TRANSPORTATION CORRIDOR CONCEPT REPORT INTERSTATE 5

The Transportation Corridor Concept Report (TCCR) is Caltrans' long range (20-year) planning document 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 segments of I-5 in District 3, Segment Summaries are provided only for the portion of I-5 between the San Joaquin/ Sacramento County Line and Hood-Franklin Road (Segment 1) and the portion between State Route (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 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:

For	9/13/10	Jody Jones	9/13/10
Jeff Pulverman **District 3 Deputy Director** **Planning and Local Assistance**	**Date**	**Jody Jones** **District 3 Director**	**Date**

Interstate 5 Summary

Interstate 5 (I-5) extends 796 miles in California, from the International Border Crossing at San Ysidro to the California/Oregon Border. As 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 accommodate high volumes of commute and interregional traffic along with rapid growth in interstate/interregional freight movements. I-5 serves as the transportation backbone of not only California, but also the Pacific Northwest, and is the only Interstate that reaches to both Mexico and Canada.

Within District 3, I-5 extends 127 miles through Sacramento, Yolo, Colusa, and Glenn Counties. In Sacramento County, I-5 serves the Cities of Elk Grove and Sacramento, neighboring communities via US 50 and I-80, and the Sacramento International Airport, which draws traffic from much of Northern California. I-5's bridges over the American and Sacramento Rivers are critical local, regional, and interregional facilities. In Yolo County, I-5 directly serves the City of Woodland and the rural communities of Yolo and Zamora, then joins with Interstate 505 and Bay Area traffic before reaching the community of Dunnigan. In Colusa and Glenn Counties, I-5 provides direct access to the City of Williams near State Route (SR) 20, the City of Willows at SR 162, the City of Orland at SR 32, and 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 covers 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). This portion of I-5 is a four-lane rural freeway that primarily serves interregional commercial and recreational traffic.

The California Interregional Transportation Strategic Plan designates Interstate 5 as a "High Emphasis" route, giving it elevated interregional importance and eligibility for the funding of improvements on the route through the Interregional Improvement Program component of the State Transportation Improvement Program. Over the long term, communities in Sacramento County, Yolo, Colusa, and Tehama Counties are projected to have a high rate of development, which would increase travel demand on the I-5 corridor within the segments covered in this TCCR. While no major capacity improvements are planned for I-5 in Yolo, Colusa and Glenn Counties, local development Traffic Impact Studies that are yet to be completed, such as one for expansion of the community of Dunnigan, may result in proposal of improvements as mitigation.

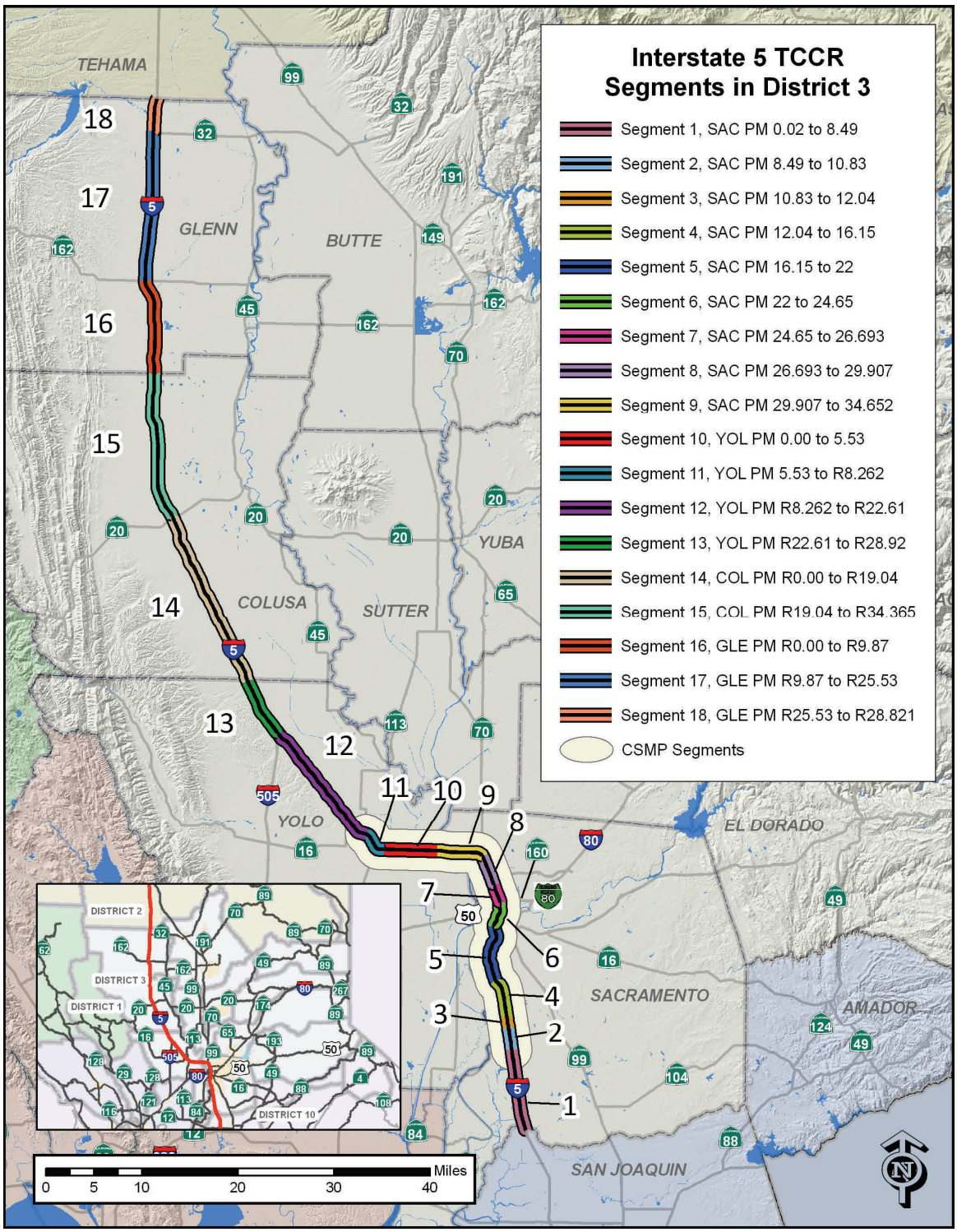
Concept Level of Service (LOS) represents the minimum acceptable service conditions over the next 20 years. District 3 has established minimum Concept LOS standards for the twenty-year planning horizon at LOS D for rural segments and LOS E for urban segments. The following discussion explains why the Concept LOS for some segments departs from these minimums:

- At this time it is not feasible to maintain LOS D on Segment 1 south of Hood-Franklin Road in the peak hour through 2027 within anticipated funding constraints.

Caltrans provides several roadside rest areas with direct access from I-5, and plans to expand truck parking at the Maxwell Rest Area. Though there are also several private truck stops along I-5 in Yolo, Colusa and Glenn Counties, many truck operators elect to park overnight along freeway interchange ramps. Additional truck parking is needed elsewhere along I-5; however, it can be difficult to plan and implement new facilities.

Transportation providers operating Segments 1 and 12 through 18 include San Joaquin Rapid Transit District Commuter Service; Greyhound; Amtrak connecting buses; YoloBus; Colusa County Transit; and Glenn Ride.

Corridor Segmentation Map



State—Local Responsibility

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

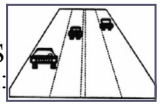
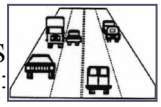
Interstate 5 TCCR Data for Segments 1 to 11

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 Boulevard	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 Boulevard	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/SR 113 Junction	Yolo	5.530	R8.262	B	D	C	4F	4F+2HOV	6F+2HOV

NOTE: Segments with a yellow background are covered in the Corridor System Management Plan described on Pages 1 and 2.

Notes/Definitions

1. Level of Service (LOS)-A measure of traffic density conditions, with "A" representing the least amount of density and "F" the most congested conditions. For the above peak hour LOS, A and B are not needed to provide good conditions.

LOS A:  LOS B:  LOS C: LOS D: LOS E: LOS F:

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*

	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 Comparison (% Compared to State Average)[11]	Peak Hour Traffic (No-Build)	Ave. Annual Daily Traffic (No-Build) [9]	Volume over Capacity[10] (No-Build)	Peak Hour Traffic (Build)	Ave. Annual Daily Traffic (Build) [9]	Volume over Capacity[10] (Build)
1	16%	57%	6,000	59,000	0.86	-40%	10,980	107,970	1.57	11,100	109,150	1.59
2	14%	57%	6,800	60,000	0.88	-51%	12,444	109,800	1.62	12,580	111,000	1.09
3	11%	57%	6,700	76,000	0.88	-45%	11,859	134,520	1.60	12,395	140,600	1.12
4	11%	66%	9,100	100,000	0.92	-61%	12,740	140,000	1.28	15,470	170,000	1.17
5	8%	66%	12,200	156,000	1.01	-32%	16,958	211,280	1.27	18,300	228,000	1.10
6	7%	58%	16,900	194,000	1.49	-32%	24,674	275,940	2.18	26,195	292,590	1.74
7	7%	66%	18,400	197,000	1.44	-39%	29,256	303,690	2.27	30,360	315,150	1.89
8	6%	52%	12,300	152,000	0.91	-53%	18,327	226,480	1.35	20,910	258,400	1.23
9	13%	52%	6,200	81,000	0.74	-56%	8,122	106,110	1.01	9,610	125,550	0.79
10	14%	53%	4,700	54,000	0.60	-22%	7,285	83,700	0.93	7,520	86,400	0.64
11	14%	52%	4,100	45,000	0.52	-30%	6,396	70,200	0.84	6,970	76,500	0.61

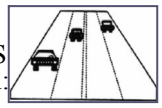
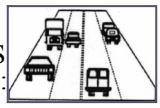
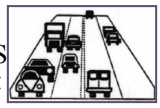
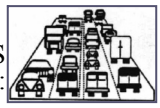
2. **20-Year LOS (No Build)**–The LOS that would be expected at 20 years with no improvements.
3. **20-Year Concept LOS-**The minimum acceptable LOS over the next 20 years.
4. **Facility Type Codes-**C = Conventional Highway; E = Expressway; F = Freeway; HOV = High Occupancy Vehicle lanes; Aux = Auxiliary 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 in the Peak Hour compared to the capacity of the roadway.
11. **Reported Collision Rate Comparison (% 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/SR 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	4F+1Aux to County Road 8, then 4F	6F+2Aux to County Road 8, then 6F
14	**Colusa/Yolo County to SR 20**	COL	R0.000	R19.04	B	D	D	4F	4F	6F (wider at overcrossings)
15	**SR 20 to Colusa/Glenn County**	COL	R19.04	R 34.365	B	C	D	4F	4F	6F (wider at overcrossings)
16	**Glenn/Colusa County Line to SR 162**	Glenn	R0.00	R9.87	B	C	D	4F	4F	6F (wider at overcrossings)
17	**SR 162 to SR 32**	Glenn	R9.87	R25.53	B	C	D	4F	4F	6F (wider at overcrossings)
18	**SR 32 to Glenn/Tehama County Line**	Glenn	R25.53	R 28.821	B	C	D	4F	4F	6F (wider at overcrossings)

Notes/Definitions

1. Level of Service (LOS)-A measure of traffic density conditions, with "A" representing the least amount of density and "F" the most congested conditions. For the above peak hour LOS, A and B are not needed to provide good conditions.

LOS A:  LOS B:  LOS C:  LOS D: LOS E:  LOS F:

LOS A – Free Flowing Conditions.
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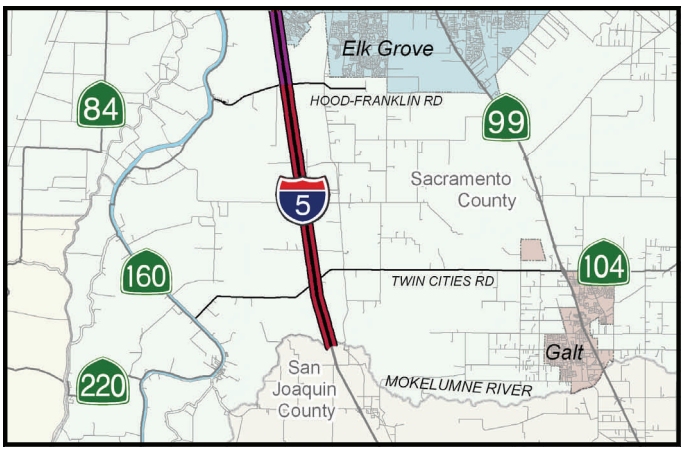
LOS C – Speeds at or near free-flow speed, but freedom to maneuver is noticeably restricted.
LOS D – Speeds begin to decline slightly with increasing flow; freedom to maneuver is more restricted.
LOS E – Operating conditions at or near roadway capacity. Even minor disruptions to the traffic stream can 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*

	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 Comparison (% Compared to State Average)[11]	Peak Hour Traffic (No-Build)	Ave. Annual Daily Traffic (No-Build) [9]	Volume over Capacity[10] (No-Build)	Peak Hour Traffic (Build)	Ave. Annual Daily Traffic (Build) [9]	Volume over Capacity[10] (Build)
12	17%	51%	3,400	35,000	0.46	-40%	5,168	53,200	0.70	5,270	54,250	0.71
13	19%	60%	3,800	31,500	0.59	-58%	5,510	45,675	0.85	5,510	45,675	0.85
14	19%	60%	3,350	30,500	0.52	-27%	4,858	44,225	0.76	4,858	44,225	0.76
15	17%	60%	2,950	26,000	0.44	-30%	4,425	39,000	0.66	4,425	39,000	0.66
16	20%	59%	2,950	25,500	0.47	-46%	4,425	38,250	0.71	4,425	38,250	0.71
17	20%	59%	3,000	28,000	0.47	-36%	4,500	42,000	0.71	4,500	42,000	0.71
18	17%	62%	3,000	26,500	0.46	-18%	4,350	38,425	0.67	4,350	38,425	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 in the Peak Hour compared to the capacity of the roadway.
11. **Reported Collision Rate Comparison (% 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 Stockton. Improved connections to SR 99 via Hood-Franklin Road are expected to affect Segments 2 through 4 more than Segment 1.

In 2007, Segment 1 operated at LOS D with an AADT of 59,000. By 2027, it is expected to degrade to LOS F, with AADT increasing to 109,150. Bus/carpool lanes have been discussed but not formally planned. Additional capacity to create a 6-lane freeway with new mixed flow lanes or HOV lanes will likely be needed in the future, and a solution will require coordination among regional agencies and Caltrans districts. Prior to adding lanes through this area, operational strategies would be employed to maximize mobility using the existing lanes.

Since Segments 2 to 11 are covered in the I-5/SR 99 South CSMP, the next segment discussed is Segment 12.

Segment 12 - I-5/SR 113 Junction to I-5/I-505 Junction (8.26/22.61)

Segment 12 follows Segment 1 in this TCCR because Segments 2 to 11 are covered in the I-5/SR 99 South CSMP.

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

In 2007, Segment 12 operated at LOS B, with an AADT of 35,000. By 2027, peak hour operation is expected to decline to LOS C, with AADT increasing to 54,250. However, the latter figure does not include any traffic from expansion of the community of Dunnigan, which is described in the Yolo County General Plan as having up to 8,900 residences. Depending on the outcome of traffic impact studies, Segment 12 and 13 conditions could be affected. The Concept LOS is the rural standard of D.

Highway Improvement Projects

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

Segment 1

Planned:

- Maintenance and Operations (To Be Determined)

Programmed (SHOPP is Source unless otherwise noted):

- Reconstruct Roadway, San Joaquin Co. Line to Florin Road , $133M; Fund from 2009/10 cost savings, construct 2010; 2008 SHOPP

Conceptual:

- Bus/carpool lanes have been discussed but not formally planned.
- At local-road interchanges traversed by a bicycle/pedestrian network, conceptual improvements may include bicycle/pedestrian improvements.

Segment 12

Planned (Plan Source is SHOPP 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 northbound Changeable Message Sign and Closed Circuit Television Camera System North of the North Junction SR 113, $TBD; 2022; Traffic Management Systems Plan

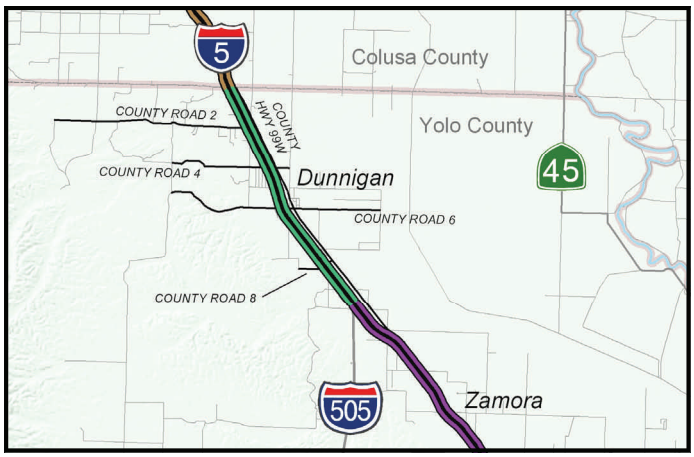
Programmed (SHOPP is Source unless otherwise noted):

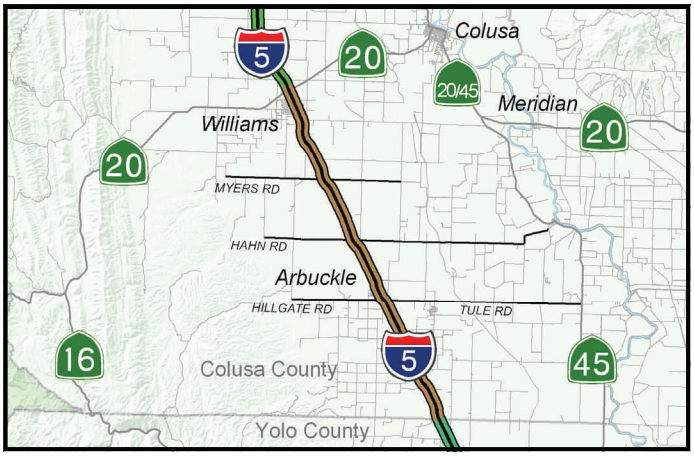
- AC overlay, Co. Road 96 to Oat Creek, $12.8M; Fund from 2010/11 cost savings [pending CTC approval]
- Bridge Preventative Maintenance, CR 102 to Buckeye Creek Bridge, $2.1M; Fund in 2010/11

Conceptual:

- Widening to 6F is planned beyond the year 2027, but may become necessary within the concept timeframe if future traffic volumes change based on new Traffic Impact Studies reflecting development build out.

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/interstate travel. Traffic from I-505 joins with Segment 12 traffic, increasing the percentage of trucks to 19%.

In 2007, Segment 13 operated at LOS C, with an AADT of 31,500. By 2027, peak hour operation is expected to decline to LOS D, with AADT increasing to 45,675. The latter figure does not include any traffic from expansion of the community of Dunnigan, which is described in the Yolo County General Plan as having up to 8,900 residences. Depending on the outcome of traffic impact studies, conditions on Segments 12 and 13 could be affected. The Concept LOS is the rural standard of D.

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

Segment 14 is a 4-lane freeway characterized by long-distance goods movement and other interregional/interstate travel. This segment should remain outside the Greater Sacramento commute shed; however, truck traffic may be elevated during certain hours as a result of truck operators' efforts to avoid peak hour travel in Sacramento and Vacaville/Fairfield. North of Arbuckle, Segment 14 proceeds to Williams and I-5's interchange with SR 20, an east-west Interregional Road System Focus Route.

In 2007, Segment 14 operated at LOS B, with an AADT of 30,400. By 2027, peak hour operation is expected to decline to LOS D, with AADT increasing to 44,245. The Concept LOS is the rural standard of D.

Highway Improvement Projects

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

Segment 13

Planned (Plan Source is SHOPP unless otherwise noted):

- Grind and Replace Asphalt Concrete Overlay, County Road 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; RTL 2014
- 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; Traffic Management Systems Plan

Programmed:

- Rehabilitate roadway, from Dunnigan to 2.3 mi. N of SR 20 in Colusa County, $38M; Fund in 2011/12; 2010 SHOPP GARVEE
- Bridge Preventative Maintenance, County Road 102 to Buckeye Creek Bridge, $2.1M; Fund in 2010/11 2008 SHOPP

Conceptual:

- Widening to 6F is planned beyond the year 2027, but may become necessary within the concept timeframe if future traffic volumes change based on new Traffic Impact Studies reflecting development build out.

Segment 14

Planned (Plan Source is SHOPP unless otherwise noted):

- Increase vertical clearance, Greenbay (PM 2.3) and Meyers Road (13.8) overcrossings, $2.0M; Fund by 2022
- Install southbound Changeable Message Sign and Closed Circuit Television Camera System south of E St, $TBD; 2022; Traffic Management Systems Plan
- Maintenance and Operations (To Be Determined)

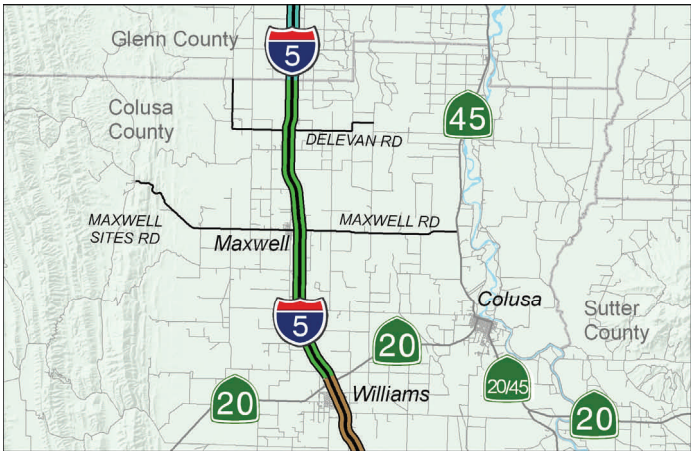
Programmed (SHOPP is Source unless otherwise noted):

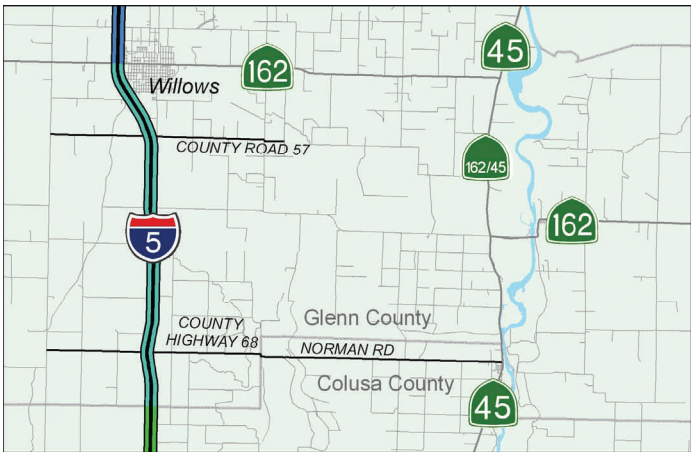
- Rehabilitate roadway, from Dunnigan in Yolo County to 2.3 miles N of SR 20, $38M; Fund in 2011/12; 2010 SHOPP GARVEE

Conceptual:

- Consider locations 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-SR 20 to Colusa/Glenn County Line (19.04 to 34.36)

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

In 2007, Segment 15 operated at LOS B, with an AADT of 26,000. By 2027, peak hour operation is expected to decline to LOS C, with AADT increasing to 39,000.

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

Segment 16 is a 4-lane freeway characterized by long-distance goods movement and other interregional/interstate travel. The segment will remain outside major commute sheds; however, truck traffic may be elevated during certain hours as a result of truck operators' 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.

In 2007, Segment 16 operated at LOS B, with an AADT of 25,500. By 2027, peak hour operation is expected to decline to LOS C, with AADT increasing to 38,250.

Highway Improvement Projects

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

Segment 15

Planned (Plan Source is SHOPP unless otherwise noted):

- Install northbound Changeable Message Sign and Closed Circuit Television Cameras north of SR 20, $TBD; 2022; Traffic Management Systems Plan
- Maintenance and Operations (To Be Determined)

Programmed (SHOPP is Source unless otherwise noted):

- Rehabilitate roadway, from Dunnigan in Yolo County to 2.3 mi. N of SR 20, $38M; Fund in 2011/12; 2010 SHOPP GARVEE

Conceptual:

- Truck Parking at Maxwell Roadside Rest Area: add truck-trailer spaces, improve ramp, walkway, drainage, and lighting; $4.8M; Fund by 2022
- Consider locations with three lanes in each direction where trucks can pass one another without occupying the #1 lane.

Segment 16

Planned (Plan Source is SHOPP unless otherwise noted):

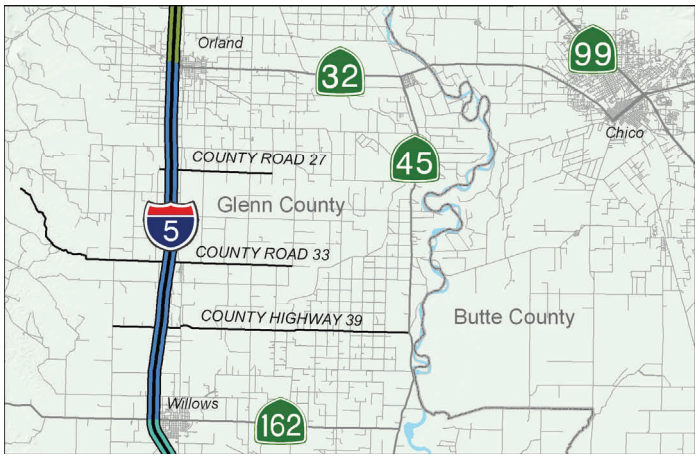
- Install southbound Changeable Message Sign and Closed Circuit Television Cameras south of County Road 60, $TBD; 2022; Traffic Management Systems Plan
- Maintenance and Operations (To Be Determined)

Programmed: No programmed projects

Conceptual:

- Consider locations 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.

Interstate 5 Segment 17 & 18 Summary

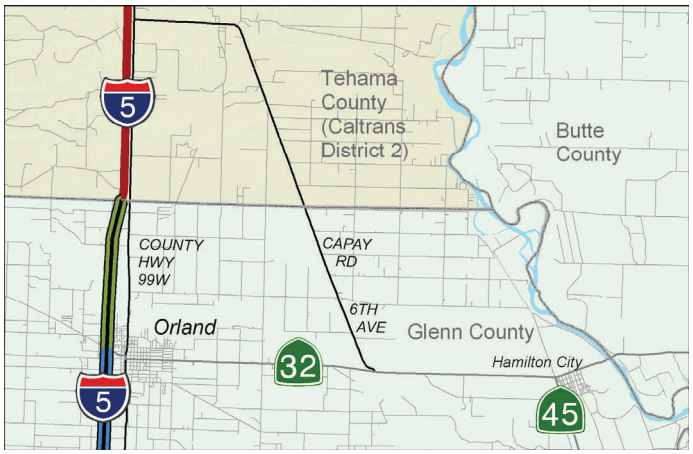


Segment 17 - SR 162 to SR 32 (R9.87 to R25.53)

Segment 17 is a 4-lane freeway characterized by long-distance goods movement and other interregional/interstate travel. The segment will remain outside major commute sheds; however, truck traffic may be elevated during certain hours as a result of truck operators' 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.

In 2007, Segment 17 operated at LOS B, with an AADT of 28,000. By 2027, peak hour operation is expected to decline to LOS C, with AADT increasing to 42,000.

Operational issues on SR 32 east of I-5 have motivated local plans for a truck bypass of I-5 and SR 32 using County Road 27.



Segment 18 - SR 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/interstate travel. The segment will remain outside major commute sheds; however, truck traffic may be elevated during certain hours as a result of truck operators' 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.

In 2007, Segment 18 operated at LOS B, with an AADT of 26,500. By 2027, peak hour operation is expected to decline to LOS C, with AADT increasing to 38,425. This future traffic volume is slightly lower than, but comparable to, the volume indicated for the next segment to the north in Caltrans District 2's I-5 TCCR.

Highway Improvement Projects

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

Segment 17

Planned (Plan Source is SHOPP unless otherwise noted):

- Install southbound Changeable Message Sign and Closed Circuit Television Camera System south of County Road 16, $TBD; 2022; Traffic Management Systems Plan
- Maintenance and Operations (To Be Determined)

Programmed:

- Work with Glenn County Transportation Commission on their truck bypass of of I-5 and SR 32 using County Road 27 and other local roads.

Conceptual:

- Consider locations 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 (Plan Source is SHOPP unless otherwise noted):

- Install northbound Changeable Message Sign and Closed Circuit Television Camera System N of SR 32, $TBD; 2022; Traffic Management Systems Plan
- Maintenance and Operations (To Be Determined)

Programmed: No programmed projects

Conceptual:

- Consider locations 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-5 segments not covered by the Corridor 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 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 4-year "State Highway Operations and Protection Program" of Highway Maintenance or Improvement projects, or to the interrelated 10-Year SHOPP Plan containing such projects . The 2010 4-Year SHOPP was approved by the California Transportation Commission in February 2010, 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 the Sacramento Area Council of Governments (SACOG) to its Long-Range Transportation Plan, which is produced according to guidelines approved by Caltrans, the Federal Highway Administration, and the Federal Transit Administration.

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, the Federal Highway Administration, and the Federal Transit Administration.

RTP Regional Transportation Plan is the title given by the Colusa County Transportation Commission (CCTC) and the Glenn County Transportation Commission (GCTC) to their long-range transportation plans, which are produced according to guidelines approved by Caltrans, the Federal Highway Administration, and the Federal Transit Administration.

RTIP Regional Transportation Improvement Program is the title given by CCTC and GCTC to their federal programming documents, which are produced according to guidelines approved by Caltrans, the Federal Highway Administration, and the Federal Transit Administration.

Please contact us for questions and concerns about this TCCR:
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Telephone: (530) 741-5151
Or visit the TCCR website at: http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html