

Interstate 5 Transportation Concept Report

General Corridor Information

Route Description

This section provides general corridor information regarding I-5 such as route description, regional setting, population, employment, and housing trends, land use, safety, goods movement, transportation options, maintenance, right of way, and corridor inventory.

I-5 was added to the Freeway and Expressway System in its entirety in 1959. The route is from Canada to Mexico through Washington, Oregon, and California.

Portions of present day I-5 were known as SR 3, SR 7 and US 99. In 1909 SR 3 and SR 7 were originally added to the State Highway System. SR 3 went from Red Bluff to the Siskiyou County/Oregon State Line. SR 7 went from the Tehama County line to Red Bluff. In 1926 US 99 was first commissioned as a US Route and was one of the major north-south highways in the US highway system. The route went from Mexico at Calexico, California in the Imperial Valley to Canada at Blaine, Washington. The highway still existed as a numbered route in California until the Legislative Route Renumbering on July 1, 1964. It was then that US 99 became CA 99 in the San Joaquin Valley and I-5 in Northern and Southern California.

The California State Highway System consists of routes described in the California Codes-Streets and Highways (Chapter 2, Article 3). I-5 is described as:

from the international boundary near Tijuana to the Oregon state line via National City, San Diego, Los Angeles, the westerly side of the San Joaquin Valley, Sacramento, and Yreka; also passing near Santa Ana, Glendale, Woodland and Red Bluff.

I-5 traverses Caltrans Districts 11, 7, 6, 10, 3, and 2. Within District 2, the route crosses through three counties: Tehama, Shasta, and Siskiyou. I-5 in District 2 extends from the Glenn/Tehama County line to Siskiyou County/Oregon state line.



I-5 SHASTA. Near City of Anderson and Jct SR 273.

Length of I-5:

<u>Area</u>	<u>Miles</u>
Tehama County	40.6
Shasta County	64.9
Siskiyou County	68.9
District 2 Corridor Total	174.4
California State Total	795.53
Entire I-5 Route	1,381.29

Regional Setting

Tehama County

Tehama County's 2,976 square miles create a unique setting. Situated in the northern Sacramento Valley, the county has vast open spaces for cattle ranches, orchards, crops, and both large and small farms. With the Sacramento River running through the county, a variety of fishing, camping, and boating activities are available for recreation. Surrounding counties include Shasta to the north, Plumas and Butte to the east, Glenn to the south, and Trinity and Mendocino to the west. State Highways are 12% of the maintained mileage in the county, but account for 66% of the Daily Vehicle-Miles of Travel (DVMT).



Shasta County

Shasta County's 3,850 square miles include a variety of terrain, ranging from the relatively flat farmland along the Shasta-Tehama border to the mountain ranges, which rise in the eastern, northern, and western regions of the county. Situated in the northern Sacramento Valley, Shasta County's varied landscape provides recreational areas for camping, hiking, boating, and other outdoor sport opportunities, while also supporting a large agricultural community. Shasta is bordered by Siskiyou and Modoc Counties to the north, Trinity County to the west, Lassen County to the east, and Tehama and Plumas counties to the south. State Highways are 11% of the maintained mileage in the county, but account for 58% of the DVMT.



Siskiyou County

Siskiyou's 6,318 square miles encompass a wide variety of landscapes. Among the western canyons and peaks and the eastern lava plateaus and mountain ranges, the county is also home to Mount Shasta, the southernmost volcano in the Cascade Range, ascending to over 14,000 feet. Siskiyou County is located in northern California, adjacent to Oregon. Surrounding counties include: Del Norte, Humboldt, and Trinity to the west and southwest, Shasta to the south, and Modoc to the east. The federal and state government manages more than 60% of Siskiyou County's land. The county's rich natural resources support recreation and tourism. State Highways are 10% of the maintained mileage in the County, but account for 69% of DVMT.



Population, Employment, and Housing Trends

Economic forecasts have been prepared for each county of California. The forecasts are developed for the California Economic Forecast Project and were provided by the California Department of Transportation, Office of Transportation Economics. The Project provides a consistent set of long-term socio-economic forecasts for each county. The data

for these tables is an extensive collection of County-level economic and demographics variables from a myriad of sources in California (references included in **Appendix J References**). In **Tables 13-15**, the data displays the economic forecasts for all three counties along the I-5 corridor.

TABLE 13
Tehama County Economic Forecast

Year	Population (People)	Registered Vehicles (thousands)	Households (thousands)	New Homes	Total Taxable Sales (billions)	Personal Income (billions)	Real Per Capita Income (dollars)	Unemployment Rate (percent)
2000	55,933	56.4	21.0	221	\$0.47	\$1.07	\$21,509	6.4
2005	61,378	66.7	22.4	653	\$0.67	\$1.36	\$22,110	7.3
2010	66,221	71.9	25.1	479	\$0.96	\$1.77	\$23,546	7.2
2015	70,839	76.2	27.3	475	\$1.29	\$2.36	\$26,105	7.2
2020	75,280	79.6	29.5	403	\$1.70	\$3.09	\$28,287	7.1
2025	79,233	80.9	31.2	352	\$2.19	\$3.97	\$30,666	6.9
2030	82,675	82.8	32.9	369	\$2.78	\$4.99	\$32,548	5.3

Source: Caltrans, Office of Transportation Economics

TABLE 14
Shasta County Economic Forecast

Year	Population (People)	Registered Vehicles (thousands)	Households (thousands)	New Homes	Total Taxable Sales (billions)	Personal Income (billions)	Real Per Capita Income (dollars)	Unemployment Rate (percent)
2000	164,672	181.0	63.4	972	\$2.06	\$4.0	\$27,379	6.0
2005	180,984	216.8	68.2	1,581	\$2.73	\$5.05	\$27,887	7.1
2010	190,653	229.8	74.7	1,377	\$3.68	\$6.55	\$30,174	7.3
2015	205,356	244.2	81.3	1,288	\$4.70	\$8.50	\$32,321	8.4
2020	223,823	263.7	88.2	1,343	\$5.94	\$11.08	\$33,975	9.1
2025	241,570	282.4	94.8	1,278	\$7.35	\$14.15	\$35,629	9.0
2030	254,252	296.2	100.3	999	\$8.97	\$17.28	\$36,378	7.6

Source: Caltrans, Office of Transportation Economics

TABLE 15
Siskiyou County Economic Forecast

Year	Population (People)	Registered Vehicles (thousands)	Households (thousands)	New Homes	Total Taxable Sales (billions)	Personal Income (billions)	Real Per Capita Income (dollars)	Unemployment Rate (percent)
2000	44,491	56.7	18.6	147	\$0.4	\$1.0	\$24,993	7.4
2005	46,410	64.5	19.5	480	\$0.5	\$1.2	\$25,730	9.4
2010	47,663	66.7	20.7	342	\$0.6	\$1.5	\$27,968	9.0
2015	48,825	67.2	22.2	484	\$0.8	\$1.9	\$30,775	9.7
2020	50,175	68.7	24.1	518	\$1.1	\$2.5	\$33,919	9.8
2025	51,191	70.2	26.1	474	\$1.4	\$3.1	\$36,944	9.7
2030	51,775	71.3	27.9	412	\$1.9	\$3.8	\$39,886	9.7

Source: Caltrans, Office of Transportation Economics

Land Use

Tehama County

Tehama County's economy, population, employment, and production centers have historically been located within the Sacramento River Valley along the I-5 corridor. Tehama County's current and future development pattern continues to focus on this area because the I-5 corridor provides access to regional markets, future housing, and the associated labor resources must be located in close proximity to sources of employment and major transportation linkages, and this growth pattern utilizes community water supply and wastewater treatment systems.

Red Bluff, Corning, and Tehama are the three incorporated cities within Tehama County. Red Bluff is the County seat and the most populous area. Several unincorporated communities are located along or near I-5 such as Antelope, Los Molinos, Rancho-Tehama, Gerber/Las Flores, Lake California, and the Bowman/Cottonwood area. The locations in fairly close proximity to I-5 have experienced the most growth within the last decade and are expected to do so in the future.

Shasta County

The future pattern of land use development in Shasta County will, in large measure, be determined by the historic pattern of land use and the existing organization of its communities. Major urban development within this pattern, including the incorporated cities of Anderson, Shasta Lake and Redding, is concentrated in the Sacramento River Valley along the I-5 corridor. Redding is the county seat, and the most populous area. South of Anderson along this corridor is the unincorporated community of Cottonwood, which is also characterized by residential and commercial development at urban densities. The growth trend has been upward the last decade with new housing, commercial and retail developing along the corridor.

Within 5-8 miles to the east and west of the I-5 corridor, rural communities served by community water and/or sewer districts characterize the development pattern. On either side of the Sacramento River Canyon, development in the upland areas takes the form of agriculture, grazing, and timber operations, with small rural community centers and individual homesites dispersed throughout. Many

of these communities have their origins in the early settlement of Shasta County. North of Shasta Lake, several resorts and retirement communities are located along the Sacramento River Canyon.

Siskiyou County

Most of the growth in Siskiyou County is happening along the I-5 corridor near the cities (Dunsmuir, Mount Shasta, Weed, and Montague) and the unincorporated community of McCloud. More than 60% of the land within the County is currently managed by Federal and State Governments. Siskiyou County is the site of the "meeting" of several western mountain ranges and the transitional mixing of various habitat types. Geographically, it has considerable variation in elevation, hydrology, and soil conditions.

Safety

The collision information provided in this report was taken from Table B of the Traffic Accident Surveillance and Analysis System (TASAS). It should be used for general planning purposes and as an indicator of how the collision rate of a particular segment compares to the collision rate averages on similar interstates statewide actual accident rates.

Statewide rates higher than average do not necessarily indicate that corrective actions by the Department are warranted. Collision rates can be greatly influenced by the length of the segment as well as the time period being measured. **Table 16** provides a five-year summary of the traffic collision rates for I-5 in District 2.

Actual Accident Rate on Freeway Segment		State Average Rate for Highway Type	
Fatal-plus-injury Collision Rate	Total Collision Rate	Fatal-plus-injury Collision Rate	Total Collision Rate
0.006	0.15	0.01	0.10

Source: Caltrans-District 2, Office of Traffic Operations, TASAS Collision Data from April 1, 2001 to March 31, 2006

Goods Movement

Freight or goods movement is a term used to denote goods or produce transported by ship, plane, train or truck. Goods movement is an integral element of the North State Region's economy and transportation system. Local businesses rely on the goods movement system to take their products to market and receive supplies. Residents rely on the goods movement system to bring consumer goods to the region. And the North State Region acts as a major international trade gateway for the rest of California and the United States.

As this region continues to grow, goods movement has become a key transportation issue. While public attention continues to concentrate and focus on congestion and how to move more people from one place to another, goods movement has become increasingly more important in that equation particularly with respect to local impacts such as delays during winter weather.

Truck Freight

Trucking plays a vital role in goods movement along the I-5 corridor with most freight being delivered by trucks. According to the *Annual Average Daily Truck Traffic on California State Highway System*, average truck percentages in 2005 ranged from 12% to 30% on I-5 in District 2. The low of 12% occurs at the SR 44 Junction in the City of Redding and a high of 30% occurs at Antler Bridge in the Sacramento River Canyon. The actual truck AADT volumes ranges from approximately 3900-7400. Five-axle trucks consist of over 75% of the truck traffic.



Truck Traffic Volumes at Specific Locations on the I-5 Corridor in District 2 (2005)

Liberal Avenue	6,626 (25% of AADT)
South Main Street	6,790 (21% of AADT)
Teh/Shia Co Line	6,744 (16% of AADT)
Balls Ferry Road	6,789 (16% of AADT)
SR 44 Junction	6,977 (11% of AADT)
Oasis Road	6,057 (13% of AADT)
Fawndale	5,880 (28% of AADT)
Central Dunsmuir	5,402 (28% of AADT)
Central Weed	3,914 (26% of AADT)
Central Yreka	4,107 (26% of AADT)
Oregon State Line	4,122 (28% of AADT)

All of I-5 is classified as a National Network (NN) route that is part of the Surface Transportation Assistance Act (STAA) Network. I-5 has no restrictions for STAA trucks; however, there are some size and weight restrictions for oversize (transportation permit load) trucks. **Table 17** includes this restriction information.

The entire I-5 corridor is designated as a route within the National Truck Network (NN), which is part of the Surface Transportation Assistance Act Network (STAA).

**TABLE 17
Oversize Truck Restrictions**

County	Postmile	Location	Restriction Type
Tehama	R25.40	Sacramento River Bridge 08-0095 L & R	Weight
Shasta	R10.85	Smith Road Overcrossing 06-0138 L & R	Height
Shasta	R13.95	Hartnell Road Overcrossing 06-0124 L & R	Height
Shasta	R15.43	East Redding Separator 06-0126 L & R	Height
Shasta	R15.43	Jct 44 West Connector 06-0126 G	Height
Siskiyou	R22.62	Shasta River Bridge 02-0123 L & R	Weight
Siskiyou	R45.62	South Yreka Separation 02-0159 L & R	Weight
Siskiyou	R48.24	Miner Street/Center Street Undercrossing 02-0150 L & R	Weight
Siskiyou	R51.16	Shasta River Bridge 02-0148 L & R	Weight
Siskiyou	R58.10	Klamath River Undercrossing 02-0123 L & R	Weight

L=Left Structure R=Right Structure G=Connector Structure

Source: Caltrans, Division of Transportation Operations, Office of Transportation Permits, and District 2 Maintenance

Rail Freight

Rail freight is the transport of goods along railroads. Rail transport makes highly efficient use of space: a double-track rail line can carry more freight in a given amount of time than a four-lane road. Three classes of railroads in the United States exist: Class I, II, III.

Class I railroads consist of the largest freight railroads and have an operating revenue of over \$319 million (2006). The Union Pacific Railroad (UP) is a Class I railroad paralleling I-5 and is one of the largest railroad networks in the United States. Along the West Coast, the UP "I-5 Corridor Line" offers the most efficient possible north-south rail transportation service to main east-west corridors at Seattle, Portland, Oakland, and Los Angeles. Additionally, this rail line runs parallel to I-5 in Tehama, Shasta, and Siskiyou Counties.



UP MAP. Class I Rail lines of Union Pacific.

A Class II railroad is a mid-size freight-hauling railroad. In terms of revenue (2006), a Class II railroad carries revenues greater than \$20.5 million, but less than \$277.7 million for at least three consecutive years. There are no Class II railroads near I-5 in District 2.

The Class III railroads contain railroads with an annual operating revenue of less than \$10 million. Class III railroads are typically local short line railroads serving a very small number of towns or industries; many Class III railroads were once branch lines of larger railroads that were spun off, or portions of mainlines that had been abandoned. Along or near the vicinity of I-5, there are two short line railroads Central Oregon and Pacific Railroad (CORP) and California Northern Railroad (CFNR). CORP is a short line operating between Black Butte (near Weed, CA) and Eugene, Oregon. It was previously a mainline owned by the Southern Pacific Railroad. Freight is primarily forest products, chemicals, steel, and LPG. CFNR is a short line railroad company owned by RailAmerican, Inc. It operates over Southern Pacific tracks (now Union Pacific) under a long-term lease. The CFNR currently operates over Southern Pacific's West Valley Line. This line runs between Woodland and Tehama.



CLASS III RAILROADS PARALLEL TO I-5. Left-Southern Pacific Line; Right-Central Oregon and Pacific Railroad.

Air Cargo

In addition to people, commercial airports are responsible for moving large volumes of air cargo around the clock. Cargo airlines often have their own on-site and adjacent infrastructure to rapidly transfer parcels between ground and air modes of transportation.

The volume of cargo moved by air for transfer onto I-5 is noticeable because of two major cargo distribution areas on the I-5 corridor Sacramento International Airport (Sacramento, CA) and Portland International Airport (Portland, OR); however, these two locations are not within District 2. The nearest municipal hub cargo distribution area on the I-5 corridor is the Redding Municipal Airport (Redding, CA) in Caltrans District 2. Another municipal hub cargo distribution area on I-5, but north of the District 2 I-5 corridor limits is the Rogue Valley International Airport (Medford, OR). Some additional smaller general aviation airports transporting cargo along the corridor include: Corning Municipal Airport, (Corning, CA), Rancho Tehama (Rancho Tehama, CA), Red Bluff Municipal Airport (Red Bluff, CA), Bowman (Cottonwood, CA), Lake California (Cottonwood, CA), Benton Airpark, (Redding, CA), Weed Airport (Weed, CA), Mott Airport (Dunsmuir, CA), Montague Airport-Yreka Rohrer Field (Montague, CA), and Siskiyou County Airport (Yreka, CA).



AERIAL OF REDDING MUNICIPAL AIRPORT IN SHASTA CO.



AERIAL OF WEED AIRPORT IN SISKIYOU CO.

Transportation Options

The categories that follow provide information regarding transportation options (transit, rail, and nonmotorized) and alternative facilities (roads that have the potential to serve as alternate routes for travelers).

Transit

Offering public transportation in the three counties along the I-5 corridor is challenging for a number of reasons: long distances between communities, limited/dispersed population base, scheduling difficulty, and limited funding. The need for affordable, convenient, and dependable transit service will continue to grow as the population increases along this corridor.



Transit-Interregional

Commercial bus service is available in Tehama, Shasta, and Siskiyou Counties. Greyhound Bus Lines stops at Red Bluff, Redding, and Weed. Greyhound offers fixed route and interregional and cross-country transportation. Additionally, chartered bus services are available from private bus companies.



Transit-Regional

Tehama, Shasta and Siskiyou Counties provide fixed route transit and paratransit services for the regional area.

Paratransit provides an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Typically vans or mini-buses are used to provide paratransit service and often the service is for individuals with disabilities who are unable to use fixed route transportation systems.



Tehama County operates Tehama Rural Area Express (TRAX). TRAX operate 5 fixed routes in the cities of Tehama, Red Bluff and Corning and the community of Los Molinos. In the future, the system has a planned expansion to run to Redding and Chico.



Shasta County operates Redding Area Bus Authority (RABA). RABA operates 14 fixed routes within the cities of Anderson, Redding, and Shasta Lake.



Siskiyou County operates Siskiyou Transit and General Express (STAGE). STAGE operates 6 fixed routes within the Siskiyou County area. Two of those routes focus on the I-5 Corridor.

Rail Passenger Travel

Amtrak operates trains and Amtrak Motor Coaches to provide service to rail passenger lines. Trains or motor coaches stop at locations along the corridor to provide service. The Amtrak Motor Coaches are not for local use, but only as connections to or from Amtrak trains.

Corning Station

The Corning stop is at the Transportation Center on Solano Street and Third Streets. It is used by Amtrak Motor Coach connections linking buses to Amtrak's San Joaquins in Stockton and Capitol Corridor Trains in Sacramento.

Red Bluff Station

The station picks up passengers on Main Street/Rio Street. It is used by Amtrak Motor Coach connections linking buses to Amtrak's San Joaquins in Stockton and Capitol Corridor Trains in Sacramento.

Redding Station

Redding has two Amtrak locations. The first is Amtrak's Coast Starlight train which stops at the Union Pacific railroad tracks on Yuba Street. The second location is at the intermodal terminal on Yuba Street. This terminal is used by Amtrak Motor Coach connects linking buses to Amtrak's San Joaquins in Stockton and Capitol Corridor Trains in Sacramento.

Dunsmuir Station

The Dunsmuir Amtrak station is located in Central Dunsmuir. The station is visited twice daily (once in each direction) by Amtrak's Coast Starlight, the only Amtrak train which operates on the entire west coast from Seattle to Los Angeles.

Mount Shasta City Station

This station is a bus stop on Amtrak California Motor Coach Route 3, which connects Medford Oregon to Amtrak trains in Sacramento (Capitol Corridor and San Joaquin).



AMTRAK COAST STARLIGHT ROUTE. Mt. Shasta in the background.



COAST STARLIGHT ROUTE.



SAN JOAQUIN ROUTE.



CAPITAL CORRIDOR ROUTE.

Air Passenger Travel

Along the I-5 corridor, Redding Municipal Airport exists as the only regional airport serving passenger traffic. The municipal airport is located in southeast Redding and easily accessible from I-5. The municipal airport is heavily used for general aviation, but also serves two commercial airlines for air passenger travel.

Further north and south of the I-5 corridor outside of District 2, you will find two additional international airports carrying passengers: Rogue Valley International (Medford, OR) and Sacramento International (Sacramento, CA).



REDDING MUNICIPAL AIRPORT. Runway in Shasta County.

Nonmotorized Transportation

Nonmotorized transportation includes pedestrian and bicycle travel. Pedestrians are not allowed on I-5. Bicyclists are allowed to travel on I-5 except where alternative routes are available such as on historic highway 99, frontage roads, or other state highways. Legal authority to prohibit bicycle use from freeways and expressways and identify alternative routes is

specified in the California Vehicle Code section 21960. The Caltrans District 2 Cycling Guide for State Highways of Northern California includes reference maps for these locations. **Table 18** lists these alternative access areas.

County	Postmile	Direction	Exit Number	Location
Tehama	28.38	NB	651	Onramp from Main Street in Red Bluff
Tehama	41.53	NB	662	Off at Bowman Road
Shasta	1.91	NB	665	On at North Cottonwood
Shasta	4.29	NB	667	Off at Jct SR 273/I-5 ramp
Shasta	18.48	NB	681B	On at Jct SR 273/I-5 ramp
Shasta	19.4	NB	682	Off at Oasis
Shasta	22.14	NB	685	Off at Jct SR 151
Siskiyou	2.51	NB	730	Off at Central Dunsmuir
Siskiyou	5.9	NB	734	Off at Mott
Siskiyou	8.82	NB	737	Off at Mt. Shasta City
Siskiyou	13.18	NB	741	On at Abrams
Siskiyou	17.44	NB	745	Off at South Weed
Siskiyou	58.33	NB	786	On at Jct SR 96/I-5
Siskiyou	58.33	SB	786	Off at Jct SR 96/I-5
Siskiyou	17.44	SB	745	On at South Main
Siskiyou	12.06	SB	740	Off at Mt. Shasta City
Siskiyou	8.48	SB	736	On at Jct SR 89/I-5
Siskiyou	3.84	SB	734	Off at Mott Road
Siskiyou	2.51	SB	730	On at Central Dunsmuir
Shasta	22.14	SB	685	Off at Jct SR 151
Shasta	19.4	SB	682	On at Oasis
Shasta	18.07	SB	681B	Off at Jct SR 273/ Market Street
Shasta	4.29	SB	667	On at Jct I-5/SR 273/ Factory Outlet Dr
Shasta	1.91	SB	665	Off at North Cottonwood
Tehama	41.53	SB	662	On at Bowman
Tehama	31.04	SB	651	Off at Red Bluff Main Street

Source: Caltrans, District 2, Cycling Guide for State Highways of Northern California

Maintenance

The goal of Caltrans is to maintain existing roadway facilities as nearly as possible to the original condition as constructed or improved. The Maintenance Program is assigned the care and upkeep of the State highways. Proper care and upkeep preserves the public's investment in the highway system, and ensures that the system will continue to provide maximum benefits to the traveling public.

The degree and type of maintenance for each highway shall be determined at the discretion of the authorities charged with its maintenance, taking into consideration traffic requirements and available funding. For maintenance programming purposes, the I-5 corridor is considered a Maintenance Service Level 1 (MSL 1 or Class 1). MSL 1 highways consist of interstate highways, freeways, and other principal arterial routes with traffic volumes over 5,000 vehicles per day. Caltrans provides the highest level of priority maintenance for MSL 1 facilities.

Caltrans maintenance teams also perform field maintenance projects which consist of many different types of work, including crack sealing; dig outs; slab replacements; and profile grinding. In addition to field maintenance projects, Caltrans also uses contracts to utilize businesses in private industry to complete such work as: chip and slurry seals, thin blanket overlays and grinder dig outs.



I-5 SHASTA. Pit River Bridge Rehabilitation.



I-5 SHASTA. Median Barrier at Pollard Flats.

Right of Way

The right of way along the I-5 freeway is classified as full access controlled. This means the state controls ingress to and egress from all properties abutting the freeway right of way. There are no at-grade crossings.

The existing right of way is sufficient to handle the twenty-year facility concept of six-lanes from Corning to Mountain Gate. Beyond 20 years, new right of way would be required if the freeway were to be expanded to eight lanes in this area. In the Sacramento River Canyon, any capacity increasing projects would likely require additional right of way.

Table 19 summarizes the right of way on I-5 in terms of total width measured in feet.



I-5 TEHAMA. Near South Avenue in Corning freeway has an unpaved median as our right of way.

TABLE 19 Right of Way				
Segment	County	Postmile Limits	Location	Total Right of Way Width (ft)
1	Tehama	R0.0/R5.8	Tehama Co Line to Liberal Avenue	95-180
2	Tehama	R5.8/R7.5	Liberal Avenue to South Avenue	100-120
3	Tehama	R7.5/R9.0	South Avenue to Corning Road	98-120
4	Tehama	R9.0/R14.0	Corning Road to Gyle Road	90-130
5	Tehama	R14.0/R19.8	Gyle Road to Flores Avenue	125-130
6	Tehama	R19.8/R22.2	Flores Avenue to South Red Bluff	105-160
7	Tehama	R22.2/R24.9	South Red Bluff to South Main Street	105-150
8	Tehama	R24.9/R26.5	South Main Street to Central Red Bluff	105-140
9	Tehama	R26.5/R27.5	Central Red Bluff to Adobe Road	140-170
10 NB	Tehama	R27.5/36.4	Adobe Road to Nine Mile Hill-NB	140-208
10 SB	Tehama	36.4/R27.5	Nine Mile Hill to Teh/Sha Co Line-SB	150-550
11	Tehama	36.4/42.1	Nine Mile Hill to Teh/Sha Co Line	110-430
12	Shasta	R0.00/R0.91	Teh/Sha Co Line to Gas Point Road	110-250
13	Shasta	R0.91/R4.3	Gas Point to Deschutes Road	125-220
14	Shasta	R4.3/R6.7	Deschutes Road to Riverside Avenue	110-160
15	Shasta	R6.7/R9.8	Riverside Avenue to Knighton Road	90-160
16	Shasta	R9.8/R12.2	Knighton Road to South Bonnyview	110-145
17	Shasta	R12.2/R14.4	South Bonnyview to Cypress Avenue	100-120
18	Shasta	R14.4/R15.4	Cypress Avenue to SR 44	100-120
19	Shasta	R15.4/R17.3	SR 44 to SR 299E	100-400
20	Shasta	R17.3/R18.5	SR 299E to SR 273N	100-400
21	Shasta	R18.5/R19.4	SR 273N to Oasis Road	100-200
22	Shasta	R19.4/R21.0	Oasis Road to Pine Grove Avenue	120-210
23	Shasta	R21.0/R22.1	Pine Grove Avenue to SR 151	100-150
24	Shasta	R22.1/R26.0	SR 151 to Fawndale	105-210
25 NB	Shasta	R26.0/R28.9	Fawndale to Bridge Bay-NB	125-200
25 SB	Shasta	R28.9/R26.0	Bridge Bay to Fawndale-SB	125-200
26 NB	Shasta	R28.9/R36.0	Bridge Bay to O'Brien Road-NB	100-500
26 SB	Shasta	R36.0/R28.9	O'Brien Road to Bridge Bay-SB	100-500
27 NB	Shasta	R36.0/R40.2	O'Brien to Antler Bridge-NB	100-500
27 SB	Shasta	R40.2/R36.0	Antler Bridge to Bridge Bay-SB	100-500
28 NB	Shasta	R40.2/R67.0	Antler Bridge to Siskiyou Co Line-NB	150-590
28 SB	Shasta	R67.0/R40.2	Siskiyou Co Line to Antler Bridge-SB	150-590
29 NB	Siskiyou	0.00/3.8	Siskiyou Co Line to Dunsmuir-NB	100-200
29 SB	Siskiyou	3.8/0.00	Dunsmuir to Siskiyou Co Line-SB	100-200
30 NB	Siskiyou	3.8/R8.8	Dunsmuir to Jct SR 89-NB	100-622
30 SB	Siskiyou	R8.8/3.8	Jct SR 89 to Dunsmuir-SB	100-622
31 NB	Siskiyou	R8.8/R12.1	Jct SR 89 to N Mt. Shasta-NB	150-300
31 SB	Siskiyou	R12.1/R8.8	N Mt. Shasta to Jct SR 89-SB	150-300
32 NB	Siskiyou	R12.1/R14.2	N Mt. Shasta to Black Butte Smt-NB	124-224
32 SB	Siskiyou	R14.2/R12.1	Black Butte Smt to N Mt. Shasta-SB	124-224
33	Siskiyou	R14.2/R17.4	Black Butte Summit to South Weed	130-1040
34	Siskiyou	R17.4/R19.1	South Weed to Central Weed/Jct US 97	100-330
35	Siskiyou	R19.1/R23.0	Central Weed/Jct US 97 to Edgewood	100-330
36	Siskiyou	R23.0/R45.6	Edgewood to South Yreka	100-475
37	Siskiyou	R45.6/R47.6	South Yreka to Central Yreka	120-190
38 NB	Siskiyou	R47.6/R52.8	Central Yreka to Anderson Grade-NB	100-600
38 SB	Siskiyou	R52.8/R47.6	Anderson Grade to Central Yreka-SB	100-600
39 NB	Siskiyou	R52.8/R58.3	Central Yreka to Jct SR 96-NB	100-700
39 SB	Siskiyou	R58.3/R52.8	Jct SR 96 to Central Yreka-SB	100-700
40	Siskiyou	R58.3/R65.5	Jct SR 96 to Bailey Hill Road	100-1400
41 NB	Siskiyou	R65.5/R69.3	Bailey Hill Road to Oregon State Line	120-480
41 SB	Siskiyou	R69.3/R65.5	Oregon State Line to SR Jct 96	120-480

Source: Caltrans, District 2, Office of Right of Way

Corridor Inventory

This section provides an inventory of existing elements in the I-5 corridor. Details about adding or improving inventory in the future can be found on the Fact Sheets.

Highway Type

TABLE 20 Highway Type	
I-5 is classified as an interstate freeway. A freeway is a divided arterial with full control of access and with grade separations at interchanges.	
Source: California Department of Transportation, Office of Transportation Information	

Six-Lane Sections

Most of I-5 is currently 4-lane sections; however, there are three locations with 6-lane sections:

TABLE 21 Six-Lane Sections			
County	Postmile	Direction	Length (miles)
Tehama	R22.5/R24.5	Northbound/Southbound	2.0
Shasta	R18.5/22.2	Northbound/Southbound	3.7
Siskiyou	R3.2/R9.2	Northbound/Southbound	6.0
Source: California Department of Transportation, Division of Traffic Operations			

Climbing Lanes

Climbing lanes are the portion for the roadway for truck climbing, speed change, or other purposes supplementary to through traffic movement. These are the 13 locations that are classified as climbing lanes on the I-5 corridor.

TABLE 22 Climbing Lanes			
County	Postmile	Direction	Length (miles)
Tehama	R28.0/32.3	Northbound	4.3
Tehama	R35.1/37.2	Northbound	2.1
Tehama	39.39/40.64	Southbound	2.2
Shasta	R26.270/R27.460	Northbound	1.2
Shasta	R31.968/R30.606	Southbound	1.4
Shasta	R31.224/R32.480	Northbound	1.3
Shasta	R36.784/R34.202	Southbound	2.6
Shasta	R37.3/R38.7	Northbound	1.5
Shasta	R39.994/R38.948	Southbound	1.0
Shasta	R49.213/R49.754	Northbound	0.5
Siskiyou	R11.622/R14.235	Northbound	2.6
Siskiyou	R18.895/R16.359	Southbound	2.5
Siskiyou	R65.708/R68.029	Northbound	2.3
Source: California Department of Transportation, Division of Traffic Operations			

Shoulders

The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

TABLE 23 Shoulder Width
For interstate freeways, the current standard for a 4-lane freeway is 10-feet for outside treated shoulders and 5-feet for inside treated shoulders. For freeways 6-lanes or more, the standard for inside shoulders to 10-feet. Most locations meet inside and outside shoulders except certain structures.
Source: California Department of Transportation, Office of Transportation Information

Bridges

Bridges are structures of more than 20 feet in length that span a body of water.

TABLE 24 Bridges
There are 290 bridges on the I-5 corridor in District 2.
Source: California Department of Transportation, Office of Transportation Information

Agricultural Inspection Station

An Agricultural Inspection Station conducts agricultural inspections on all private and commercial vehicles near major borders. The California Department of Food and Agricultural Operations operates the stations.

TABLE 25 Agricultural Inspection Station			
County	Postmile	Direction	Name/Location
Siskiyou	R63.768	Southbound	Hornbrook/1 ½ mile north of Hornbrook
Source: California Department of Transportation, Office of Traffic Operations, Truck Services			

Weigh in Motion (WIM) Locations

WIM locations provide 24-hour traffic information at key locations on California highways. The information collected includes: axle weights and gross weight, axle spacing, vehicle classification and speed. The information gathered is essential for the following functions: pavement studies, highway monitoring and capacity studies, accident rate calculations, and analysis of truck transport practices.

TABLE 26 Weigh in Motion Locations			
County	Postmile	Direction	Location
Shasta	R24.9	Northbound	Mountain Gate
Siskiyou	11.4	Northbound	Mt. Shasta
Source: California Department of Transportation, Office of Traffic Operations, Truck Services			

Weigh Stations

Weigh stations (also called "truck scales") are where commercial trucks stop to get weighed. These stations are owned and maintained by Caltrans and are placed at key locations on California highways. The California Highway Patrol operates the daily activities at these weight stations and does commercial vehicle enforcement.

PrePass is high speed weigh in motion technology used at the three weigh stations on I-5 and enables registered heavy vehicles to legally bypass open weigh stations after electronic verification of their size, weight, registration, safety inspection, and other credentials.

TABLE 27
Weigh Stations

County	Postmile	Direction/Type	Location
Tehama	40.8	Northbound/ Inspect Facility	Cottonwood
Tehama	40.8	Southbound/ Platform Scale	Cottonwood
Siskiyou	7.4	Southbound/ Inspect Facility	Mt. Shasta

Source: California Department of Transportation, Office of Traffic Operations, Truck Services

Truck Escape Ramp

A runaway truck ramp, runaway truck lane, emergency escape ramp or truck arrester bed is a traffic device that enables vehicles that are having braking problems to safely stop. It is typically a long, gravel-filled lane adjacent to a road with a steep grade, and is designed to accommodate large trucks. The deep gravel allows the truck's momentum to be dissipated in a controlled and relatively harmless way, allowing the operator to stop it safely.

TABLE 28
Truck Escape Ramp

County	Postmile	Direction	Location
Siskiyou	R58.416	Northbound	Near the Collier Safety Roadside Rest Area

Source: California Department of Transportation, Office of Traffic Operations, Truck Services

Interchanges

An interchange is a system of interconnecting roadways in conjunction with one or more grade separations providing for the interchange of traffic between a freeway and one or more roadways on different levels. All connections to freeways are by traffic interchanges. The selection of an interchange type and its design are influenced by many factors including the following: the speed, volume, and composition of traffic to be served, the number of intersecting legs, the standards and arrangement of the local street system including traffic control devices, topography, right of way controls, local planning, proximity of adjacent interchanges, community impact, and cost. Interchange types are characterized by the basic shapes of ramps: namely, diamond, loop, directional, hook, or variations of these types. Many interchange designs are combinations of these basic types. **Appendix G** contains a listing of all the interchanges on I-5 in District 2.

TABLE 29
Interchanges

There are 79 interchanges on the I-5 corridor in District 2.

Source: California Department of Transportation, Division of Traffic Operations

Mountain Summits

The height of a mountain is measured as the elevation of its summit above mean sea level. There are two locations with high mountain summits on I-5 in District 2.

TABLE 30
Mountain Summits

County	Postmile	Summit	Elevation (ft)
Siskiyou	14.25	Black Butte Summit	3,912
Siskiyou	62.30	Anderson Grade	3,067

Source: California Department of Transportation, Division of Traffic Operations

Maintenance Stations and Sandhouses

Maintenance stations are facilities used by Caltrans to maintain the highway year round. Sandhouses are storage facilities for abrasives and deicers. Sandhouses are located where temperatures are consistently low enough in the winter to cause a frozen crust on the highway and are often located at maintenance stations.

TABLE 31
Maintenance Stations and Sandhouses

County	Route	Postmile	Maintenance Station	Sandhouse
Tehama	36E	44.0	Red Bluff	No
Shasta	273	19.7	Redding	Yes
Shasta	5	R37.5	No	Salt Creek
Shasta	5	R52.9	Gibson	Yes
Siskiyou	5	R6.1	Mt. Shasta	Yes
Siskiyou	5	R20.2	No	Weed
Siskiyou	5	R45.7	Yreka	Yes
Siskiyou	5	R69.7	No	Hilt

Source: California Department of Transportation, Division of Maintenance

Safety Roadside Rest Areas

Safety Roadside Rest Areas are roadside areas provided for motorists to stop and rest for short periods. State facilities usually include paved parking areas, drinking water, toilets, tables, benches, telephones and information panels. There are nine rest areas along the I-5 corridor.

TABLE 32
Safety Roadside Rest Areas

County	Postmile	Rest Area	Direction	Location
Tehama	R10.349	Lt. John C. Helmick	Northbound	Corning
Tehama	R10.496	Lt. John C. Helmick	Southbound	Corning
Tehama	R33.431	Herbert S. Miles	Northbound	Red Bluff
Tehama	R33.555	Herbert S. Miles	Southbound	Red Bluff
Shasta	R31.033	O'Brien	Northbound	O'Brien
Shasta	R43.338	Lakehead	Southbound	Lakehead
Siskiyou	R25.345	Weed Airport	Northbound	Weed
Siskiyou	R25.890	Weed Airport	Southbound	Weed
Siskiyou	R58.416	Randolph E. Collier	Northbound/ Southbound	2.5 Miles N of SR 96

Source: California Department of Transportation, Division of Maintenance

Chain Locations

These are locations that drivers must stop and put on chains when highways signs indicate chains are required. These are all in the northbound direction

TABLE 33 Chain Locations		
County	Postmile	Location
Shasta	R24.900	Mountain Gate
Shasta	R43.914	Lakehead
Shasta	R50.000	Pollard Flat
Shasta	R62.30	Castella
Shasta	R65.50	Soda Creek
Shasta	R69.53	Castle Crags
Siskiyou	3.60	Dunsmuir
Siskiyou	4.60	Mott Avenue
Siskiyou	R12.60	Abrahams Lake
Siskiyou	R18.70	South Weed
Siskiyou	R18.91	Weed
Siskiyou	R19.46	Central Weed
Siskiyou	R24.50	Edgewood
Siskiyou	R25.46	Weed Rest Area
Siskiyou	R25.90	Weed Airport
Siskiyou	R65.00	Bailey Hill

Source: California Department of Transportation, Division of Traffic Operations

Park and Ride Lots

Park and Ride lots provide a location for free parking for commuters. There is one on I-5 in Tehama County.

TABLE 34 Park and Ride Lots			
County	Postmile	Direction	Location
Tehama	41.50	Northbound	Cottonwood

Source: California Department of Transportation, Division of Traffic Operations

Vista Points

Vista Points are paved areas beyond the shoulder, which permits travelers to safely exit the highway to stop and see a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water, and telephones may be provided. There are two Vista Points on I-5.

TABLE 35 Vista Points			
County	Postmile	Direction	Location
Shasta	R62.49	Northbound	Castella
Siskiyou	R51.95	Southbound	North of Yreka

Source: California Department of Transportation, Division of Traffic Operations

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