connecting Routes** SR 96

### **Significant Land Uses**

Development in this segment is limited due to extensive federal and state lands ownership, agricultural land classification, rough topography, unstable slope, soil restrictions, and limited availability of water. Future development potential is limited.

### **Traffic Projections**

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### **Segment Improvements**

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### **General Issues**

High percentage of truck traffic limits maneuverability (creates rolling queues). Continuous section of a significant downhill southbound grade at Anderson Grade Summit (3057 ft). Deer crossing. Limited alternative routes/detours. Limited services are available in this segment. Limited development in this segment. Distances between counties, cities, and communities make transit service impractical.



*Segment 39*  
*Siskiyou County*  
*PM R52.8/R58.3 SB*



**I-5 Project Sheet  
Segment 39 SB-Jct SR 96 to Central Yreka (Siskiyou PM R58.3/52.8)**

**Segment Projects/Improvements**

<b>Name</b>	<b>Type</b>	<b>Location</b>	<b>Year</b>	<b>Program</b>	<b>Cost</b>	<b>Sponsor</b>
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**Completed**

<b>Anderson Grade Median Barrier</b>	<b>Safety</b>	<b>SIS R51.6/R58.1</b>	<b>2006</b>	<b>SHOPP</b>	<b>\$7,400,000</b>	<b>Caltrans</b>
Collision reduction.						
<b>Hilt Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS R58.1/R69.3</b>	<b>2001</b>	<b>SHOPP</b>	<b>\$16,180,000</b>	<b>Caltrans</b>
Rehabilitate roadway.						

**In-Progress**


**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Various locations.						
<b>Anderson Grade Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS R51.0/R58.0</b>	<b>2017</b>	<b>Ten-Year SHOPP</b>	<b>\$20,000,000</b>	<b>Caltrans</b>
Rehabilitate roadway due to deterioration.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS040	<b>Length Miles:</b> 7.2
<b>Location</b> Jct 96 to Bailey Hill Road Overcrossing		<b>Directional:</b> No	
<b>PM Limit</b> R58.3 / R65.5	<b>Exit #'s:</b> 786, 789, 790, 793		

<u>System Designations</u>	<u>Facility Concept</u>
<p><b>Functional Classification:</b> Principal Arterial/Interstate</p> <p><b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, &amp; Blue Star Memorial</p> <p><b>Bicycle Status:</b> Allowed</p>	<p><b>Present:</b> Four-lane freeway</p> <p><b>Twenty-Year:</b> Four-lane freeway</p> <p><b>Long Range:</b> Four-lane freeway</p> <p><u>Future Design Concept</u></p> <p><b>Design Speed:</b> 50-80 mph</p> <p><b>Clear Recovery:</b> 30 ft</p> <p><b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> No		
<b>Number of Lanes:</b> 4	<b>Lane Width:</b> 12 ft		
<b>Terrain:</b> Rolling	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Grade:</b> N/A	<b>Posted Speed:</b> 65 mph		
<b>Percent Trucks:</b> 26%	<b>Median Barrier:</b> Yes		
<b>Percent RVs:</b> 2%	<b>Median Width:</b> 66-99 ft.		
<b>K factor:</b> 0.12	<b>Median Type:</b> Paved; Unpaved; Separate Structures; Separate Grades		
<b>Interchange Density:</b> 0.6			
<b>Directional Split:</b> 54% (South pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	14800	1800	12.5	B	
2010	15900	1900	13.4	B	
2015	17000	2000	14.4	B	
2020	18700	2200	15.8	B	
2025	19300	2300	16.3	B	
2030	20600	2500	17.3	B	

<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### Segment Description



This segment begins at Jct SR 96 and ends at Bailey Hill Road Interchange. The segment contains three rural interchanges at Henley Way, Ditch Creek Road, and Bailey Hill Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. There is some independent alignment in this segment. Eight structures exist in this segment. In the segment, Anderson Grade Summit's elevation is 3,067 feet. The Collier Roadside Rest Area (R58.416) and Hornbrook Agricultural Inspection Station (R63.768) are in this segment. Additionally, there is a truck escape ramp in the northbound direction (PM R58.416). There are locations to put chains on in this segment. The median is mostly separate grades with no barrier.

Parallel or Connecting Routes SR 96

### Significant Land Uses

Henley Way has a gas station at the interchange. Henley Way also offers access to Iron Gate Recreation Area. Ditch Creek and Bailey Hill offer access to rural residential housing and agriculture. Additional development in this segment is limited due to extensive federal and state lands ownership, agricultural land classification, rough topography, unstable slope, soil restrictions, and limited availability of water. Future development potential is limited.

### Traffic Projections

Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### General Issues

High percentage of truck traffic limits maneuverability (creates rolling queues). Wide variations in terrain. Deer crossing. Limited alternative routes/detours. Limited services are available in this segment. Limited development in this segment. Distances between counties, cities, and communities make transit service impractical.



*Segment 40*  
*Siskiyou County*  
*PM R58.3/R65.6*



**I-5 Project Sheet  
Segment 40-Jct SR 96 to Bailey Hill Road (Siskiyou PM R58.3/R65.5)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**

<b>Hilt Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS R58.1/R69.3</b>	<b>2001</b>	<b>SHOPP</b>	<b>\$16,180,000</b>	<b>Caltrans</b>
Rehabilitate roadway.						

**In-Progress**


**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Variou locations.						
<b>Anderson Grade Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS R51.0/R58.0</b>	<b>2017</b>	<b>Ten-Year SHOPP</b>	<b>\$20,000,000</b>	<b>Caltrans</b>
Rehabilitate roadway due to deterioration.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>			
<b>County:</b> Siskiyou	<b>Route 5</b>	<b>Segment #:</b> 005SIS041NB	<b>Length Miles:</b> 3.8
<b>Location</b> Bailey Hill Road Overcrossing to California/Oregon State Line-NB		<b>Directional:</b> Yes. NB.	
<b>PM Limit</b> R65.5 / R69.3	<b>Exit #'s:</b> 793, 796		

<u>System Designations</u>	<u>Facility Concept</u>
<b>Functional Classification:</b> Principal Arterial/Interstate <b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial <b>Bicycle Status:</b> Allowed	<b>Present:</b> Four-lane freeway <b>Twenty-Year:</b> Four-lane freeway <b>Long Range:</b> Four-lane freeway  <b>Future Design Concept</b> <b>Design Speed:</b> 50-80 mph <b>Clear Recovery:</b> 30 ft <b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder  <b>Concept LOS</b> C/D

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b> 0.88	<b>Climbing Lane (s):</b> Yes. R65.708/68.029		
<b>Number of Lanes:</b> 4			
<b>Terrain:</b> Mountainous	<b>Lane Width:</b> 12 ft		
<b>Grade:</b> 6.0%	<b>In/Outside Shoulder:</b> 5 ft/10 ft		
<b>Percent Trucks:</b> 26%	<b>Posted Speed:</b> 65 mph		
<b>Percent RVs:</b> 2	<b>Median Barrier:</b> Yes		
<b>K factor:</b> 0.12	<b>Median Width:</b> 54-70 ft.		
<b>Interchange Density:</b> 0.5	<b>Median Type:</b> Unpaved; Separate Grades		
<b>Directional Split:</b> 51% (North)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	7500	900	12.7	B	
2010	8100	1000	14.3	C	
2015	8700	1050	15.7	C	
2020	9600	1200	17.5	C	
2025	9800	1200	18.5	C	
2030	10500	1300	20.1	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.  
<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### **Segment Description**



This SB segment begins at Bailey Hill Road Interchange and ends at the California/Oregon State Line. The segment contains a rural interchange at Hilt Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two to five-foot inside shoulders. There is some independent alignment in this segment. Two structures exist in this segment. Hilt Sandhouse is in this segment (PM R69.7). There is a truck climbing lane (PM R65.708/R68.029) in this segment. The median is mostly unpaved (dirt) median with no barrier.

### **Parallel or Connecting Routes**

### **Significant Land Uses**

Hilt Interchange has a gas station and restaurant. There is agriculture with rural residential housing in this segment. Additional development in this segment is limited due to extensive federal and state lands ownership, agricultural land classification, rough topography, unstable slope, soil restrictions, and limited availability of water. Future development potential is limited.

### **Traffic Projections**

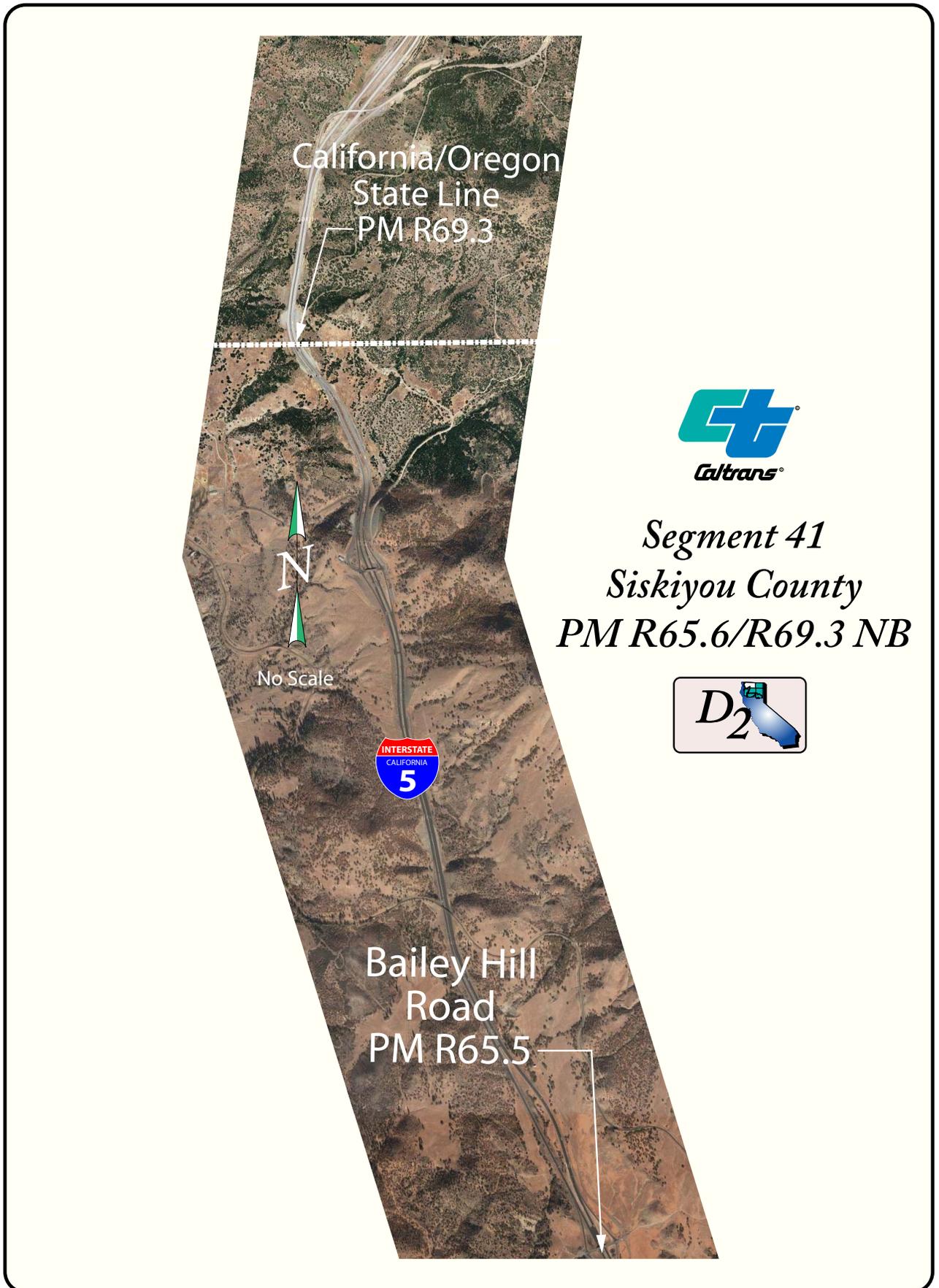
Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### **Segment Improvements**

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### **General Issues**

High percentage of truck traffic limits maneuverability (creates rolling queues). Significant uphill northbound grade. Deer crossing. Limited alternative routes/detours. Limited services are available in this segment. Limited development in this segment. Distances between counties, cities, and communities make transit service impractical.



**I-5 Project Sheet  
Segment 41 NB-Bailey Hill Road to Oregon State Line (Siskiyou PM R65.5/R69.3)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**

<b>Hilt Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS R58.1/R69.3</b>	<b>2001</b>	<b>SHOPP</b>	<b>\$16,180,000</b>	<b>Caltrans</b>
Rehabilitate roadway.						

**In-Progress**


**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Variou locations.						
<b>Anderson Grade Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS R51.0/R58.0</b>	<b>2017</b>	<b>Ten-Year SHOPP</b>	<b>\$20,000,000</b>	<b>Caltrans</b>
Rehabilitate roadway due to deterioration.						

**Interstate 5 Segment Fact Sheet**

**Date:** June 2008

<u>General Information</u>					
<b>County:</b>	Siskiyou	<b>Route</b>	5	<b>Segment #:</b>	005SIS041SB
<b>Length Miles:</b>	3.8		<b>Location</b>	Oregon State Line to Bailey Hill Road Overcrossing-SB	
<b>Directional:</b>	Yes. SB.		<b>PM Limit</b>	R69.3 / R65.5	
<b>Exit #'s:</b>	793, 796				

<u>System Designations</u>	<u>Facility Concept</u>
<b>Functional Classification:</b> Principal Arterial/Interstate <b>Other Classifications:</b> National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial <b>Bicycle Status:</b> Allowed	<b>Present:</b> Four-lane freeway <b>Twenty-Year:</b> Four-lane freeway <b>Long Range:</b> Four-lane freeway <b>Future Design Concept</b> <b>Design Speed:</b> 50-80 mph <b>Clear Recovery:</b> 30 ft <b>Typical Section:</b> 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder <b>Concept LOS</b> C/D

<u>Current Highway Information</u>			
<b>Peak Hour Factor:</b>	0.88	<b>Climbing Lane (s):</b>	No
<b>Number of Lanes:</b>	4	<b>Lane Width:</b>	12 ft
<b>Terrain:</b>	Rolling	<b>In/Outside Shoulder:</b>	5 ft/10 ft
<b>Grade:</b>	N/A	<b>Posted Speed:</b>	65 mph
<b>Percent Trucks:</b>	26%	<b>Median Barrier:</b>	Yes
<b>Percent RVs:</b>	2%	<b>Median Width:</b>	54-70 ft.
<b>K factor:</b>	0.12	<b>Median Type:</b>	Unpaved; Separate Grades
<b>Interchange Density:</b>	0.5		
<b>Directional Split:</b>	54% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS <sup>1</sup>
2005	8000	1000	11.0	A	
2010	8600	1050	12.6	B	
2015	9200	1100	13.5	B	
2020	10200	1200	15.0	B	
2025	10400	1280	15.4	B	
2030	11100	1300	16.4	B	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.  
<sup>1</sup>No capacity-increasing projects identified for this segment.

## Interstate 5 Segment Fact Sheet

### Segment Description



This SB segment begins at the California/Oregon State Line and ends at Bailey Hill Road Interchange. There is some independent alignment in this segment. The segment contains a rural interchange at Hilt Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two to five-foot inside shoulders. There is some independent alignment in this segment. Two structures exist in this segment. There is an agricultural inspection station near Hornbrook (PM R63.768). The median is mostly unpaved (dirt) median with no barrier.

### Parallel or Connecting Routes

### Significant Land Uses

Hilt Interchange has a gas station and restaurant. There is agriculture with rural residential housing in this segment. Additional development in this segment is limited due to extensive federal and state lands ownership, agricultural land classification, rough topography, unstable slope, soil restrictions, and limited availability of water. Future development potential is limited.

### Traffic Projections

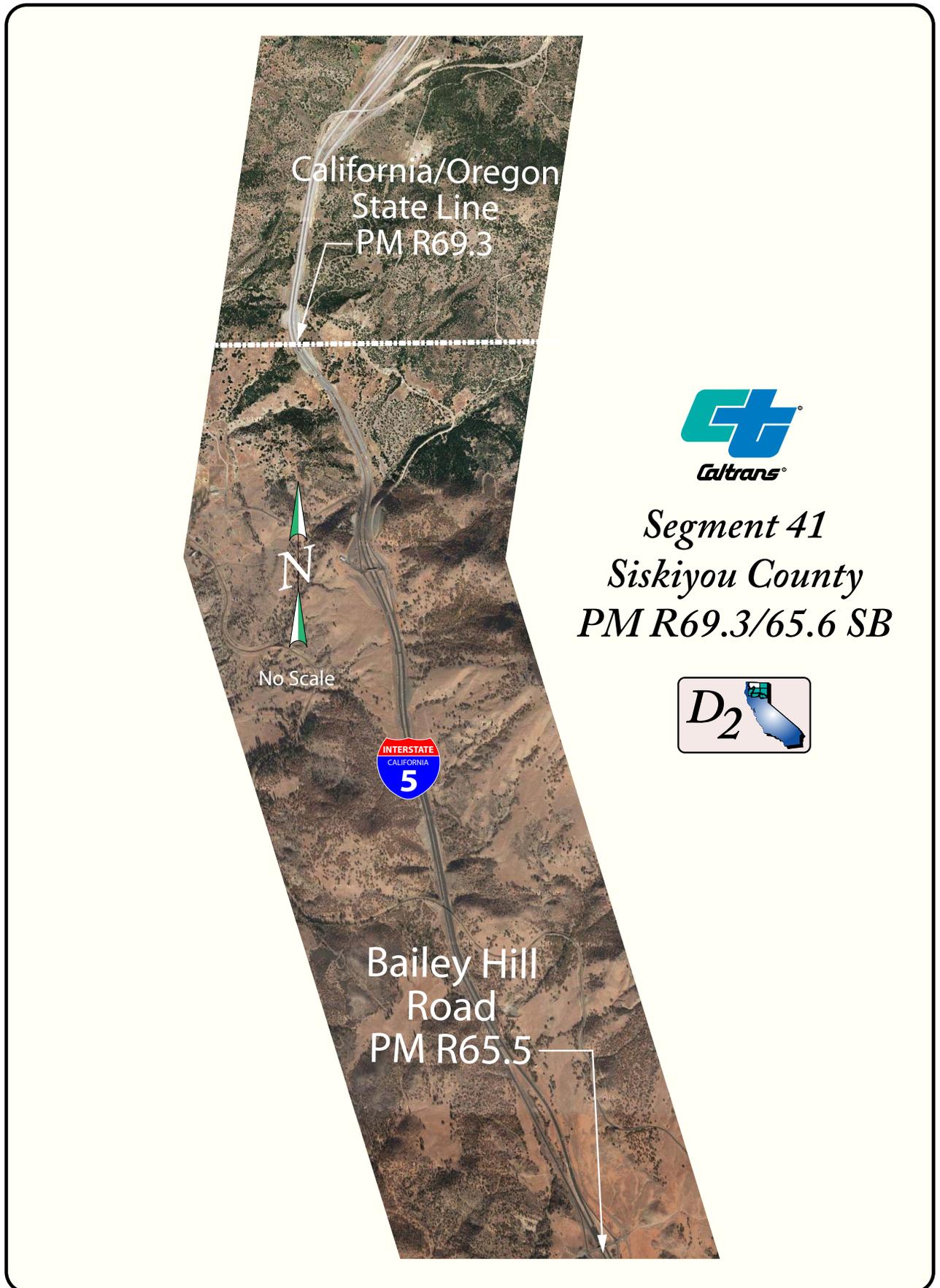
Siskiyou Regional Transportation Planning Agency does not have a travel demand model. Traffic projections were created using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation Plans, and current and proposed local development projects.

### Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

### General Issues

High percentage of truck traffic limits maneuverability (creates rolling queues). Significant downhill southbound grade. Deer crossing. Limited alternative routes/detours. Limited services are available in this segment. Limited development in this segment. Distances between counties, cities, and communities make transit service impractical. Miner Street/Center Street Undercrossing (02-0150R & L) has oversize weight restrictions.



**I-5 Project Sheet**  
**Segment 41 SB-Oregon State Line to Bailey Hill Road (Siskiyou PM R69.3/R65.5)**

**Segment Projects/Improvements**

Name	Type	Location	Year	Program	Cost	Sponsor
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**Completed**

<b>Hilt Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS R58.1/R69.3</b>	<b>2001</b>	<b>SHOPP</b>	<b>\$16,180,000</b>	<b>Caltrans</b>
Rehabilitate roadway.						

**In-Progress**


**Future**

<b>Expand TMS</b>	<b>Transportation Management Systems</b>	<b>Various on entire corridor</b>	<b>2011</b>	<b>Ten-Year SHOPP</b>	<b>\$9,600,000</b>	<b>Caltrans</b>
Enhance traffic operations through ITS-Variou locations.						
<b>Dunsmuir Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS 0.0/R11.0</b>	<b>2016</b>	<b>Ten-Year SHOPP</b>	<b>\$30,000,000</b>	<b>Caltrans</b>
Rehabilitate roadway due to deterioration.						
<b>Anderson Grade Rehabilitation</b>	<b>Roadway Preservation</b>	<b>SIS R51.0/R58.0</b>	<b>2017</b>	<b>Ten-Year SHOPP</b>	<b>\$20,000,000</b>	<b>Caltrans</b>
Rehabilitate roadway due to deterioration.						