ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Hilt Pavement Rehab

Resolution SHOPP-P-2526-05B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☑ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on March 19, 2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, Caltrans, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 3/20/2026 meeting the Commission approved the State Highway Operation and Protection Program and included in this program of projects the Hilt Pavement Rehab, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ■ Resolution G-26-33, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 3/20/2026
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Hilt Pavement Rehab

Resolution:

(to be completed by CTC)

12/5/2025
Date

Nicole Mallory

Project Manager

Project Applicant

12/15/2025
Date

Kristen A Kingsley

Deputy District Director Asset and Program Management

Implementing Agency

12/16/2025
Date

Brett Ditzler

Acting District Director

California Department of Transportation

Dina El-Tawansy (Mar 4, 2026 16:54:54 PST)

03/04/2026
Date

Dina El-Tawansy

Director

California Department of Transportation

03/23/2026
Date

Tanisha Taylor

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	01/14/26 07:39:51 AM

District	EA	Project ID	PPNO	Project Manager
02	2J210	0221000042	3817	MALLORY, NICOLE A

County	Route	Begin Postmile	End Postmile	Implementing Agency	
SIS	5	R 58.2L*	R 69.3	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

Hilt Pavement Rehab

Location/Description

Near Hornbrook, from Klamath River Bridge to Oregon State line. Rehabilitate roadway and drainage systems, upgrade lighting, guardrail, and Traffic Management System (TMS) elements, and install signs and wildlife fencing. (G13 Contingency Project)*

Legislative Districts

Assembly:	01	Senate:	01	Congressional:	01

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement		45.8			45.8	Lane-miles
Programmed Condition	Pavement	45.8				45.8	Lane-miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	10/16/25	
Right of Way Certification Milestone		01/26/27
Ready to List for Advertisement Milestone		08/09/27
Begin Construction Milestone (Approve Contract)		02/15/28

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	24/25	3,730					3,730
PS&E	25/26	3,120					3,120
RW Support	25/26	420					420
Const Support	27/28*	9,119*					9,119*
RW Capital	27/28*	149					149
Const Capital	27/28*	92,151*					92,151*
Total		108,689*					108,689*

*Per concurrent 2026 SHOPP Adoption

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation
a California Way of Life

To: RICH STONE
SHOPP
HQ Financial Programming

Date: January 16, 2026

File: 02-2J210
0221000042
02-Sis-5-R58.200L/R69.293

From:
Nicole Mallory
Project Manager
District 2 Program/Project Management

Subject: **PROJECT STATUS UPDATE**

This memorandum is written to accompany the Baseline Agreement for the referenced project.

The Project was programmed into the 2024 SHOPP Program originally for FY 26/27 RTL delivery. The new schedule is in alignment with the schedule in the draft 2026 SHOPP, anticipated to be adopted at the March 2026 CTC meeting. The components will be reprogrammed with the 2026 SHOPP adoption.

Currently Proposed Major Milestones:

Milestone	**Current Schedule**
PAED (M200) – Actual	10/16/2025
R/W Cert (M410)	1/26/2027
RTL (M460)	8/9/2027
Approve Contract (M500)	2/15/2028

The current R/W capital cost estimate from the Project Report exceeds the programmed amount by $31,000. Additional R/W capital will be documented via a Project Change Request (PCR).

Current and Proposed Funds:

Component	Programmed	Allocated	PR/Current Estimate
PAED Support	$3,730	$3,730	$3,647
PS&E Support	$3,120	$3,120	$3,015
R/W Support	$420	$420	$420
Const. Support	$9,119*		$8,968
R/W Capital	$149		$180
Const. Capital	$92,151*		$92,151

*Per concurrent 2026 SHOPP Adoption

C: Kerry Molz
Jessica Lynch

Hilt Pavement Rehab

Project Report

02-SIS-005 PM R58.2/R69.293

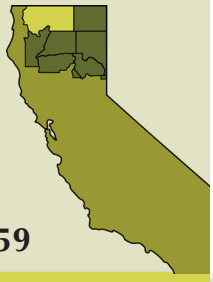
20.XX.201.122

0221000042

02-2J210

PPNO: 3817

AMT ID: 22159



Project Location

In Siskiyou County near Hornbrook from Klamath River Bridge and Separation No. 02-0134R to Oregon State Line.

"This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions and decisions are based."

REGISTERED PROFESSIONAL ENGINEER
PAUL ROWE
No. C83972
CIVIL
STATE OF CALIFORNIA

Paul Rowe 10/9/2025

PAUL ROWE, P.E. Date

I have reviewed the right of way information contained in this Project Report and R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:

Tadj Ratajczak 10/13/25

TADJ RATAJCZAK Date
Assistant Division Chief North Region Right of Way
Eureka/Redding

Approval Recommended:

Nicole Mallory 10/9/2025

NICOLE MALLORY, P.E. Date
Project Manager, District 2

Jose Corrales 10/13/2025

for **SEAN E. SHEPARD, P.E.** Date
Chief, Asset Management,
District 2

Project Approved:

Dave Moore October 16, 2025

DAVE MOORE, P.E. Date
District Director, District 2

1. INTRODUCTION

This project proposes pavement rehabilitation on Interstate 5 (I-5) within Siskiyou County. This project will restore the pavement to a state of good repair, thus extending the pavement service life of the freeway, reducing the need for maintenance, and improving the overall ride quality and facility safety.

A Location Map is included as Attachment A. A summary of project information is provided in the table below.

Project Information Summary

<table>
<tr><td>Project Limits</td><td colspan="3">02-Siskiyou-5
Post Mile R58.2/R69.293</td></tr>
<tr><td>Number of Alternatives</td><td colspan="3">2 (Including No-build)</td></tr>
<tr><td></td><td>Current Cost Estimate</td><td>Escalated Cost Estimate</td><td>Programmed Cost Estimate</td></tr>
<tr><td>Capital Outlay Support</td><td>-</td><td>$16,050,000</td><td>$16,640,000</td></tr>
<tr><td>Capital Outlay Construction</td><td>$81,662,000</td><td>$92,151,000</td><td>$91,900,000</td></tr>
<tr><td>Capital Outlay Right of Way</td><td>$168,000</td><td>$180,000</td><td>$149,000</td></tr>
<tr><td>Funding Source</td><td colspan="3">SHOPP Pavement Rehabilitation (2R) (20.XX.201.122)</td></tr>
<tr><td>Funding Year</td><td colspan="3">2026/2027</td></tr>
<tr><td>Construction Year</td><td colspan="3">2028/2029</td></tr>
<tr><td>Working Days</td><td colspan="3">200</td></tr>
<tr><td>Type of Facility</td><td colspan="3">Four/Five-lane interstate freeway</td></tr>
<tr><td>Number of Structures</td><td colspan="3">11</td></tr>
<tr><td>SHOPP Project Output</td><td colspan="3">Anchor Project Performance Measure:
<table>
<tr><th>Pavement Class I: 45.8 lane-miles</th><th>Good</th><th>Fair</th><th>Poor</th></tr>
<tr><td>Existing Condition</td><td>0.0</td><td>45.8</td><td>0.0</td></tr>
<tr><td>Post Construction</td><td>45.8</td><td>0.0</td><td>0.0</td></tr>
</table>
(See Attachment B for additional performance measures)</td></tr>
<tr><td>Environmental Document</td><td colspan="3">CEQA*: Categorical Exemption (CE)
NEPA*: Categorical Exclusion (CE)</td></tr>
<tr><td>Legal Description</td><td colspan="3">In Siskiyou County near Hornbrook from Klamath River Bridge and Separation No. 02-0134R to Oregon State Line</td></tr>
<tr><td>Project Development Category</td><td colspan="3">Category 5</td></tr>
</table>

*California Environmental Quality Act, National Environmental Policy Act

2. RECOMMENDATION

The Project Development Team (PDT) recommends the approval of the preferred alternative, and that the project proceed to the final design phase.

3. BACKGROUND

Project History

This project was approved on June 29, 2023. Pertinent past projects within the project limits on I-5 in Siskiyou County include:

- In 2013 at PM R61.55 (Henley Way Undercrossing), joint seals and MBGR were replaced, and a polyester concrete overlay was placed.
- In 2013 from PM R58.10 to R69.30, pavement markers were replaced.
- In 2014 from PM R62.0 to R62.80, work included HMA widening, lighting, and signs.
- In 2014 from PM R63.65 to R63.77 (Cottonwood Creek Bridges), PCC bridge rail end blocks, MBGR connections, and approach slabs were replaced, new joint seals were installed, and a polyester concrete overlay was placed.
- In 2015 at PM R68.3, the Hilt Road Overcrossing was replaced.
- In 2015 at various postmiles, overhead sign panels and roadside signs were installed.
- In 2016 from PM R57.8 to R58.5 (Klamath River Bridge and Separation), work included bridge strengthening, barrier rail, HMA, polyester concrete, approach slabs, and roadside signs.
- In 2018 from PM R0.0 to R69.30, striping was replaced with 6-inch and 8-inch thermoplastic striping and markers were replaced.
- In 2018 from PM R66.0 to R69.3, the outside northbound and southbound lanes were cold planed and paved back with HMA.
- In 2019 at PM R59.60, electric vehicle charging stations were installed.
- In 2021 from PM R9.9 to R68.10, work included roadway excavation and improving the clear recovery zone.

This segment of freeway is subject to severe winter conditions. Periodic heavy snow events and more frequent light snow events are common. The project area is regularly maintained and improved. These maintenance activities include routine crack filling, performing digouts for isolated failed asphalt locations, executing routine rehabilitation asphalt overlays, performing bridge maintenance/replacement when necessary, and replacing pavement markers and striping.

This project originally included rehabilitating the pavement at the agricultural inspection station at/near PM R63.49. The agricultural station was removed from the project scope as it was planned for relocation or improvement by California Department of Food and Agriculture (CDFA). This led to the determination that paving will continue through the mainline and pave to the conforms of the agricultural inspection station, but the station will not receive improvements with this project. Currently an IRDAP is being

drafted to obtain minor funds for pavement work through the agricultural station.

Community Interaction

Preliminary discussions concerning this project have been held with Siskiyou County Public Works, Siskiyou STAGE, Siskiyou County Transportation Commission, Jackson County Public Works (Oregon), Oregon Department of Transportation (ODOT), and other partners.

Additional details, meeting summaries, and ongoing engagement requirements may be found in the Engagement Summary, Attachment K.

Existing Facility

This project passes through mountainous terrain along the Siskiyou Mountains with a maximum grade of 6%. The northbound and southbound lanes are on separate alignments that are primarily tangent with gentle curves. This segment of highway is one of the highest points on the interstate system in Northern California. This section of freeway begins at the north end of the Klamath River, ends at the Oregon border, and includes several ramps and chain on/off locations due to heavy use by trucks and snowy winter conditions.

Within the project limits, some sections of I-5 have four lanes and some have five lanes. The traveled way width varies from approximately 24 feet to 36 feet on the northbound section and is approximately 24 feet on the southbound section of freeway. The median is mostly unpaved with vegetation and no barrier with a width varying from approximately 40 feet to 650 feet. The existing paved shoulder width is approximately two feet to five feet for the inside shoulders and 10 feet for the outside shoulders throughout the project limits. Per as-builts, cross slope is 2% and superelevation varies 1.5% to 5%.

Trucks along this section of I-5 transport goods both regionally and inter-regionally. This project is in a high priority goods movement area, as I-5 is a key link in moving freight from the Mexican border to the Canadian border in addition to communities and urban centers in between. This section of I-5 can experience closures due to events such as heavy snowfall, fires, and crashes.

The posted speed limit is 65 miles per hour and 55 miles per hour for freight trucks with three or more axles.

The project includes five interchanges: State Route 96, Henley Way, Hornbrook Highway, Bailey Hill Road, and Hilt Road.

4. NEED AND PURPOSE

4A. PROBLEM, DEFICIENCIES, JUSTIFICATION

Need

The existing pavement condition requires a high level of maintenance activities and costs and will eventually need repairs beyond routine maintenance. In the 2027 delivery year, it is anticipated all the lane miles will be in fair condition. Some culverts within the project limits have deficiencies, including rusted inverts, displaced joints, or collapsed pipes resulting in poor or fair conditions. Other assets within the project limits, including guardrail, Transportation Management Systems (TMS) elements, signs, and striping are non-standard, do not meet current design guidance, are obsolete, or have a poor or fair condition.

Purpose

The purpose of this project is to reduce distressed lane miles, improve ride quality, minimize future maintenance and capital efforts and costs, reduce worker exposure, extend the useful pavement life for a minimum of 20 years, and improve safety and facility reliability for all modes for travel and goods movement. The project will restore the pavement, culvert segments, and TMS elements to a good condition.

4B. REGIONAL AND SYSTEM PLANNING

Identify Systems

Interstate 5 within the project limits is classified as a principal arterial. Additional classifications within the project limits include the 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, and Lifeline Route.

State Planning

This project aligns with many of the goals and concepts stated in the 2008 I-5 Transportation Concept Report (TCR). Major goals from the TCR include rehabilitating the roadway due to deterioration, maintaining the concept Level of Service, and improving traffic operations through TMS. Additional goals addressed by this project include drainage restoration and erosion control for locations where erosion is problematic.

Regional and Local Planning

The interstate serves a variety of local and interregional trips and passes through the mountainous terrain of the Siskiyou Mountains, one of the more rural locations within Caltrans District 2. There are only a few essential service locations within the project area. Community members will likely travel south through construction to access services in Yreka, California and north to access service in Medford, Oregon.

This project will be consistent with Siskiyou County Local Transportation Commission's Regional Transportation Plan (RTP) and will meet its goals by rehabilitating the pavement and maintaining the integrity of the existing system.

Transit Operator Planning

The Greyhound and Siskiyou Transit and General Express (STAGE) operate within the project limits. STAGE operates five different routes that serve the entire county, with most of the routes along the I-5 corridor. STAGE runs through the project limits (one round trip per day). Hours of operation are typically from 6AM to 9PM Monday through Friday. The project will impact current routes within the project limits. Coordination will be necessary to minimize delays and maintain access to the transit service for the public.

4C. TRAFFIC

Current and Forecasted Traffic

The District 2 Office of Traffic Management provided the current and forecasted traffic data for the project limits. The traffic data is shown in the table below.

Traffic data for Siskiyou 5 between PM R58.2 and R69.293

Year	ADT	DHV	TI
2019 (base)	16,700	-	-
2028 (construction)	17,880	2,250	-
2033 (5 year)	18,530	2,330	12
2038 (10 year)	19,840	2,500	13
2048 (20 year)	21,150	2,660	14
2058 (30 year)	22,460	2,820	15
2068 (40 year)	27,770	2,990	15.5
Directional Split (2019) = 55% Trucks (2019) = 33%			

ADT = Average Daily Traffic
DHV = Design Hourly Volume
TI = Traffic Index

Collision Analysis

The District 2 Office of Traffic Safety and Investigations provided the following collision history and analysis for the five-year period between 07/01/2019 and 06/30/2024. The collision rates within the project area compared to the statewide average for similar facility types are shown in the table below.

Collision data from TASAS Table B for Siskiyou 5 between PM R58.2 and R69.293

Collision Rates*	**Actual**	**Statewide Average**
Total Collision Rate (col/mvm)	0.25	0.64
Fatal plus Injury Collision Rate (col/mvm)	0.08	0.25
Fatal Collision Rate (col/mvm)	0.004	0.016

*col/mvm – collisions per million vehicle miles

The actual total collision rate, fatal plus injury collision rate, and fatal collision rate are below the statewide averages for similar facilities.

Of the 68 reported crashes, 30 crashes happened in dark conditions and 10 were in wet conditions. According to the Type of Collision code, there were 16 Side Swipes, 12 Rear Ends, 20 Hit Objects, 5 Overturns, and 15 Other types of collisions. There were no concentrations of crashes. The crashes within this segment were scattered. Of the 68 crashes, there was one Fatal and two Serious Injury crashes. The following gives a more detailed description of these crashes:

- PM R63.59 (02/07/2022 at 23:09): Clear, dark, dry conditions. Driver was traveling northbound at a high rate of speed around a curve to the right. The driver failed to make the turning movement and continued straight, leaving the west side of the roadway. The vehicle ran through three plastic delineators and then struck the end of guardrail. The end of the guardrail protruded through the side door of the vehicle and struck the driver, causing the fatal injury.
- PM R67.59 (11/04/2022 at 19:09): Clear, dark, dry conditions. Driver 1 was driving Vehicle 1 (freightliner with trailer) southbound in the #2 lane at approximately 46 to 48 miles per hour. Driver 2 was driving Vehicle 2 southbound in the #2 lane at approximately 10 to 15 miles per hour due to slowing traffic from a previous collision. Driver 1 was unable to stop in time as he approached Vehicle 2 and rear-ended Vehicle 2.
- PM R69.22 (06/09/2022 at 08:13): Clear, day, dry conditions. Driver 3 was driving northbound in the #1 lane at approximately 20 miles per hour slowing for traffic ahead. Behind Vehicle 3 was Driver 2 driving northbound in the #1 lane at approximately 20 to 30 miles per hour also slowing for traffic ahead. Driver 1 was driving northbound in the

#1 lane at approximately 40 miles per hour and was unable to stop in time, rear-ending Vehicle 2. The force of the collision propelled Vehicle 2 into Vehicle 3.

Traffic Safety recommends ensuring all slopes are recoverable where possible, if the project budget and scope allow. If it is not possible to make slopes recoverable, it is recommended to relocate all fixed objects outside the Clear Recovery Zone or shield them with approved barrier systems and delineate with approved object markers. Traffic Safety also recommends upgrading all guardrail and guardrail end treatments to current standards.

5. ALTERNATIVES

There are two proposed alternatives for this project, the "build" alternative and the "no-build" alternative.

5A. VIABLE ALTERNATIVES

Alternative 1 – Build Alternative

Proposed Engineering Features

The build alternative proposes the following improvements within the paving limits from PM R58.2 to PM R69.293:

- Remove existing asphalt, crack and seat existing concrete slabs under mainline travel lanes, place 0.4 feet Hot Mix Asphalt (HMA) and 0.2 feet Rubberized Hot Mix Asphalt-Gap Graded (RHMA-G) for approximately 45.8 lane miles
- Cold plane 0.2 feet HMA and place back 0.2 feet RHMA-G on northbound and southbound lanes from PM R69.13 to PM R69.293
- Cold plane approximately 0.2 feet and place back 0.2 feet RHMA-G for 18 on-off-ramps and shoulders, and include dig outs
- Construction of temporary crossovers (0.5 feet HMA over one foot of Class II base)
- Pave or fog seal existing turnaround locations
- Repair or replace 22 drainage systems and adjust inlets and overside drains to match new flowline
- Replace edge drains and install cross drain interceptors where necessary
- Improve or upgrade 23 traffic monitoring stations and six ITS elements
- Replace lighting at 26 locations
- Replace five one-post signs, 39 two-post signs, and two overhead sign structures[1]
- Replace 36,159 linear feet of guardrail[1]

- Replace 12 WB transition rails with Approach Guardrail Transition (AGT) railing
- Install 12 concrete barrier transitions to receive AGT railing
- Install approximately 4,700 linear feet of eight-foot-high wildlife fencing

[1] Vegetation control under guardrail (Value Analysis alternative) and replacement of one additional overhead sign (listed in unprogrammed PID alternative) are also being considered. These items may be added to the scope at a later date, contingent upon funding and approval.

The preliminary project plans are included as Attachment C.

Nonstandard Design Features

As this is a screened 2R project, there are no nonstandard design features associated with the proposed improvements.

Utility and Other Owner Involvement

The following utilities are within the project limits:

- Hunter Communications – underground fiber optic
- Pacific Power – aerial electric
- AT&T – aerial telecommunications

The proposed project will not impact any utilities.

Railroad Involvement

This project features work within and near the Central Oregon & Pacific Railroad (CORP) right of way in order to rehabilitate the pavement and replace guardrail.

CORP owns and operates tracks within the vicinity of I-5. The freeway crosses under Bailey Hill UP Bridge #02-0019 at PM R66.974. This bridge is a two-span continuous cast-in-place prestressed single cell box girder. Coordination with the CORP will be required.

Erosion Control

This project is anticipated to require permanent stormwater Treatment Best Management Practices (TBMPs) and may require the treatment of 3.2 acres of new impervious surface if vegetation control is added under replaced and added guardrail. Temporary construction site BMPs have been identified in the cost estimate and will be developed under a contractor-prepared Stormwater Pollution Prevention Plan. Additional BMPs may be identified during the Plans, Specifications, and Estimate (PS&E) phase.

The Storm Water Data Report is included as Attachment E.

Nonmotorized and Pedestrian Features

This section of I-5 is open to bicyclists, though volumes are typically low within the project location. Pedestrians are prohibited.

Needed Roadway Rehabilitation and Upgrading

The majority of pavement within the project limits exhibits various forms and levels of distress including unstable and rocking concrete slabs, longitudinal/transverse cracking, alligator cracking, rutting, and poor ride quality. Based on APCS 2019, PaveM predicts 100% SHOPP effectiveness and 7% rehabilitation effectiveness in the 2027 delivery year. The flexible pavement condition is rapidly deteriorating with many areas of localized failure because the underlying concrete slabs are unstable and rocking.

Cost Estimates

The current year capital cost estimate for this project is $81,662,000. The escalated construction capital cost estimate is $92,151,000. The estimate is based on current construction trends and material availability. Hot Mix Asphalt (Type A) and Rubberized Hot Mix Asphalt (Gap Graded) are the largest contributors to the project cost, estimated at over $14,000,000 each. The cost estimate is included as Attachment D.

Alternative 2 – No-Build

The no-build alternative would not make any improvements to the existing facility within the project limits. The facility condition would continue to deteriorate, increasing maintenance needs and ultimately failing to provide mobility. This alternative does not meet the need and purpose of the project.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. HAZARDOUS WASTE

An initial site assessment (ISA) was conducted by the North Region Office of Environmental Engineering to identify hazardous materials that could be present within the project limits. The ISA identified the potential for the following hazardous materials:

- Lead contaminated soil
- Lead and chromium in yellow traffic stripes
- Asbestos and/or lead paint from existing structures

- Hazardous chemicals in wood posts associated with metal beam guardrail and signposts
- Styrene associated with cured in place pipe (CIPP)

For any right of way acquisitions/easements, a Hazardous Materials Disclosure Document will be required before any right of way can be acquired. An asbestos and/or lead paint study will be required on the existing structures prior to any work being performed. Since construction of the project cannot avoid disturbing soils, a Site Investigation is required for Aerially Deposited Lead (ADL), asbestos, and lead paint.

As currently proposed, the project site is not listed as a Cortese site.

6B. VALUE ANALYSIS

A Value Analysis (VA) Study was conducted in December 2024. The VA team identified seven alternatives. During the implementation meeting and subsequent executive staff meeting, management decided to accept two alternatives, conditionally accept two additional alternatives, and reject three other alternatives. One of the conditionally accepted alternatives was later rejected by the Project Development Team (PDT). The accepted alternatives include:

1. Use a welded steel pipe slip liner for multiple existing 24-inch, 30-inch, and 36-inch corrugated steel pipe drainage systems. Cost: $271,000
2. Include minor concrete vegetation control on most of the replaced guardrail. Cost: $1,503,000
3. Allow for the contractor to mobilize their HMA plant near or within the project limits. Cost savings: $1,733,000

The accepted alternatives amount to a construction cost increase of $41,000, with no change to the construction duration.

The first rejected alternative proposed rubblizing the underlying Portland cement concrete surface, placing Class 2 aggregate base as a leveling course, and eliminating the geosynthetic pavement interlayer. This alternative was rejected mainly due to the fact that the Materials division estimated up to 20-30% swelling of rubblized concrete. This would not leave room for at least 0.6' of HMA where existing HMA thickness is thinner without having to remove rubblized concrete. Additionally, Materials noted that rubblizing the concrete and using it as base would trigger having to use new CalME structural design standards, which typically results in the HMA being much thicker than what was scoped for this project. The structural section for this project was approved under the older design standards. If a new CalME structural section design was required, the road profile would need to be

raised, and surveys would be required to capture the existing profile. The approved structural section did not necessitate existing road profile surveys.

The second rejected alternative proposed using a rich bottom design for the HMA structural section. This VA alternative was rejected because while the rich bottom design could extend the life of the pavement, it is difficult to quantify the anticipated extension.

The third rejected alternative proposed splitting traffic between PM R62.9 and R65.5 and, instead of moving all traffic completely to the opposite side, a lane would be opened on both sides of the roadway, northbound and southbound, to increase flow. The PDT rejected this alternative because there are two bridges within these postmile limits (at PM R63.6 and PM R64.8) that would force the extra lane to be dropped at the bridges, defeating the purpose of having an extra lane for two and a half miles.

The fourth rejected alternative proposed adding wildlife exclusionary fencing at another location that would direct deer and other wildlife to cross under both northbound and southbound lanes of I-5 at existing bridges and culverts. This VA alternative was rejected because the additional wildlife fencing would negatively impact cultural resources, increase the number of required clearances for cultural mitigation, and extend the timeline of the project.

6C. RESOURCE CONSERVATION

The Standard Specifications allow use of Reclaimed Asphalt Pavement (RAP) in new HMA to conserve resources. All resources will be conserved to the maximum extent possible.

6D. RIGHT OF WAY ISSUES

Right of Way Required

Right of way acquisition through easements and right of entry will be required to construct this project. A summary of right of way needs is shown in the table below.

Summary of right of way acquisition needs

Type of Acquisition	**Number of Parcels (Parent/Sub)**	**Area (acres or sqft)**
Temporary Construction Easements	3	0.7 acres
Right of Entry	1	-

The right of way needs for this project include verification of utilities, coordination with CORP, and a courtesy letter to the Bureau of Land Management (BLM). Temporary construction easements are anticipated for drainage work. Coordination with local agencies is anticipated. Necessary encroachment permits will be acquired from local agencies in the design phase. A Right of Way Data Sheet is included as Attachment F.

6E. ENVIRONMENTAL COMPLIANCE

The project is Categorically Exempt under Class 1 of the State CEQA Guidelines.

The project is Categorically Excluded under the NEPA.

Wetland and Floodplain

Most of the project is within FEMA Zone X (area of minimal flood hazard). The project transects Zone A (special flood hazard zone with no base flood elevations) at approximately PM R63.6R/R63.8L and longitudinally encroaches the zone at several locations within PM R58.2/R60.3R where I-5 runs alongside the Klamath River; however, the project will not impact Zone A.

As-built plans from 1974 for bridge #02-0175 show that the highwater elevation is well below the bridge soffit. The project will not require a Central Valley Flood Protection Board (CVFPB) permit and does not encounter any U.S. Army Corps of Engineers (USACE) levees. Four dams along the Klamath River (Iron Gate, Copco 1, Copco 2, and the J.C. Boyle Dam) upstream of the work area have been removed, which will continue to change the dynamics of the Klamath River.

A review of Caltrans' hydraulic history files showed no historical flooding in the project limits. Caltrans Maintenance reported that there are currently roadbed drainage issues at PM 65.5 (northbound), which will be resolved in this project.

Other Environmental Issues

Three disposal sites have been identified on I-5 at PM R53.7, PM R59.6, and PM R63.0. The proposed disposal site at PM R53.7 is located along the east shoulder of the northbound lanes of I-5. The existing disposal site at PM R59.6 is located along the west shoulder of the southbound lanes of I-5. This site has been previously approved for use as a disposal site and is on land owned by the Bureau of Land Management. The proposed disposal site at PM R63.0 is located along the northbound onramp to I-5.

The environmental document is included as Attachment G.

6F. AIR QUALITY CONFORMITY

Air quality conformity is not required.

6G. TITLE VI CONSIDERATIONS

Title VI of the Civil Rights Act is adhered to in this proposed project.

6H. LIFE CYCLE COST ANALYSIS

During project development meetings and scope refinement discussions, management concluded a Life Cycle Analysis on three alternatives to assist in determining the best rehabilitation pavement strategy for the project location. The pavement strategies of the three alternatives are summarized below:

- Alternative A1: Remove existing asphalt, crack and seat slabs, place 0.25-feet HMA with an additional 0.2-feet RHMA-G
- Alternative A2: Remove existing asphalt, crack and seat slabs, place 0.4-feet HMA with an additional 0.2-feet RHMA-G
- Alternative A3: Remove existing asphalt, crack and seat slabs, place 0.6-feet HMA with an additional 0.2-feet RHMA-G

40-year life cycle costs for each of the three alternatives' pavement strategies have been analyzed and are summarized in the table below:

Paving Alternatives	Pavement Service Life	Initial Paving Construction Cost	Total Life Cycle Paving Cost over 40-year lifespan*
A1	20 years	$30,873,000	$161,417,000
A2	20-40 years	$35,286,000	$165,830,000**
A3	40 years	$41,546,000	$132,105,000

* Includes costs only associated with pavement work: cold planning asphalt concrete pavement, placing HMA, placing RHMA, crack and seating concrete, installing shoulder backing, applying tack coat, etc.

** Real Cost Software used to compute life cycle cost analysis only accounts for pavements with a pavement service life of 5, 10, 20, and/or 40 years. A1 and A2 are estimated using a 20-year service life analysis. A2's true life cycle cost in anticipated to be somewhere between that of A1 and A3.

The life cycle cost analysis determined that although Alternative A1 had the lowest initial construction cost, Alternative A3 contains the lowest overall life cycle cost when evaluating all three alternatives over the course of a 40-year lifespan. Due to the significant initial paving construction costs, Alternative A3 was not chosen as the programmable alternative for this project. Although Alternative A1 had a lower cost, this alternative would

add complexity to constructability and increase quantities. For these reasons, Alternative A2 was chosen for this project.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Route Matters

There are no new or revised freeway agreements, new connection approvals, route adoptions or relinquishments required as part of this project.

Permits

The following permits are anticipated: a Water Quality Certification from the North Coast Regional Water Quality Control Board, a non-reporting Nationwide Permit from the U.S. Army Corps of Engineers, and a Lake or Streambed Alteration Agreement from the California Department of Fish and Wildlife (12 culvert locations between PM R61.22 and R68.62).

An encroachment permit from the State of Oregon will be necessary for the tie in of the pavement work at the Oregon border. This will allow access for equipment and traffic control.

An encroachment permit from Siskiyou County would be required to perform drainage work along Hilt Road.

Transportation Management Plan

From a total of 200 working days, 185 will require traffic control. Construction is anticipated to occur between March 2028 and November 2029.

Construction will be conducted under Standard Plan T10 Lane and Shoulder Closures with T18 for speed reduction. Most operations can be conducted during typical 12-hour work shifts. Based on traffic volumes, lane and shoulder closures will be allowed anytime except after 3:00 p.m. Fridays, on weekends, and "designated holidays". Only one lane or shoulder closure per direction of travel will be allowed at any one time.

During operations, bicyclists will be required to travel past the work zone using the open shoulder. When there is not an open shoulder, bicycle travel is not advisable because vehicle speeds are high and there is a high percentage of trucks. Signing will be added to advise bicyclists.

This project proposes to construct the pavement rehabilitation in stages using crossovers, where northbound traffic is shifted to the southbound lanes while the northbound lanes are constructed, and vice versa. Crossovers with temporary barrier dividing traffic will be used with 24-hour traffic control

during construction. Typical cross sections and traffic handling plan sheets for lane configurations during crossover use will be provided.

There are 20 ramps associated with four overcrossings and two undercrossings within the project limits. Ramp closures are required for construction activities. Construction will be conducted under Standard Plan T14 for ramp closures. Detours will be provided. Only one ramp closure in each direction of travel is allowed at any one time. Two or more consecutive ramps in the same direction of travel may not be closed simultaneously. Two ramps within the same interchange in one direction may not be closed simultaneously.

A 12-foot paved lane with paved shoulder to provide a 16-foot horizontal clearance must be provided at all locations.

The TMP Data Sheet is included as Attachment H.

Stage Construction

Due to the mountainous topography on either side of I-5, it was determined that the best locations for construction staging were located near on/off ramps at Henley Hornbrook, Ditch Creek Road, Bailey Hill Road, and Hilt Road.

Crossovers were chosen for staging in order to allow for constructability of full structural sections. The crossover locations identified were on tangent, level sections with both the northbound and southbound travel lanes on about the same profile elevation. While crossovers are in place, a minimum of two lanes in the northbound direction will be necessary at locations containing steep grades (approximately 5-6%) in order to ease congestion, allow emergency vehicle access, and minimize delays.

Crossover locations have been identified at the following locations:

1. PM R57.85: Crossover location has an existing median barrier. This location requires utilizing the removable concrete barrier just south, outside of project limits and allowing northbound and southbound traffic to crossover during construction (this section of highway was previously used as a crossover location during the Anderson Grade Project).
2. PM R61.19: Existing location is an emergency vehicle turnaround just north of the Henley Way interchange. This location requires extending the existing paved median structural section. Extensive grading, drainage, and a new structural section are required to utilize this location as a crossover.

3. PM R63.28: Crossover location requires building a new crossover south of Hornbrook Agricultural Station and allowing northbound drivers to transition on the section of I-5 adjacent to the Agricultural Station. Extensive grading and paving are required to construct a new crossover at this location.
4. PM R65.584: Crossover location requires using existing crossover location just after Bailey Hill exit going northbound.
5. PM R67.99: Existing location is an emergency vehicle turnaround. Extensive earthwork and a new structural section are required to build a new crossover at this location.
6. PM R69.1: Location requires using existing crossover just north of Hilt Road and before the Oregon border. The crossover is approximately 1,160 feet from the Oregon border. At PM R69.1-R69.293, treatment would require half-width construction or a modified pavement strategy.

Equity

The project area was assessed using multiple tools developed with authoritative data sources, including the Federal Highway Administration Screening Tool for Equity Analysis of Projects, the U.S. DOT Justice40 Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities), the American Community Survey (ACS) Poverty Status Variables, and the Caltrans District 2 Planning Viewer.

Poverty data collected from the ACS identifies 43,752 people in Siskiyou County for whom poverty is determined. Of those, 7,309 or 16.7% are below the Federal poverty line. The community surrounding the project area is transportation disadvantaged according to the FHWA Justice40. The six categories of indicators used for this determination are transportation access, health, environmental, economic, resilience, and equity. Census Tract 4 in Siskiyou County is identified as meeting four of the six indicators.

Asset Management

The assets and performance measures are included as Attachment B.

Complete Streets

There are no Complete Street Elements proposed as part of this project.

Climate Change Considerations/Greenhouse Gas Emissions

Seven-day average maximum temperatures are expected to rise by 6.8 to 7.3 degrees Fahrenheit by 2085 within the project limits according to the Caltrans' 2019 Climate Change Vulnerability Assessments.

Increasing temperatures are expected to cause changing precipitation events due to an increase in energy and moisture in the atmosphere. Heavier storm events, combined with other changes in land use and land cover, can increase the risk of damage or loss from flooding. Transportation assets in California are affected by precipitation in a variety of ways, including inundation, flooding, landslides, washouts, and structural damage from heavy rainfall.

Within the project vicinity, it is anticipated that a 0.0% to 4.9% increase in the 100-year storm precipitation will occur by 2085 according to the Caltrans' 2019 Climate Change Vulnerability Assessments. Hydraulic analysis will be conducted to finalize the design of culverts and other assets dependent upon runoff and river flows. In total, one culvert will be upsized from an 18-inch diameter to a 24-inch diameter and one box culvert will be upsized with a 48-inch welded steel pipe (trenchless installation) to meet the district's maintenance guidelines, which also provides additional hydraulic capacity that may accommodate precipitation increases.

Currently, the level of wildfire concern is considered very high within the project limits and is expected to remain very high by 2085. Higher temperatures and changing precipitation patterns are expected to influence the likelihood and severity of wildfires. Wildfires can also contribute to landslide and flooding exposure by burning off protective land cover and reducing the capacity of the soils to absorb rainfall. Consideration should be given to material types that are resilient to wildfires. Steel guardrail posts and metal culvert types are included in this project. Increasing drainage capacity should be considered in areas where wildfires are projected to occur. Adding new (or replacing existing) culverts with larger capacity culverts should also be considered in areas expected to face increased flow and debris during heavy precipitation events.

This project was originally expected to have an Initial Study Mitigated Negative Declaration (IS-MND) environmental document under CEQA, so a Greenhouse Gas (GHG) emissions analysis was deferred to the Project Approval and Environmental Document (PA&ED) phase. The environmental document was later reduced to a CEQA Categorical Exemption/NEPA Categorical Exclusion (CE/CE), and a GHG emissions analysis was not performed.

Operational emissions are not intended or expected to increase as the project does not increase capacity and does not change travel demands or traffic patterns. Construction emissions are unavoidable but will be reduced to the extent possible through planning and implementation of best practices throughout the project delivery.

Broadband and Advance Technologies

As outlined in Deputy Directive DD-116-R1 and Assembly Bill 1549, Wired Broadband Stakeholders can partner with Caltrans to install broadband conduit within the state highway right of way. Wired Broadband Stakeholders must contact Caltrans as stated in the guidance provided at https://dot.ca.gov/programs/design/wired-broadband.

Wired broadband owned by Hunter Communications exists within the project limits.

An electric vehicle charge station is located at the Randolph Collier Safety Roadside Rest Area approximately 1/3 of a mile south of the project limits.

At this time, no company or organization has approached the District expressing interest in deploying any of the following features in conjunction with this project:

- Wired broadband facility
- Fueling opportunities for zero-emission vehicles
- Provision of vehicle to infrastructure (V2I) for transitional or fully autonomous vehicle and supporting high-speed data infrastructure

8. FUNDING, PROGRAMMING, AND ESTIMATE

Funding

It has been determined that this project is eligible for Federal-aid funding.

Programming

The project was originally programmed for $91,900,000 construction capital and $149,000 right of way capital in the 2024 SHOPP Pavement Rehabilitation (2R) program (20.XX.201.122) for delivery in the 2026/2027 fiscal year. It is currently funded in the 2024 SHOPP.

A programming sheet has been prepared to identify proposed capital and support costs and is included as Attachment I. The support to capital cost ratio for this project is 17%.

Estimate

The current construction cost estimate is based on recent bidding trends and material supplies. The cost has been escalated by 6.19% for the 2026/2027 fiscal year and 3.3% per subsequent fiscal year to the mid-point of construction. The current-year engineer's estimate is included as Attachment D.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date	Milestone Designation*
Program Project	M015	03/22/2024	A
Begin Environmental	M020	05/22/2024	A
PA&ED	M200	10/10/2025	T
R/W Requirements	M224	05/15/2025	A
Design P&E	M300	09/03/2026	T
PS&E to DOE	M377	11/26/2026	T
Project PS&E	M380	03/08/2027	T
Right of Way Certification	M410	01/26/2027	T
Ready to List	M460	03/22/2027	T
Headquarters Advertise	M480	06/07/2027	T
Award	M495	08/24/2027	T
Approve Contract	M500	09/21/2027	T
Contract Acceptance	M600	01/08/2030	T
End Project Expenditures	M800	01/08/2032	T
Final Project Closeout	M900	10/10/2033	T

* A Actual date milestone was met
T Target date milestone will be met

10. RISKS

Project risks have been documented in the Risk Management Plan (RMP), which is included as Attachment J. The most significant risks are identified below:

- As a result of varying depth of existing asphalt, additional HMA thickness may be needed to conform to existing grades, which will lead to impacts on scope, costs, and schedule.
- This project is in a high fire danger area; wildfires during construction could delay the work, leading to increased construction costs and duration.
- Due to the number of drainage systems affected by the project, permit fees and mitigation costs may occur, which will lead to impacts on cost and schedule.
- Constraints on asphalt production in Siskiyou County may lead to trucking from an outside area, impacting the project cost.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration

This project is on the National Highway System (NHS). This project is not a Project of Division Interest. Project approvals have been delegated by FHWA to the State with the Stewardship and Oversight Agreement.

The project requires the following coordination:

U.S. Army Corps of Engineers

Department of the Army Permit for Clean Water Act Section 404

U.S. Bureau of Land Management

Courtesy Letter and Right of Way Grant

Native American Tribes

Klamath Tribes

Shasta Nation

Quartz Valley Tribe

Karuk Tribe

California Department of Fish and Wildlife

California Fish and Game Code Section 1600, Lake or Streambed Alteration Agreement

California Department of Food and Agriculture

Road rehabilitation on both the north and south end of the agricultural inspection station (PM R63.49) will need to be coordinated with CDFA.

North Coast Regional Water Quality Control Board

Clean Water Act Section 401 Water Quality Certification

Local Agency

County of Siskiyou

Siskiyou County Transportation Commission

Transit

Greyhound

Siskiyou Transit and General Express – STAGE

Railroad

Right of Entry with Central Oregon & Pacific Railroad

State of Oregon

An encroachment permit will be required for traffic control and road construction equipment.

12. PROJECT REVIEWS

Review	Reviewer	Date
Scoping team field review	Alexandra Long	09/29/2021
HQ SHOPP Program Advisor	Sarabjit Singh	03/20/2023
PDT PA&ED Phase Field Review	Darrin Doyle, John Hinton, Roger Matthews, Paul Rowe	04/18/2024
North Region Construction	Vance Hackney	at PS&E
HQ Project Delivery Coordinator	John Roccanova	08/25/2025
Project Manager	Nicole Mallory	08/12/2025

13. PROJECT PERSONNEL

Name	Position
Nicole Mallory	Project Manager*
Russell Flood	Design Branch Chief
Paul Rowe	Design Project Engineer
Keith Pelfrey	Environmental Branch Senior
Darrin Doyle	Environmental Coordinator
Robyn Kramer	Cultural Resource Specialist
Michelle Clark	Biologist
Catherine Low	Traffic Management Chief
Bill Walker	Right of Way Senior
John Hinton	Area Construction Senior
Vance Hackney	Constructability Reviewer
Jesse Solorio	Traffic Operations Chief
Rick Kuykendall	Maintenance Liaison
Roger Matthews	Field Maintenance Superintendent
Jose Corrales	Asset Management Coordinator

*For project inquiries, please contact the project manager at (530) 908-9734.

14. ATTACHMENTS

A. Location Map
B. Project Performance Measures
C. Preliminary Project Plans
D. Cost Estimate
E. Storm Water Data Report
F. Right of Way Data Sheet
G. Environmental Document
H. Transportation Management Plan Data Sheet
I. Programming Sheet
J. Risk Management Plan
K. Public Engagement Summary
L. Landscape Architecture Assessment Study
M. Complete Streets Decision Document

Attachment A
Location Map

INDEX OF PLANS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	5	R58.2/R69.293	1	1

STATE OF CALIFORNIA

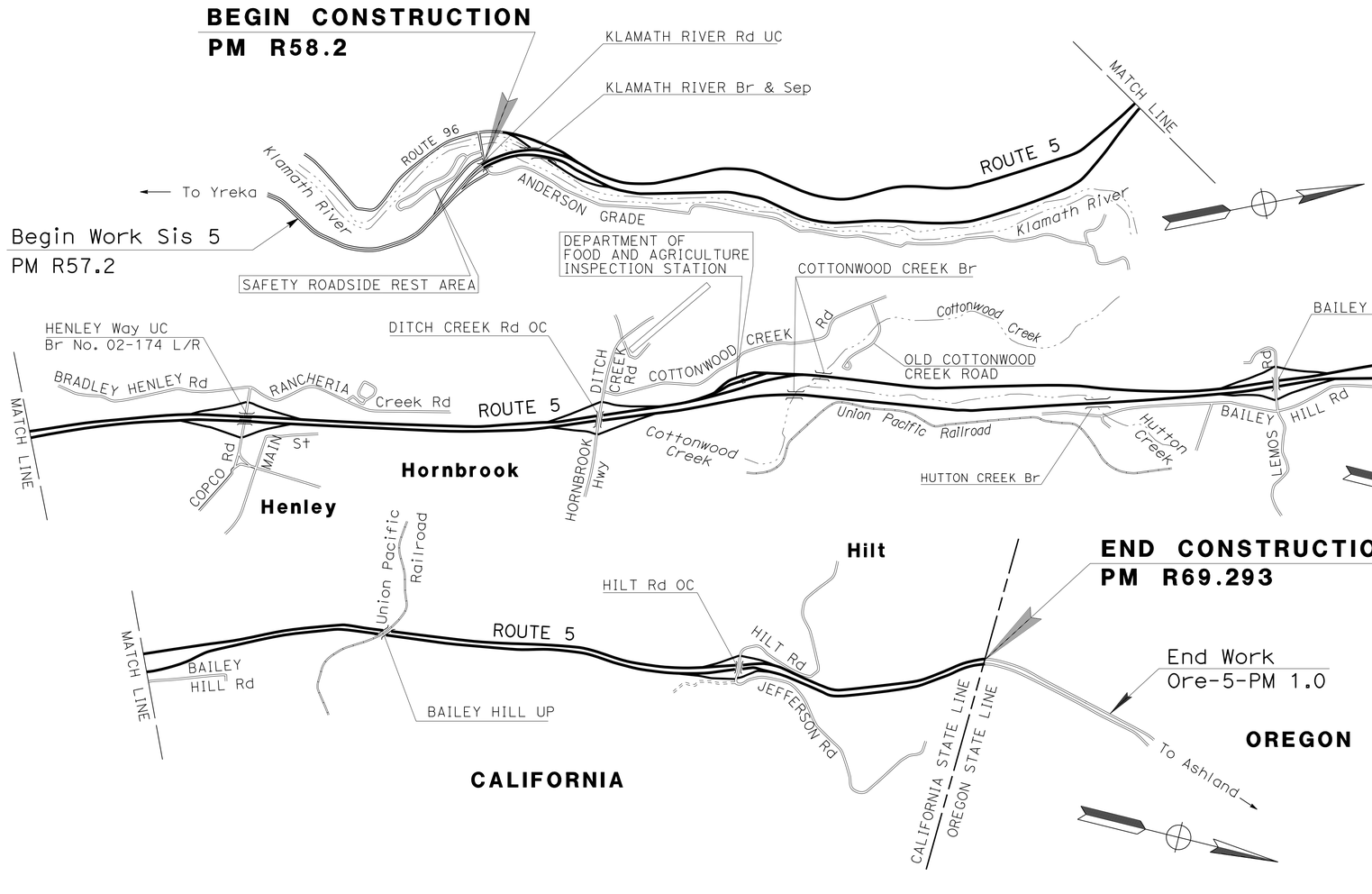
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN SISKIYOU COUNTY NEAR HORNBROOK FROM KLAMATH RIVER BRIDGE AND SEPARATION NO. 02-0134R TO OREGON STATE LINE.

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2022



LOCATION MAP

NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

SIGNATURE XX-XX-19

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
PAUL ROWE
No. 83972
Exp. 09-30-27
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	02-2J2104
PROJECT ID	0221000042

DESIGN MANAGER: RUSSELL FLOOD
PROJECT MANAGER: NICOLE MALLORY

P:\proj3\02\2J210\design\510_Plans\0221000042ab001.dgn

DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 08:57

LAST REVISION

BORDER LAST REVISED 9/17/2018 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s155503 DGN FILE => 0221000042ab001.dgn | UNIT 0319 | PROJECT NUMBER & PHASE 02210000420

Attachment B
Project Performance Measures

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 02 Tool ID: 22159 Project ID: 0221000042 EA: 2J210 Co-Rte-PM: SIS-005-R58.2L/R69.293 (Primary Location)

View/Print PIR (Performance) Report

Multi-Objective Worksheet MO | Bridge | Pavement P | Drainage D | Facilities | Signs and Lighting | Mobility TMS | Roadside | Bicycle and Pedestrian Infrastructure | Sustainability /Climate Change | Advance Mitigation /Mitigation | Major Damage & Betterments | Green-house Gases | Relinquishment

Performance & Accomplishments (PPC)

	ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	B21	Concrete Pavement Major Rehab	Pavement Class I	Lane Miles	45.758		45.758			45.758			Yes		04/24/23		
2	C01	Replace/Install Culverts	No Performance Objective in the SHSMP	Each	12.000	1.000	3.000	8.000		12.000						10/06/25	
3	C02	Replace/Install Culverts	Drainage Restoration	Linear Feet	1304.000	32.080	701.920	568.050	1.950	1302.050						10/06/25	
4	C03	Slip Line Culvert	No Performance Objective in the SHSMP	Each	18.000	1.000	2.000	15.000		18.000						10/06/25	
5	C04	Slip Line Culvert	Drainage Restoration	Linear Feet	3416.000	80.520	246.030	3082.040	7.410	3408.590				See drainage worksheet for HQ Notes.		10/06/25	
6	C07	Abandon/Remove Culvert	No Performance Objective in the SHSMP	Each	7.000		1.000	6.000		7.000						10/06/25	
7	C08	Abandon/Remove Culvert	Drainage Restoration	Linear Feet	1195.470		198.950	996.520		1195.470						10/06/25	
8	C13	New Culvert	No Performance Objective in the SHSMP	Each	5.000				5.000							10/06/25	
9	C14	New Culvert	Drainage Restoration	Linear Feet	988.000				988.000							10/06/25	
10	E07	Guard Rail	No Performance Objective in the SHSMP	Linear Feet	36159.000			36159.000		36159.000							
11	E23	Collisions Reduced	Collision Severity Reduction	Fatal/Serious Injury Collisions	2.100			2.100		2.100			Yes		02/18/22		
12	E25	Overhead Sign Structures Rehabilitation	Overhead Sign Structures Rehabilitation	Each	2.000	2.000				2.000						09/30/25	
13	E26	Sign Panel Replacement	Sign Panel Replacement	Each	39.000			39.000		39.000			Yes	Per completed PID	07/20/23		
14	E55	Proactive Safety Vehicles	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.100			0.100		0.100			Yes		02/18/22		Calculation used: Escalated Cost of Guardrail/$776.000. $1,635,269/$776,000 = 2.1. (Total collision reduced). Divided by 20 for Annual = 0.1 for 3R
15	F01	Census Station	No Performance Objective in the SHSMP	Each	2.000	2.000				2.000							23 Traffic Monitoring Stations (census loops) in total. Only two of them are Type 4 and Type 5, tracked by the AM Tool.
16	F03	CCTV	No Performance Objective in the SHSMP	Each	2.000	1.000		1.000		2.000							
17	F13	Extinguishable Message Sign	No Performance Objective in the SHSMP	Each	1.000			1.000		1.000							
18	F40	Highway Advisory Radio	No Performance Objective in the SHSMP	Each	1.000			1.000		1.000							
19	F41	Roadside Weather Information Station	No Performance Objective in the SHSMP	Each	2.000			2.000		2.000							
20	F46	TMS Technology Component	Transportation Management Systems	Each	8.000	3.000		5.000		8.000							
21	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	No												
22	H55	Justification for Bicycle and Pedestrian Infrastructure Not Applicable	Bike/Ped Prohib	1,2,3													Freeway
23	N02	Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO2e	29015.000			29015.000		29015.000							
24	N03	Quantitative - Unmitigated	No Performance Objective in the SHSMP	MTCO2e	29340.000			29340.000		29340.000							defer to K phase

(Last Saved - 10/06/25 @ 12:53 PM by Jose Corrales)

Programming Performance Summary (All Locations)

Program Code	Activity Category	Asset Class	Asset	Performance Value	Performance Measure	Unit	Pre-Good	Pre-Fair	Pre-Poor	Pre-Total	Post Good	New	Post Good+New	Post-Fair	Post-Poor	Post-Total
201.122	Pavement - Pavement Rehabilitation 2R	Primary	Pavement	45.8	Lane mile(s)	Lane mile(s)	0.0	45.8	0.0	45.8	45.8	0.0	45.8	0.0	0.0	45.8

Notes:

1. The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRs. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-TAM@dot.ca.gov.
2. The data summarized in the table represents the performance reported or to be reported in CTIPS.
3. Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
4. Reporting of bridge pre and post conditions may contain errors if the project RTL is before 2024/25.
5. Reporting drainage pre-total and post good may differ whenever projects contain abandoned/removed culverts as the culvert no longer exists at post construction, is deleted from the pre-total value for posting of the post good value, and gets deleted from the statewide CIP inventory database.
6. Reactive Safety projects will temporally use the same performance outputs of Safety Improvement projects. When the reporting requirements for CTC changes, the logic in the AM Tool will change.
7. During the transition to the new Proactive Safety objective, the performance output for projects with a primary activity category of Proactive Safety (under program codes 015, 112, or 235) will continue to be presented here in the units of measure corresponding to the activities historically reported to date. A change in units to "Annual Fatal and Serious Injury Collisions" for future programming requests is being planned.

Attachment C
Preliminary Project Plans

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	5	R58.2/R69.293	1	6

SIG REGISTERED CIVIL ENGINEER — SIGD DATE

PAUL ROWE No. 83972 Exp. 09-30-25 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

PLANS APPROVAL DATE

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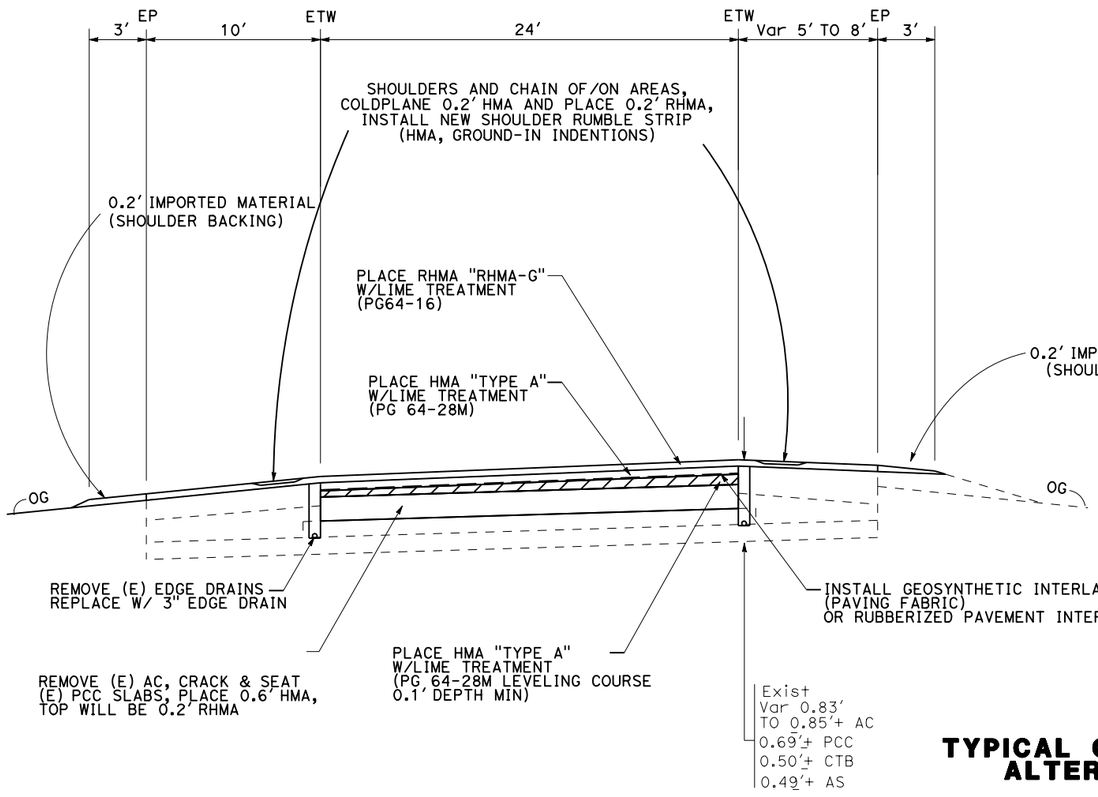
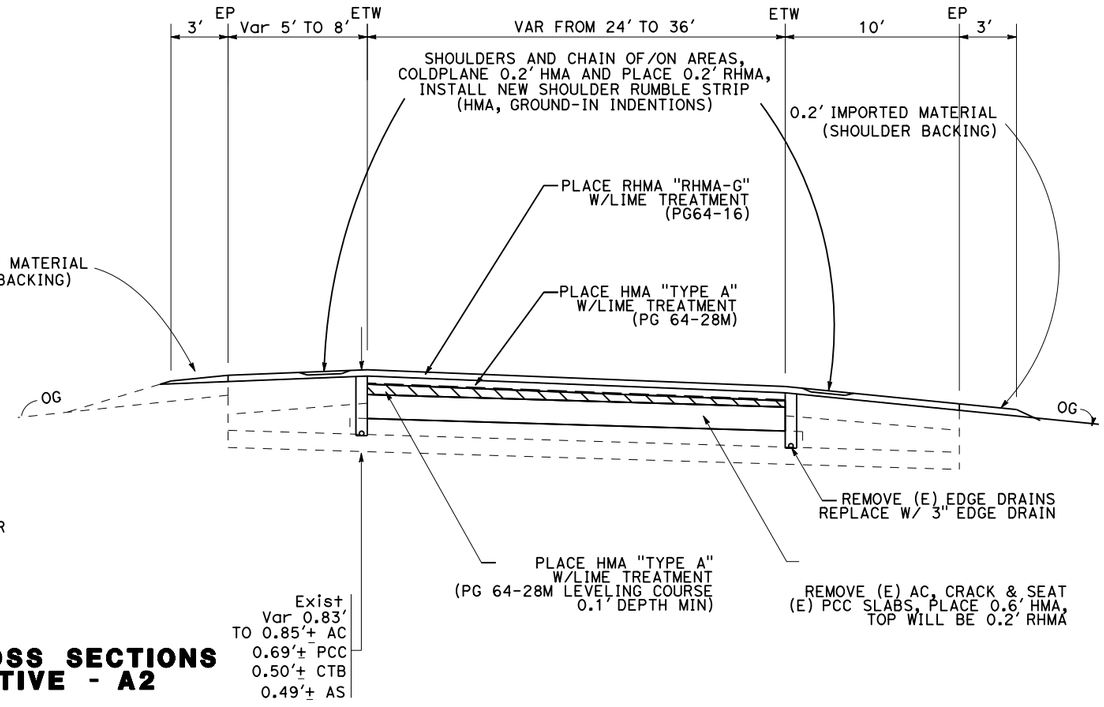
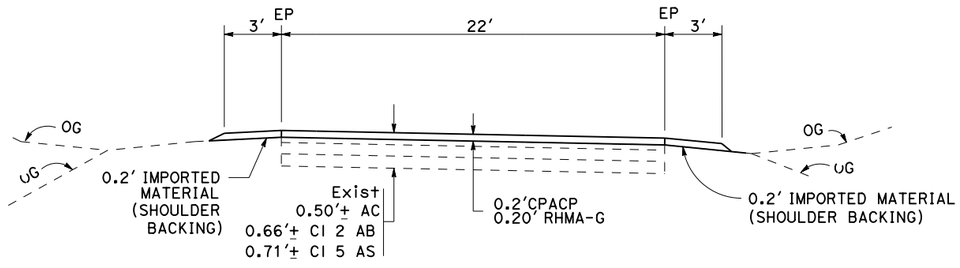
NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

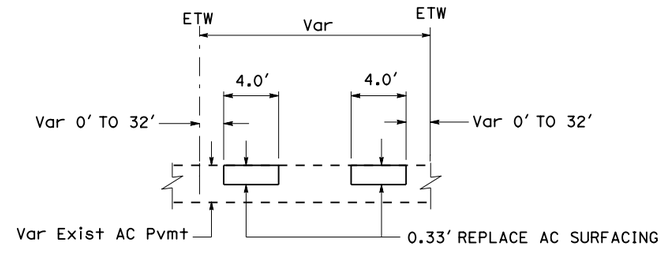




TYPICAL CROSS SECTIONS ALTERNATIVE - A2



HENLEY WAY, DITCH CREEK RD, BAILEY HILL RD, AND HILT RD ON/OFF RAMPS



REPLACE AC SURFACING (TYPICAL BOTH DIRECTIONS DIGOUTS FOR ON/OFF RAMPS)

TYPICAL CROSS SECTIONS

NO SCALE

X-1

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CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: RUSSELL FLOOD

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BORDER LAST REVISED 8/5/2021 | USERNAME => s155767 | DGN FILE => Cross Sections 01.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT | PROJECT NUMBER & PHASE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	5	R58.2/R69.293	2	6

SIG
REGISTERED CIVIL ENGINEER

SIGD
DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
PAUL ROWE
No. 83972
Exp. 09-30-25
CIVIL
STATE OF CALIFORNIA

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NOTE:

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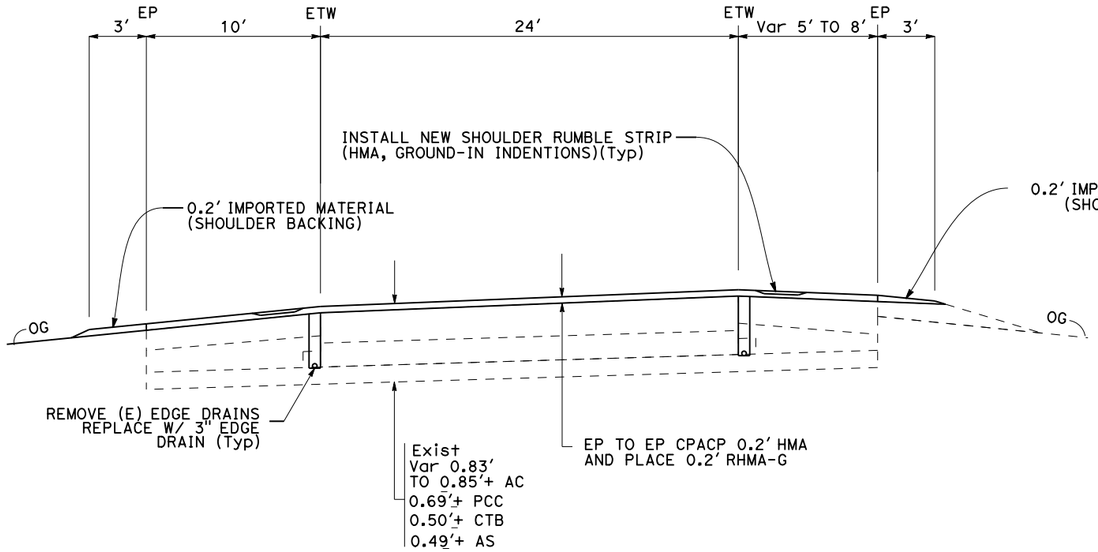

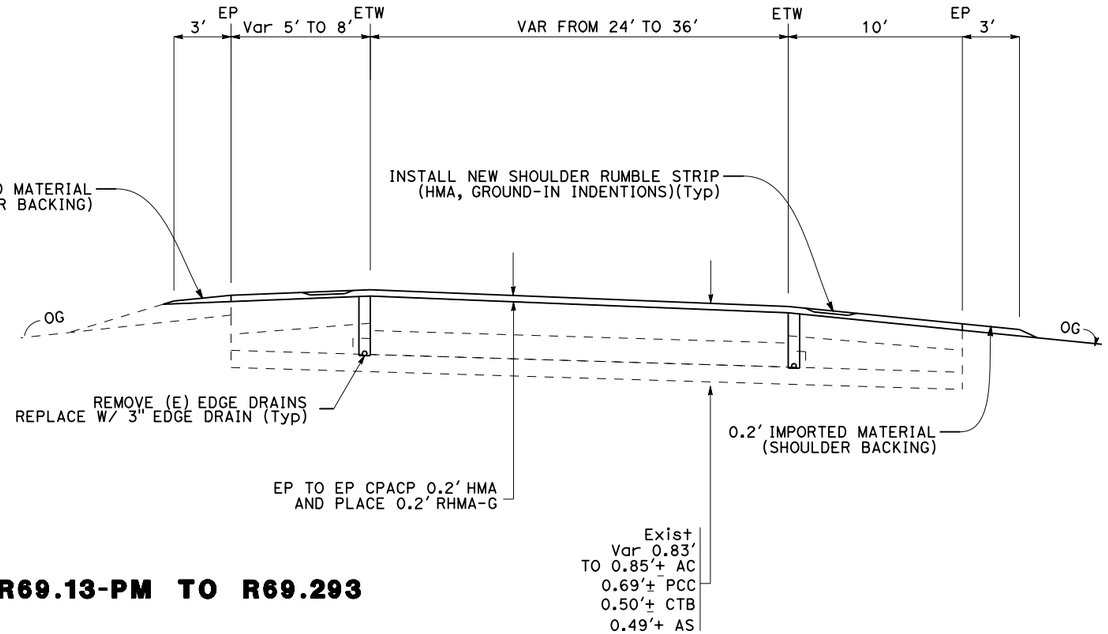

MILL & FILL AT PM R69.13-PM TO R69.293

TYPICAL CROSS SECTIONS

NO SCALE

X-2

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BORDER LAST REVISED 8/5/2021

USERNAME => s155767
DGN FILE => Cross Sections 02.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	5	R58.2/R69.293	3	6

SIG
REGISTERED CIVIL ENGINEER

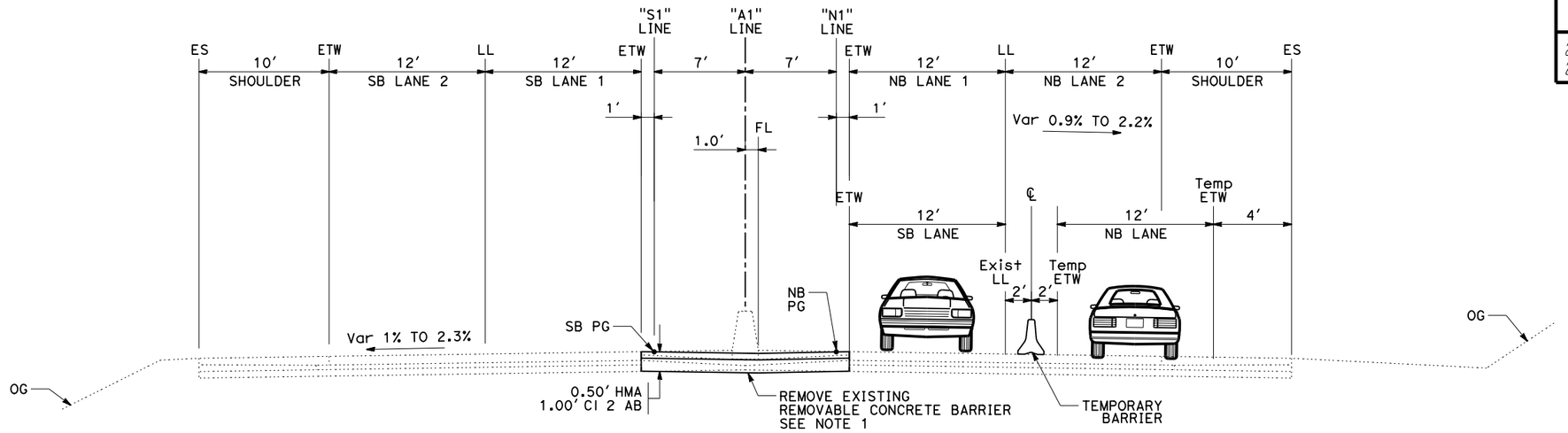
SIGD
DATE

PLANS APPROVAL DATE

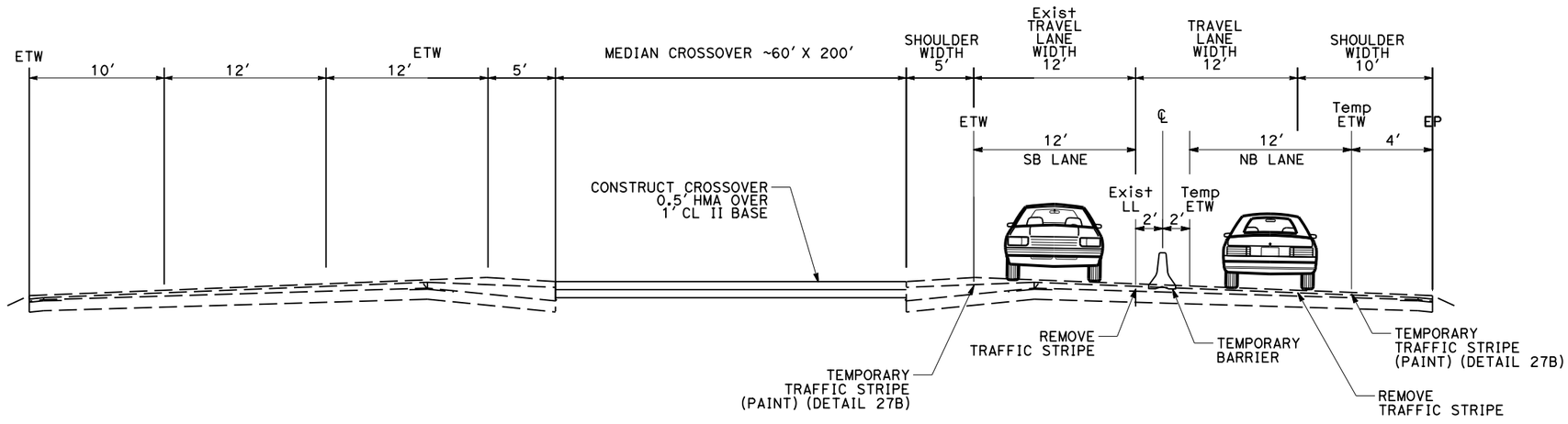
REGISTERED PROFESSIONAL ENGINEER
PAUL ROWE
No. 83972
Exp. 09-30-25
CIVIL
STATE OF CALIFORNIA

NOTE:

1. REMOVABLE CONCRETE BARRIER TO BE REMOVED, STAGED, AND REPLACED IN EXISTING LOCATION.



MEDIAN CROSSOVER 1
LOCATED AT PM R57.85
REMOVE SECTION OF REMOVABLE CONCRETE BARRIER



MEDIAN CROSSOVER 2
LOCATED AT PM R61.19
EXTEND EXISTING CROSSOVER

TYPICAL CROSS SECTIONS

NO SCALE

X-3

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	5	R58.2/R69.293	4	6

SIG
REGISTERED CIVIL ENGINEER

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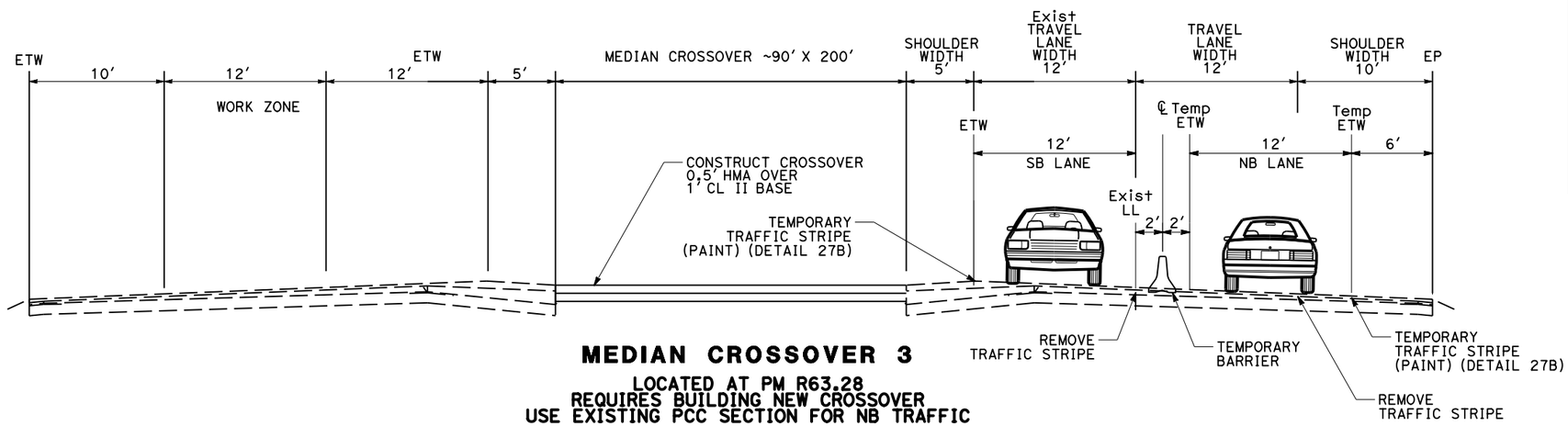
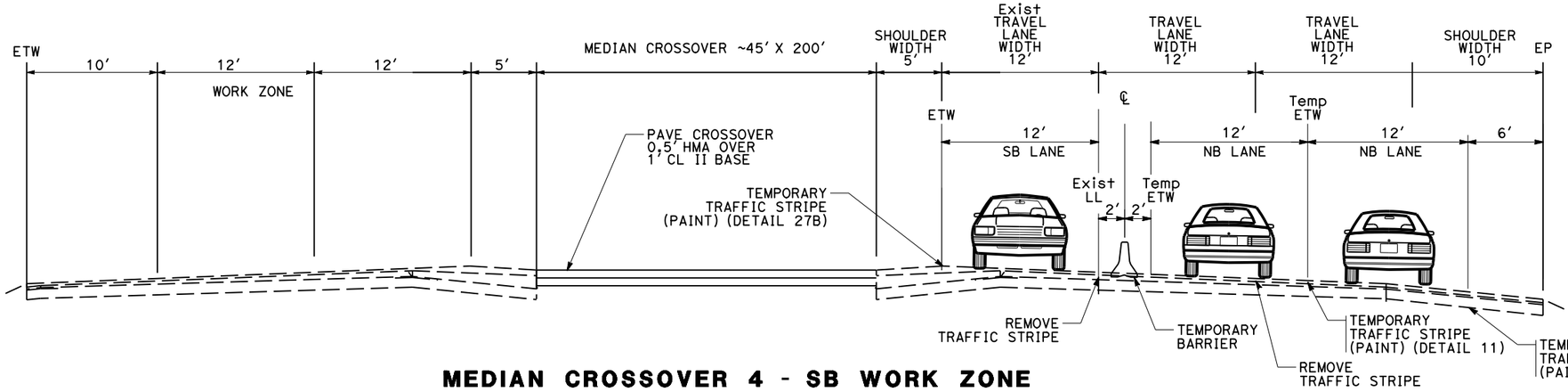


MEDIAN CROSSOVER 3

LOCATED AT PM R63.28
REQUIRES BUILDING NEW CROSSOVER
USE EXISTING PCC SECTION FOR NB TRAFFIC

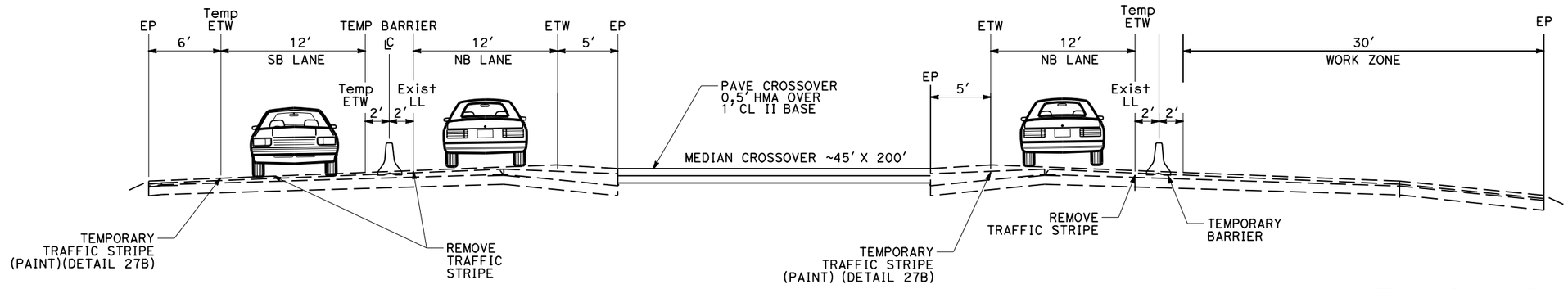


MEDIAN CROSSOVER 4 - SB WORK ZONE

LOCATED AT PM R65.58
REQUIRES EXTENDING EXISTING CROSSOVER
JUST AFTER BAILEY HILL EXIT

CROSS SECTION SHOWING TRAFFIC STAGING FOR WORKING ON SB SECTION

NOTE: CLIMBING LANE IN NORTHBOUND DIRECTION KEEPING 2 LANES OPEN FOR NORTHBOUND DIRECTION OF TRAVEL DUE TO STEEP GRADES



MEDIAN CROSSOVER 4 - NB WORK ZONE

LOCATED AT PM R65.58
REQUIRES EXTENDING EXISTING CROSSOVER
JUST AFTER BAILEY HILL EXIT

CROSS SECTION SHOWING TRAFFIC STAGING FOR WORKING ON NB SECTION

NOTE: CLIMBING LANE IN NORTHBOUND DIRECTION (KEEPING 2 LANES OPEN FOR NORTHBOUND DIRECTION OF TRAVEL DUE TO STEEP GRADES)

TYPICAL CROSS SECTIONS

NO SCALE

X-4

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	5	R58.2/R69.293	5	6

SIG
REGISTERED CIVIL ENGINEER

SIGD
DATE

PLANS APPROVAL DATE

PAUL ROWE
No. 83972
Exp. 09-30-25
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

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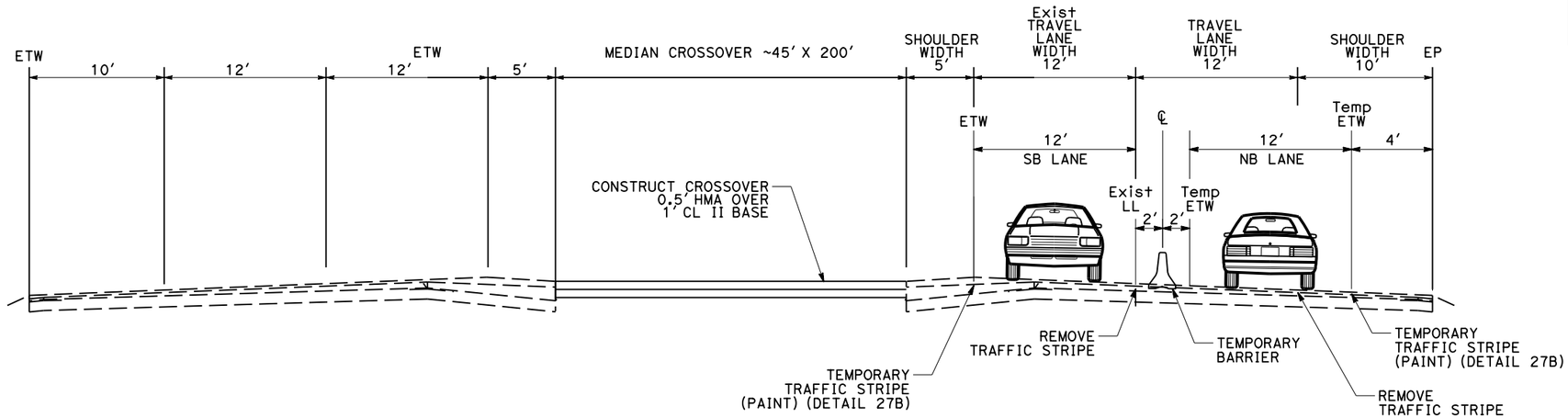
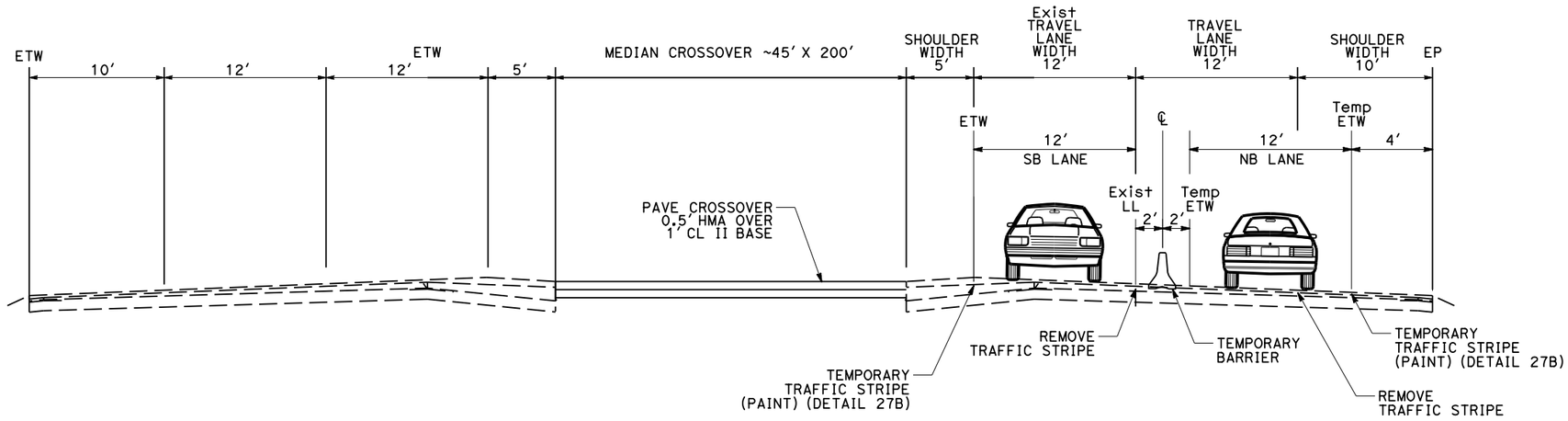


CROSSOVER 5

LOCATED AT PM R67.99
REQUIRES EXTENDING EXTISTING TURNAROUND
SOUTH HILT ROAD EXIT



CROSSOVER 6

LOCATED AT PM R69.1
REQUIRES USING EXISTING CROSSOVER

TYPICAL CROSS SECTIONS

NO SCALE

X-5

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	5	R58.2/R69.293	6	6

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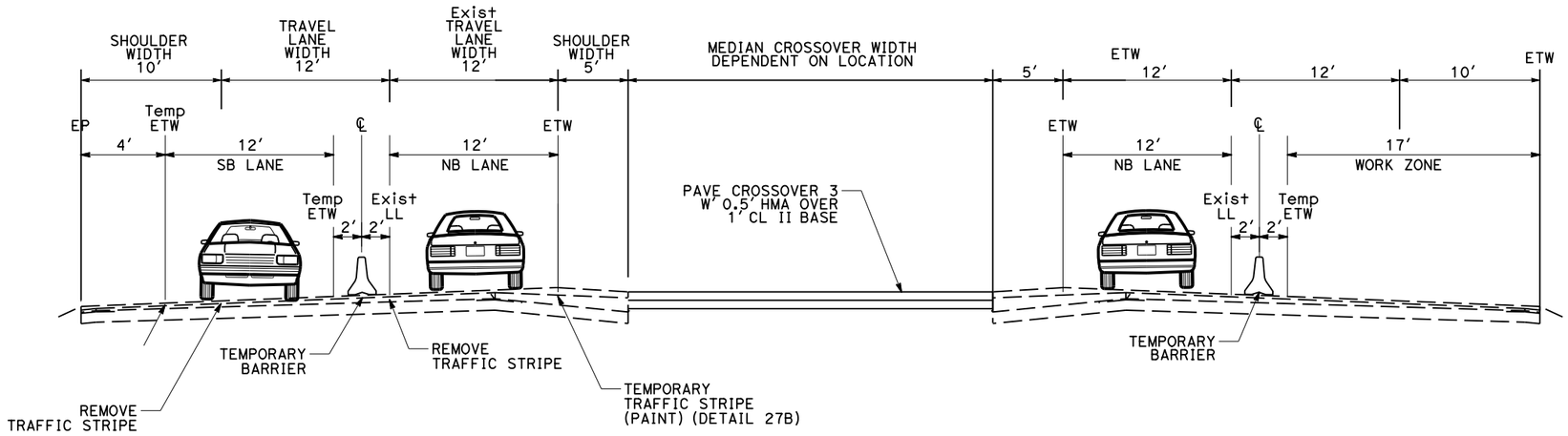
PAUL ROWE
No. 83972
Exp. 09-30-25
CIVIL
STATE OF CALIFORNIA



CROSSOVER FOR 2 LANES IN NB DIRECTION (OPTIONAL)

CROSS SECTION FOR 2 LANES IN THE NB DIRECTION
TO BE USED AT STEEPER LOCATIONS
WHEN WORK ZONE IS ON NORTHBOUND

TYPICAL CROSS SECTIONS

NO SCALE

X-6

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BORDER LAST REVISED 8/5/2021
USERNAME => s155767
DGN FILE => Cross Sections 06.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT
PROJECT NUMBER & PHASE

Attachment D
Cost Estimate

Project ID: 0221000042

IN SISKIYOU COUNTY NEAR HORNBROOK FROM KLAMATH RIVER BRIDGE AND SEPARATION NO. 02-0134R TO OREGON STATE LINE.

DIST-CO-RTE-PM:
02 - Sis-5-R58.2/R69.293

Hilt Pavement Rehab

Advertisement Date:
Not Scheduled

FEDERAL AID NUMBER(S):

Bid Opening Date:
Not Scheduled

Bid Item List **Combined Estimate**

No.		Item Code	Item Description	Unit	Quantity	Price	Amount
1		070030	LEAD COMPLIANCE PLAN	LS	LUMP SUM	$5,000.00	$5,000.00
2	§08	013844	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	$10,000.00	$10,000.00
3		090100	TIME-RELATED OVERHEAD (WDAY)	WDAY	200.0	$9,325.00	$1,865,000.00
4		090205	DISPUTE RESOLUTION BOARD ON-SITE MEETING	EA	7.0	$6,000.00	$42,000.00
5		090210	HOURLY OFF-SITE DISPUTE-RESOLUTION-BOARD-RELATED TASKS	HR	60.0	$200.00	$12,000.00
6		100100	DEVELOP WATER SUPPLY	LS	LUMP SUM	$80,000.00	$80,000.00
7		120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	$15,000.00	$15,000.00
8		120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	$600,000.00	$600,000.00
9		120110	FLASHING ARROW SIGN	EA	12.0	$3,500.00	$42,000.00
10		120120	TYPE III BARRICADE	EA	10.0	$184.00	$1,840.00
11		120149	TEMPORARY PAVEMENT MARKING (PAINT)	SQFT	1,200.0	$5.78	$6,936.00
12		120159	TEMPORARY TRAFFIC STRIPE (PAINT)	LF	124,000.0	$0.38	$47,120.00
13	§12	017555	PLASTIC TRAFFIC DRUMS (EA)	EA	80.0	$80.00	$6,400.00
14		120205	PORTABLE FLASHING BEACONS (EA)	EA	12.0	$260.00	$3,120.00

No.		Item Code	Item Description	Unit	Quantity	Price	Amount
15	§12	010413	PORTABLE RADAR SPEED FEEDBACK SIGN SYSTEMS (LS)	LS	LUMP SUM	$40,000.00	$40,000.00
16		120320	TEMPORARY BARRIER SYSTEM	LF	176,000.0	$20.00	$3,520,000.00
17		128652	PORTABLE CHANGEABLE MESSAGE SIGN (LS)	LS	LUMP SUM	$100,000.00	$100,000.00
18		128655	TEMPORARY AUTOMATED END OF QUEUE WARNING SYSTEM (TYPE 1)	DAY	400.0	$220.00	$88,000.00
19		128659	END OF QUEUE MONITORING AND WARNING WITH TRUCK MOUNTED CHANGEABLE MESSAGE SIGN	DAY	30.0	$1,000.00	$30,000.00
20	§12	014105	ALTERNATIVE TEMPORARY CRASH CUSHION TL-3	EA	5.0	$5,000.00	$25,000.00
21		130100	JOB SITE MANAGEMENT	LS	LUMP SUM	$41,000.00	$41,000.00
22	§13	017649	STORM WATER SAMPLING AND ANALYSIS DAY	EA	19.0	$500.00	$9,500.00
23		130331	STORMWATER ANNUAL REPORT	EA	2.0	$10,000.00	$20,000.00
24		130505	MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	2.0	$1,200.00	$2,400.00
25		130520	TEMPORARY HYDRAULIC MULCH	SQYD	11,000.0	$2.00	$22,000.00
26		130620	TEMPORARY DRAINAGE INLET PROTECTION	EA	13.0	$500.00	$6,500.00
27		130640	TEMPORARY FIBER ROLL	LF	4,150.0	$6.00	$24,900.00
28		130730	STREET SWEEPING	LS	LUMP SUM	$150,000.00	$150,000.00
29		130900	TEMPORARY CONCRETE WASHOUT	LS	LUMP SUM	$5,000.00	$5,000.00
30		131103	WATER QUALITY SAMPLING AND ANALYSIS DAY	EA	44.0	$750.00	$33,000.00
31		131104	WATER QUALITY MONITORING REPORT	EA	14.0	$500.00	$7,000.00
32		131105	WATER QUALITY ANNUAL REPORT	EA	3.0	$2,000.00	$6,000.00
33		141120	TREATED WOOD WASTE	LB	513,000.0	$1.25	$641,250.00
34	§15	010180	TRAFFIC PULL BOX	EA	47.0	$3,200.00	$150,400.00
35	§17	013023	CLEARING (NO GRUBBING)	LS	LUMP SUM	$25,000.00	$25,000.00
36		190101	ROADWAY EXCAVATION	CY	3,090.0	$60.00	$185,400.00
37		190185	SHOULDER BACKING	TON	4,240.0	$65.00	$275,600.00
38		200002	ROADSIDE CLEARING	LS	LUMP SUM	$10,000.00	$10,000.00

No.		Item Code		Item Description	Unit	Quantity	Price	Amount
39		210212		DRY SEED (SQFT)	SQFT	55,800.0	$0.31	$17,298.00
40		210252		BONDED FIBER MATRIX (SQFT)	SQFT	526,000.0	$0.19	$99,940.00
41		210270		ROLLED EROSION CONTROL PRODUCT (NETTING)	SQFT	55,800.0	$0.72	$40,176.00
42		210610		COMPOST (CY)	CY	1,350.0	$90.00	$121,500.00
43		210630		INCORPORATE MATERIALS	SQFT	218,000.0	$0.06	$13,080.00
44		220101		FINISHING ROADWAY	LS	LUMP SUM	$25,000.00	$25,000.00
45		260203		CLASS 2 AGGREGATE BASE (CY)	CY	5,480.0	$105.00	$575,400.00
46		305000		CRACK AND SEAT	SQYD	233,000.0	$2.00	$466,000.00
47		374002		ASPHALTIC EMULSION (FOG SEAL COAT)	TON	2.0	$1,000.00	$2,000.00
48		390095		REPLACE ASPHALT CONCRETE SURFACING	CY	1.0	$210,860.00	$210,860.00
49		390132		HOT MIX ASPHALT (TYPE A)	TON	118,000.0	$125.00	$14,750,000.00
50		390137		RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	110,000.0	$130.00	$14,300,000.00
51		393004		GEOSYNTHETIC PAVEMENT INTERLAYER (PAVING FABRIC)	SQYD	598,000.0	$4.00	$2,392,000.00
52	§39	038080		SHOULDER RUMBLE STRIP (HMA,GROUND-IN INDENTATIONS)	STA	2,370.0	$100.00	$237,000.00
53		394060		DATA CORE	LS	LUMP SUM	$8,000.00	$8,000.00
54		394076		PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	1,840.0	$5.00	$9,200.00
55		397005		TACK COAT	TON	300.0	$700.00	$210,000.00
56		398100		REMOVE ASPHALT CONCRETE DIKE	LF	1,940.0	$5.50	$10,670.00
57		398200		COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	598,000.0	$6.00	$3,588,000.00
58		416101		PAVEMENT TRANSITION TAPER	SQYD	4,050.0	$35.00	$141,750.00
59		498052		60" CAST-IN-DRILLED-HOLE CONCRETE PILE (SIGN FOUNDATION)	LF	66.0	$3,100.00	$204,600.00
60		510092	F	STRUCTURAL CONCRETE, HEADWALL	CY	14.0	$3,300.00	$46,200.00
61		510094	F	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	6.0	$2,000.00	$12,000.00
62		560226		FURNISH SIGN STRUCTURE (VERSATILE TRUSS)	LB	40,000.0	$10.22	$408,800.00
63		560227		INSTALL SIGN STRUCTURE (VERSATILE TRUSS)	LB	40,000.0	$0.66	$26,400.00

No.		Item Code		Item Description	Unit	Quantity	Price	Amount
64		560230		ALUMINUM WALKWAY GRATING (VERSATILE TRUSS)	SQFT	453.0	$160.00	$72,480.00
65		568046		REMOVE SIGN STRUCTURE (EA)	EA	2.0	$4,100.00	$8,200.00
66		600013		REPAIR SPALLED SURFACE AREA	SQFT	890.0	$500.00	$445,000.00
67		610404		24" TEMPORARY CULVERT	LF	2,000.0	$100.00	$200,000.00
68		665002		6" CORRUGATED STEEL PIPE (.064" THICK)	LF	4.0	$100.00	$400.00
69		665024		24" CORRUGATED STEEL PIPE (.109" THICK)	LF	600.0	$275.00	$165,000.00
70		665032		30" CORRUGATED STEEL PIPE (.109" THICK)	LF	320.0	$280.00	$89,600.00
71		665037		36" CORRUGATED STEEL PIPE (.109" THICK)	LF	390.0	$600.00	$234,000.00
72		665062		72" CORRUGATED STEEL PIPE (.138" THICK)	LF	73.0	$770.00	$56,210.00
73		681103		3" PLASTIC PIPE (EDGE DRAIN)	LF	112,000.0	$40.00	$4,480,000.00
74	§70	014912		42" WELDED STEEL PIPE TRENCHLESS INSTALLATION METHOD	LF	290.0	$2,300.00	$667,000.00
75		705300		ALTERNATIVE FLARED END SECTION	EA	11.0	$1,130.00	$12,430.00
76		710102		ABANDON CULVERT (LF)	LF	960.0	$64.00	$61,440.00
77		710132		REMOVE CULVERT (LF)	LF	2,760.0	$100.00	$276,000.00
78		710152		REMOVE HEADWALL	EA	2.0	$2,000.00	$4,000.00
79		710167		REMOVE FLARED END SECTION (EA)	EA	12.0	$500.00	$6,000.00
80		710310		24" ALTERNATIVE PIPELINER	LF	1,110.0	$280.00	$310,800.00
81		710322		30" ALTERNATIVE PIPELINER	LF	1,930.0	$320.00	$617,600.00
82		710328		36" ALTERNATIVE PIPELINER	LF	390.0	$365.00	$142,350.00
83		710366		CONCRETE INVERT PAVING	CY	85.0	$3,000.00	$255,000.00
84		723070		ROCK SLOPE PROTECTION (150 LB, CLASS III, METHOD B) (CY)	CY	25.0	$500.00	$12,500.00
85		750001	F	MISCELLANEOUS IRON AND STEEL	LB	12,670.0	$3.00	$38,010.00
86	§79	016903		PREPARE STORMWATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	$5,000.00	$5,000.00
87		800051		FENCE (TYPE WM, METAL POST)	LF	4,700.0	$30.00	$141,000.00

No.		Item Code		Item Description	Unit	Quantity	Price	Amount
88		810250		PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)	EA	6,310.0	$9.00	$56,790.00
89		820110		MILEPOST MARKER	EA	44.0	$85.00	$3,740.00
90		820112		MARKER (CULVERT)	EA	132.0	$65.00	$8,580.00
91		820113		TREATMENT BEST MANAGEMENT PRACTICE MARKER	EA	2.0	$122.00	$244.00
92		820151		OBJECT MARKER (TYPE L-1)	EA	20.0	$103.00	$2,060.00
93		820220		REMOVE MARKER	EA	10.0	$25.00	$250.00
94		820250		REMOVE ROADSIDE SIGN	EA	44.0	$160.00	$7,040.00
95		820710		FURNISH LAMINATED PANEL SIGN (1"-TYPE A)	SQFT	600.0	$58.00	$34,800.00
96		820750		FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	2,400.0	$13.00	$31,200.00
97		820840		ROADSIDE SIGN - ONE POST	EA	5.0	$500.00	$2,500.00
98		820850		ROADSIDE SIGN - TWO POST	EA	39.0	$700.00	$27,300.00
99		832006		MIDWEST GUARDRAIL SYSTEM (STEEL POST)	LF	36,200.0	$35.00	$1,267,000.00
100		839544		TRANSITION RAILING (TYPE AGT)	EA	12.0	$5,500.00	$66,000.00
101		839580		END ANCHOR ASSEMBLY (TYPE SFT-M)	EA	5.0	$1,733.00	$8,665.00
102	§83	017362		ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	48.0	$2,500.00	$120,000.00
103	§83	017801		ALTERNATIVE FLARED TERMINAL SYSTEM	EA	36.0	$3,000.00	$108,000.00
104	§83	015423		RELOCATE PORTABLE CONCRETE BARRIER (TYPE 60K)	LF	170.0	$100.00	$17,000.00
105		839745	F	CONCRETE BARRIER TRANSITION	LF	150.0	$1,650.00	$247,500.00
106		839752		REMOVE GUARDRAIL	LF	36,200.0	$5.00	$181,000.00
107		840516		THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	440.0	$19.00	$8,360.00
108	§84	010015		REMOVE TRAFFIC STRIPE (HIGH-PRESSURE WATER BLASTING)	LF	124,000.0	$1.30	$161,200.00
109		847104		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (RECESSED)	LF	771,000.0	$4.20	$3,238,200.00
110		870200		LIGHTING SYSTEM	LS	LUMP SUM	$1,150,000.00	$1,150,000.00

No.	Item Code	Item Description		Unit	Quantity	Price	Amount
111	872135	MODIFYING TRAFFIC MONITORING STATIONS		LS	LUMP SUM	$1,359,600.00	$1,359,600.00
112	999990	MOBILIZATION	10.00%	LS	LUMP SUM	$6,942,000.00	$6,942,000.00

Bid Item List Subtotal: $69,419,289.00

Supplemental Work

Item Code	Item Description	Units	Quantity	Price	Amount
066070	MAINTAIN TRAFFIC	LS	LUMP SUM	34,000.00	34,000.00
066094	VALUE ANALYSIS	LS	LUMP SUM	25,000.00	25,000.00
066610	PARTNERING	LS	LUMP SUM	20,000.00	20,000.00
066670	PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS	LS	LUMP SUM	787,000.00	787,000.00
			SW Subtotal:		$866,000.00

Department Furnished Materials and Expenses

Item Code	Item Description	Units	Quantity	Price	Amount
066062	COZEEP CONTRACT	LS	LUMP SUM	400,000.00	400,000.00
066063	TRAFFIC MANAGEMENT PLAN - PUBLIC INFORMATION	LS	LUMP SUM	24,000.00	24,000.00
066105	RESIDENT ENGINEERS OFFICE	LS	LUMP SUM	200,800.00	200,800.00
066186A	CULTURAL MONITORING	LS	LUMP SUM	10,000.00	10,000.00
066234	REVEGETATION	LS	LUMP SUM	90,000.00	90,000.00
			DF Subtotal:		$724,800.00

Project Subtotal (Bid and Non-Bid Items):		$71,010,089.00
Contingencies:	15.00 %	$10,651,513.35
Project Total (with Contingency):		$81,661,602.35

Attachment E
Storm Water Data Report

Long Form – Stormwater Data Report

Dist-County-Route: 02-SIS-005
Post Mile Limits: R58.2/R69.293
Type of Work: Pavement Rehabilitation
Project ID (EA): 02-2100-0042

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Applicable Caltrans Post Construction Treatment Requirement: 2012 ☐ 2022 ☒
Regional Water Quality Control Board(s): North Coast
Total Disturbed Soil Area: 15.6 PCTA: 3.2
Alternative Compliance (acres): ATA 2 (50% Rule)? Yes ☐ No ☒
Estimated Const. Start Date: 9/21/27 Estimated Const. Completion Date: 1/8/2030
Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☒ WPCP ☐ Other: _____
Is (M)WELO applicable? Yes ☐ No ☒
Is the Project within a TMDL watershed? Yes ☒ No ☐
Does the project require trash treatment? Yes ☐ No ☒
Notification of ADL reuse (if yes, provide date): Yes ☐ Date: _____ No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

Paul Rowe 08/13/2025
Paul Rowe, Registered Project Engineer — Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Nicole Mallory 08/13/2025
Nicole A. Mallory, Project Manager — *Date*

Kaylie Humbert 08/18/2025
Kaylie Humbert, District Maintenance Stormwater Coordinator — *Date*

Nicki Johnson 08/13/2025
Nicki Johnson, Landscape Architect Representative — *Date*

[Stamp Required at PS&E only]

Karl S. Harris 08/13/2025
Karl Harris, District/Regional Design SW Coordinator — *Date*

1. Project Description

This Pavement Rehabilitation (2R) is located on Interstate 5 within Siskiyou County from near Randolph E. Collier Rest Area to Oregon state line. The project will remove existing asphalt, crack and seat existing concrete slabs under mainline travel lanes, place 0.4-feet HMA and 0.2-feet RHMA for approximately 45.8 lane miles. Eighteen on-off ramps will be cold plane approximately 0.2-feet and pave with 0.2-feet RHMA-G and include dig outs. Pave and extend crossovers/maintenance pullouts with 0.5-feet HMA over 1-foot of Class II base. Repair or replace 22 drainage systems and adjust inlets and overside drain to match new flowlines. Replace existing edge drains and install cross drain interceptors where necessary. Replace lighting at 26 locations and improve or upgrade 23 traffic census loops and six Intelligent Transportation System (ITS) element locations. Replace five one-post signs,39 two-post signs, and three overhead sign structures. Replace and upgrade 36,159 linear feet of Metal Beam Guardrail (MBGR) with Midwest Guardrail System (MGS) and provide impervious vegetation control under the guardrail. Replace 12 WB bridge transition rails with approach guardrail transition (AGT) type railing on bridge approaches. Install approximately 4,700 linear feet of eight-foot high wildlife fencing.

The following values were used to calculate stormwater treatment areas:

- **Total disturbed soil area (DSA) in acres (ac): 13.4 acres**
  - Area related to construction activities such as staging areas, temporary construction access routes, and grading for stormwater treatment Best Management Practice (BMP) and crossover/maintenance pullouts.
- **New impervious surface (NIS): 3.2 ac**
  - NIS is the net new impervious (NNI) area plus the replaced impervious surface (RIS) area minus excluded impervious surface (EIS) area: NIS = NNI + RIS – EIS
    - Net new impervious (NNI) is **3.2 acres** - Difference between pre-construction and post-construction impervious area.
    - Replaced impervious surface (RIS) is **0 acres** – There is no existing impervious area that is being replaced down to native material.
    - Excluded impervious surface (EIS) is **0 acres** – There is no EIS within the project limits.
    - Additional treatment area #1 (ATA #1) is **0 acres** – There is no existing BMPs within the project limits
    - Additional treatment area #2 (ATA #2) is **0 acres** – Existing impervious is approximately 126 acres and post construction impervious is approximately 129.2 acres. NNI is 2.5% of final impervious area. Since NNI is less than 50% of final impervious area, ATA #2 is 0 acres.
- Post construction treatment area (PTCA): **3.2 acres** – Total area to be treated = NIS + ATA 1 or ATA 2

Project Areas (acres)								
Existing Impervious Area	Post Impervious Area	Net New Impervious (NNI) Area	Replaced Impervious (RIS) Area	Excluded Impervious (EIA) Area	New Impervious Surface (NIS) Area	ATA #1	ATA #2	PCTA
126	129.2	3.2	0	0	3.2	0	0	3.2

Note: All areas reported in acres.
Per Section 4.3 Step 7 of the PPDG, July 2017, Post Construction Treatment Area (PCTA) is required for New Impervious Surface (NIS) that equals or exceeds 10,000 sf or more or 5,000 sf on non-highway projects.

PCTA = NIS+ ATA #1 + ATA #2

NIS = NNI + RIS - EIA
EIA = Sidewalk, Pedestrian, Separate Bikeways Area, and areas over paved areas (see PPDG table 4-1)

ATA = Additional Treated Areas, see PPDG section 4.4.1.

PCTA = Post Construction Treatment Area

New impervious surface is greater than 10,000 ft^2 and triggers the requirement for stormwater treatment for the new impervious surface. Disturbed soil areas directly and indirectly discharge to Klamath River listed as a 303(d)-waterbody impaired by pollutants and will require to incorporate Treatment BMPs to reduce Total Maximum Daily Load (TMDL) impacts to the impaired waterbody. The project is subject to the treatment threshold requirements from NCRWQB and will target implementation of Design Pollution Prevention Infiltrations Area (DPPIA) and/or bioswale systems to reduce impacts to the 303(d) impaired waterbody.

2. Site Data and Stormwater Quality Design Issues

The project is located on Interstate 5 within Siskiyou County from near Randolph E. Collier Rest Area to Oregon state line. This portion of Interstate 5 is used for commuter traffic, access to recreational areas, interstate travel, and movement of goods. Project site characteristics to be considered during the design phase for the work area are provided below:

- The project is located within North Coast Regional Water Quality Control Board (NCRWQB) jurisdiction and will require Clean Water Act Section 401 Water Quality Certification. The threshold for triggering permanent stormwater treatment BMPs within the jurisdiction of the NCRWQCB is currently 5,000 square feet if the project requires a permit from the NCRWQCB and 10,000 square feet if a permit is not required. The threshold represents the combined acreage of (1) the acreage native soil below the structural section of the roadway that would be exposed by construction activities, grading, and temporary construction access routes, and (2) the acreage of new impervious surface added within the project limits where it did not previously exist that is not excluded from the threshold calculation. The project is anticipated to require permanent stormwater treatment BMPs due to the amount of new impervious surface, selection of suitable locations within the project limits to install permanent stormwater BMPs would need to be identified during the design phase.
- Stormwater within project limits directly and indirectly discharge into Klamath River. This water body is listed as 303 (d) impaired for aluminum, sediment, cyanobacterial hepatotoxic microcystins, nutrients, organic enrichment/low dissolved oxygen, and water temperature disruption.
- Climate for the work region is identified as warm-summer Mediterranean with average annual precipitation of 25.6 inches. Wet season is generally from November to March.

- The hydrologic data for this project are as follows:
    - Hydrologic unit: Klamath River
    - Hydrologic area: Middle Klamath River
    - Hydrologic sub-area: Hornbrook
    - Watersheds: Cottonwood Creek / Bogus Creek – Klamath River
    - Subwatershed: Middle Cottonwood Creek, Lower Cottonwood Creek, Williams Creek – Klamath River
    - Longitude, latitude: -122.5812, 41.9298
- Most of the project is within FEMA Zone X (area of minimal flood hazard). It transects Zone A (special flood hazard zone with no base flood elevations) at ~ Post Mile (PM) R63.6R/R63.8L and longitudinally encroaches the zone at several locations within PM R58.2/R60.3R where I-5 runs alongside the Klamath River. Hydraulic history files showed no historical flooding in the project limits. It should be noted that four dams along the Klamath River (Iron Gate, Copco 1 and 2, and the J.C. Boyle Dam) upstream of the work area have been removed, which will change the dynamics of the Klamath River.
- Soil types within the project area are composed primarily of the following:
    - Type A – Atter very gravelly sandy loam
    - Type C- Duzel-Facey complex, Hilt-rock outcrop complex, Hilt sandy loam, Hilt stony sandy loam, Duzel gravelly loam, Mary stony loam
    - Type D- Jilson complex, Terwilliger silty clay loam, Terwilliger complex
- Terrain within the project area is mountainous to rolling hills.
- Because lead was used as an additive to gasoline prior to 1986, the surface soils along I-5 have the potential to be contaminated with aerial deposited lead (ADL) from the exhaust of cars burning lead gasoline. Further hazardous waste testing will be completed during the later phases of this project.
- Majority of the project work will be within existing Caltrans right of way. Temporary construction easements will be necessary for access for completion of culvert improvements and wildlife fencing. Construction staging will occur within existing Caltrans right of way.
- The project does not lie within an Urban MS4 Permit Area.

3. Construction Site BMPs to be used on Project

The project is scheduled for 200 working days and will be constructed in 2 seasons. The project sediment risk has been preliminarily identified as Risk Level 3 and receiving water risk is designated high. Temporary construction site BMPs will be developed under a contractor prepared Stormwater Pollution Prevention Plan (SWPPP) approved by the Resident Engineer (RE) for sediment control and soil stabilization. Construction staging will occur within the project limits. Temporary concrete washouts, temporary fiber rolls, temporary hyraulic mulch, temporary drainage inlet protection have been identified as BMP bid line items. Additional construction BMPs will be determined and expanded on for PS&E submittals.

The contractor is responsible for securing locations for construction staging and storage that are approved by the (RE). Temporary concrete washouts, temporary fiber rolls, temporary hydrualic mulch, temporary drainage inlet protection have been identified as BMP bid line items. Additional BMPs might be identified during the design phase. All remaining Water Pollution Control

items will be included under the lump sum bid items.

This project has been preliminary identified as being Risk Level 3. The Risk Level will be calculated during the design phase using the GIS Map Method 1, Appendix 1 of the 2009 Construction General Permit (CGP).

At this stage dewatering and/or temporary clear water diversion have not been identified and are not anticipated to be needed during design and construction stage.

4. Maintenance BMPs

No maintenance BMPs have been identified for inclusion at this project phase. Maintenance BMPs will continue to be considered during the design phase.

5. Other Water Quality Requirements and Agreements

North Coast Regional Water Quality Control Board requires post construction treatment BMPs deployment as a condition of the 401 Water Quality Certification process if the new impermeable surface (NIS) is more than 10,000 square feet. The project exceeds 10,000 square feet of NIS, therefore treatment BMPs will be incorporated into the project to meet the board requirement. Design Pollution Prevention Infiltration Area (DPPIA) and bioswale BMPs will be considered for stormwater treatment during the design phase of the project.

6. Permanent BMPs

The project will result in an increase of impervious surface in the project area. The net new additional impervious area for the project is approximately 3.2 acres. New impervious surface is greater than 10,000 square feet and will require stormwater treatment per NCRWQB requirements. Additional impervious areas proposed for the project may increase the volume and velocity of the stormwater discharge. This project will incorporate Low Impact Design (LID) efforts to maintain or restore pre-project hydrology, as well as overall water quality improvement of stormwater discharges. These LID efforts will be incorporated in the development and placement of permanent BMPs to the maximum extent practicable to minimize water quality impacts in the post construction condition.

Rapid Stability Assessment (RSA)

The project is proposing to add more than 10,000 ft^2 of Net New Impervious (NNI) area to the Threshold Drainage Area (TDA) of a stream crossing; therefore, this project will require RSA. Anticipated locations for RSA include Klamath River, Cottonwood Creek, Ditch Creek, and Hutton Creek. An RSA request needs to be sent to the District Hydraulics and Stormwater Branch during the design phase.

Design Pollution Prevention (DPP) BMP Strategy

The project proposes to increase the amount of impervious area. Based on this increase, it is anticipated that the project will have some effect on downstream flow. Increased flow velocity and volumes will be quantified and mitigated during the design phase of the project. The project Drainage Report will evaluate options to reduce runoff to pre-construction conditions. The hydrologic soil group C & D are the predominate soil type throughout the project limits. Compost amendment will be incorporated into the soil in treatment areas to improve soil infiltration and treatment

capacity. Existing vegetation will be preserved to the maximum extent practicable and in accordance with any environmental permits/agreements. Disturbed soil areas will be stabilized and vegetated in accordance with approved plans by the District Landscape Architect. The stabilization process should also integrate features that will increase the site perviousness to the degree practicable.

Treatment BMP Strategy

The project is required to consider Treatment BMPs in accordance with the attached Evaluation Documentation Form. No Caltrans Targeted Designed Constituents (TDC) were identified. The current treatment BMP strategy is to treat 100% of the Water Quality Volume (WQV)/Water Quality Flow (WQF) by maximizing site perviousness.

The project is within a Caltrans TMDL area and may be eligible for Compliance Unit (CU) Credits. The Post Construction Treatment Area (PCTA) is 3.2 acres. Treatment of the required area is mandatory and subject to approval by NCRQWB.

The current requirements for treatment BMPs in order of priority are:

- Infiltrate, harvest, and reuse
- Treat excess runoff using LID based flow through BMPs
- Offsite mitigation

DPP Infiltration Areas will be considered as vegetated or non-vegetated areas, these areas provide infiltration. In addition, biofiltration swales and detention devices may be incorporated into the project. Exact locations and further options for Treatment BMP will be determined during PS&E phase.

Required Attachments (see 6.4.8)

- Vicinity Map (see 6.4.8.1)
- Evaluation Documentation Form (EDF) (see E-10)
- Risk Level Determination Documentation (if applicable) (see 6.4.4.2)

INDEX OF PLANS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	5	R58.2/R69.293	1	1

STATE OF CALIFORNIA

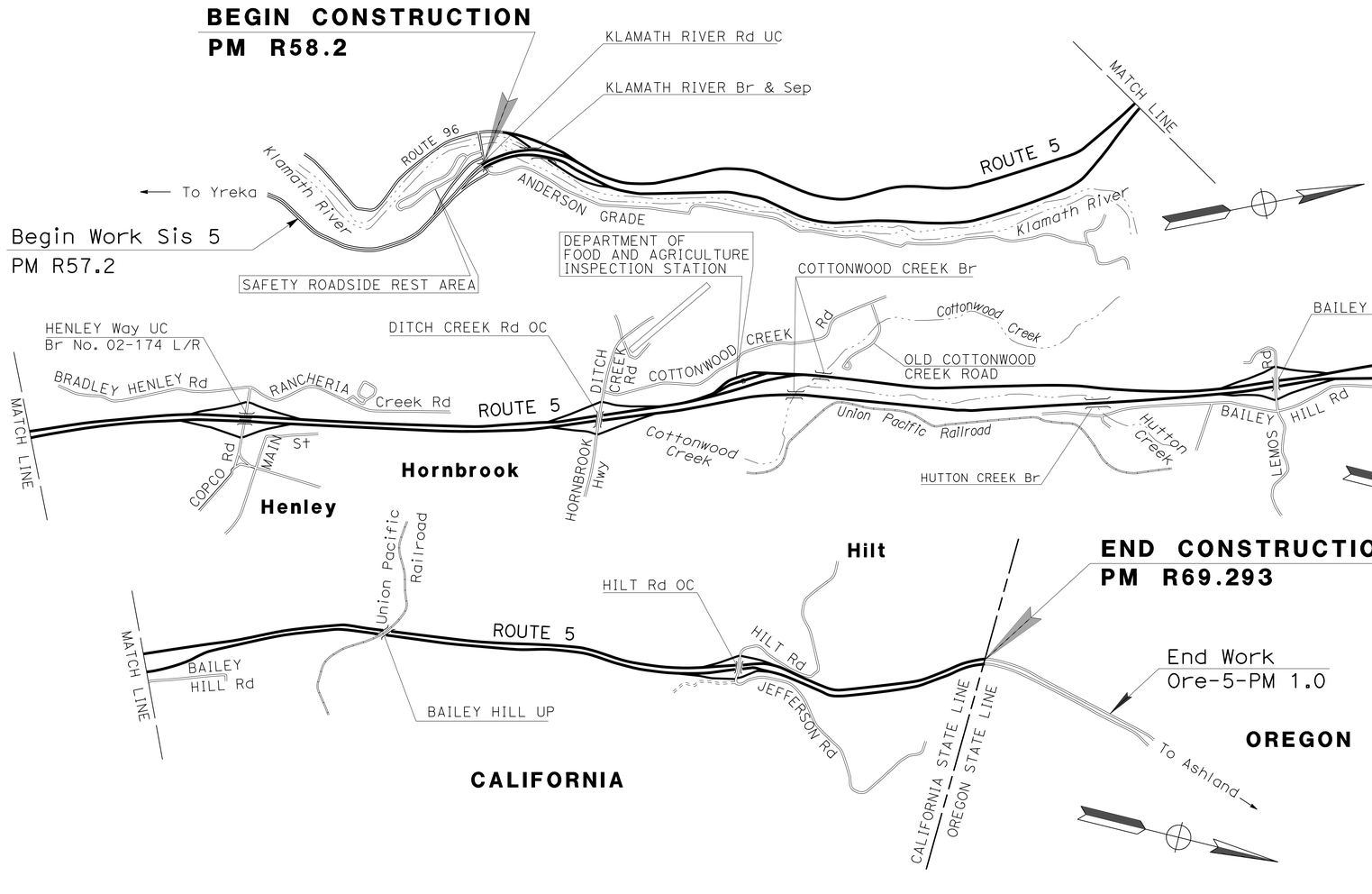
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN SISKIYOU COUNTY NEAR HORNBROOK FROM KLAMATH RIVER BRIDGE AND SEPARATION NO. 02-0134R TO OREGON STATE LINE.

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2022



LOCATION MAP

NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

SIGNATURE XX-XX-19

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
PAUL ROWE
No. 83972
Exp. 09-30-27
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	02-2J2104
PROJECT ID	0221000042

DESIGN MANAGER: RUSSELL FLOOD
PROJECT MANAGER: NICOLE MALLORY

P:\proj3\02\2J210\design\510_Plans\0221000042ab001.dgn

DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 08:57

LAST REVISION

BORDER LAST REVISED 9/17/2018 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s155503 DGN FILE => 0221000042ab001.dgn | UNIT 0319 | PROJECT NUMBER & PHASE 02210000420

Evaluation Documentation Form

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL requirement)?		✓	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR or ED, does the project: a. discharge to Areas of Special Biological Significance (ASBS), or b. discharge to a TMDL watershed where Caltrans is named stakeholder, or c. have other pollution control requirements for surface waters within the project limits (e.g. STGA)?	 ✓ 	✓ ✓	If **Yes to any**, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. KH _____ *(Dist./Reg. Coordinator initials)* If **No** to all, continue to 5.
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, Section 4.3.1)		✓	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If **Yes**, go to 9. If **No**, continue to 7.
7.	Does the project result in an increase of 10,000 ft² or more of new impervious surface (NIS)?	✓		If **Yes**, go to 8. If **No**, go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. _____ *(Dist./Reg. Design SW Coord. Initials)* _____ *(Project Engineer Initials)* _____ *(Date)*	Document for Project Files by completing this form and attaching it to the SWDR.		

02-2J210/Sis-5 PM R58.2/R69.293/Hilt Pavement Rehab

Sediment Risk Factor Worksheet	Entry

A) R Factor

Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site.

https://lew.epa.gov/

R Factor Value	25.34

B) K Factor (weighted average, by area, for all site soils)

The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted.

http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx

K Factor Value	0.43

C) LS Factor (weighted average, by area, for all slopes)

The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction.

http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx

LS Factor Value	11.41
Watershed Erosion Estimate (=RxKxLS) in tons/acre	124.33

Site Sediment Risk Factor Low Sediment Risk: < 15 tons/acre Medium Sediment Risk: >=15 and <75 tons/acre High Sediment Risk: >= 75 tons/acre	**High**

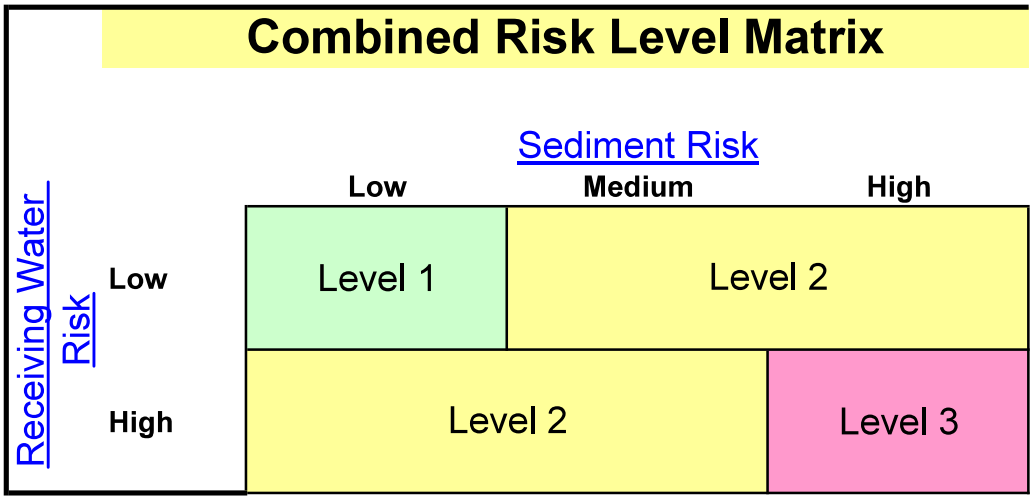
See Screenshots in BACKUP worksheet for value documentation

02-2J210/Sis-5 PM R58.2/R69.293/Hilt Pavement Rehab

Receiving Water (RW) Risk Factor Worksheet	Entry	Score
A. Watershed Characteristics	**yes/no**	
A.1. Does the disturbed area discharge (either directly or indirectly) to a **303(d)-listed waterbody impaired by sediment** (For help with impaired waterbodies please visit the link below) or has a **USEPA approved TMDL implementation plan for sediment**?:	**Yes**	**High**
http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml		
OR		
SPAWN & COLD & MIGRATORY? (For help please review the appropriate Regional Board Basin Plan)		
http://www.waterboards.ca.gov/waterboards_map.shtml		
Region 1 Basin Plan		
Region 2 Basin Plan		
Region 3 Basin Plan		
Region 4 Basin Plan		
Region 5 Basin Plan		
Region 6 Basin Plan		
Region 7 Basin Plan		
Region 8 Basin Plan		
Region 9 Basin Plan		

02-2J210/Sis-5 PM R58.2/R69.293/Hilt Pavement Rehab

Combined Risk Level Matrix



Project Sediment Risk:	**High**
Project RW Risk:	**High**
Project Combined Risk:	**Level 3**

Attachment F
Right of Way Data Sheet

California State Transportation Agency

RIGHT OF WAY DATA SHEET

EA: 2J210
PROJECT NO.: 02 2100 0042
LOCATION: 02-SIS-5-R58.2/R69.293
DESCRIPTION: Hilt Pavement Rehab

Remove existing pavement and asphalt, crack and seating existing concrete slabs under the mainline travel lanes, placing asphalt, mill and fill asphalt. Repaving shoulders and chain on/off areas, upgrading, repair or replacing culverts, improving and/or upgrading traffic management systems, improving intelligent transportation system locations, replacing overhead sign structures, transition rails, signs, highway lighting electroliers and installing wildlife exclusionary fencing.

DATE: 8/19/2025
DATA SHEET TYPE: Initial

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	$15,938	5%	$17,096
B. Appraisal Fees Estimate	$5,000	N/A	$5,000
C. Mitigation Acquisition & Credits	$0		$0
D. Project Development Permit Fees	$145,000	5%	$155,541
Subtotal	$165,938		$177,637
E. Utility Relocation (State's Share)	$0		$0
(Owner's Share: $0)			
F. Relocation Assistance (RAP)	$0		$0
G. Clearance/Demolition	$0		$0
H. Title & Escrow	$2,500	5%	$2,682
I. Total Estimated Right of Way Cost	$168,438	**Rounded**	**$180,000 ***
J. Phase 4 estimated expenses			
Railroad	$57,000		
Construction Contract Work	$0		

2. Current Date of Project Approval (PA&ED) September 25, 2025
Current Date of Right of Way Certification January 26, 2027

3. Parcel Data:

Type		Dual/Appr	Utilities		Railroad	
X	0		U4 - 1	0	C&M Agreement	0
A	3		- 2	0	Service Contract	0
B	0		- 3	0	Easements	0
C	0	0	- 4	0	Rights of Entry	1
D	0	0	U5 - 7	3	Clauses	1
USA	0		- 8	0		
RR	0		- 9	0		
Total	**3**					
Excess	0					

Areas:		Mitigation		Misc. R/W Work	
R/W	N/A	Impacts	0	RAP Displacees	N/A
TCE	0.7 AC	Parcels	0	Clear/Demo	N/A
Excess	N/A	Credits	0	PTE Construct	3
Mitigation	N/A	Lump Sum	0	Condemnation	0
		Env PTE	4	USA Involvement	No

4. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.).

TCE's are needed from privately owned lands zoned agricultural and commercial. See assumptions and limiting conditions.

5. Are any properties acquired for this project expected to be rented, leased, or sold?

Yes _____ No **X**

6. Are RAP displacements required?

Yes _____ No **X**

No. of single family N/A No. of business/nonprofit N/A

No. of multi-family N/A No. of farms N/A

Based on Draft/Final Relocation Impact Statement/Study dated N/A

N/A Sufficient replacement housing will be available without last resort housing.

N/A Sufficient replacement housing will not be available without last resort housing.

7. Is there an effect on assessed valuation?

Yes _____ No **X** Not Significant _____

8. Are there any items of Construction Contract Work?

Yes _____ No **X**

There is no Construction Contract Work associated with the project.

9. Are utility facilities or rights of way affected?

Yes _____ No **X**

Names of Utility Companies requiring verification only.

Pacific Power - Electric (OH); AT&T - Telecomm (OH) ; Hunter Communications - Fiber Optic (UG)

Names of Utility Companies requiring involvements.

None

Additional information concerning Utility Involvement on this project.

Potholing should not be necessary per PE.

10. Are railroad facilities or rights of way affected?

Yes **X** No _____ Phase 4 Capital **$57,000**

One grade-seperated (RR Over) crossing operated by Central Oregon & Pacific Railroad (CORP) will be in the project limits and work will occur at this crossing. The crossing is identified as DOT #749294K, RR milepost 399.30, near Hornbrook. The scope of work will include pavement work (crack and seat) and guardrail replacement.

11. Are USA Lands or Rights Affected?

Yes **X** No _____ Phase 4 Capital **$0**

Agencies Involved:

US Forest Service		BLM	X	Army Corps of Engineers	
National Parks		BIA		Veterans Administration	
US Fish & Wildlife		GSA			

Rights or Permissions to acquire:

Easement	X	Special Use Permit		Courtesy Letter	X
Right of Way Grant	X	Cooperative Work Agreement		Cost Recovery	X
Mineral Agreement		Letter of Concurrence		Timber Sale	

Portions of the project (between Post Mile 58.5-60) are within lands managed by Bureau of Land Management (BLM). A courtesy letter will be required to notify BLM of the project. Project also requires a disposal site located within the State's Right of Way Grant from Bureau of Land Management. A new Right of Way Grant will be required for the disposal site. Phase 9 dollars are for Cost Recovery.

12. Is an RE Office required for the project?

Yes _____ No **X**

13. Were any previously unidentified sites with hazardous waste and/or material found?

Yes _____ None Evident **X**

14. Are there material borrow and/or disposal sites required per Highway Design Manual Chapter 100 Topic 111.1(e)?

No **X** Optional _____ Mandatory _____

15. Are there potential relinquishments and/or abandonments?

Yes _____ No **X**

16. Are there any existing and/or potential airspace sites?

Yes _____ No **X**

17. What type of mitigation is required for the project?

Mitigation is not anticipated. See Assumptions and Limiting Conditions.

18. Is it anticipated that Caltrans will perform all Right of Way work?

Yes **X** No _____

19. Indicate the anticipated Right of Way schedule and lead time requirements.

Right of Way Lead Time will require a minimum of **16** months after we receive final appraisal maps, utility conflict maps, necessary environmental clearances, and freeway agreements have been approved and obtained, to complete the Right of Way Certification process.

20. Assumptions and limiting conditions: (Check boxes that apply.)

- ☐ Mapping did not provide sufficient detail to determine the limits of the right of way required.
- ☐ Transportation facilities have not been sufficiently designed to determine the damages to any of the remainder parcels affected by the project.
- ☐ Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
- ☑ Design will secure necessary encroachment permits from local agencies, Reclamation Districts, Central Valley Flood Protection Board, etc. in advance of construction.
- ☐ Project permits are not required for the project.
- ☐ This estimate is based off of preliminary Environmental information.
- ☐ The data sheet assumes Environmental Permits to Enter for studies will not be required. This estimate does not include support costs for Right of way to obtain permission to enter.
- ☑ This data sheet assumes condemnation will not be necessary. Requested lead time provides insufficient time to acquire Orders of Possession if Condemnations are required.
- ☐ Based on project history it is assumed multiple parcels will require resources in order to generate a Resolution of Necessity. Many of the parcels will reach successful negotiation, however, only after resources have been spent.
- ☑ The 12 month lead time for Railroads begins when we have received final/approved plans and funds have been certified. Utility lead time begins after PA&ED is met and we have received conflict maps.
- ☑
- ☐ Right of Way Certification is at risk. The current project schedule does not provide Right of Way with sufficient lead time. All work and access will be within the State's current Right of Way.
- ☐
- ☑ If the contractor requires a staging area, Standard Specifications (Sections 5-1.32) indicates that the contractor will be responsible for securing locations for staging and storage.
- ☑ The data sheet estimate does not include Right of Way Engineering support costs.
- ☐ This estimate assumes the property owners will be reimbursed for a appraisal fees pursuant to CCP § 1263.025(a).
- ☑ 5% of 2 phase support has been moved to the 0 phase to allow regular Right of Way work until the 2 phase is opened.
- ☐ _____
- ☐ _____

Evaluation Prepared By:

Right of Way: Shayne Echelberger Date 09/15/2025

SHAYNE ECHELBERGER
Associate Right of Way Agent

Recommended: Anna Garner Date 09/15/2025

ANNA GARNER
Project Coordinator

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.

William Walker

WILLIAM WALKER
Senior Right of Way Agent
Redding

09/15/2025
Date

Tadj Ratajczak

TADJ A. RATAJCZAK
Assistant Chief
North Region Right of Way
Eureka/Redding

09/15/2025
Date

Attachment G
Environmental Document

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): Hilt Pavement Rehabilitation

DIST-CO-RTE: 2-SIS-5 **PM/PM:** R58.2 / R69.293

EA: 02-2J210 **Federal-Aid Project Number:** 0221000042

Project Description

See the continuation sheet on page 3.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:
☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
☒ **Categorically Exempt. Class** 1. (PRC 21084; 14 CCR 15300 et seq.)
☒ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.
☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Keith Pelfrey	Keith Pelfrey	10/13/25
Print Name	Signature	Date

Project Manager

Nicole Mallory	Nicole Mallory	10/13/2025
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(26)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Keith Pelfrey	Keith Pelfrey	10/13/25
Print Name	Signature	Date

Project Manager/ DLA Engineer

Nicole Mallory	Nicole Mallory	10/13/2025
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 8/15/25
Date of Environmental Commitment Record or equivalent: 8/15/25

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions). Environmental commitments for the project are provided in the Environmental Commitments Record.

Continuation sheet:

The California Department of Transportation (Caltrans), using state and federal funding, is proposing to rehabilitate pavement and make other associated improvements along Interstate 5 (I-5) in Siskiyou County from post mile (PM) R58.2 to R69.293. The purpose of this project is to reduce distressed lane miles, improve ride quality, minimize future maintenance and capital efforts and costs, reduce worker exposure, extend the useful pavement life for a minimum of 20 years, and improve safety and facility reliability for all modes for travel and goods movement. The project will restore the pavement, culvert segments, and TMS elements to a good condition. The project is needed because this pavement condition requires a high level of maintenance activities and costs and will eventually need repairs beyond routine maintenance. In the 2027 delivery year, it is anticipated most of the lane miles will be in poor condition. Some culverts within the project limits have deficiencies including rusted inverts, displaced joints, or collapsed pipe resulting in poor or fair conditions. Some of the other assets within the project limits, including guardrail, TMS elements, signs, and striping, are non-standard, do not meet current design guidance, are obsolete, or have a poor or fair condition.

The proposed improvements would include:

Pavement Rehabilitation

Mainline

- On the northbound lanes of I-5 from PM R58.382 to PM R69.13, remove existing asphalt, crack and seat existing concrete slabs under mainline travel lanes, and place 0.4 feet of hot mix asphalt (HMA) and 0.2 feet of rubberized HMA (RHMA).

- On the southbound lanes of I-5 from PM R58.332 to PM R69.13, remove existing asphalt, crack and seat existing concrete slabs under mainline travel lanes, and place 0.4 feet of hot mix asphalt (HMA) and 0.2 feet of rubberized HMA (RHMA).

- On the northbound lanes and southbound lanes of I-5 from PM R69.13 to PM R69.293, cold plane 0.2 feet of HMA and place back 0.2 feet of RHMA-G to match existing grade.

Ramps

- At the connection of I-5 and SR 96, overlay the northbound onramp and southbound offramp on SR 96 in Siskiyou County from PM 105.727 to connection with I-5. Cold plane 0.2 feet of HMA and overlay with 0.2 feet of RHMA-G. Dig outs would be constructed.

- At the intersection of I-5 and Copco Road, HMA on onramps and offramps would be cold planed 0.2 feet and 0.2 feet of RHMA-G would be added. Dig outs would be constructed.

- At the intersection of I-5 and Hornbrook Highway/Ditch Creek Road, HMA on onramps and offramps would be cold planed 0.2 feet and 0.2 feet of RHMA-G would be added. Dig outs would be constructed.

- At the intersection of I-5 and Lemos Road, HMA on onramps and offramps would be cold planed 0.2 feet and 0.2 feet of RHMA-G would be added. Dig outs would be constructed.

- At the intersection of I-5 and Hilt Road, HMA on onramps and offramps would be cold planed 0.2 feet and 0.2 feet of RHMA-G would be added. Dig outs would be constructed.

Shoulders and Chain On/Off Areas

- At shoulders and chain on/off areas, pavement would be cold planed 0.2 feet and 0.2 feet of RHMA-G would be placed back to match the RHMA-G being placed on the mainline lanes.

Turnarounds

- Existing paved turnarounds on I-5 at PM R61.647, R64.873, R66.394, and R68.576 that would not be used for crossovers during construction would be fog sealed.

Delineation

The following delineation work would be performed on I-5 throughout the project limits:

- Install enhanced recessed wet night visibility thermoplastic traffic striping and pavement markings.

- Remove and replace retroreflective pavement markers.

- Place metal post delineators.

Drainage Facilities Work

As shown in Table 1, the drainage facilities work would repair 4 culvert pipe segments, rehabilitate 18 culvert pipe segments, replace 8 culvert pipe segments (this includes replacing 1 downdrain), abandon 7 culvert pipe segments, and install 6 new culvert pipe segments (this includes installing 2 new downdrains). Other drainage work would adjust inlets and overside drains to match new flowline and replace edge drains and install cross drain interceptors where necessary.

Table 1. Drainage Facilities Work

Route	Post Mile	Lane[1]	Description of Work	Existing Culvert Length	Existing Culvert Diameter	New Culvert Length	New Culvert Diameter
SR 96	58.40	NB onramp	• Replace approximately 103 linear feet of existing 24-inch diameter corrugated steel pipe (CSP) culvert (this consists of pipe sections 1–2 and 2–3 in a culvert system that is 344 feet long) with a new CSP culvert	103 feet	24 inches	103 feet	24 inches

Table 1. Drainage Facilities Work

Route	Post Mile	Lane[1]	Description of Work	Existing Culvert Length	Existing Culvert Diameter	New Culvert Length	New Culvert Diameter
			that has the same dimensions using cut and cover. • Install a new HMA apron at culvert inlet. • Replace flared end section at culvert outlet.				
I-5	R59.28	SB	• Abandon the existing culvert that is approximately 241 feet long and 30 inches in diameter (this consists of pipe section 1–2 in a culvert system that is 241 feet long). • Install a new CSP culvert that is approximately 103 feet long and 30 inches in diameter using cut and cover. • Install a new 122-foot long by 30-inch diameter downdrain at the new culvert outlet.	241 feet	30 inches	103 feet + 122 feet (downdrain)	30 inches + 30 inches (downdrain)
I-5	R60.58	SB	• Rehabilitate approximately 327 linear feet of existing 30-inch diameter CSP culvert (this consists of pipe sections 2–3 and 3–4 in a culvert system that is 523 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board).	327 feet	30 inches	327 feet	30 inches
I-5	R61.22	NB and SB	• Repair approximately 187 linear feet of unsound concrete in the existing 6-foot-wide by 7-foot-tall concrete box culvert (this consists of pipe sections 1–2 and 2-3 in a culvert system that is 187 feet long).	187 feet	6-foot-wide by 7-foot-tall	187 feet	6-foot-wide by 7-foot-tall
I-5	R61.35	NB, NB offramp, SB, and SB onramp	• Rehabilitate approximately 411 linear feet of existing 30-inch diameter CSP culvert (this consists of pipe section 1–2 in a culvert system that is 411 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board). • Replace flared end section at culvert inlet and outlet.	411 feet	30 inches	411 feet	30 inches

Table 1. Drainage Facilities Work

Route	Post Mile	Lane[1]	Description of Work	Existing Culvert Length	Existing Culvert Diameter	New Culvert Length	New Culvert Diameter
I-5	R62.52	SB	• Replace approximately 123 linear feet of existing 24-inch diameter CSP culvert (this consists of pipe section 2–3 in a culvert system that is 326 feet long) with a new CSP culvert that has the same dimensions using cut and cover. • Replace flared end section at culvert inlet.	123 feet	24 inches	123 feet	24 inches
I-5	R62.72	NB, NB offramp, SB, and SB onramp	• Rehabilitate approximately 420 linear feet of existing 30-inch diameter CSP culvert (this consists of pipe sections 1–2 and 2–3 in a culvert system that is 420 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board). • Replace flared end section at culvert inlet. • Replace flared end section at culvert outlet with a new headwall.	420 feet	30 inches	420 feet	30 inches
I-5	R62.77	NB and NB offramp	• Rehabilitate approximately 281 linear feet of existing 24-inch diameter CSP culvert (this consists of pipe section 1–2 in a culvert system that is 580 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board). • Install a new headwall at culvert outlet.	281 feet	24 inches	281 feet	24 inches
I-5	R62.81	NB, NB offramp, SB, and SB onramp	• Rehabilitate approximately 589 linear feet of existing 30-inch diameter CSP culvert (this consists of pipe section 1–2 in a culvert system that is 589 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board). • Replace flared end section at culvert outlet with a new headwall.	589 feet	30 inches	589 feet	30 inches

Table 1. Drainage Facilities Work

Route	Post Mile	Lane[1]	Description of Work	Existing Culvert Length	Existing Culvert Diameter	New Culvert Length	New Culvert Diameter
I-5	R64.23	NB	• Replace approximately 144 linear feet of existing 24-inch diameter CSP culvert (this consists of pipe sections 1–2 and 2–3 in a culvert system that is 144 feet long) with a new CSP culvert that has the same dimensions using cut and cover. • Replace flared end section at culvert inlet and outlet.	144 feet	24 inches	144 feet	24 inches
I-5	R66.87	SB	• Rehabilitate approximately 187 linear feet of existing 24-inch diameter CSP culvert (this consists of pipe sections 1–2 and 2–3 in a culvert system that is 270 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board). • Place new rock slope protection (RSP) at culvert outlet.	187 feet	24 inches	187 feet	24 inches
I-5	R67.00	SB Shoulder	• Replace approximately 73 linear feet of existing 72-inch diameter CSP culvert (this consists of pipe section 6–7 in a culvert system that is 661 feet long) with a new CSP culvert that has the same dimensions using cut and cover.	73 feet	72 inches	73 feet	72 inches
I-5	R67.12	NB and SB	• Rehabilitate approximately 381 linear feet of existing 36-inch diameter CSP culvert (this consists of pipe sections 1–2 and 2–3 in a culvert system that is 381 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board). • Replace flared end section at culvert inlet and outlet.	381 feet	36 inches	381 feet	36 inches
I-5	R68.03	NB and SB	• Rehabilitate approximately 277 linear feet of existing 24-inch diameter CSP culvert (this consists of pipe sections 1–2 and 2–3 in a culvert system that is 277 feet long) with an alternative pipe liner	277 feet	24 inches	277 feet	24 inches

Table 1. Drainage Facilities Work

Route	Post Mile	Lane[1]	Description of Work	Existing Culvert Length	Existing Culvert Diameter	New Culvert Length	New Culvert Diameter
			(excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board). • Place new RSP at culvert outlet. • Replace flared end section at culvert inlet.				
I-5	R68.04	NB an SB	• Abandon the existing culvert that is 286 feet long and 3 feet wide by 2 feet tall (this consists of pipe section 1–2 in a culvert system that is 286 feet long). • Install a new CSP culvert that is approximately 284 feet long and 42 inches in diameter using jack and bore. • Install a new headwall at the inlet and outlet of the new culvert.	286 feet	3 feet wide by 2 feet tall	284 feet	42 inches
I-5	R68.15	NB, SB, and SB onramp	• Rehabilitate approximately 233 linear feet of existing 24-inch diameter CSP culvert (this consists of pipe sections 1–2 and 2–3 in a culvert system that is 278 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board). • Place new RSP at culvert outlet.	233 feet	24 inches	233 feet	24 inches
I-5	R68.50	SB offramp and Hilt Road	• Abandon 301' of 24" CSP (culvert sections 1–2 and 2–3). Re-route 95 linear feet of 24-inch diameter alternative pipe culvert by cut and cover.	301 feet	24 inches	95 feet	24 inches
I-5	R68.51	Hilt Road	• Abandon 370 linear feet of 36-inch diameter CSP (sections 1–2, 2–3, and 3–4) and place 364 linear feet of 36-inch diameter alternative pipe culvert.by cut and cover. • Install 20 linear feet of 36-inch diameter alternative pipe culvert downdrain. • Reroute flow to same outlet area.	370 feet	36 inches	364 feet + 20 feet of downdrain	36"

Table 1. Drainage Facilities Work

Route	Post Mile	Lane[1]	Description of Work	Existing Culvert Length	Existing Culvert Diameter	New Culvert Length	New Culvert Diameter
I-5	R68.51	NB onramp	• Rehabilitate approximately 140 linear feet of 30-inch diameter CSP culvert (this consists of pipe section 6–7 in a culvert system that is 1,241 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board).	140 feet	30 inches	140 feet	30 inches
I-5	R68.51	Jefferson Road	• Rehabilitate approximately 40 linear feet of existing 30-inch diameter CSP culvert (this consists of pipe section 7–8 in a culvert system that is 1,241 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board).	40 feet	30 inches	40 feet	30 inches
I-5	R68.51	Jefferson Road Shoulder	• Replace approximately 116 linear feet of existing 30-inch diameter CSP culvert (this consists of pipe section 8–9 in a culvert system that is 1,241 feet long) with a new CSP culvert that has the same dimensions using cut and cover.	116 feet	30 inches	116 feet	30 inches
I-5	R68.62	NB, SB, and Hilt Road	• Perform concrete repairs to approximately 516 linear feet of existing 5-foot-wide by 6.5-foot-tall arch top culvert (this consists of pipe section 1–2 in a culvert system that is 516 feet long).	516 feet	5-foot-wide by 6.5-foot-tall arch top culvert	516 feet	5-foot-wide by 6.5-foot-tall arch top culvert
I-5	R68.80	NB	• Rehabilitate approximately 130 linear feet of existing 24-inch diameter CSP culvert (this consists of pipe section 1–2 in a culvert system that is 232 feet long) with an alternative pipe liner (excluding a cured pipe liner which is not authorized by the North Coast Regional Water Quality Control Board). • Place new RSP at culvert outlet.	130 feet	24 inches	130 feet	24 inches
I-5	R68.90	NB	• Perform joint seal repairs to approximately 12 linear feet of existing 6-inch diameter CSP	12 feet	6 inches	12 feet	6 inches

Table 1. Drainage Facilities Work

Route	Post Mile	Lane[1]	Description of Work	Existing Culvert Length	Existing Culvert Diameter	New Culvert Length	New Culvert Diameter
			culvert (this consists of pipe section 1–2 in a culvert system that is 12 feet long).				
I-5	R69.12	SB	• Replace the existing 30-foot long by 24-inch diameter downdrain at culvert outlet with a new downdrain that has the same dimensions. • Replace RSP at culvert outlet. • Add cable anchorage system to connect the downdrain to the culvert.	30 feet (downdrain)	24 inches (downdrain)	30 feet (downdrain)	24 inches (downdrain)

[1] = NB = northbound, SB = southbound

Wildlife Exclusionary Fencing

A 10-year Transportation Statistics Annual Report (TSAR) Accident Summary was recorded between August 2012 and July 2022. During this time, there were a total of 69 wildlife-vehicle collisions between PM R58.13 and PM R69.91, with a high concentration of collisions reported between PM R61.0 and PM R63.0. Most of these collisions involved deer crossing the highway. Since many wildlife-vehicle accidents go unreported, carcass data, which typically provides a higher, more comprehensive count of wildlife-vehicle conflicts, was also examined. This data is contained in the Caltrans Roadside Maintenance carcass database and is compiled from reports by road maintenance crews and biologists. From 2020 to 2025, this database showed the highest concentration of collisions between PM R62.95 and PM R63.79. When this data is combined with the accident data, this area shows the highest number of incidents within the project limits.

The following improvements would be made to reduce vehicle-wildlife collisions:

- Install wildlife exclusionary fencing along west side of the I-5 corridor from approximately PM R62.95 to PM R63.79. At many locations, this would involve replacing the existing fence at the right-of-way line with new wildlife exclusionary fence. The height of the wildlife exclusionary fence would be approximately 8 feet. Fence posts would be spaced approximately 8 feet apart and installed to a depth of approximately 3 feet below ground. Fence extenders would be installed atop existing fence where needed to avoid impacting sensitive resources.

- Where wildlife exclusionary fencing is located 10 feet or more inside Caltrans' right-of-way line, a 10-foot-wide corridor would be cleared of vegetation on each side of the fence. Where wildlife exclusionary fencing is located along the right-of-way line, a 10-foot-wide corridor would be cleared of vegetation only on the side of the fence that is inside Caltrans' right-of-way.

Guardrail
Replace and upgrade approximately 36,159 linear feet of existing metal beam guardrail with Midwest Guardrail System at various locations within the project limits. A small quantity of new guardrail would be installed where needed (e.g., in locations where it previously did not exist) to bring the guardrail system up to current standard. Concrete would be placed under new guardrail and replaced/upgraded guardrail for vegetation control.

Transition Rail
Replace 12 WB transition rails with AGT type railing on approaches to bridges at the following locations: PM R58.332 (southbound), PM R61.56 (southbound and northbound), PM R63.65 (northbound), PM R63.81 (southbound), and PM R64.82 (northbound).

Concrete Barrier Transitions
Bridges at the following locations will require new concrete barrier transitions to match AGT Type transition rails: PM R58.332 (southbound), PM R61.56 (southbound and northbound), PM R63.65 (northbound), PM R63.81 (southbound), and PM R64.82 (northbound).

Signs
Replace 2 overhead signs, 5 one-post signs, and 39 two-post signs within the project limits. The overhead signs are located along the southbound lanes of I-5 at PM R63.98 and PM R64.51.

Traffic Monitoring Stations (TMS) Elements
Twenty-three existing TMS elements (i.e., traffic census loops) would be improved/upgraded along I-5 within the project limits (Table 2).

Table 2. TMS to be Improved/Upgraded

TMS ID	*Cabinet*[1]	*Location*	*Condition*
935	0	Klamath River Road/SR 96 SB onramp (SIS–5–R58.001)	Active
936	0	Klamath River Road/SR 96 NB offramp (SIS–5–R58.03)	Active
937	0	Junction SR 96 SB offramp (SIS–5–R58.19)	Active
938	0	Junction SR 96 NB onramp (SIS–5–R58.19)	Active
939	0	Henley/Hornbrook NB offramp (SIS–5–R61.51)	Active
940	0	Henley/Hornbrook SB onramp (SIS–5–R61.51)	Active
941	0	Henley/Hornbrook NB onramp (SIS–5–R61.57)	Active
942	0	Henley/Hornbrook SB offramp (SIS–5–R61.61)	Active
943	0	Ditch Creek Road SB onramp (SIS–5–R62.88)	Active
944	0	Ditch Creek Road NB offramp (SIS–5–R62.93)	Active
945	0	Ditch Creek Road SB offramp (SIS–5–R62.97)	Active
946	0	Ditch Creek Road NB onramp (SIS–5–R62.95)	Active
410	1	Ditch Creek Road (SIS–5–R65.13)	Active
947	0	Bailey Hill Road SB onramp (SIS–5–R65.44L)	Active
948	0	Bailey Hill Road NB offramp (SIS–5–R65.457R)	Active
949	0	Bailey Hill Road SB offramp (SIS–5–R65.597L)	Active
950	0	Bailey Hill Road NB onramp (SIS–5–R65.59R)	Active
SP3	1	Bailey Hill RR Speed Site (SIS–5–R66.79)	Active
951	0	Hilt NB offramp (SIS–5–R68.17)	Active
952	0	Hilt SB onramp (SIS–5–R68.16)	Active
231	0	Hilt Road (SIS–5–R68.13)	Active
953	0	Hilt SB offramp (SIS–5–R68.396)	Active
954	0	Hilt NB onramp (SIS–5–R68.40)	Active

[1] 0 = A station that does not connect to the Traffic Management Office via phone line/wireless modem.

1 = A station that does connect to the Traffic Management Office via phone line/wireless modem.

Intelligent Transportation System (ITS) Elements

Six existing ITS elements would be improved/upgraded along I-5 within the project limits (Table 3).

Table 3. ITS Elements to be Improved/Upgraded

Type	*Location*	*Description of Work*
Road Weather Information System (RWIS)	SIS–5–R61.93	Upgrade to meet current District 2 standards and relocate closer to the edge of traveled way. Upgrade the maintenance vehicle pullout and upgrade communications and control equipment and pavement sensors.
Highway Advisory Radio (HAR)	SIS–5–R65.13	Upgrade HAR to meet current District 2 standards. Upgrade HAR control cabinet and foundation. Upgrade telephone demarcation cabinet (TDC) and foundation, transmitter, and communications and control equipment. Trenching and conduit.
RWIS	SIS–5–R68.03	Upgrade to meet current District 2 standards and relocate closer to the edge of traveled way. Upgrade the maintenance vehicle pullout and upgrade communications and control equipment and pavement sensors.
Closed-Circuit Television (CCTV)	SIS–5–R68.34	Upgrade to meet current District 2 standards. Upgrade communications and control equipment.
HAR Flasher	SIS–5–R68.00	Upgrade HAR flashing beacon to meet current District 2 standards. Upgrade service panel and foundation, TDC and foundation, concrete walkway, and communication and control equipment. Trenching and conduit.
CCTV	SIS–5–R68.60	Upgrade to meet current District 2 standards. Upgrade communications and control equipment.

Lighting

Twenty-six highway lighting electroliers would be replaced within project limits (Table 4).

Table 4. Highway Lighting Electroliers to be Replaced

Ramp Location	*TASAS Highway Sequence Listing Post Mile*	*Existing Condition*	*Scope of Work*
NB onramp from SR 96 (Exit 786)	R58.606	Type 30 Pole too far north at 2-foot point	Install Type 30 Foundation 315' south at 9' merge point
SB offramp to SR 96 (Exit 786)	R58.416	Type 30 Pole 76 feet too far north	Install Type 30 Foundation 180' south of gore point
SB offramp to SR 96 (Exit 786)	R58.416	Type 30 Pole 76 feet too far north	Install Type 30 Foundation at gore point
NB offramp to Henley/Hornbrook (Exit 789)	R61.307	Type 30 Pole 52 feet too far south	Install Type 30/31 Pole/Foundation at gore point
SB onramp from Henley/Hornbrook (Exit 789)	R61.404	Type 30 Pole too far south at 4-foot merge point	Install Type 30/31 Foundation 235' north at 9' merge point
NB offramp to Henley/Hornbrook (Exit 789)	R61.307	Type 30 Pole too far south	Install Type 30/31 Pole/Foundation 180' north of gore point
SB offramp to Henley/Hornbrook (Exit 789)	R61.745	Type 30 Pole 67 feet too far north	Install Type 30/31 Foundation 180' south of gore point

Table 4. Highway Lighting Electroliers to be Replaced

Ramp Location	*TASAS Highway Sequence Listing Post Mile*	*Existing Condition*	*Scope of Work*
SB offramp to Henley/Hornbrook (Exit 789)	R61.745	Type 30 Pole 67 feet too far north	Install Type 30/31 Pole/Foundation at gore point
NB onramp from Henley/Hornbrook (Exit 789)	R61.721	Type 30 Pole too far north at 7-foot merge point	Install Type 30/31 Foundation 130' south at 9' merge point
SB onramp from Ditch Creek Road (Exit 790)	R61.724	Type 30 Pole too far south at 3-foot merge point	Install Type 30/31 Foundation 261' north at 9' merge point
NB onramp from Ditch Creek Road (Exit 790)	R63.110	Type 30 Pole too far north at 0-foot merge point	Install Type 30/31 Foundation 340' south at 9' merge point
SB onramp from Bailey Hill Road (Exit 793)	R65.319	Type 30 Pole too far south at 0-foot merge point	Install Type 30/31 Foundation 341' north at 9' merge point
SB offramp to Bailey Hill Road (Exit 793)	R65.698	Type 30 Pole 34 feet too far north	Install Type 30/31 Foundation 180' south of gore point
SB offramp to Bailey Hill Road (Exit 793)	R65.698	Type 30 Pole 34 feet too far north	Install Type 30/31 Pole/Foundation at gore point
NB onramp from Bailey Hill Road (Exit 793)	R65.725	Type 30 Pole too far north at 0-foot merge point	Install Type 30/31 Foundation 379' south at 9' merge point
SB onramp from Hilt (Exit 796)	R68.160	Type 30 Pole too far south at 1-foot merge point	Install Type 30/31 Foundation 203' north at 9' merge point
NB offramp to Hilt (Exit 796)	R68.141	Type 30 Pole 36 feet too far south	Install Type 30/31 Pole/Foundation at gore point
NB offramp to Hilt (Exit 796)	R68.141	Type 30 Pole 36 feet too far south	Install Type 30/31 Pole/Foundation 180' north of gore point
NB onramp from Hilt (Exit 796)	R68.492	Type 30 Pole too far north at 6-foot merge point	Install Type 30/31 Foundation 90' south at 9' merge point
Hilt snow lights (SB)	R68.180	Type 31 Fixed Base	Replace existing with Type 30/31 Poles/Foundations
Hilt snow lights (SB)	R68.180	Type 31 Fixed Base	Replace existing with Type 30/31 Poles/Foundations
Hilt snow lights (SB)	R68.180	Type 31 Fixed Base	Replace existing with Type 30/31 Poles/Foundations
Hilt snow lights (SB)	R68.180	Type 31 Fixed Base	Replace existing with Type 30/31 Poles/Foundations
Hilt snow lights (SB)	R68.180	Type 31 Fixed Base	Replace existing with Type 30/31 Poles/Foundations
Hilt snow lights (SB)	R68.180	Type 31 Fixed Base	Replace existing with Type 30/31 Poles/Foundations
Hilt snow lights (SB)	R68.180	Type 31 Fixed Base	Replace existing with Type 30/31 Poles/Foundations

<u>Traffic Management</u>

To facilitate traffic management during construction, six crossovers would be established in the median on I-5. Crossovers allow northbound traffic to be temporarily shifted to the southbound lanes while the northbound lanes are repaired, and vice versa. Crossovers would be located at the following locations:

- PM R57.85
  This location was used as a crossover to manage traffic during construction of the Anderson Grade Project. A removable barrier in the existing paved median would be removed to establish a temporary crossover during construction. Upon completion of construction, the removable barrier would be placed back in the median.

- PM R61.19
  This location is an existing emergency vehicle turnaround. Establishing a temporary crossover at this location requires extending the existing paved median structural section. Requires extensive grading, drainage, and a new structural section to utilize this location as a crossover.

- PM R63.28
  Establishing a temporary crossover at this location requires extensive grading and paving to construct a new crossover at this location.

- PM R65.58
  This location is an existing paved crossover.

- PM R67.99
  This location is an existing emergency vehicle turnaround. Establishing a temporary crossover at this location requires building a new crossover at existing turn around location which requires extensive earthwork and a new structural section.

- PM R69.10
  This location is an existing paved crossover.

Construction will be conducted under Standard Plan T10 lane and shoulder closures with T18 for speed reduction.

Staging/Stockpiling
Staging/stockpiling would occur within Caltrans' right-of-way on I-5 at the following locations:

- PM R61.56 along the west shoulder of the northbound offramp and the northbound onramp and along the east shoulder of the southbound offramp and the southbound onramp.

- PM R62.92 along the east shoulder of the northbound lanes and along the east shoulder of the southbound offramp.

- PM R65.4 along the east shoulder of the northbound lanes and along the west shoulder of the southbound lanes.

- PM R65.5 along the east shoulder of the northbound lanes and along the west shoulder of the southbound lanes.

If a temporary HMA batch plant is utilized by the contractor, it would be located near the California Agricultural Inspection Station at PM R63.44.

Disposal/Borrow Sites
The project would utilize three disposal sites. The first disposal site, which has been previously approved for use as a disposal site, is located along the west shoulder of the southbound lanes of I-5 in Siskiyou County at PM R59.6 and is on land owned by the Bureau of Land Management. The second disposal site is located along the east shoulder of the northbound lanes of I-5 in Siskiyou County at PM R53.7. The third disposal site is located along the northbound onramp to I-5 in Siskiyou County at PM R63.00. Asphalt grindings would become property of the contractor. No borrow sites would be utilized.

Utilities
The following utility companies own and operate utilities within the project limits: Hunter Communications (underground fiber optic), Pacific Power (overhead electrical), AT&T (overhead telecommunications), AT&T Legacy (underground fiber optic), and Siskiyou County Public Works (underground water and sewer). The project would not add new utilities within the project limits and no utility conflicts are anticipated.

Earthwork
Approximately 13.4 acres of ground surface would be disturbed by construction activities. This acreage is the total disturbed soil area. Maximum excavation depths would be approximately eight feet. Approximately 3,400 cubic yards of soil would be excavated. No soil below the structural section of the roadway would be exposed by the pavement repairs.

Impervious Surface
Approximately 0.96 acres of new impervious surface would be temporarily added within the project limits as a result of paving the temporary crossovers at PM R61.19, PM R63.28, and PM R68.00. Upon completion of construction, the temporary paved crossovers would be removed.

Approximately 3.2 acres of new impervious surface would be permanently added within the project limits where it did not previously exist as a result of placing concrete under new guardrail and replaced/upgraded guardrail for vegetation control.

Permanent Stormwater Treatment Best Management Practices (BMPs)
The project is located within the jurisdiction of the North Coast Regional Water Quality Control Board (NCRWQCB). The threshold for triggering permanent stormwater treatment BMPs within the jurisdiction of the NCRWQCB is currently 5,000 square feet if the project requires a permit from the NCRWQCB and 10,000 square feet if a permit is not required from the NCRWQCB. The threshold represents the combined acreage of (1) the acreage native soil below the structural section of the roadway that would be exposed by construction activities and (2) the acreage of new impervious surface added within the project limits where it did not previously exist that is not excluded from the threshold calculation.

The project is anticipated to require permanent stormwater treatment BMPs whether or not a permit is needed from the NCRWQCB due to the amount of new impervious surface permanently added where it did not previously exist as a result of placing concrete under new guardrail and replaced/upgraded guardrail for vegetation control. Final determination

of the need for permanent stormwater treatment BMPs will be identified in the Water Quality Assessment Report. If permanent stormwater treatment BMPs are required, the selection of suitable locations within the project limits to install permanent stormwater treatment BMPs and the type of treatment BMPs to be installed would need to be identified.

Construction Access

Construction access for most improvements would be from the road and shoulder. Construction access for drainage work occurring along the southbound lanes of I-5 at PM R68.04 would require construction of a temporary access road within Caltrans' right-of-way from approximately PM R67.58 to approximately PM R68.04. Construction access for drainage work occurring along the northbound lanes of I-5 at PM R68.51 and CCTV work at PM R68.60 would utilize a segment of Jefferson Road that is within Caltrans' right-of-way. Additionally, construction access for drainage work occurring adjacent to the southbound lanes of I-5 at PM R68.50 would utilize a segment of Hilt Road.

Right-of-Way

Most work would occur inside Caltrans' right-of-way. Some work would occur outside Caltrans' right-of-way at the following locations: PM R61.56 (at two locations on Copco Road), PM R62.72 (along the northbound offramp), PM R62.77 (along the northbound offramp), PM R62.81 (along the southbound onramp), PM R62.92 (at two locations on Hornbrook Highway/Ditch Creek Road), and from PM R68.51 to PM R68.62 (along the southbound lanes). Temporary construction easements would be required for work occurring outside Caltrans' right-of-way. Federal land managed by the Bureau of Land Management is present from approximately PM R58.50 to PM R60.00. Caltrans will provide a courtesy notification letter to the Bureau of Land Management prior to the start of construction.

Central Oregon & Pacific Railroad (CORP) owns and operates tracks within the project limits. I-5 crosses under a railroad bridge at PM R66.974. Coordination with CORP would be needed for work occurring on I-5 under this railroad bridge.

If needed, encroachment permits would be obtained from Siskiyou County prior to working on county land at PM R61.56, at PM R62.92, and from PM R68.51 to R68.62.

Coordination with the California Department of Agriculture may be needed for work occurring in the vicinity of the California Agricultural Inspection Station on the southbound lanes of I-5 at PM R63.44 near Hornbrook.

Based on the current scope of work, construction of the project would not require the permanent acquisition of additional right-of-way.

Schedule

The project would be completed in two construction seasons. The work is anticipated to begin in March 2028 and would be completed by November 2029, although the exact start and end dates could change depending on a variety of factors. Construction of the project would require approximately 200 working days.

Permits

Based on the current scope of work, a non-reporting Nationwide Permit would be needed from the U.S. Army Corps of Engineers, Water Quality Certification would be needed from

the North Coast Regional Water Quality Control Board, and a Lake or Streambed Alteration Agreement would be needed from the California Department of Fish and Wildlife.

Consultation/Coordination

Caltrans has performed a review of resource records and databases and consulted with applicable tribes, agencies, and individuals. Consultation with tribes is ongoing and will continue through project completion.

Attachment H
Transportation Management Plan
Data Sheet

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

To: Paul Rowe, PE
R5
02-0319, MS #75
(530) 812-6764

From: Department of Transportation
District 2 - Office of Traffic Management

Date: September 23, 2025

File: Sis-5-PM 58.2/69.293

EA: 02-2J210 (02-2100-0042)

Work: HILT PAVEMENT REHAB

1. POLICY

The Caltrans Deputy Directive titled "Transportation Management Plans" (DD-60-R2) establishes the current policy for mitigating traffic impacts resulting from construction, maintenance, encroachment permit, planned emergency restoration, locally or specially funded, or other activities. The directive states that Transportation Management Plans (TMPs) and contingency plans must be completed for all work activities on the State highway system. **The purpose of this Transportation Management Plan Data Sheet is to ensure all anticipated TMP costs are included in the Project Report (PR).**

2. PROJECT INFORMATION

This project in Siskiyou County on Interstate 5 will remove existing asphalt, crack and seat existing concrete slabs under mainline travel lanes, place 0.4 feet HMA and 0.2 feet RHMA for approximately 45.8 lane miles; cold plane approximately 0.2 feet and place back 0.2 feet RHMA-G for 18 on/off ramps and include dig outs; pave crossover locations; pave or fog seal existing turnaround locations; repair or replace 22 drainage systems and adjust inlets and overside drains to match new flowline; replace edge drains and install cross drain interceptors where necessary; improve or upgrade 23 traffic census loops and 6 ITS locations; replace lighting at 26 locations; replace 5 one-post signs, 39 two-post signs and three overhead sign structures; replace approximately 36,159 linear feet of guardrail; replace 12 WB Transition Rails with Transition Railing (Type AGT); install approximately 4,700 linear feet of eight-foot-high wildlife fencing. There are 200 working days (WDAYs) for this project. 185 WDAYs will require traffic control. Construction is scheduled to occur between March 2028 and November 2029.

3. FACILITY

ROADWAY: Interstate 5 is a 4-lane freeway that is the main north-south route in the Western United States, and is the principle arterial in District 2. Alignment is long tangent on flat terrain. There are two 12-ft paved lanes with approximate 5-ft inside and 10-ft outside paved shoulders at the project location. The regulatory speed limit is 65 MPH.

RAMPS: There are 18 ramps associated with 4 overcrossings (OC) and 2 undercrossings (UC) within the project limits. All ramps within the project limits will require ramp closures for construction activities. Detours will be provided. Only one ramp closure in each direction of travel is allowed at any one time.

TRAFFIC VOLUMES:

2019 AADT Volumes			
Description	**Co-Rte-Reference PM (Leg)**	**Vehicle AADT Total***	**Truck % Total Vehicles**
Henley Way	Sis-5-R61.553 (A)	16,300	31.04
Oregon State Line	Sis-5-R69.293 (B)	16,700	33.01

*(AADT) Annual Average Daily Traffic is for both directions.

TSN Volumes for Project Traffic Delay			
Description	Peak VPH** (1 Direction)		Data Source for Peak VPH Co-Rte-Reference PM (Leg) Count Date
	WD	WE	
Ditch Creek Rd	710	792	TMS #410, SIS-005-PM R62.921 (O) May 2019
Hilt Road	824	932	TMS #231, SIS-005-PM R68.328 (B) August 2019

**Peak vehicle per hour volumes: WD = Weekday; WE=Weekend

STRUCTURES: There are 9 structures within the project limits. This project does not include structure work. There are anticipated ramp closures.

Location	Structure Number	Name	Length (ft)	Width (ft)
Sis-5-PM R61.55	02-0174L	Henley Way UC	98.1	42.0
Sis-5-PM R61.55	02-0174R	Henley Way UC	107	42.0
Sis-5-PM R62.92	02-0172	Ditch Creek Road OC	247	42.0
Sis-5-PM R63.65R	02-0175R	Cottonwood Creek	174	43.0
Sis-5-PM R63.77L	02-0175L	Cottonwood Creek	222	43.0
Sis-5-PM R64.82R	02-0176R	Hutton Creek	128	42.0
Sis-5-PM R65.52R	02-0173	Bailey Hill Road OC	220	42.0
Sis-5-PM R66.97	02-0019	Bailey Hill UP	350	0
Sis-5-PM R68.33	02-0202	Hilt Road OC	234	43.0

CENSUS LOOPS: There are 23 existing traffic monitoring stations within 1 mile of the project limits. Of these 23 will be replaced or modified as part of this project, by bid item.

There is a bid item for 46 new loops and 8 piezos that will be included with this project. For more information regarding traffic monitoring stations, contact Griffin Lemoine, Traffic Census, at 530-225-3248.

TMS #	Cabinet*	Location Co-Rte-Actual PM	Description	Potential Impact	Condition
935	0	Klamath River Rd/SR96 SB on Sis-5-R58.03	Klamath River Rd/SR96 SB on ramp; 510' South of Klamath River Rd.	Replace (1 Loop)	Active
936	0	Klamath River Rd/SR96 NB off Sis-5-R58.03	Klamath River Rd/SR96 NB off ramp; 613' north of paved gore	Replace (1 Loop)	Active
937	0	Jct SR96 SB off Sis-5-R58.19	Jct SR96 SB Off ramp; 72' North of gore point, shared PB with R342. Located in ramp gore between NB & SB Ramps @ 96 Jct.	Replace (1 Loops)	Active
938	0	Jct SR96 NB on Sis-5-R58.19	Jct SR96 NB ON ramp; 72' North of gore point, shared PB with R343. NB on ramp from SIS 96 PB located in gore area between N/B, S/B ramps	Replace (1 Loop)	Active
939	0	Henley Way NB off Sis-5-R61.51	Henley Rd NB off ramp 175' south of Henley Rd.	Replace (1 Loop)	Active

TMS #	Cabinet*	Location Co-Rte-Actual PM	Description	Potential Impact	Condition
940	0	Henley Way SB on Sis-5-R61.51	Henley Rd SB on Ramp; 213' south of Henley Rd, PB located on right shoulder	Replace (1 Loop)	Active
941	0	Henley Way NB on Sis-5-R61.57	Henley Rd. NB on ramp - 181' North of Henley Rd. CL	Replace (1 Loop)	Active
942	0	Henley Way SB off Sis-5-R61.61	Henley Rd SB Off ramp; 195' North of Henley Rd, PB located on right shoulder	Replace (1 Loop)	Active
943	0	Ditch Creek Rd SB on Sis-5-R62.88	Ditch Creek Rd. SB on ramp; 212' south of Ditch Creek Rd.	Replace (1 Loop)	Active
944	0	Ditch Creek Rd NB off Sis-5-R62.93	Ditch Creek Rd N/B Off, 231' South of Ditch Creek Rd	Replace (1 Loop)	Active
945	0	Ditch Creek Rd SB off Sis-5-R62.97	Ditch Creek Rd. S/B Off 253' north of Ditch Creek Rd.	Replace (1 Loop)	Active
946	0	Ditch Creek Rd NB on Sis-5-R62.95	Ditch Creek Rd. N/B on ramp - 97' North of Henley Rd CL, PB on Lt shld. NB Onramp to I-5 from Ditch Crk. Rd.	Replace (1 Loop)	Active
410	1	Ditch Creek Road Sis-5-R65.13	2,060' South of Bailey Hill Rd OC. Cabinet located on E/S 2,060' South of Bailey Hill Rd O.C. Two pull boxes NB. Camera in median SB. HAR	Relace (8 Loops)	Active
947	0	Bailey Hill Rd SB on Sis-5-R65.44	Bailey Hill Rd SB on - 426' S/O Bailey Hill OC, PB on Lt. shoulder	Replace (1 Loop)	Active
948	0	Bailey Hill Rd NB off Sis-5-R65.457	Bailey Hill Rd NB off - 324' S/O Bailey Hill OC, PB on Lt shoulder	Replace (1 Loop)	Active
949	0	Bailey Hill Rd SB off Sis-5-R65.597	pB on Lt. shoulder, 421' N/O Bailey Hill OC, 494' S/O ramp separation from I5.	Replace (1 Loop)	Active
950	0	Bailey Hill Road NB on Sis-5-R65.59	PB on Lt shoulder 404' N/O Bailey Hill OC	Replace (1 Loop)	Active
SP3	1	Bailey Hill RR Speed Site Sis-5-R66.79	992' South of Bailey Hill RR U.P. Cabinet located on E/S behind G/R by camera pole. Camera. New 2001.	Replace (10 Loops)	Active
951	0	Hilt NB off Sis-5-R68.17	Ramp loop wires in mainline cabinet located just off NB off ramp rt shld	Replace (1 Loop)	Active
952	0	Hilt SB on Sis-5-R68.16	Ramp loop wires in mainline cabinet located just off NB off ramp rt shld	Replace (1 Loop)	Active
231	1	Hilt Road Sis-5-R68.17	Near beginning of N/B Hilt Road off ramp. Cabinet located on Rt shld by light standard #68.130 on NB Off ramp. Installed 5-1997. Power - Phone New	Replace (1 Loop)	Active

TMS #	Cabinet*	Location Co-Rte-Actual PM	Description	Potential Impact	Condition
			sensors installed 11/02. Piezos only on main line. Not on ramps. Ramps are loops only.		
953	0	Hilt SB off Sis-5-R68.396	PB on E shoulder 361' N/O Hilt O/C CL	Replace (8 Loops/ 4 Piezos)	Active
954	0	Hilt NB on Sis-5-R68.4	PB located on W shoulder 369' N/O Hilt O/C	Replace (1 Loop)	Active

*Cabinet: 0 = A station that does not connect to the Traffic Management Office via phone line or wireless modem.
1 = A station that does connect to the Traffic Management Office via phone line or wireless modem.

ITS FIELD ELEMENTS: There are 14 existing ITS Field Elements within 1.25 miles of the project limits that must be protected in place or replaced if damaged during construction. **Therefore, sections 10-1.02B, "Traffic Elements", and 87-21.03B(2), "Maintaining Existing Traffic Management System Elements During Construction" of the Standard Specifications will apply. Include bid item 870009 for "Maintaining Existing Traffic Management System Elements During Construction" and the ITS Field Elements Pre-Bid Cert List.** Further information regarding ITS field elements can be obtained by contacting Jeremiah Pearce, Chief, Office of ITS Engineering & Support at 530-225-3320.

Of the 13 existing elements, 6 of them will be upgraded by bid item.

Element	Location	Description	Potential Impact	Condition
RWIS	Sis-5-R57.75	Collier SRRA	Not Likely - Protect in place	Active
CCTV	Sis-5-R58.00	Collier SRRA	Not Likely - Protect in place	Active
RWIS	Sis-5-R61.93	Hornbrook (N of Henley Road UC)	Upgrade Element	Active
CMS	Sis-5-R62.04	Henley Road	Not Likely - Protect in place	Active
CMS	Sis-5-R62.49	Henley Road S/B	Not Likely - Protect in place	Active
HAR	Sis-5-R65.14	Bailey Hill	Upgrade Element	Active
TMS	Sis-5-R65.14	Bailey Hill	Not Likely - Protect in place	Active
CMS	Sis-5-R66.62	ODOT CMS	Not Likely - Protect in place	Active
TMS	Sis-5-R66.79	North Bailey Hill	Not Likely - Protect in place	Active
HAR Flasher	Sis-5-R68.00	South of Hilt (Bailey Hill)	Upgrade Element	Active
RWIS	Sis-5-R68.04	Hilt (South of Hilt Road OC)	Upgrade Element	Active
CCTV	Sis-5-R68.34	Hilt Sandhouse OC	Upgrade Element	Active
CCTV	Sis-5-R68.60	North Hilt OC	Upgrade Element	Active
CMS	Sis-5-R62.50	Hornbrook	Not Likely - Protect in place	Active

4. TRAFFIC IMPACTS

TRAFFIC CONTROL: Construction will be conducted under Standard Plan T10 Lane and Shoulder Closures with T18 for speed reduction. Most operations can be conducted during typical 12-hour work shifts. Based on traffic volumes, lane and shoulder closures will be allowed anytime except after 3:00 p.m. Fridays, on weekends, and "designated holidays". Only one lane or shoulder closure per direction of travel will be allowed at any one time. Use of Temporary barrier is anticipated.

Construction will be conducted under Traffic Handling Detail Plan Sheet using crossovers with temporary barriers dividing traffic. 24-hr traffic control is required during construction. Typical Cross Sections and Traffic handling Detail Plan Sheets for lane configurations during crossover use will be provided.

Construction will be conducted under Std. Plan T14 for ramp closures. Based on traffic volumes, ramp closures are allowed anytime except after 3:00 p.m. Fridays, on weekends and designated "legal holidays". Only one ramp closure for each direction of travel is allowed at any one time. Two or more consecutive ramps in the same direction of travel may not be closed simultaneously. Two ramps within the same interchange in one direction may not be closed simultaneously.

I-5 PEDESTRIANS: Not allowed on I-5.

I-5 BICYCLES: During operations, bicyclists will be required to travel past the work zone using the open shoulder. When there is not an open shoulder, bicycle travel is not advisable because vehicle speeds are high and there is a high percentage of trucks.

TRUCKS: Interstate 5 is designated as a National Network (STAA) for California State Highways. It is not anticipated that traffic control for this project will significantly alter the requirement for this route. Annual permit trucks up to 12-ft wide are common, and single trip permit trucks between 12-ft and 16-ft in width can occur several times a week. A 12-ft paved lane with paved shoulder to provide a 16-ft horizontal clearance must be provided at all locations.

5. TRAFFIC IMPACT MITIGATION

LANE CLOSURES: Lane closures on I-5 are not allowed when traffic volumes exceed the carrying capacity of the remaining open lane. For this segment of I-5 the carrying capacity is estimated at 1,200 vehicles per lane. Lane closure charts will be provided.

COORDINATE CONSTRUCTION: There is one other project scheduled on this route in close proximity during the 2028-2029 Const. Yr. (known of at the time of this Data Sheet). The PE should review the project status (and the route conflicts spreadsheet) as the 2028-2029 Const. Yr. approaches to identify any other projects that may pose closure conflicts. The TMP will include a list of any overlapping or adjacent projects.

PORTABLE CHANGEABLE MESSAGE SIGNS: PCMSs are typically used for safety reasons on roadways where high approach speeds are present, sight distance is limited, night work is anticipated, or there is a history of work zone accidents related to high approach speeds. At least two PCMS are required for this project. One PCMS must be placed before the first traffic control sign for each approach. Additional PCMSs may be needed for speed reduction or prior to and during ramp closures.

POSITIVE PROTECTION DEVICES: Positive protection devices should be considered in work zone situations that place workers on foot at increased risk from motorized traffic traveling over 45 mph. When the protection is only needed during the work hours and the situation is expected to last only a few days a Stationary Impact Attenuator Vehicle or Mobile Barrier could be used. Contact Construction and Traffic Safety regarding the most appropriate device for this project.

WORK ZONE SPEED LIMIT REDUCTION: Per 2020 California Manual for Setting Speed Limits, for construction work zones on the State highway system, the speed limit shall be reduced by 10 mph from the posted speed limit unless an exception is granted. Authorized exceptions to the Work Zone Speed Limit Reduction are listed in Section 2.3.2. The decisions regarding speed reduction should be discussed at the PDT meeting and documented on the Decision Log. The PE must have team concurrence for un-authorized exceptions and obtain approval from the Deputy District Directors for Traffic Operations and Construction.

When physical roadway conditions will affect traffic safety around the clock, implement 24/7 construction work zone speed limit reduction using RSP T21 or Traffic Handling Sheets.

TMP: The TMP for this project will summarize the traditional traffic handling practices and other traffic mitigation strategies that will be implemented during construction. These traffic handling practices and mitigation strategies will include, but not be limited to: pre-notification of closures (lane closure schedule), DTM evaluation of cumulative traffic corridor delays for multiple projects, California Highway Information Network (CHIN), Road Work Information Bulletin (RIB), local agency contacts, ITS field element locations, census loop locations, CHP commander contacts, incident response (accident, natural event) contacts, contingency plans, and maintenance contacts. **A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts but early enough to make design changes/additions required for traffic mitigation.**

This TMP Data Sheet was prepared by Khoi Nguyen. I have personally reviewed this document and all supporting information. I certify that the assumptions are reasonable and proper subject to the limiting conditions set forth and I find the Data Sheet complete and current.

Catherine Low

Catherine Low, P.E.
Chief, Office of Traffic Management
District 2
530-768-7762

9/24/2025
Date

Jeremiah Pearce, P.E.
Chief, Office of ITS Engineering & Support
District 2
530-225-3320

9/25/25
Date

Attachment I
Programming Sheet

EA 02-2J210	CAPITAL & SUPPORT COSTS BY PROGRAM AND PROJECT FUNDING
EFIS 0221000042	Hilt Pavement Rehab

Program	Component	Project Funding				Expended to Date			Estimate at Complete		
		Programmed Fiscal Year	Programmed (x1,000)	Approved Budget	Programmed Support/ Capital (%)	$ (x1,000)	% Expended	% Complete	Current Escalated Estimate (x1,000)	Support/ Capital (%)	EAC / Budget
201.122	PA&ED	23/24	$3,730	$3,730	4%	$1,681	45%	46%	$3,647	4%	98%
201.122	PS&E	25/26	$3,120		3%	$0		0%	$3,015	3%	
201.122	R/W	25/26	$420		0%	$0		0%	$420	0%	
201.122	CON	26/27	$9,370		10%	$0		0%	$8,968	10%	
SUPPORT SUBTOTAL			**$16,640**	$3,730	18%	$1,681		10%	**$16,050**	17%	

		Programmed Fiscal Year	Programmed	Current Escalated Estimate
201.122	R/W Capital	26/27	$149	$180
201.122	CON Capital	26/27	$91,900	$92,151
CAPITAL SUBTOTAL		**$92,049**		**$92,331**
PROJECT TOTALS		**$108,689**		**$108,381**

Capital Contingency Rate	15%

PPM Office Chief Concurrence

Form Revision Date: 10/11/2024 CAB

Notes:

1. All support components Estimates at Complete are escalated at 3.5% per year past the current fiscal year to the mid point of the component.
2. Construction Capital is escalated at 6.19% for FY 26/27 and 3.3% for following FYs to the mid point of construction.
3. R/W Capital escalated per the R/W datasheet. Additional R/W Capital will be documented via a Project Change Request (PCR).
4. The construction capital estimate is currently $251k above the programmed amount. The PDT will reduce costs where possible and any overruns will be addressed prior to the programmed fiscal year from district variance funds or other appropriate change control measures.
5. Additional scope, including vegetation control under guardrail and replacement of an additional overhead sign are being considered. These items may be added to the scope at a later date contingent upon funding and approval. The construction capital estimate for these items is an additional $2,622k.

Attachment J
Risk Management Plan

Project Information

Checkpoint:	PA&ED	*Project Manager:*	MALLORY, NICOLE A
Date:	10/3/2025	*Program:*	shopp
EA:	02-2J210	*Capital Costs:*	$92,049,000
EFIS ID:	02-2100-0042	*Support Costs:*	$16,640,000
Project Nickname:	Hilt Pavement Rehab	*Total Costs:*	$108,689,000
County/Route/PM:	SIS-005-R58.2/R69.293	*RTL Target:*	3/22/2027

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	40%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	$ -		days

Risk Register

version 2.02 03/01/2023

RISK ID # / Status / Type	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>."	Proactive Response (prior to risk occuring)	Phase	Initial Risk Assessment: Initial Risk Probability: Cost Impact ($k)	Initial Risk Assessment: Initial Risk Probability: Schedule Impact	Risk Response: Response Strategy: Cost Impact ($k)	Risk Response: Response Strategy: Schedule Impact	Residual Risk: Residual Risk Probability: Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Residual Risk: Residual Risk Probability: Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Risk Status: Date Risk Identified / Anticipated Resolution Date / Date Last Updated
4	As a result of varying depth of existing asphalt, additional HMA thickness may be needed to conform to existing grades, which will lead to impacts on scope, cost and schedule. Varying depth could also result in slabs needing to be removed or profile raised if thickness is too thin.	Will take cores and perform ground penetrating radar to verify existing asphalt thickness. Roadway design will assess impact of potential new profile on ramps and at bridge connections and estimate cost of materials for conforms.		3 - Moderate (31-50%)		Active Acceptance		3 - Moderate (31-50%)		[10-03-25: Design is in process of analyzing coring and ground penetrating radar data.]	4/24/2023
Active			0-PA&ED								
Threat			1-PS&E	<$160				$0 - $60 N			12/1/2026
DSN: Roadway Design	Actual thickness of asphalt	Additional material needed	2-RW Sup								
			3-Con Sup		30 - 90 days				0 - 30 days N		
			4-Con Cap	<$190				$10 - $500 Y			10/3/2025
	Design		9-RW Cap								
6	As a result of an effort to maintain free flow of traffic during construction and a high percentage of trucks and steep grades, need for several crossover locations and two lanes at steep grades may occur, which will lead to impacts on scope, cost and schedule.	Include cost for traffic monitoring in construction estimate		3 - Moderate (31-50%)		Mitigate		3 - Moderate (31-50%)		[10-03-25: Six crossovers are planned. Temp end of queue warning system and end of queue monitoring included in estimate.]	4/24/2023
Active			0-PA&ED								
Threat		Plan traffic staging for truck climbing lane within existing lanes.	1-PS&E								12/1/2026
PLANNING	Estimating construction cost		2-RW Sup								
			3-Con Sup		0 - 30 days				0 - 30 days Y		
			4-Con Cap	<$190				$0 - $3260 Y			10/3/2025
	Design/Traffic Management		9-RW Cap								
8	As a result of Railroad Agreements and Construction and Maintenance (C&M) are needed, lengthy coordination may occur, which will lead to impacts on schedule.	Obtain approval from UPRR for scope of work within railroad right of way		2 - Low (11-30%)		Passive Acceptance		2 - Low (11-30%)		Reduced probability to low after review of delivery schedule	4/24/2023
Active			0-PA&ED								
Threat		Adjust schedule and meet RTL in 4th year of 2024 SHOPP	1-PS&E								1/26/2027
ROW: Rail Road	R/W Cert		2-RW Sup	<$20	30 - 90 days			$0 - $20 N	30 - 90 days N		
			3-Con Sup								
			4-Con Cap								10/3/2025
	Right of Way		9-RW Cap								

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
RISK ID #	Risk Statement "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>."	Proactive Response (prior to risk occuring)		Initial Risk Probability		Response Strategy		Residual Risk Probability		Risk Assumptions and Status	Date Risk Identified
Status				Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)		Anticipated Resolution Date
Type											
RiBS Sub Category	Risk Trigger	Response if Risk Occurs									Date Last Updated
	Risk Owner										
10	As a result of wildfires occurring during construction either in the project vicinity or along I-5, project delay may occur, which will lead to impacts on cost and schedule.	In addition to contractor provided contingency plan, work with construction and traffic management and public		3 - Moderate (31-50%)		Passive Acceptance		3 - Moderate (31-50%)			4/24/2023
Active			0-PA&ED								
Opportunity		Extend contract to following year if needed.	1-PS&E								1/28/2031
PPM: Schedule and Delivery	Public Engagement, Traffic Management Plan		2-RW Sup								
			3-Con Sup		>180 days				180 - 360 days N		10/3/2025
	Construction / PM / PIO		4-Con Cap	<$190				$0 - $3260 N			
			9-RW Cap								
17	If active bird nests are present within the project limits, work in the vicinity of active nest(s) may be delayed several months until after bird nests are no longer active.	If tree removal is necessary, trees should be removed between September 30-February 1. If this is not feasible conduct surveys and avoid impacts to nesting birds.		2 - Low (11-30%)		Avoid				[10-03-25: This should not be an issue with the current approve contract date of 9/21/27.]	5/2/2023
Active			0-PA&ED								
Threat		If present, active bird nests may require a protective buffer to avoid disturbing nesting birds.	1-PS&E								1/28/2031
ENV: Biological	Tree Removal		2-RW Sup								
			3-Con Sup		0 - 30 days				0 - 30 days N		10/3/2025
	PM		4-Con Cap	Insignificant							
			9-RW Cap								
19	As a result of constraints on asphalt production in Siskiyou County, trucking from outside area may occur, which will lead to impacts on cost.	Cost of RHMA may be higher than estimated; Unable to use RHMA		3 - Moderate (31-50%)		Passive Acceptance		3 - Moderate (31-50%)		[10-03-25: A location in the median (150' x 1200'), adjacent to the Ag station, has been cleared for a potential on-site HMA plant.]	5/2/2023
Active			0-PA&ED								
Threat		Increased Construction capital estimate; Spec only HMA	1-PS&E								8/24/2027
DSN: Materials	Bids		2-RW Sup								
			3-Con Sup		Insignificant						10/3/2025
	PM		4-Con Cap	<$190				$0 - $3300 N			
			9-RW Cap								
28	As a result of not being able to obtain a PTE and TCE, the deletion of three segments of culvert replacement from the scope of work, at the outlet end of the DS at PM 67.0, may occur, which will lead to impacts on scope, cost and quality.	Will continue pursuing PTE and TCE during 1-phase and revalidate if obtained.		4 - High (51-70%)		Mitigate		4 - High (51-70%)		[10-03-25: Property is currently in probate. Property owner is unresponsive.]	8/13/2025
Active			0-PA&ED								
Threat		Will pursue minor or emergency project to replace the culvert segments.	1-PS&E								7/1/2026
ROW: Acquisitions	M300		2-RW Sup								
			3-Con Sup								10/3/2025
	Project Management		4-Con Cap								
			9-RW Cap								
29	As a result of the PID structural section being designed under the structural section design method that was current at the time, a change to the structural section, to comply with the new CalME structural section design method, may occur, which will lead to impacts on scope, cost, schedule, and quality.	Will push for PID structural section; based on sound design, approved in PID, and supported by district materials engineer. Will perform FWD testing/analysis for CalME design to compare structural sections.		2 - Low (11-30%)		Avoid				FWD testing and CalME analysis performed. The 20-year CalME design would require 0.35' of additional HMA thickness compared to the planned 20+year HDM design. In addition to added HMA quantities for the CalME structural section, there would also be added	8/18/2025
Active			0-PA&ED								
			1-PS&E	$160 - $310	90 - 180 days	$29		$160 - $310 N	90 - 180 days N		10/10/2025

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
Threat	quality.	Project will have to be redesigned utilizing new structural section.	2-RW Sup							costs associated with raising the profile. The PDT has decided to proceed with the planned HDM structural section.	10/10/2025
DSN: Roadway Design	Change in design method		3-Con Sup	<$470	30 - 90 days			$0 - $470 N	30 - 90 days N		10/3/2025
			4-Con Cap	$370 - $750				$4600 - $9190 N			
	Project Management		9-RW Cap								
30	As a result of incorporating VA alternatives, changes in scope and an increase in new impervious surface requiring treatment BMPs may occur, which will lead to impacts on scope, cost and schedule.	Include potential areas for treatment BMPs in the environmental study limits. Will avoid scope change but if it is beneficial for the project will mitigate impact as feasible.		3 - Moderate (31-50%)		Active Acceptance		3 - Moderate (31-50%)		[10-03-25: Plan to pursue addition of vegetation control (VA alternative) in 1-phase which would increase cost and require treatment BMPs. Potential areas for treatment BMPs were included in environmental study limits and have been cleared.]	10/3/2025
Active			0-PA&ED	<$190	Insignificant			$0 - $190 Y			
Threat		Incorporate treatment BMPs into the project.	1-PS&E	<$160	0 - 30 days			$0 - $160 Y	0 - 30 days Y		7/1/2026
			2-RW Sup								
ENV: Permits	Scope change		3-Con Sup	<$470	Insignificant			$0 - $470 Y			10/3/2025
			4-Con Cap	<$190				$0 - $4600 Y			
	Project Management		9-RW Cap								
1	As a result of balance of program schedule RTL in 3rd year of 2024 SHOPP program, environmental documents may not be completed in time to begin PS&E, which will lead to fiscal year delivery failure.	The team will work on developing quality ESL maps prior to end of this fiscal year. Include enhanced wildlife connectivity in ESL.		2 - Low (11-30%)		Avoid				PPM met with HQ on 4/26/2023. Proceed with assumption available State Only Dollars with request to Assistant Division Chief and with request for an exception for allocation at programming for March CTC Mtg. Schedule updated to meet 4th year delivery.	4/23/2023
			0-PA&ED	<$190	>180 days	$18	60 days	$0 - $30 N	180 - 360 days N		
Retired			1-PS&E								4/16/2024
Threat		Adjust schedule and meet RTL in 4th year of 2024 SHOPP program.	2-RW Sup								
PPM: Schedule and Delivery	ESL mapping completed and 0 Phase funds available on 3/01/2024 to Begin Enviro before July 2024.		3-Con Sup								10/3/2025
			4-Con Cap								
	Planning / PM		9-RW Cap								
2	As a result of collisions with wildlife in the project area, scope change to include wildlife connectivity improvements may occur, which will lead to impacts on scope, cost and schedule.	Added deer fence at selected locations; Enviro may enhance based on potential funds		3 - Moderate (31-50%)		Mitigate		2 - Low (11-30%)		No scope changes planned for wildlife connectivity improvement.	4/23/2023
			0-PA&ED	<$190	90 - 180 days	$15		$0 - $250 N	90 - 180 days N		
Retired			1-PS&E	<$160	30 - 90 days	$6		$120 - $240 N	0 - 30 days N		3/1/2024
Opportunity		Additional wildlife connectivity improvements are needed	2-RW Sup								
ENV: Biological	Begin Enviro		3-Con Sup								10/3/2025
			4-Con Cap	<$190		$250		$0 - $3260 N			
	Planning/PM/Enviro		9-RW Cap								
3	As a result of confined space and other constraints, delay of inspection of existing culvert PM 67 and repair assessment may occur, which will lead to impacts on scope and cost.	Perform partial inspection prior to programming		3 - Moderate (31-50%)		Mitigate		3 - Moderate (31-50%)		RW RR waiting on scope of work to be done to begin administrative request to RR to enter culvert for assessment. Culvert work within RR R/W deleted from scope of work.	4/24/2023
			0-PA&ED								
Retired			1-PS&E	<$160		$1		$0 - $6 Y			12/1/2025
Threat		Extent of repair needed at Culvert PM 67 is greater than anticipated.	2-RW Sup								
STR: Structure Design	Inspection and repair assessment of culvert PM 67		3-Con Sup								10/3/2025
			4-Con Cap	<$190				$0 - $3260 Y			

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
RISK ID #	Risk Statement "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>."	Proactive Response (prior to risk occuring)		Initial Risk Probability		Response Strategy		Residual Risk Probability		Risk Assumptions and Status	Date Risk Identified
Status				Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)		Anticipated Resolution Date
Type											
RiBS Sub Category	Risk Trigger	Response if Risk Occurs									Date Last Updated
	Risk Owner										
	Maintenance		9-RW Cap								
5	As a result of the new profile differing from existing, additional work to conform at on and off ramps may occur, which will lead to impacts on cost and schedule.	Verify existing profile at on and off ramps during design and include conform limits in plans.		3 - Moderate (31-50%)		Active Acceptance		3 - Moderate (31-50%)		Assumption: Profile will not differ from existing.	4/24/2023
			0-PA&ED								
Retired			1-PS&E	<$160	30 - 90 days			$0 - $13 Y	30 - 90 days Y		7/1/2026
Threat		Build new structural section at affected ramps.	2-RW Sup								
DSN: Roadway Design	Begin draft P&E		3-Con Sup								10/3/2025
			4-Con Cap								
	Design		9-RW Cap								
7	As a result of two disposal sites, delays when clearing environmentally during design may occur, which will lead to impacts on schedule.	Coordinate early and often		2 - Low (11-30%)		Passive Acceptance		2 - Low (11-30%)		The two disposal sites, plus one additional site, have been cleared.	4/24/2023
			0-PA&ED	<$190	0 - 30 days			$0 - $250 N	0 - 30 days N		
Retired			1-PS&E								12/1/2025
Threat		Adjust schedule	2-RW Sup								
ENV: Hazardous Waste	Begin Enviro		3-Con Sup								10/3/2025
			4-Con Cap								
	Environmental		9-RW Cap								
9	As a result of the Dept of Agriculture not moving forward with their plans to replace/relocate the Agricultural Inspection Station, additional scope may need to be incorporated in this project, which will lead to impacts on scope, cost, and schedule.	Coordinate with Dept of Ag		2 - Low (11-30%)		Passive Acceptance		2 - Low (11-30%)		[08-13-25: PDT is pursuing minor project for paving within the Ag station due to the following: Per conversation with Jeffery Simons, CDFA Agricultural Program Supervisor, in June of 2025, 2027 re-build has been delayed. Study phase for re-build is optimistically scheduled for 25/26 FY, actual ground-breaking would still be several years out from completion of the study phase.] Will need to conform pavement at each end of Ag Station.	4/24/2023
			0-PA&ED								
Retired			1-PS&E	<$160	0 - 30 days			$0 - $60 N	0 - 30 days N		12/1/2026
Threat		Adjust scope of work	2-RW Sup								
PPM: Organizational	P&E		3-Con Sup								10/3/2025
			4-Con Cap								
	PM		9-RW Cap								

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
RISK ID #	Risk Statement "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>."	Proactive Response (prior to risk occuring)		Initial Risk Probability		Response Strategy		Residual Risk Probability		Risk Assumptions and Status	Date Risk Identified
Status				Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)		Anticipated Resolution Date
Type											
RiBS Sub Category	Risk Trigger	Response if Risk Occurs									Date Last Updated
	Risk Owner										
11	As a result of scope of work, lengthy coordination with CDFW and NMFS may occur, which will lead to impacts on schedule.	Coordinate with agencies at project kick-off and include in regular PDTs		3 - Moderate (31-50%)		Mitigate		3 - Moderate (31-50%)		[10-03-25: Lengthy coordination is not anticipated. Environmental will prepare permit communication plan to ensure permits are completed on time.]	4/24/2023
			0-PA&ED	<$190	30 - 90 days			$0 - $250 Y	30 - 90 days Y		
Retired			1-PS&E								12/1/2026
Threat		Coordinate with staff frequently.	2-RW Sup								
ENV: Biological	Begin Enviro		3-Con Sup								10/3/2025
			4-Con Cap								
	Environmental / PM		9-RW Cap								
12	As a result of ground disturbance, potential inability to avoid impacts to cultural resources, higher level of cultural document may occur, which will lead to impacts on cost and schedule.	Perform pedestrian surveys as early as possible during 0 Phase to identify the presence or absence of cultural resources within the ESL and potential project related impacts.				Avoid				[10-03-25: Work will occur within boundary of a known cultural resource but this will have no adverse effect since the work will occur outside the area that contributes to the resource's eligibility, ESA fencing will be installed to protect the remainder of the resource, and an archeological monitor will be required at this location during construction. This is the only location where cultural resources could not be avoided. Higher level cultural document not required.]	4/26/2023
			0-PA&ED	<$190	30 - 90 days	$12		$0 - $250 N	30 - 90 days N		
Retired			1-PS&E								12/1/2025
Threat		Develop EAS Action Plan	2-RW Sup								
ENV: Archaeologlcal & Cultural	Studies, Surveys		3-Con Sup	<$470	30 - 90 days			$0 - $230 N	30 - 90 days N		10/3/2025
			4-Con Cap								
	Environmental		9-RW Cap								
13	As a result of compensation for impact requirements, collaboration with a local RCD to maintain planted area may occur, which will lead to impacts on cost and schedule.	Plan for Mitigation		3 - Moderate (31-50%)		Transfer				[10-03-25: Mitigation costs are included in resources.]	4/26/2023
			0-PA&ED								
Retired			1-PS&E	<$160	Insignificant	$13		$0 - $60 N			3/9/2027
Threat		Prepare a Child EA for mitigation after closeout and/or use mitigation bank if credits are available.	2-RW Sup								
ENV: Biological	Permits		3-Con Sup	<$470	>180 days			$0 - $230 N	180 - 360 days N		10/3/2025
			4-Con Cap								
	Environmental / PM		9-RW Cap								
14	As a result of state- or federally-listed threatened or endangered species within project limits, direct and/or indirect effect due to culvert work may occur, which will lead to impacts on cost and schedule.	Assume no special status species would be affected by project.		2 - Low (11-30%)		Avoid				[10-03-25: No impacts to state- or federally-listed threatened or endangered species expected.]	4/26/2023
			0-PA&ED								
Retired			1-PS&E	Insignificant	90 - 180 days		180 days		90 - 180 days N		3/9/2027
Threat		If state-listed species, an Incidental Take Permit would be needed from CDFW. If federally-listed species, a Recovery Permit would be needed from USFS/NMFS.	2-RW Sup		0 - 30 days				30 - 90 days N		
ENV: Biological	Surveys, Studies, Consultation with Agencies		3-Con Sup								10/3/2025
			4-Con Cap								
	Environmental / PM		9-RW Cap	>$30		$30		$30 - $60 N			

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
RISK ID #	Risk Statement "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>."	Proactive Response (prior to risk occuring)		Initial Risk Probability		Response Strategy		Residual Risk Probability		Risk Assumptions and Status	Date Risk Identified
Status				Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)		Anticipated Resolution Date
Type											
RiBS Sub Category	Risk Trigger	Response if Risk Occurs									Date Last Updated
	Risk Owner										
15	As a result of number of drainage systems affected by the project, permit fees and mitigation costs may occur, which will lead to impacts on cost and schedule.	Include in estimate		3 - Moderate (31-50%)		Active Acceptance		3 - Moderate (31-50%)		[10-03-25: Permit fees and mitigation costs included in resources.]	4/26/2023
			0-PA&ED								
Occurred			1-PS&E								12/1/2025
Threat		Early soil type assessment by hydraulics team.	2-RW Sup	<$20	0 - 30 days			$0 - $20 Y	30 - 90 days Y		
ENV: Biological	Design and impact area calculations		3-Con Sup								10/3/2025
			4-Con Cap								
	Design / Right of Way		9-RW Cap	<$10				$0 - $0 Y			
16	If federally listed species would be affected, a Biological Assessment would need to be prepared to facilitate Section 7 consultation with the USFWS and/or NMFS, thus extending the schedule to complete biological studies up to 6 months.	Conduct surveys and avoid impacts to listed species.		3 - Moderate (31-50%)		Mitigate		3 - Moderate (31-50%)		Assume the BA is needed.	5/2/2023
			0-PA&ED	Insignificant	Insignificant	$24		$0 - $150 Y	90 - 180 days Y		
Retired			1-PS&E								12/1/2025
Threat		A Biological Assessment would be needed to facilitate Section 7 with USFS/NMFS	2-RW Sup								
ENV: Biological	Surveys		3-Con Sup								10/3/2025
			4-Con Cap								
	Environmental		9-RW Cap								
18	As a result of the project scope changing to include upgrades to the Caltrans Sandhouse or bridge work, including grinding, bird and bat surveys would be required by a Contractor Supplied Biologist.	It is assumed project scope will not change to include upgrades to the Caltrans Sandhouse or bridge work.		2 - Low (11-30%)		Passive Acceptance		2 - Low (11-30%)		[10-03-25: Scope does not include bridge work or upgrades to Caltrans Sandhouse. A minor project is being pursued for bridge work at the Henley Way UC's. Minor project will address potential impacts to biological resources.]	5/2/2023
			0-PA&ED								
Retired			1-PS&E								3/9/2027
Threat		Monitoring by a Contractor Supplied Biologist will be required during construction for activities at the Caltrans Sandhouse or on bridges for birds and/or bats that are using the area for nesting or roosting habitat.	2-RW Sup								
ENV: Biological	Scope change		3-Con Sup								10/3/2025
			4-Con Cap								
	PM		9-RW Cap								
20	As a result of additional funds, include additional ITS elements may occur, which will lead to impacts on scope.			3 - Moderate (31-50%)		Escalate		2 - Low (11-30%)		No additional funds and therefore, no additional ITS elements.	5/25/2023
			0-PA&ED	<$190	Insignificant			$0 - $150 N			
Retired			1-PS&E	<$160	Insignificant			$0 - $90 N			7/1/2026
Opportunity		Amend the scope and cost of the project.	2-RW Sup								
PPM: Asset Management	Supplemental PID		3-Con Sup	<$470	0 - 30 days			$0 - $240 N	0 - 30 days N		
			4-Con Cap	<$190				$0 - $3300 N			10/3/2025
	Management		9-RW Cap								
21	As a result of delays in obtaining data from concurrent wildlife connectivity study by others, later than project delivery schedule may occur, which will lead to impacts on quality.					Passive Acceptance					4/16/2024
			0-PA&ED								
Retired			1-PS&E								

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
RISK ID #	Risk Statement "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>."	Proactive Response (prior to risk occuring)		Initial Risk Probability		Response Strategy		Residual Risk Probability		Risk Assumptions and Status	Date Risk Identified
Status				Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)		Anticipated Resolution Date
Type											
RiBS Sub Category	Risk Trigger	Response if Risk Occurs									Date Last Updated
	Risk Owner										
Threat			2-RW Sup								
ENV: Biological			3-Con Sup								10/3/2025
			4-Con Cap								
			9-RW Cap								
22	The boundaries of multiple archaeological sites are within the current boundaries of the APE. If these resources cannot be avoided in their entirety, they may require Extended Phase 1 (XP1) and/or evaluations to determine their eligibility for listing on the National Register.									[10-03-25: Work will occur within boundary of a known cultural resource but will have no adverse effect since the work will occur outside the area that contributes to the resource's eligibility, ESA fencing will be installed to protect the remainder of the resource, and an archeological monitor will be required at this location during construction. This is the only location where cultural resources could not be avoided.] Assumption: All cultural resources can be avoided in their entirety following an ESA Action Plan.	7/25/2024
Retired			0-PA&ED								
Threat			1-PS&E								7/1/2026
			2-RW Sup								
			3-Con Sup								10/3/2025
			4-Con Cap								
			9-RW Cap								
23	If a wildlife overcrossing or undercrossing is added to the work scope at a later date, it would increase project cost and potentially delay the project schedule. Depending on impacts, it could also require a higher level environmental document.									Assumption: It is assumed that the current work scope does not include a wildlife overcrossing (bridge) or an undercrossing (large culvert).	7/25/2024
Retired			0-PA&ED								
Threat			1-PS&E								7/1/2026
			2-RW Sup								
			3-Con Sup								10/3/2025
			4-Con Cap								
			9-RW Cap								
24	It is assumed that PTEs in areas where TCEs are needed would be obtained by September 1, 2024. If PTE's are not obtained by September 1, 2024, then the archaeologist/biologist will likely miss a field season. As of January 8, 2025, we are still waiting for some of the PTEs to be issued.									[08-19-25: All PTE's, except one, were obtained and environmental studies proceeded following distribution of the project description on 5/29/25. The work associated with the one PTE that could not be obtained has been dropped. R/W is continuing to pursue the PTE and if they are able to obtain it during the 1-phase, the work will be added back with a revalidation.]	9/18/2024
Retired			0-PA&ED								
Threat			1-PS&E								
			2-RW Sup								
			3-Con Sup								10/3/2025
			4-Con Cap								
			9-RW Cap								

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
RISK ID #	Risk Statement "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>."	Proactive Response (prior to risk occuring)		Initial Risk Probability		Response Strategy		Residual Risk Probability		Risk Assumptions and Status	Date Risk Identified
Status				Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)		Anticipated Resolution Date
Type											
RiBS Sub Category	Risk Trigger	Response if Risk Occurs									Date Last Updated
	Risk Owner										
25	Prior to the VA study, it was assumed that stormwater treatment BMPs would not be required. However, a VA study was completed in January 2025 and if new work scope is added that adds new impervious surface (not exempted from the stormwater treatment BMP calculation) or exposes native soil beneath the structural section of the roadway and the combined area of these two items exceeds the									[08-19-25: Due to the addition of vegetation control under guardrail, stormwater treatment BMPs will be required. Stormwater treatment BMP areas are identified on ESL maps dated 5/28/25.]	2/13/2025
Occurred			0-PA&ED								
Threat			1-PS&E								
			2-RW Sup								10/3/2025
			3-Con Sup								
			4-Con Cap								
			9-RW Cap								
26											4/4/2025
Retired			0-PA&ED								
Threat			1-PS&E								
			2-RW Sup								10/3/2025
			3-Con Sup								
			4-Con Cap								
			9-RW Cap								
27	Assumption: Environmental's deadline to get the PTEs for Ogren and Bohm properties resolved is 4-4-25 if we are to meet the current schedule. Risk:									[08-18-25: Three culvert segments dropped due to inability to acquire PTE (Ogren). Will continue to pursue in 1-phase and will add back if possible with revalidation. PTE for Bohm resolved. PS&ED deadline changed from 8/15/25 to 9/25/25.]	4/4/2025
Occurred			0-PA&ED								
Threat			1-PS&E								
			2-RW Sup								10/3/2025
			3-Con Sup								
			4-Con Cap								
			9-RW Cap								

Attachment K
Public Engagement Summary

Engagement Summary

Hilt Pavement Rehab
Siskiyou-005-PM R58.2/R69.293
EA 02-2J210; Project ID 02-2100-0042
PPNO 3817; AM # 22159

SECTION I: Engagement/Outreach

May 11, 2021: Siskiyou County Local Transportation Commission (LTC) Meeting

- **Project Phase:** Pre-PID, PID, PA&ED, PS&E, R/W, CON, Post-CON
- **Attendees:**
    - Caltrans: Marci Gonzalez (Regional Planner); Kerry Molz (Project Manager); Kelly Zolotoff (SHOPP and NonSHOPP Coordinator); Kristen Kingsley (DDD Asset, Program and Project Management)
    - LTC Commissioners: Ed Valenzuela (Chair), Susan Tavalero (Vice-Chair), Joan Smith Freeman, Bruce Duetsch, Michael Kobseff, Nancy Ogren, Tiffanie Lorenzini (Alternate), Brandon Criss (Alternate)
    - RTPA Staff (consultant): Sofia Lepore, Stephanie Alward
    - Siskiyou County General Services: Jason Ledbetter (Deputy), Angela Adkison
    - Siskiyou County Public Works: Kyla Burton
- **Purpose:** Item #5: Caltrans Update on Projects in Siskiyou County
- **Agenda Topics:** Project Manager provided Project Map and List to the Commission, containing projects in the 2019 Ten-Year Plan through Construction. With a presentation provided to highlight construction projects – Lower Moffett Creek Scour, Azalea Deck and Rail Rehab, Malone Hill Rehab, Grass Lake Maintenance Station, Weed SRRA NB Water System and Barrier Wall, SR 96 Slides, Black Butte Overhead, Sims Road, and Crag View Drive Bridge Replacements, 263 Klamath River Bridge. (SEE 2021 PROJECT MAP/LIST for additional projects discussed.)
- **Outcome**: No comments from commissioners or the public regarding the project list or presentation. Commissioners and a member of the public did thank the Project Manager for the quick response to addressing their concerns regarding SR 3 at Bruce Street in Yreka with the field meeting with Caltrans District 2 Executive Staff and the Workshop with the City of Yreka.

August 17, 2021: Caltrans/Siskiyou State Highway Needs Consultation

- **Project Phase:** Pre-PID, PID, PA&ED, PS&E, R/W, CON, Post-CON
- **Attendees:**
    - Caltrans: Kelly Zolotoff (STIP/NonSHOPP)
    - City of Yreka: Cynthia Lynch (Analyst)
    - Siskiyou County RTPA: Jeff Schwein (Executive Director)
    - Siskiyou County: Thomas Deany (Public Works Director)
    - City of Dunsmuir: Todd Juhasz (City Manager)
    - City of Tulelake: Jenny Coelho (City Hall Administrator)
    - City of Montague: Dave Dunn (Public Works Director)
    - City of Weed: Craig Sharp (Public Works Director); Sandra Duchi (City Clerk)
    - Other: Jose Hernandez (Consultant Engineer – Etna and Fort Jones)

Engagement Summary

Hilt Pavement Rehab
Siskiyou-005-PM R58.2/R69.293
EA 02-2J210; Project ID 02-2100-0042
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- **Purpose:** State Highway Needs consultation for the 2022 STIP between Caltrans, District 2, and the Siskiyou Region.
- **Agenda Topics:** NonSHOPP/STIP program updates – 2021 Mid-Cycle STIP (COVID Relief funds), 2022 STIP (Draft Fund Estimate – Funding available for programming, Draft Guidelines – CTC 2022 STIP Cycle priorities, updates to overall program guidelines); Active Transportation Program Update - Cycle 5, Cycle 5 Augmentation, Cycle 6, and Cycle 7; Complete Streets (CS) Update – Identifying projects in SHOPP with potential CS elements, CS elements include build new/fix existing (Class I, II, II Buffered, IV, Sidewalks, and Crosswalks), Fort Jones pavement need in 2026 SHOPP; California Active Transportation (CAT) Plan – Purpose to inventory condition of assets, advisory committee, draft report in Fall 2021, final report in Spring 2022; State Highway Strategic Management Plan (SHSMP) Update – presentation available to present to agencies for further understanding of Asset Management; Overview of how SHOPP projects are developed since 2017 and the implementation of Asset Management (4 Anchor Assets and 34 identified assets) – Anchor Assets are Pavement, Culverts, Bridges, and Traffic Management Systems (TMS), SHOPP is a 4 year cycle updated every 2 years; Draft 2021 Ten-Year Plan (TYP) – Proposed 2024 SHOPP (Hilt 2R Rehab, Weed Blvd Pavement, Bartle CAPM; Proposed 2026 and 2028 SHOPP projects will be shared once identified); Current Programmed Projects Overview – Yreka Rehab, Grenada CAPM, Black Butte Southbound Bridge Replacement, Azalea Deck and Rail Rehab, Siskiyou-161 Pavement; Malone Hill Rehab, Happy Camp CS, Wildlife Crossing, Dorris CAPM, Klamath River Bridge Replacement, Portuguese Creek/Cade Creek Bridges, etc., 2022 SHOPP Candidate Projects – Montague CAPM, McCloud CAPM, Thompson Creek Bridge Deck, Scott River Bridge Deck, Somes Bar Pavement, Grass Lake Maintenance State Rehab, Siskiyou 263 Bridge Repairs, Klamath 2R; Regional/Local areas of concern on State Highway System; Local road projects with potential impact the State Highway System; Partnering Opportunities – review of State highway needs list (SR 89/South Mt. Shasta Blvd Operational Improvement PSR completion, Shoulder widening along SR 89, Snowman Hill Operational Improvement, Dorris TMS; Contact information.
- **Outcome**: Local/Regional agencies to contact Caltrans for additional information on any specific project or program; Continue project specific coordination between local/regional agencies and Caltrans; Continually work to improve communication.

May 10, 2022: Siskiyou County Local Transportation Commission Brief

- **Project Phase:** Pre-PID, PID, PA&ED, PS&E, R/W, CON, Post-CON
- **Attendees:**
    - Caltrans: Kerry Molz (Project Manager), Todd Kelly (Asset Manager), John Hinton (Construction), Kelly Zolotoff (SHOPP/NonSHOPP/Local Agency Coord), Kristen Kingsley (DDD Asset, Program, and Project Management)
    - Siskiyou County Local Transportation Commission: Sue Tavalero (Chair-Weed), Joan Smith-Freeman (Commissioner-Yreka), Ed Valenzuela (Commissioner-BOS), Michael Kobseff

(Commissioner – BOS), Bruce Deutsch (Commissioner-Dunsmuir), Nancy Ogren (Vice Chair-BOS), Tiffanie Lorenzini (Alternate-BOS)
    - Siskiyou RTPA: Jeff Schwein (Executive Director)
    - City of Weed: Craig Sharp (Public Works Director)
    - City of Yreka: Cynthia Sharp
    - E&S Engineers & Surveyors, Inc.: Jose Hernandez (Consultant for City of Weed)
    - Siskiyou County: Melissa Cummins (Deputy County Administrator); Joy Hall (General Services Executive Director)
    - STAGE: Angela Stumbaugh (Transportation Services Manager)
    - Karuk Tribe: Misty Rickwalt (Director of Transportation)
- **Purpose:** Caltrans 2022 Project Look Ahead Presentation
- **Agenda Topics:** Item #6 – Information Caltrans Summer Project Look Ahead (Power point presentation, including project map/list of projects in pre-PID through construction; highlighted projects include Yreka Rehab, Dorris TMS, Siskiyou 5 CRZ, Dunsmuir Gap and Sacramento River Bridge and OH)
- **Outcome**: Yreka Rehab – questions/comments regarding Broadband Middle Mile; Dorris TMS – comments regarding benefits and usefulness of the CCTVs; Dunsmuir Gap and Sacramento River Bridge and OH – comments regarding traffic control, request for presentation to City of Dunsmuir, request by Commissioner Valenzuela to keep him in the loop; Commissioner Valenzuela requested to be cc'd on project updates in south county; Caltrans to share project maps/list for Shasta County with SCLTC; Commissioner Tavalero requested Caltrans to look an additional "Passing Lane Ahead" sign on SR 97 near Carrick.

June 14, 2022: Caltrans/Siskiyou Partnership and Consultation Meeting

- **Project Phase:** Pre-PID, PID, PA&ED, PS&E, R/W, CON, Post-CON
- **Attendees:**
    - Caltrans: Kelly Zolotoff (SHOPP/NonSHOPP Coordinator), Kerry Molz (Project Manager), Todd Kelly (Asset Coordinator), Tamy Quigley (Complete Streets)
    - City of Weed: Craig Sharp (Public Works Director); Sandra Duchi (City Clerk)
    - City of Dorris: Melissa High (City Administrator)
    - City of Tulelake: Chewy Perez (Director of Public Works)
    - Other: John Morris and Chris Davis
- **Purpose:** Discuss projects on (or proposed to be on) the State Highway System in Siskiyou County specifically to identify partnering opportunities.
- **Agenda Topics:** Program Updates – NonSHOPP/STIP (Transportation Funding, Alternative Fund Sources, STIP); Program Updates – SHOPP (CT Asset Management overview, 2021 SHSMP, 2023 SHSMP, 2021 Ten-Year Plan, 2024 SHOPP, 2026 SHOPP, 2028 SHOPP); Program Updates – Complete Streets/Active Transportation (Active Transportation Program (Additional funds, Cycle 6, and Cycle 7),

Complete Streets; Project Updates – Project Management (Current Programmed Projects); Regional/Local areas of concern on the State Highway System; Local road projects with potential impact to the State Highway System (City of Weed – Vista Drive); Partnering Opportunities (State Highway Needs List, Proposed Partnership Projects; Other

- **Outcome**: Several agencies couldn't attend, so another consultation meeting will be held via WebEx. The cities requested training on the STIP.

May 3, 2023: Tribal Engagement (Email)

- **Project Phase:** PID
- **Attendees:**
  - Caltrans: Kendee Vance (Native American Liaison)
  - Karuk Tribe: Alex Watts Tobin (THPO); Misty Rickwalt (Transportation Director)
  - Shasta Indian Nation: Janice Crowe (Tribal Chair)
  - Quartz Valley Indian Reservation: Mike Slizewski (Tribal Chair)
- **Purpose:** Inform tribe(s) of project scope and schedule. Seek feedback and input.
- Tribes include Quartz Valley, Karuk, Klamath, and Shasta Nation.
- **Agenda Topics:** Informing and verifying no TERO, nssps, or context sensitive elements; Cultural Resource Protection discussed and noted.
- **Outcome**: The Tribes were given the information on the K phase scope and schedule and asked if any comments or concerns were present. None to date; Karuk and Klamath expressed interest in the 0-phase work due to the proximity of the project to known cultural resources.

August 29, 2023: Caltrans/Siskiyou Partnership and Consultation

- **Project Phase:** Pre-PID, PID, PA&ED, PS&E, R/W, CON, Post-CON
- **Attendees:**
  - Caltrans: Kelly Zolotoff (NonSHOPP/SHOPP/Strategic Investment); Kimi Taguchi (Asst SHOPP/NonSHOPP); Catherine Low (Project Manager)
  - Siskiyou County RTPA: Melissa Cummins (Executive Director)
  - Siskiyou County: Kyla Burton
  - City of Yreka: Cynthia Lynch
  - City of Dorris, City of Etna, Town of Fort Jones, & City of Weed: Morgan Eastlick
  - City of Montague: Dave Dunn (Public Works Director)
  - City of Mt. Shasta: Ken Kellogg (Public Works Director)
- **Purpose:** Discuss projects on (or proposed to be on) the State Highway System in the Siskiyou Region specifically to identify partnering opportunities.
- **Agenda Topics:** Regional/Local areas of concern on State highway system (Local road projects with potential impact to the State Highway System); Program Updates – Non-State Highway Operation Protection Program/State Transportation Improvement Program (NonSHOPP/STIP) (Transportation

Funding, Alternative Fund Sources – Strategic Investment Program); Program Updates – SHOPP/Asset Management (State Highway System Management Plan (SHSMP), Caltrans Project Portal, 2023 Ten-Year Plan – Proposed 2026, 2028, and 2030 SHOPP); Project Updates – Project Management (Proposed 2024 SHOPP, Current Programmed Projects)

- **Outcome**: Additional information on the Yreka 3 Rehab; Intersection of SR 3/Howell Ave in Etna for school crossing; New Administrator in City of Dorris; Forest Mountain Summit speed enforcement; Intersection improvement in McCloud

May 14, 2024: Siskiyou County Local Transportation Commission (LTC) Meeting

- **Project Phase:** Pre-PID, PID, PA&ED, PS&E, R/W, CON, Post-CON
- **Attendees:**
  - Caltrans: Catherine Low (Project Manager), Azeddine Bahloul (Project Manager)
  - LTC Commissioners: Bruce Deutsch (Chair, Councilmember, City of Dunsmuir), Nancy Ogren (County Supervisor – District 4), Susan Tavalero (Councilmember, City of Weed), Ed Valenzuela (County Supervisor – District 2)
  - Siskiyou County: Melissa Cummins (Executive Director), Andy Gilman (Transportation Services Coordinator)
- **Purpose:** Update Transportation Commission
- **Agenda Topics:** Agenda Item #5 - Presentation/Discussion - Caltrans 2024 Construction Update; presentation to the commission on state highway needs consultations and numerous projects within the region in different stages (project development, planning, and construction).
- **Outcome**: Answered questions from the commission and staff on projects during the presentation. Concerns were expressed by commissioners regarding construction noise during 24-hour workdays on the Sac Gap bridge. Additionally, concerns were raised regarding the inconsistency of signage and speed limits throughout the various sections of construction zones between Weed and Dunsmuir.

August 12, 2024: Caltrans/Siskiyou Partnership and Consultation – North County

- **Project Phase:** Pre-PID, PID, PA&ED, PS&E, R/W, CON, Post-CON
- **Attendees:**
  - Caltrans: Kimi Taguchi (Asset Management); Sean Shepard (Asset Management); Heather Anderson (Project Management); Todd Kelly (Asset Management); Tamy Quigley (Planning); Martina Schnitzler (Regional Planning)
  - Siskiyou County RTPA: Melissa Cummins (Executive Director)
  - Siskiyou County: Invited, not present.
  - City of Etna: Invited, not present.
  - Town of Fort Jones: Everett Hullquist (Public Works Supervisor)
  - Karuk Tribe: Invited, not present.
  - City of Montague: David Dunn (City Administrator)
  - City of Yreka: Cindy Lynch (Municipal Projects Manager)
- **Purpose:** Discuss projects on (or proposed to be on) the State Highway System in the Siskiyou South County Region specifically to identify partnering opportunities.

Engagement Summary

- **Agenda Topics:** Regional/Local Areas of Concern on the State Highway System; Local Road Projects with Potential Impacts to State Highway System; Updates to the Region's State Highways Needs List; Strategic Investment Updates; 2026 SHOPP Updates; Project Manager Programmed Project Updates; Planning Updates.
- **Outcome**: Coordinate Letter of Support for Fort Jones' grant application to develop a plan for the Town of Fort Jones' drinking water infrastructure; Inquire with Traffic Operations about school zone speed designation in the Town of Fort Jones; Consider restriping crosswalks within the Fort Jones Pavement limits; Inform city of Yreka of potential delays on Yreka Rehab; Confirm whether Sustainable Communities Grant Is eligible for alternative fueling within Caltrans right-of-way with city of Mt. Shasta; Provide an update on feasibility studies or plans on 263.

August 12, 2024: Caltrans/Siskiyou Partnership and Consultation – South County

- **Project Phase:** Pre-PID, PID, PA&ED, PS&E, R/W, CON, Post-CON
- **Attendees:**
    - Caltrans: Kimi Taguchi (Asset Management); Sean Shepard (Asset Management); Heather Anderson (Project Management); Todd Kelly (Asset Management); Tamy Quigley (Planning); Martina Schnitzler (Regional Planning)

April 8, 2025: Siskiyou County Local Transportation Commission (LTC) Meeting

- **Project Phase:** Pre-PID, PID, PA&ED, PS&E, R/W, CON, Post-CON
- **Attendees:**
    - Caltrans: Kerry Molz (Chief, Program/Project Management), Sara Hunt (Project Manager), Nicole Mallory (Project Manager), Theresa Sisto (Regional and System Planning Branch), John Hinton (Construction Engineer)
    - LTC Commissioners: Michael Kobseff (Chair, County Supervisor – District 3), Nancy Ogren (County Supervisor – District 4), Ed Valenzuela (County Supervisor – District 2), Jess Harris (Alternate, County Supervisor – District 1), Matthew Bryan (Councilmember, City of Dunsmuir), Cliff Munson (Councilmember, City of Etna), Pat Vela (Vice Chair, Councilmember, City of Montague), Mercedes Garcia (Alternate, Councilmember, City of Fort Jones)
    - Siskiyou County: Melissa Cummins (Executive Director)
- **Purpose:** Update Transportation Commission
- **Agenda Topics:** Agenda Item #6 - Presentation/Discussion - Caltrans 2025 Construction Update; presentation to the commission on Caltrans goals, strategic plan, state highway needs consultations and various upcoming, current, and completed projects in Siskiyou County.
- **Outcome**: Commission inquired about the fencing on the Interstate 5 Hilt project and consideration of the wildlife crossing project in the works by another agency. Caltrans said that the fencing would steer wildlife to the crossing area. Ms. Cummins asked for an update on the Cade Mountain emergency repairs due to a slipout. Caltrans stated the emergency work would take approximately three to four weeks. Commission asked about restoration efforts for the park area and roadway under the Sacramento River Bridge in Dunsmuir. Caltrans said they are having discussions with the City of Dunsmuir. The commission asked that Caltrans follow up on this item.

Engagement Summary

June 16, 2025: ODOT Wildlife Crossing (Phone Call)

- **Project Phase:** Pre-Construction
- **Attendees:**
  - Caltrans: Nicole Mallory (Project Manager)
  - Oregon Department of Transportation (ODOT): Dan Roberts (Project Manager)
- **Purpose:** ODOT update and inquiry
- **Agenda Topics:** Wildlife crossing update, encroachment permit process
- **Outcome:** ODOT has received an award for construction funding for a wildlife crossing project at MP 1.7 in Oregon. They plan to extend wildlife fencing into California from state line to Hilt exit NB and SB within Caltrans R/W. ODOT inquired about encroachment permit process, NEPA process, type of wildlife fencing used by Caltrans, and opportunities for CT to assist with the design. Information regarding the encroachment permit process and wildlife fencing provided by e-mail. Explained that ODOT will need to obtain encroachment permit prior to beginning preliminary site investigations.

June 19, 2025: California Department of Food and Agriculture Re-build (Email)

- **Project Phase:** Pre-Construction
- **Attendees:**
  - Caltrans: Nicole Mallory (Project Manager)
  - California Department of Food and Agriculture: Jeffery Simons (Agriculture Program Manager)
- **Purpose:** Inquiry
- **Agenda Topics:** Status of Hornbrook agricultural inspection station re-build
- **Outcome:** The proposed 2027 re-build of the agricultural inspection station by the California Department of Food and Agriculture has been delayed with no planned start date. The study phase for the re-build is optimistically scheduled for FY 25/26 with ground-breaking several years out from the completion of the study phase.

Engagement Summary

  - Siskiyou County RTPA: Melissa Cummins (Executive Director)
  - City of Dunsmuir: Invited, not present.
  - City of Mt. Shasta: Ken Kellogg (Director of Public Works)
  - City of Weed: Chris Davis (Acting Weed Director of Public Works
- **Purpose:** Discuss projects on (or proposed to be on) the State Highway System in the Siskiyou South County Region specifically to identify partnering opportunities.
- **Agenda Topics:** Regional/Local Areas of Concern on the State Highway System; Local Road Projects with Potential Impacts to State Highway System; Updates to the Region's State Highways Needs List; Strategic Investment Updates; 2026 SHOPP Updates; Project Manager Programmed Project Updates; Planning Updates.
- **Outcome**: Provide updated information from Caltrans' Automated Pavement Condition Survey; Provide a copy of the existing Caltrans and city of Mt. Shasta maintenance agreements; Project Management to include City of Weed Chris Davis to Weed Boulevard Pavement PDT meetings to discuss crosswalk locations and review signage.

Engagement Summary

Hilt Pavement Rehab
Siskiyou-005-PM R58.2/R69.293
EA 02-2J210; Project ID 02-2100-0042
PPNO 3817; AM # 22159

SECTION II: Communication Plan

Siskiyou County Local Transportation Commission (SCLTC):

- Project Manager to provide update as a part of the annual project look ahead presentations and prior to and during construction regarding traffic impacts. Coordination to be placed on the agenda should be by the Project Manager in coordination with the Regional Planner to the Executive Director.

Siskiyou County:

- Project Manager to provide updates to the Public Works Director and the Board of Supervisor for District 5 prior to and during construction.

Karuk Tribe:

- Native American Coordinator to engage with the THPO and Transportation Director regarding potential cultural resource once the environmental phase has begun.

Engagement Summary

Hilt Pavement Rehab
Siskiyou-005-PM R58.2/R69.293
EA 02-2J210; Project ID 02-2100-0042
PPNO 3817; AM # 22159

SECTION III: Contact Information

Name	Agency	Title	Phone #	Email
Melissa Cummins	Siskiyou County Local Transportation Commission	Executive Director	530-709-5060	melissa@siskiyoucoltc.org
Tom Deany	Siskiyou County	Public Works Director	530-842-8275	tdeany@co.siskiyou.ca.us
Ray Haupt	Siskiyou County Board of Supervisors	Supervisor, District 5	530-925-0444	rhaupt@co.siskiyou.ca.us
Misty Rickwalt	Karuk Tribe	Transportation Director		mrickwalt@karuk.us
Alex Watts Tobin	Karuk Tribe	THPO		atobin@karuk.us

Attachment L
Landscape Architecture Assessment Study

NORTH REGION
LANDSCAPE ARCHITECTURE ASSESSMENT SHEET
03-LAND-0002 (Rev. 2020-APRIL-07)

TO: Paul Rowe **FROM:** Jing He **Unit/Senior:** Nicki Johnson **Project Manager:** Nicole Mallory	**DISTRICT:** 02 **DATE:** 09/25/2025 **EA:** 02-2J210 **ID:** 0221000042	**CO:** Siskiyou	**RTE:** 005	**PM:** R58.2/R69.293

CONTRACT SEPARATION

☒ Roadside work as part of roadway work EA

☐ Roadside work for roadway project to follow under separate EA

PROJECT: Hilt Pavement Rehab

FUNDING SOURCE: SHOPP

PROJECT MILESTONE: ☐ PID ☒ PA&ED ☐ PS&E

PROJECT COST (In thousands): $81,662

DISTRICT (x1000) $81,662 **STRUCTURES (x1000)** $ 0

PROJECT PURPOSE

Need: The project is needed because this pavement condition requires a high level of maintenance activities and costs and will eventually need repairs beyond routine maintenance. In the 2027 delivery year, it is anticipated most of the lane miles will be in poor condition. Some culverts within the project limits have deficiencies including rusted inverts, displaced joints, or collapsed pipe resulting in poor or fair conditions. Some of the other assets within the project limits, including guardrail, TMS elements, signs, and striping, are non-standard, do not meet current design guidance, are obsolete, or have a poor or fair condition.

Purpose: The purpose of this project is to reduce distressed lane miles, improve ride quality, minimize future maintenance and capital efforts and costs, reduce worker exposure, extend the useful pavement life for a minimum of 20 years, and improve safety and facility reliability for all modes for travel and goods movement. The project will restore the pavement, culvert segments, and TMS elements to a good condition.

PROJECT DESCRIPTION

The proposed improvements would include:

Pavement Rehabilitation

Mainline

- On the northbound lanes of I-5 from PM R58.382 to PM R69.13, remove existing asphalt, crack and seat existing concrete slabs under mainline travel lanes, and place 0.4 feet of hot mix asphalt (HMA) and 0.2 feet of rubberized HMA (RHMA).
- On the southbound lanes of I-5 from PM R58.332 to PM R69.13, remove existing asphalt, crack and seat existing concrete slabs under mainline travel lanes, and place 0.4 feet of hot mix asphalt (HMA) and 0.2 feet of rubberized HMA (RHMA).
- On the northbound lanes and southbound lanes of I-5 from PM R69.13 to PM R69.293, cold plane 0.2 feet of HMA and place back 0.2 feet of RHMA-G to match existing grade.

Ramps

- At the connection of I-5 and SR 96, overlay the northbound onramp and southbound offramp on SR 96 in Siskiyou County from PM 105.727 to connection with I-5. Cold plane 0.2 feet of HMA and overlay with 0.2 feet of RHMA-G. Dig outs would be constructed.
- At the intersection of I-5 and Copco Road, HMA on onramps and offramps would be cold planed 0.2 feet and 0.2 feet of RHMA-G would be added. Dig outs would be constructed.
- At the intersection of I-5 and Hornbrook Highway/Ditch Creek Road, HMA on onramps and offramps would be cold planed 0.2 feet and 0.2 feet of RHMA-G would be added. Dig outs would be constructed.
- At the intersection of I-5 and Lemos Road, HMA on onramps and offramps would be cold planed 0.2 feet and 0.2 feet of RHMA-G would be added. Dig outs would be constructed.
- At the intersection of I-5 and Hilt Road, HMA on onramps and offramps would be cold planed 0.2 feet and 0.2 feet of RHMA-G would be added. Dig outs would be constructed.

Shoulders and Chain On/Off Areas

- At shoulders and chain on/off areas, pavement would be cold planed 0.2 feet and 0.2 feet of RHMA-G would be placed back to match the RHMA-G being placed on the mainline lanes.

Turnarounds

- Existing paved turnarounds on I-5 at PM R61.647, R64.873, R66.394, and R68.576 that would not be used for crossovers during construction would be fog sealed.

Delineation

The following delineation work would be performed on I-5 throughout the project limits:

- Install enhanced recessed wet night visibility thermoplastic traffic striping and

pavement markings.
- Remove and replace retroreflective pavement markers.
- Place metal post delineators.

Drainage Facilities Work
The drainage facilities work would repair or replace 22 drainage systems. Other drainage work would adjust inlets and overside drains to match new flowline and replace edge drains and install cross drain interceptors where necessary.

Wildlife Exclusionary Fencing
A 10-year Transportation Statistics Annual Report (TSAR) Accident Summary was recorded between August 2012 and July 2022. During this time, there were a total of 69 wildlife-vehicle collisions between PM R58.13 and PM R69.91, with a high concentration of collisions reported between PM R61.0 and PM R63.0. Most of these collisions involved deer crossing the highway. Since many wildlife-vehicle accidents go unreported, carcass data, which typically provides a higher, more comprehensive count of wildlife-vehicle conflicts, was also examined. This data is contained in the Caltrans Roadside Maintenance carcass database and is compiled from reports by road maintenance crews and biologists. From 2020 to 2025, this database showed the highest concentration of collisions between PM R62.95 and PM R63.79. When this data is combined with the accident data, this area shows the highest number of incidents within the project limits. The following improvements would be made to reduce vehicle-wildlife collisions:

- Install wildlife exclusionary fencing along the west side of the I-5 corridor from approximately PM R62.95 to PM R63.79. At many locations, this would involve replacing the existing fence at the right-of-way line with new wildlife exclusionary fence. The height of the wildlife exclusionary fence would be approximately 8 feet. Fence posts would be spaced approximately 8 feet apart and installed to a depth of approximately 3 feet below ground. Fence extenders would be installed atop existing fence where needed to avoid impacting sensitive resources.
- Where wildlife exclusionary fencing is located 10 feet or more inside Caltrans' right-of-way line, a 10-foot-wide corridor would be cleared of vegetation on each side of the fence. Where wildlife exclusionary fencing is located along the right-of-way line, a 10-foot-wide corridor would be cleared of vegetation only on the side of the fence that is inside Caltrans' right-of-way.

Guardrail
Replace and upgrade approximately 36,159 linear feet of existing metal beam guardrail with Midwest Guardrail System at various locations within the project limits. A small quantity of new guardrail would be installed where needed (e.g., in locations where it previously did not exist) to bring the guardrail system up to current standard. Concrete would be placed under new guardrail and replaced/upgraded guardrail for vegetation control.

Transition Rail
Replace 12 WB transition rails with AGT type railing on approaches to bridges at the following locations: PM R58.332 (southbound), PM R61.56 (southbound and northbound), PM R63.65 (northbound), and PM R63.81 (southbound).

Concrete Barrier Transitions
Bridges at the following locations will require new concrete barrier transitions to match AGT Type transition rails: PM R58.332 (southbound), PM R61.56 (southbound and northbound), PM R63.65 (northbound), and PM R63.81 (southbound).

Signs
Replace 3 overhead signs, 5 one-post signs, and 39 two-post signs within the project limits. The overhead signs are located along the southbound lanes of I-5 at the following locations: PM R63.98, PM R64.51, and PM R67.90.

Traffic Monitoring Stations (TMS) Elements
Twenty-three existing TMS elements (i.e., traffic census loops) would be improved/upgraded along I-5 within the project limits

Intelligent Transportation System (ITS) Elements
Six existing ITS elements would be improved/upgraded along I-5 within the project limits

Lighting
Twenty-six highway lighting electroliers would be replaced within project limits

Traffic Management
To facilitate traffic management during construction, six crossovers would be established in the median on I-5. Crossovers allow northbound traffic to be temporarily shifted to the southbound lanes while the northbound lanes are repaired, and vice versa. Crossovers would be located at the following locations:

- PM R57.85
  This location was used as a crossover to manage traffic during construction of the Anderson Grade Project. A removable barrier in the existing paved median would be removed to establish a temporary crossover during construction. Upon completion of construction, the removable barrier would be placed back in the median.
- PM R61.19

This location is an existing emergency vehicle turnaround. Establishing a temporary crossover at this location requires extending the existing paved median structural section. Requires extensive grading, drainage, and a new structural section to utilize this location as a crossover.

- PM R63.28
  Establishing a temporary crossover at this location requires extensive grading and paving to construct a new crossover at this location.
- PM R65.58
  This location is an existing paved crossover.
- PM R67.99
  This location is an existing emergency vehicle turnaround. Establishing a temporary crossover at this location requires building a new crossover at existing turn around location which requires extensive earthwork and a new structural section.
- PM R69.1
  This location is an existing paved crossover.

Construction will be conducted under Standard Plan T10 lane and shoulder closures with T18 for speed reduction.

Staging/Stockpiling

Staging/stockpiling would occur within Caltrans' right-of-way on I-5 at the following locations:

- PM R61.56 along the west shoulder of the northbound offramp and the northbound onramp and along the east shoulder of the southbound offramp and the southbound onramp.
- PM R62.92 along the east shoulder of the northbound lanes and along the east shoulder of the southbound offramp.
- PM R65.4 along the east shoulder of the northbound lanes and along the west shoulder of the southbound lanes.
- PM R65.5 along the east shoulder of the northbound lanes and along the west shoulder of the southbound lanes.

If a temporary HMA batch plant is utilized by the contractor, it would be located near the California Agricultural Inspection Station at PM R63.44.

Disposal/Borrow Sites

The project would utilize three disposal sites. The first disposal site, which has been previously approved for use as a disposal site, is located along the west shoulder of the southbound lanes of I-5 in Siskiyou County at PM R59.6 and is on land owned by the Bureau of Land Management. The second disposal site is located along the east shoulder of the northbound lanes of I-5 in Siskiyou County at PM R53.7. The third disposal site is located along the northbound onramp to I-5 in Siskiyou County at PM R63.00. Asphalt grindings would become property of the contractor. No borrow sites would be utilized.

Utilities

The following utility companies own and operate utilities within the project limits: Hunter Communications (underground fiber optic), Pacific Power (overhead electrical), AT&T (overhead telecommunications), AT&T Legacy (underground fiber optic), and Siskiyou County Public Works (underground water and sewer). The project would not add new utilities within the project limits and no utility conflicts are anticipated.

Earthwork

Approximately 13.4 acres of ground surface would be disturbed by construction activities. This acreage is the total disturbed soil area. Maximum excavation depths would be approximately eight feet. Approximately 3,400 cubic yards of soil would be excavated. No soil below the structural section of the roadway would be exposed by the pavement repairs.

Impervious Surface

Approximately 0.96 acres of new impervious surface would be temporarily added within the project limits as a result of paving the temporary crossovers at PM R61.19, PM R63.28, and PM R68.00. Upon completion of construction, the temporary paved crossovers would be removed.

Approximately 3.2 acres of new impervious surface would be permanently added within the project limits where it did not previously exist as a result of placing concrete under new guardrail and replaced/upgraded guardrail for vegetation control.

Permanent Stormwater Treatment Best Management Practices (BMPs)

The project is located within the jurisdiction of the North Coast Regional Water Quality Control Board (NCRWQCB). The threshold for triggering permanent stormwater treatment BMPs within the jurisdiction of the NCRWQCB is currently 5,000 square feet if the project requires a permit from the NCRWQCB and 10,000 square feet if a permit is not required from the NCRWQCB. The threshold represents the combined acreage of (1) the acreage native soil below the structural section of the roadway that would be exposed by construction activities and (2) the acreage of new impervious surface added within the project limits where it did not previously exist that is not excluded from the threshold calculation.

The project is anticipated to require permanent stormwater treatment BMPs whether or not a permit is needed from the NCRWQCB due to the amount of new impervious surface permanently added where it did not previously exist as a result of placing concrete under new guardrail and replaced/upgraded guardrail for vegetation control. Final determination of the need for

permanent stormwater treatment BMPs will be identified in the Water Quality Assessment Report. If permanent stormwater treatment BMPs are required, the selection of suitable locations within the project limits to install permanent stormwater treatment BMPs and the type of treatment BMPs to be installed would need to be identified.

Construction Access

Construction access for most improvements would be from the road and shoulder. Construction access for drainage work occurring along the southbound lanes of I-5 at PM R68.04 would require construction of a temporary access road within Caltrans' right-of-way from approximately PM R67.58 to approximately PM R68.04. Construction access for drainage work occurring along the northbound lanes of I-5 at PM R68.51 and CCTV work at PM R68.60 would utilize a segment of Jefferson Road that is within Caltrans' right-of-way. Additionally, construction access for drainage work occurring adjacent to the southbound lanes of I-5 at PM R68.50 would utilize a segment of Hilt Road.

Right-of-Way

Most work would occur inside Caltrans' right-of-way. Some work would occur outside Caltrans' right-of-way at the following locations: PM R61.56 (at two locations on Copco Road), PM R62.72 (along the northbound offramp), PM R62.77 (along the northbound offramp), PM R62.81 (along the southbound onramp), PM R62.92 (at two locations on Hornbrook Highway/Ditch Creek Road), and from PM R68.51 to PM R68.62 (along the southbound lanes). Temporary construction easements would be required for work occurring outside Caltrans' right-of-way. Federal land managed by the Bureau of Land Management is present from approximately PM R58.50 to PM R60.00. Caltrans will provide a courtesy notification letter to the Bureau of Land Management prior to the start of construction.

Central Oregon & Pacific Railroad (CORP) owns and operates tracks within the project limits. I-5 crosses under a railroad bridge at PM R66.974. Coordination with CORP would be needed for work occurring on I-5 under this railroad bridge.

If needed, encroachment permits would be obtained from Siskiyou County prior to working on county land at PM R61.56, at PM R62.92, and from PM R68.51 to R68.62.

Coordination with the California Department of Agriculture may be needed for work occurring in the vicinity of the California Agricultural Inspection Station on the southbound lanes of I-5 at PM R63.44 near Hornbrook.

Based on the current scope of work, construction of the project would not require the permanent acquisition of additional right-of-way.

Schedule

The project would be completed in two construction seasons. The work is anticipated to begin in March 2028 and would be completed by November 2029, although the exact start and end dates could change depending on a variety of factors. Construction of the project would require approximately 200 working days.

ALTERNATIVES

There is a no-build alternative.

SCENIC HIGHWAY STATUS ☐ Officially Designated ☒ Eligible ☐ Not Designated

HIGHWAY PLANTING/IRRIGATION BACKGROUND INFORMATION

LANDSCAPE FREEWAY STATUS	☐ Yes	☒ No	
WARRANTED HIGHWAY PLANTING	☐ Yes	☒ No	
(E) H2O & POWER AVAILABLE	☐ Yes	☒ No	Where: _____
(E) IRRIGATION IMPACTED	☐ Yes	☒ No	Where: _____
COOP. MAINT. AGREEMENTS	☐ Yes	☐ No	☒ Unknown
ADJ. TO OUTDOOR ADVERTISING	☐ Yes	☒ No	

AREA (Ft^2/ACRE) FOR HIGHWAY PLANTING: NA

EROSION CONTROL BACKGROUND INFORMATION

SOIL DISTURBANCE	☒ Yes	☐ No
CONCENTRATED FLOW AREAS	☐ Yes	☒ No
SLOPE LOCATIONS	☒ Yes	☐ No

SLOPES > 2:1 ☐ Yes ☒ No

AREA (Ft²/ACRE) FOR EROSION CONTROL: 13.4 Acres

MITIGATION BACKGROUND INFORMATION

PROJECT BIOLOGIST: Darrin Doyle — Contact Date: 05/15/25

BIOLOGICAL REVEG. REQUIRED ☒ Yes ☐ No — Applicable Permits: Possible 401, 404 1600

VISUAL IMPACT MIT. REQUIRED ☐ Yes ☒ No

UNIT TASKED w/ BIO. REVEG ☐ Landscape Architecture ☒ Stewardship ☐ N/A

AREA (Ft²/ACRE) FOR MITIGATION PLANTING: TBD

ROADSIDE MAINTENANCE SAFETY NEEDS

- ☐ Paving of Extended Gore Areas
- ☐ Paving of Narrow Areas
- ☐ Maintenance Vehicle Pullouts (MVPs)
- ☐ Other _____
- ☒ N/A

ROADSIDE VEGETATION MANAGEMENT TREATMENT NEEDS

- ☒ Guardrails and Signs
- ☐ Side Slopes/Embankment Slopes
- ☐ N/A

ROADSIDE VEGETATION CONTROL NEEDS

☒ Roadside Clearing should be considered on all projects over 150 Working Days. Check with the Project Engineer/Manager on the anticipated number of working days. Roadside Clearing gives construction the option to direct the contractor to mow weeds. An NSSP is needed if erosion control areas require mowing: *200 Working Days*

☐ N/A

CONTEXT SENSITIVITY:

☒ It is determined that the project may involve consideration of community and local involvement: involvement with Siskiyou County and Siskiyou Local Transportation Commission regarding traffic impacts.

☐ No foreseen issues with community and local involvement

CONSIDER ADDITIONAL AESTHETIC TREATMENT FOR

- ☐ Sound Wall
- ☐ Retaining Wall
- ☐ Bridge Structure
- ☐ Other _____
- ☒ N/A

NORTH REGION
LANDSCAPE ARCHITECTURE ASSESSMENT SHEET
03-LAND-0002 (Rev. 2020-APRIL-07)

LANDSCAPE ARCHITECTURE COST ESTIMATE

ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
SECTION 20-1 - GENERAL				
ROADSIDE CLEARING	LS	1	$10,000	$10,000
SECTION 21 - EROSION CONTROL				
MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	2	$1,200	$2,400
DRY SEED (SQFT)	SQFT	55,760	$0.31	$17,286
BONDED FIBER MATRIX (SQFT)	SQFT	525,780	$0.19	$99,898
ROLLED EROSION CONTROL PRODUCT (NETTING)	SQFT	55,760	$0.72	$40,147
COMPOST (CY)	CY	1,350	$90	$121,500
INCOPORATE MATERIALS	SQFT	217,800	$0.06	$13,068
	TOTAL			**$304,299**

LANDSCAPE ARCHITECTURE TOTAL: $304,299

PREPARED BY: Jing He DATE: 09/25/2025
(Landscape Associate) - Jing He

CONCURRED BY: Nicki Johnson DATE: 09/25/2025
(Landscape Architecture or Engineering Services Branch Chief)

APPROVED BY: Nicki Mallen DATE: 09/25/2025
(Project Manager)

Attachment M
Complete Streets
Decision Document

Hilt Rehab
Complete Streets Decision Document (CSDD)

1) Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

___X__NO - Proceed to Question 2
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

2) Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.

___X__NO - Continue to Question 3
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

_____ NO – Proceed to Question 4
___X_YES – Skip to Question 5 (Note: TPSIS is in the project Files)

4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.
   - _____a. District Active Transportation Plan
   - _____b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans
   - _____c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)
   - _____d. Corridor planning documents
   - _____e. Other (list here) _____

5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

___X__ NO – Provide brief description of findings: No Complete Street Needs were identified. Stop here. The project meets the requirements for consideration of Complete Streets elements. Sign and attach to the PID.
_____ YES – Describe them here and proceed to Question 6:
_____

6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST

7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

_____ NO
_____ YES – Describe the opposition position here: _____

8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

_____ NO - Proceed to Question 9
_____ YES - Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

_____ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.
_____ YES – List them here:

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST

10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

_____ NO
_____ YES – Describe the constraints here: _____

11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.). _____

Prepared by:

Alexandra Long

Alexandra Long, PID Preparer in responsible charge
District 2, Advance Planning

Concurred by:

Tamy Quigley — 03/06/2023

Tamy Quigley
District Complete Streets Coordinator

Date

Brett Ditzler — 3/6/2023

Brett Ditzler
Acting Deputy District Director, Planning

Date

Ron Tollison — 3/6/2023

Ron Tollison
North Region Division Chief, Project Development

Date

Dave Moore — June 29, 2023

Dave Moore
District Director

Date

Distribution: Attach completed original CSDD to PID and email to HQ Division of Design at CSDD@dot.ca.gov

Revalidation of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the original CSDD, obtain all certified and concurrence signatures below, and attach the superseding CSDD to the project approval document.
__X__ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document.

Certified by:

Paul Rowe — 8/27/2025

Paul Rowe, PE
Design R5

Date

Concurred by: (Only include concurrence signatures if a Superseding CSDD is prepared.)

Name
District Complete Streets Coordinator

Date

Name
Deputy District Director, Planning

Date

Name
Deputy District Director, Design or
Division Chief, Design/Project Development

Date

Revalidation of CSDD at PS&E

Does the project scope designed in the plans, specifications and estimate include the complete streets elements identified in Question 6 or 9 of the CSDD (or Superseding CSDD, if applicable) certified at the PA&ED revalidation and the project approval document?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the CSDD that was approved at PA&ED revalidation, obtain all certified and concurrence signatures below, and attach to the Supplemental PR. If a Supplemental PR is not required, place in the project history file.
_____ YES – Certify there are no changes to scope of complete streets elements in the project, and that temporary bike and pedestrian facilities during construction have been considered. Include only the project engineer certification signature below on the CSDD that was approved at PA&ED revalidation and place the CSDD in the project history file.

Certified by:

_____ _____
Name, Project Engineer Date
Branch/Company

Concurred by: (Only include concurrence signatures if a Superseding CSDD is prepared.)

_____ _____
Name Date
District Complete Streets Coordinator

_____ _____
Name Date
Deputy District Director, Planning

_____ _____
Name Date
Deputy District Director, Design or
Division Chief, Design/Project Development