



INTERSTATE 5 INTERIM TRANSPORTATION CORRIDOR CONCEPT REPORT



Transportation Corridor Concept Reports (TCCR) are Caltrans' long range (20-year) planning documents for each State Highway Route. The purpose and need of each TCCR are to identify existing route conditions and future needs, including existing and forecasted travel data, a concept level of service (LOS) standard, and the facility needed to maintain the concept LOS and address mobility needs over the next 20 years.

While this Interstate 5 (I-5) TCCR presents travel data for all of US 50, Segment Summaries are provided only for those portions of I-5 between the San Joaquin/Sacramento County Line and Hood-Franklin Road (Segment 1) and between SR 113 in Woodland and the Glenn/Tehama County Line (divided into Segments 12 through 18). The I-5 Corridor System Management Plan (CSMP) now serves as the TCCR for I-5 from Hood-Franklin Road in Elk Grove, Sacramento County to the North Junction with SR 113 in Woodland, Yolo County (Segments 2 through 11). The CSMP and the TCCR for I-5 combine to provide a comprehensive vision for all 127 miles of this vital freeway within District 3.

Approvals:

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Date

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Date

The Interstate 5 TCCR: Beyond Congestion System Management Plan Coverage

Interstate 5 (I-5) extends from the International Border Crossing at San Ysidro to Siskiyou County's border with the State of Oregon at Hilt. An Interregional Road System (IRRS) route, this major north-south facility plays a critical role in California's economy by accessing a multitude of Interstate, State and Local facilities and providing throughput to support massive volumes of interstate/interregional freight as well as high-volume commute and interregional traffic. Its 796-mile extent within this State is exceeded only by Interstate 10's 879-mile extent within Texas and U.S. Highway 101's 804 miles in California. From Sacramento County north, Interstate 5 fits a backbone comparison even more closely, becoming the sole continuous north-south freeway through Caltrans' North Region and the Pacific Northwest as well.

Within District 3, I-5 extends 127 miles through Sacramento, Yolo, Colusa, and Glenn Counties. From interchanges in Sacramento County, I-5 serves the Cities of Elk Grove and Sacramento, indirect origins and destinations via US 50 and I-80, and the Sacramento International Airport, which draws traffic from throughout Northern California. I-5's bridges over the American and Sacramento Rivers are critical local, regional, and interregional facilities. From interchanges in Yolo County, I-5 directly serves the City of Woodland and the rural communities of Yolo, Zamora, and Dunnigan, where it joins with Interstate 505 and Bay Area traffic. At interchanges in Colusa and Glenn Counties, I-5 provides direct access to the City of Williams at and near State Route (SR) 20, the City of Willows at and near SR 162, and the City of Orland at & near SR 32, as well as the communities of Arbuckle, Maxwell, Delevan, Norman, and Artois.

Long-term planning for I-5 is addressed in two documents, the I-5 Corridor System Management Plan (CSMP), available online at www.corridormobility.org, which fully addresses I-5 from Hood-Franklin Road in Sacramento County to SR 113 in Woodland (Segments 2 through 11), and this TCCR, which addresses I-5 from the Sacramento/San Joaquin County Line to Hood-Franklin Road (Segment 1) and the portion of I-5 from SR 113 in Woodland to the Glenn/Tehama County Line (Segments 12 through 18). Except for 6-lane portions in northern Glenn County, this portion of I-5 is a four-lane rural freeway that primarily serves interregional commercial and recreational traffic.

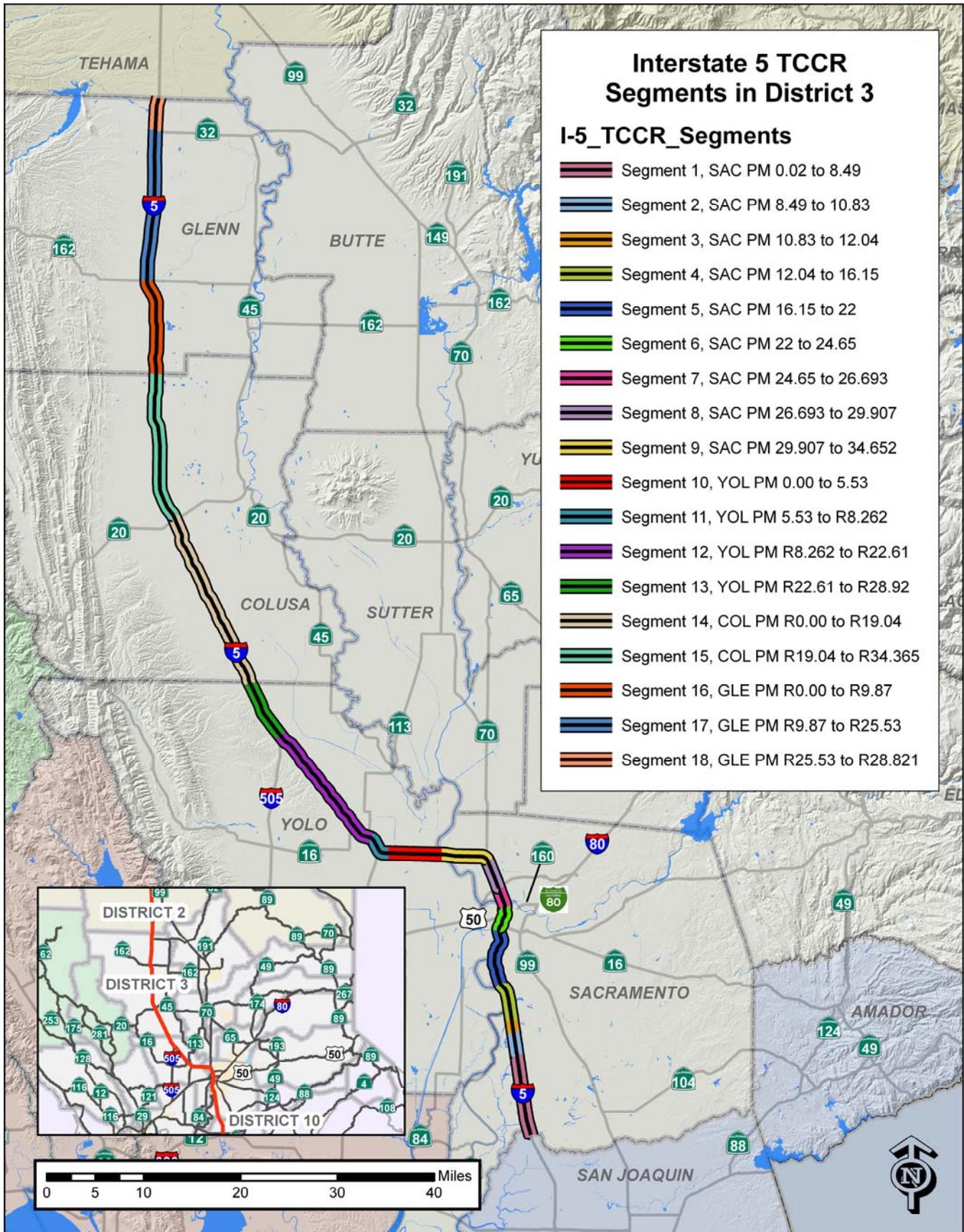
Classified in the Interregional Transportation Strategic Plan as a "High Emphasis Route", I-5 is intended to have priority for programming and construction to minimum facility standards in order to better assure that a statewide trunk system is in place and able to handle higher volume interregional trip movements between urbanized areas. Over the next 20 years, communities in Sacramento, Yolo, Colusa, and Tehama Counties are projected to experience a high rate of development, which will likely increase travel demand on the I-5 corridor within the segments covered in this TCCR.

While LOS D is the District's standard Concept Level of Service (LOS) for rural highway segments, it does not appear at this time that it will be feasible to maintain LOS D on Segment 1 in the peak hour through 2027 within anticipated funding constraints. However, monetary and environmental costs of creating additional capacity could become justifiable after 2027 or even earlier. While no projects directly on I-5 in Colusa and Glenn Counties would be considered major, a truck traffic diversion improvement between I-5 and SR 32 bypassing part of Segment 17 in southeast Orland is programmed.

State—Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and partner agencies. Developments affecting this State Route and the regional State Highway System may necessitate local jurisdictions to provide nexus-based proportional fair-share funding for future highway improvements and other transportation system improvements.

Corridor Segmentation Map



Interstate 5 TCCR Data, for Segments 1 to 11

Location					Forecasted Level of Service ¹ (LOS) and Facility Type					
Segment	Description	County	From Post-Mile	To Post-Mile	Current LOS ¹	20-Yr No Build LOS ^{1,2}	20-Yr Concept LOS ^{1,3}	Existing Facility ⁴	Concept Facility ^{4,5,6}	Ultimate Facility ^{4,5,7}
1	San Joaquin/Sacramento County line to Hood-Franklin Blvd	SAC	0.02	8.49	D	F	F	4F	4F	4F+2HOV
2	Hood-Franklin Boulevard to Elk Grove Boulevard	SAC	8.49	10.83	D	F	F	4F	4F+2HOV	6F+2HOV
3	Elk Grove Boulevard to Laguna Boulevard	SAC	10.83	12.04	D	F	F	4F	4F+2HOV	6F+2HOV
4	Laguna Boulevard to Pocket Road	SAC	12.04	16.15	E	F	F	6F	6F+2HOV	8F+2HOV
5	Pocket Road to US Highway 50 (US 50) ramps south of I-5/US 50 Interchange	SAC	16.15	22.00	F	F	F	8F	8F+2HOV	8F+2HOV
6	US 50 ramps south of I-5/US 50 Interchange to Richards Blvd	SAC	22.00	24.65	F	F	F	6F; 8F (from UPRR mainline)	6F+2HOV; 8F+2HOV (from UPRR mainline)	6F+2HOV; 8F+2HOV (from UPRR mainline)
7	Richards Boulevard to I-5/80 Interchange	SAC	24.65	26.693	F	F	F	8F	8F+2HOV	8F+2HOV
8	I-5/80 Interchange to I-5/SR 99 Interchange	SAC	26.693	29.907	E	F	F	8F	8F+2HOV	8F+2HOV
9	I-5/SR 99 Interchange to Sacramento/Yolo County Line	SAC	29.907	34.652	C	F	D	4F	4F+2HOV	6F+2HOV
10	Yolo/Sacramento County to County Road 102	Yolo	0.000	5.53	C	E	C	4F	4F+2HOV	6F+2HOV
11	County Road 102 to I-5/State Route 113 Junction	Yolo	5.530	R8.262	B	D	C	4F	4F+2HOV	6F+2HOV

Notes/Definitions

- Level of Service (LOS)-A "report card" measurement with "A" being the least amount of congestion and "F" being the most congestion.



LOS A - Free Flowing Conditions.

LOS B - Speeds at or near free-flow speed, but presence of other users begins to be noticeable.

LOS C - Speeds at or near free-flow speed, but freedom to maneuver is noticeably restricted.

LOS D - Speeds begin to decline slightly with increasing flow; freedom to maneuver is more restricted.

LOS E - Operating conditions at or near roadway capacity. Even minor disruptions to the traffic stream can cause delay.

LOS F - Breakdown in vehicle flow. Queues form quickly behind point in the roadway where the arrival flow rate temporarily exceeds the departure rate.

Interstate 5 TCCR Data for Segments 1 to 11, *continued*

Location	Current Traffic Data – 2007					Prior 3 Years	Future Traffic Data – 2027			
Segment	Percentage of Trucks	Peak Directional Split ⁸	Peak Hour Traffic	Average Annual Daily Traffic ⁹	Volume over Capacity ¹⁰	Reported Collision Rate Index (% Compared to State Average) ¹¹	Peak Hour Traffic	Average Annual Daily Traffic ⁹	Volume over Capacity ¹⁰ (No-Build)	Volume over Capacity ¹⁰ (Build)
1	16%	57%	6000	59,000	0.86	-40%	10980	107,970	1.57	1.59
2	14%	57%	6800	60,000	0.88	-51%	12444	109,800	1.62	1.09
3	11%	57%	6700	76,000	0.88	-45%	11859	134,520	1.60	1.12
4	11%	66%	9100	100,000	0.92	-61%	12740	140,000	1.28	1.17
5	8%	66%	12200	156,000	1.01	-32%	16958	211,280	1.27	1.10
6	7%	58%	16900	194,000	1.49	-32%	24674	275,940	2.18	1.74
7	7%	66%	18400	197,000	1.44	-39%	29256	303,690	2.27	1.89
8	6%	52%	12300	152,000	0.91	-53%	18327	226,480	1.35	1.23
9	13%	52%	6200	81000	0.74	-56%	8122	106,110	1.01	0.79
10	14%	53%	4700	54,000	0.60	-22%	7285	83,700	0.93	0.64
11	14%	52%	4100	45,000	0.52	-30%	6396	70,200	0.84	0.61

2. **20-Year LOS (No Build)**–The LOS that would be expected at 20 years with no improvements.
3. **20-Year Concept LOS**-The minimum acceptable LOS over the next 20 years.
4. **Facility Type Codes**-C = Conventional Highway; E = Expressway; F = Freeway; HOV = High Occupancy Vehicle lanes; Aux = Auxiliary lanes.
5. **Operational Improvements** are included in future facilities for all segments. Examples of operational improvements include Traffic Operations Systems improvements and Auxiliary Lanes.
6. **Concept Facility**-The future roadway with improvements needed in the next 20 years. If LOS "F", no further degradation of service from existing "F" is acceptable, as indicated by delay performance measurement
7. **Ultimate Facility**-The future roadway with improvements needed beyond a 20 year timeframe.
8. **Peak Directional Split**-The percentage of total traffic in the heaviest traveled direction during the peak hour.
9. **Average Annual Daily Traffic (AADT)**-The average number of vehicles per day in both directions.
10. **Volume over Capacity (V/C)**-The volume of traffic compared to the capacity of the roadway.
11. **Reported Collision Rate Index (% Compared to State Average)**- The percentage by which each segment's reported collisions rate (fatal, injury, and property-damage-only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-Year Caltrans Traffic Accident Surveillance and Analysis System data.

Interstate 5 TCCR Data for Segments 12 to 18



Location					Forecasted Level of Service ¹ (LOS) and Facility Type					
Segment	Description	County	From Post-Mile	To Post-Mile	Current LOS ¹	20-Yr No Build LOS ^{1,2}	20-Yr Concept LOS ^{1,3}	Existing Facility ⁴	Concept Facility ^{4,5,6}	Ultimate Facility ^{4,5,7}
12	I-5/State Route 113 Junction to I-5/I-505 Junction	Yolo	R8.262	R22.61	B	C	D	4F	4F	6F (wider at overcrossings)
13	I-5/I-505 Junction to Yolo/Colusa County Line	Yolo	R22.61	R28.92	C	D	D	4F+1Aux to County Road 8, then 4F	6F+2Aux to County Road 8, then 4F	6F+2Aux to County Road 8, then 6F
14	Colusa/Yolo County to State Route 20	COL	R0.000	R19.04	B	D	D	4F	4F	6F (wider at overcrossings)
15	State Route 20 to Colusa/Glenn County	COL	R19.04	R34.365	B	C	D	4F	4F	6F (wider at overcrossings)
16	Glenn/Colusa County Line to State Route 162	Glenn	R0.00	R9.87	B	C	D	4F	4F	6F (wider at overcrossings)
17	State Route 162 to State Route 32	Glenn	R9.87	R25.53	B	C	D	4F	4F	6F (wider at overcrossings)
18	State Route 32 to Glenn/Tehama County Line	Glenn	R25.53	R28.821	B	C	D	4F	4F	6F (wider at overcrossings)

Notes/Definitions

- Level of Service (LOS)-A "report card" measurement with "A" being the least amount of congestion and "F" being the most congestion.



LOS A - Free Flowing Conditions.

LOS B - Speeds at or near free-flow speed, but presence of other users begins to be noticeable.

LOS C - Speeds at or near free-flow speed, but freedom to maneuver is noticeably restricted.

LOS D - Speeds begin to decline slightly with increasing flow; freedom to maneuver is more restricted.

LOS E - Operating conditions at or near roadway capacity. Even minor disruptions to the traffic stream can cause delay.

LOS F - Breakdown in vehicle flow. Queues form quickly behind point in the roadway where the arrival flow rate temporarily exceeds the departure rate.

Interstate 5 TCCR Data for Segments 12 to 18, *continued*



Location	Current Traffic Data – 2007					Prior 3 Years	Future Traffic Data – 2027			
Segment	Percentage of Trucks	Peak Directional Split ⁸	Peak Hour Traffic	Average Annual Daily Traffic ⁹	Volume over Capacity ¹⁰	Reported Collision Rate Index (% Compared to State Average) ¹²	Peak Hour Traffic	Average Annual Daily Traffic ⁹	Volume over Capacity ¹⁰ (No-Build)	Volume over Capacity ¹⁰ (Build)
12	17%	51%	3400	35,000	0.46	-40%	5168	53,200	0.70	0.71
13	19%	60%	3800	31,500	0.59	-58%	5510	45,675	0.85	0.85
14	19%	60%	3350	30,500	0.52	-27%	4858	44,225	0.76	0.76
15	17%	60%	2950	26,000	0.44	-30%	4425	39,000	0.66	0.66
16	20%	59%	2950	25,500	0.47	-46%	4425	38,250	0.71	0.71
17	20%	59%	3000	28,000	0.47	-36%	4500	42,000	0.71	0.71
18	17%	62%	3000	26,500	0.46	-18%	4350	38,425	0.67	0.67

2. **20-Year LOS (No Build)**–The LOS that would be expected at 20 years with no improvements.
3. **20-Year Concept LOS**–The minimum acceptable LOS over the next 20 years.
4. **Facility Type Codes**–C = Conventional Highway; E = Expressway; F = Freeway; HOV = High Occupancy Vehicle lanes; Aux = Auxiliary lanes.
5. **Operational Improvements** are included in future facilities for all segments. Examples of operational improvements include Traffic Operations Systems improvements and Auxiliary Lanes.
6. **Concept Facility**–The future roadway with improvements needed in the next 20 years. If LOS “F”, no further degradation of service from existing “F” is acceptable, as indicated by delay performance measurement
7. **Ultimate Facility**–The future roadway with improvements needed beyond a 20-year timeframe.
8. **Peak Directional Split**–The percentage of total traffic in the heaviest traveled direction during the peak hour.
9. **Average Annual Daily Traffic (AADT)**–The average number of vehicles per day in both directions.
10. **Volume over Capacity (V/C)**–The volume of traffic compared to the capacity of the roadway.
11. **Reported Collision Rate Index (% Compared to State Average)**– The percentage by which each segment’s reported collisions rate (fatal, injury, and property-damage-only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-Year Caltrans Traffic Accident Surveillance and Analysis System data.

Interstate 5 Segments 1 & 12 (2 to 11 are in the I-5 CSMP)



Segment 1 - San Joaquin County Line to Hood-Franklin Road (0.02/8.49)

Segment 1 is a 4-lane freeway characterized by interregional travel, ranging from international movement of goods to commuting between Sacramento and central and west portions of Stockton. Truck traffic may become elevated during certain hours as a result of truckers' efforts to avoid peak hour travel in Sacramento and Stockton. Improved connections to SR 99 via Hood-Franklin Road are expected to affect Segments 2 through 4 more than Segment 1.

The facility currently operates at LOS D. It is expected to degrade to LOS F. Should capacity expansion be needed and appear feasible, Districts 3 and 10 would coordinate with SACOG and SJCOG to plan, develop, fund and construct the facility. Prior to a highway expansion through this environmentally sensitive area, operational strategies would be employed to maximize mobility using existing freeway lanes.

Segment 12 - I-5/State Route 113 Junction to I-5/I-505 Junction (8.262/22.61)

Segment 12 is a 4-lane freeway characterized by interregional travel. After a rapid transition to rural character by Postmile 8.9, Segment 12 heads northwest to access State Route 16. From there, I-5 passes through the towns of Yolo and Zamora before reaching I-505 just south of Dunnigan.

The facility currently operates at LOS B. While this segment is expected to degrade to LOS C by 2028, the District standard Concept LOS is D. The Draft Yolo County General Plan discusses expansion of Dunnigan by several thousand residences, which would impact Segments 12 and 13.

Though Caltrans provides several Rest Stops for I-5 travelers, and though there are several large, private truck stops along I-5 in Yolo, Colusa and Glenn Counties, many trucks park overnight along freeway interchange ramps. Locations for new or expanded truck parking facilities should be advocated to better meet the needs of the trucking industry.

Highway Improvement Projects

With Construction Cost in Millions (M) and Year of Funding or Completion

Segment 1

Planned:

- ◆ Maintenance and Operations

Programmed (SHOPP is Source unless otherwise noted):

- ◆ Reconstruct Roadway, San Joaquin Co. Line to Florin Road, \$133M; Fund from 2009/10 cost savings following amendment into 2008 SHOPP [pending May 2010 CTC approval]

Conceptual:

- ◆ Bus/carpool lanes have been discussed but not formally planned. Additional capacity to create a 6-lane freeway with new mixed flow lanes, truck only lanes or HOV lanes will likely be needed in the future and will require coordination among regional agencies and Caltrans districts. Depending on sea level rise, the highway base material may be affected due to close proximity to the Delta and tidal influences from the Delta.

Segment 12

Planned (SHOPP is Source unless otherwise noted):

- ◆ Grind and Replace AC Overlay, County Road 91 to I-505 Separation, Share of \$4.8M; Fund by 2015
- ◆ Gore Paving and Maintenance Vehicle Pullout, CR102 to SR 16, \$2.5M; Fund by 2022
- ◆ Install NB Changeable Message Sign and Closed Circuit Television Camera System N of N Jct SR 113, \$TBD; 2022
- ◆ Other Maintenance and Operations

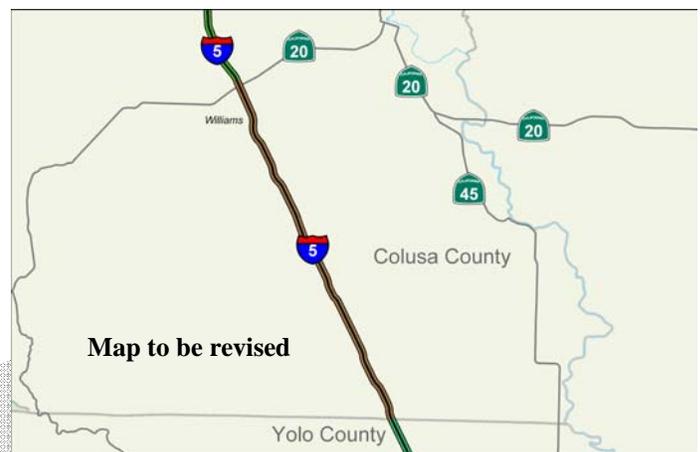
Programmed (SHOPP is Source unless otherwise noted):

- ◆ AC overlay, Co. Road 96 to Oat Creek, \$TBD; Fund from 2010/11 cost savings; list Aug. 2010
- ◆ Bridge Preventative Maintenance, CR 102 to Buckeye Creek Bridge, \$2.1M; Fund in 2010/11

Conceptual:

- ◆ Widening to 6F is planned beyond the year 2027, but may move up with General Plan "new town" development buildout and traffic mitigation. It is likely that most new Dunnigan commuters would commute southward.

Interstate 5 Segment 13 & 14 Summary



Segment 13 - I-5/I-505 Junction to Yolo/Colusa County Line (22.61 to 28.92)

Segment 13 is a 4-lane freeway characterized by long-distance goods movement and other interregional travel. Essentially all traffic northbound on I-505 or delivered to southbound I-505 continues to or from Segment 13, increasing truck percentages.

The facility currently operates at LOS C. This segment is expected to degrade to LOS D partway through the 20-year planning period. The Draft Yolo County General Plan discusses expansion of the town of Dunnigan by several thousand residences, along with amenities intended to mitigate freeway trips.

Though Caltrans provides several Rest Stops for I-5 travelers, and though there are several large, private truck stops along I-5 in Yolo, Colusa and Glenn Counties, many trucks park overnight along freeway interchange ramps. Locations for new or expanded truck parking facilities should be advocated to better meet the needs of the trucking industry.

Segment 14 - Colusa/Yolo County to State Route 20 (0.00 to 19.04)

Segment 14 is a 4-lane freeway characterized by long-distance goods movement and other interregional travel. North of planned "new towns", Segment 14 will remain outside the Greater Sacramento commute shed; however, truck traffic may be elevated during certain hours as a result of truckers' efforts to avoid peak hour travel in Sacramento and Vacaville/Fairfield. North of vertical and horizontal curves in the town of Arbuckle, Segment 14 proceeds to Williams and I-5's interchange with SR 20, an east-west IRRS Route.

Segment 14 currently operates at LOS B. The segment is expected to degrade to LOS D within the 20-year planning period.

Though Caltrans provides several Rest Stops for I-5 travelers, and though there are several large, private truck stops along I-5 in Yolo, Colusa and Glenn Counties, many trucks park overnight along freeway interchange ramps. Locations for new or expanded truck parking facilities should be advocated to better meet the needs of the trucking industry.

Highway Improvement Projects

With Construction Cost in Millions (M) and Year of Funding or Completion

Segment 13

Planned (SHOPP is Source unless otherwise noted):

- ◆ Grind and Replace AC Overlay, CR 4 to County Line Road, Share of \$4.8M; Fund by 2022
- ◆ Increase Vertical Clearance, Wye Line Road, County Road 6, and County Line Road overcrossings, \$4.1M; Fund by 2022
- ◆ Rehabilitate right and left Bridge Spans at Stony Creek, \$2.0M, Fund in 2015/16
- ◆ Install Changeable Message Signs and Closed Circuit Television Camera System in both directions, County Road 8, \$TBD; 2022
- ◆ Maintenance and Operations (To Be Determined)

Programmed (SHOPP is Source unless otherwise noted):

- ◆ Bridge Preventative Maintenance, CR 102 to Buckeye Creek Bridge, \$2.1M; Fund in 2010/11

Conceptual:

- ◆ Widening to 6F is beyond 20 years, but may move up with General Plan/"new town" development buildout and traffic mitigation. It is likely that most Dunnigan commuters would commute southward.

Segment 14

Planned:

- ◆ Increase Vehicle Clearance, Greenbay (PM 2.3) and Meyers Road (13.8) overcrossings, \$2.0M; Fund by 2022
- ◆ Install SB Changeable Message Sign and Closed Circuit Television Camera System south of E St, \$TBD; 2022
- ◆ Maintenance and Operations (To Be Determined)

Programmed (SHOPP is Source unless otherwise noted):

- ◆ Grind & Replace Open Grade Asphalt Concrete, Yolo County Line to 2 mi. N of SR 20, \$31.2M from 2009/10 cost savings; amend in at May 2010 CTC meeting

Conceptual:

- ◆ Consider brief extents with three lanes in each direction where trucks can pass one another without occupying the #1 lane.

Interstate 5 Segment 15 & 16 Summary



Segment 15, State Route 20 to Colusa/Glenn County Line (19.04 to 34.365)

Segment 15 is a 4-lane freeway characterized by long-distance goods movement and other interregional travel. The segment will remain outside major commute sheds; however, truck traffic may be elevated during certain hours as a result of truckers' efforts to avoid peak hour travel in Sacramento and Vacaville/Fairfield. From SR 20, Segment proceeds through the town of Maxwell before reaching the Glenn County line.

The facility currently operates at LOS B. While this segment is expected to degrade to LOS C by 2028, the District standard Concept LOS is D.

Though Caltrans provides several Rest Stops for I-5 travelers, and though there are several large, private truck stops along I-5 in Yolo, Colusa and Glenn Counties, many trucks park overnight along freeway interchange ramps. Locations for new or expanded truck parking facilities should be advocated to better meet the needs of the trucking industry.

Segment 16 - Glenn/Colusa County Line to State Route 162 (0.00 to R9.87)

Segment 16 is a 4-lane freeway characterized by long-distance goods movement and other interregional travel. The segment will remain outside major commute sheds; however, truck traffic may be elevated during certain hours as a result of truckers' efforts to avoid peak hour travel in Sacramento and Vacaville/Fairfield.

From the Colusa/Glenn County line, Segment 16 proceeds through agricultural and wetlands areas to Willows and SR 162.

The facility currently operates at LOS B. While this segment is expected to degrade to LOS C by 2028, the District standard Concept LOS is D.

Though Caltrans provides several Rest Stops for I-5 travelers, and though there are several large, private truck stops along I-5 in Yolo, Colusa and Glenn Counties, many trucks park overnight along freeway interchange ramps. Locations for new or expanded truck parking facilities should be advocated to better meet the needs of the trucking industry.

Highway Improvement Projects

With Construction Cost in Millions (M) and Year of Funding or Completion

Segment 15

Segment 16

Planned:

- ◆ Truck Parking at Maxwell Rest Area: add truck-trailer spaces, improve ramp, walkway, drainage, and lighting; \$4.8M; Fund by 2022
- ◆ Install NB Changeable Message Sign and Closed Circuit Television Camera System No. of SR 20, \$TBD; 2022
- ◆ Maintenance and Operations (To Be Determined)

Planned:

- ◆ Install SB Changeable Message Sign and Closed Circuit Television Camera System S of County Road 60, \$TBD; 2022
- ◆ Maintenance and Operations (To Be Determined)

Programmed (SHOPP is Source unless otherwise noted):

- ◆ Grind & Replace OGAC, Yolo County Line to 2 miles north of SR 20, \$31.2M; Fund from 2009/10 cost savings following amendment into 2008 SHOPP [pending May 2010 CTC approval]

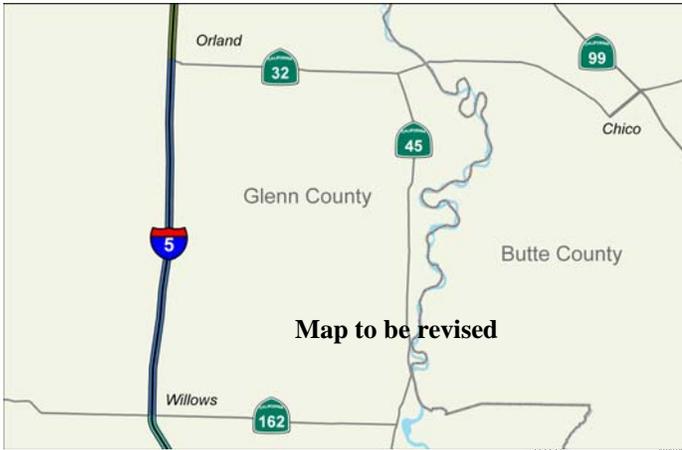
Conceptual:

- ◆ Consider brief extents with three lanes in each direction where trucks can pass one another without occupying the #1 lane.
- ◆ Plan, develop and construct pedestrian improvements at the SR162 interchange.

Conceptual:

- ◆ Consider brief extents with three lanes in each direction where trucks can pass one another without occupying the #1 lane.

Interstate 5 Segment 17 & 18 Summary



Segment 17 - State Route 162 to State Route 32 (R9.87 to R25.53)

Segment 17 is a 4-lane freeway characterized by long-distance goods movement and other interregional travel. The segment will remain outside major commute sheds; however, truck traffic may be elevated during certain hours as a result of truckers' efforts to avoid peak hour travel in Sacramento and Vacaville/Fairfield. From SR 162, Segment 17 proceeds past Artois and on to Orland and SR 32.

The facility currently operates at LOS B. While this segment is expected to degrade to LOS C by 2028, the District standard Concept LOS is D. Operational issues on SR 32 east of I-5 have driven planning for a truck bypass using County Road 27.

Though Caltrans provides several Rest Stops for I-5 travelers, and though there are several large, private truck stops along I-5 in Yolo, Colusa and Glenn Counties, many trucks park overnight along freeway interchange ramps. Locations for new or expanded truck parking facilities should be advocated to better meet the needs of the trucking industry.

Segment 18 - State Route 32 to Glenn/Tehama County Line (R25.53 to 28.821)

Segment 18 is a 4-lane freeway characterized by long-distance goods movement and other interregional travel. The segment will remain outside major commute sheds; however, truck traffic may be elevated during certain hours as a result of truckers' efforts to avoid commute traffic in Redding and distant areas. From SR 32, Segment 18 proceeds through the remainder of Orland and on to the Tehama County line.

The facility currently operates at LOS B. While this segment is expected to degrade to LOS C by 2028, the District standard Concept LOS is D.

Though Caltrans provides several Rest Stops for I-5 travelers, and though there are several large, private truck stops along I-5 in Yolo, Colusa and Glenn Counties, many trucks park overnight along freeway interchange ramps. Locations for new or expanded truck parking facilities should be advocated to better meet the needs of the trucking industry.

Highway Improvement Projects

With Construction Cost in Millions (M) and Year of Funding or Completion

Segment 17

Planned:

- ◆ Install SB Changeable Message Sign and Closed Circuit Television Camera System S of County Road 16, \$TBD; 2022
- ◆ Maintenance and Operations (To Be Determined)

Programmed:

- ◆ Work with Glenn County Transportation Commission on their truck bypass using County Road 27 and other local roads.

Conceptual:

- ◆ Consider brief extents with three lanes in each direction where trucks can pass one another without occupying the #1 lane.
- ◆ Plan, develop and construct pedestrian improvements at the SR 162 interchange.
- ◆ Plan, develop and construct pedestrian improvements at the SR 32 interchange.

Segment 18

Planned:

- ◆ Install NB Changeable Message Sign and Closed Circuit Television Camera System N of SR 32, \$TBD; 2022
- ◆ Maintenance and Operations (To Be Determined)

Programmed: No programmed projects

Conceptual:

- ◆ Consider brief extents with three lanes in each direction where trucks can pass one another without occupying the #1 lane.
- ◆ Plan, develop and construct pedestrian improvements at the SR 32 interchange.



Segment Summary Glossary

Pages 8 through 11 provide summaries of I-80 segments not covered by the Congestion System Management Plan. These summaries provide a segment overview, traffic analysis data, and a list of future projects. Reference maps are also provided. Needed improvement projects appear in one of three categories—Planned, Programmed, or Conceptual:

A **Planned** Improvement or Action is a project in a long-term plan such as an approved Regional Transportation Plan (RTP or MTP) or Capital Improvement Plan. If an RTP/MTP contains the project but does not find that it can be funded within constrained funding limits, the Project may remain Conceptual (see below), requiring advocacy to bring it within financial constraints, regardless of the completion year.

A **Programmed** Improvement or Action is a project in a near-term Programming Document identifying funding amounts by year, such as the State Transportation Improvement Program or the 4-year State Highway Operations and Protection Plan Program.

A **Conceptual** Improvement or Action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained list within a long-term plan and is not currently programmed.

Project Data Glossary

Highway Improvement Project Acronyms and Definitions

The information in the Segment Summaries on Pages 8 through 11 may contain the following acronyms, defined here for your reference:

AADT Average Annual Daily Traffic is the average number of vehicles per day in both directions.

LOS Level of Service (LOS) is a measure of traffic density conditions, with “A” representing the least amount of density and “F” the most congested conditions. The levels A through F are individually described at the Bottom of Page 6.

SHOPP Refers to either the four-year “State Highway Operations and Protection Program” of Highway Maintenance or Improvement projects or to the associated 10-Year SHOPP Plan. The 4-Year SHOPP used was amended in July 2009 and approved by the California Transportation Commission in August 2009, and the 10-Year SHOPP (Plan) information used is from District 3 information supplied for the 2009 10-Year SHOPP.

MTP Metropolitan Transportation Plan is the title given by SACOG to its Long-Range Transportation Plan, which is produced according to guidelines approved by Caltrans and the Federal Highway and Transit Administrations.

MTIP Metropolitan Transportation Improvement Program is the title given by SACOG to its federal programming document, which is produced according to guidelines approved by Caltrans and the Federal Highway and Transit Administrations.

RTP Regional Transportation Plan is the title given by TMPO to its Long-Range Transportation Plan, which is produced according to guidelines approved by Caltrans and the Federal Highway and Transit Administrations.

RTIP Regional Transportation Improvement Program is the title given by TMPO to its federal programming document, which is produced according to guidelines approved by Caltrans and the Federal Highway and Transit Administrations.

Please contact below for questions and concerns about this Report:

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