

Interstate 5 Transportation Concept Report

Fact Sheets

LOS Summary

This section provides a summary of LOS followed by Fact Sheets and Project Sheets for each segment. **Table 36** on the following page summarizes LOS at 2005, 2015, and 2030 if no changes or improvements are made to I-5 (“Unimproved LOS”). “IMPROVED LOS 2030” represents the LOS that will be achieved if identified capacity improvements are completed.

There are Fact and Project Sheets for each of the 41 segments analyzed.

Format of Fact Sheets

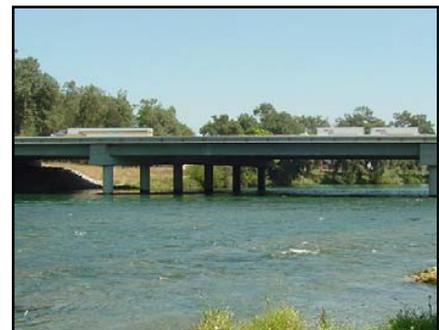
The I-5 Segment Fact Sheets that follow provided detailed information for each segment on I-5. Definitions for vocabulary included in the Segment Fact Sheets are found in **Appendix K Glossary**. Each fact sheet contains four pages.

- Page 1 consists of facts about the segment:
General Information, System Designations, Facility Concept, Future Design Concept, Concept LOS, Current Highway Information, and Traffic and LOS Data
- Page 2 contains descriptions of the segment:
Segment Descriptions, Significant Land Uses, Traffic Projections, Segment Improvements, and General Issues
- Page 3 provides a map of the segment:
Segment Number, County, Postmile, and segment map
- Page 4 includes some of the projects that help illustrate the ongoing investment strategy in the corridor:
Completed: major projects completed within the last 10 years
In-Progress: major projects currently in-progress that are either partially funded or fully funded
Future: major projects that are recommended within the next 20 years

Implementation of Improvements

“Future Improvements” have been identified based on capacity and operational analysis along with an extensive public outreach program that included workshops and meetings with local and regional agencies and the general public. Implementation of many of the identified improvements will require funding and delivery partnerships between Caltrans and its local and regional partners.

In order to implement all of the identified projects, it will also be necessary to develop new or additional funding programs.



SACRAMENTO RIVER BRIDGE. *In Shasta County just south of Riverside Avenue.*

TABLE 36 I-5 LOS SUMMARY							
Segment	County	Postmile Limits	Location	UNIMPROVED LOS			IMPROVED LOS 2030
				2005	2015	2030	
1	TEH	R0.0/R5.8	Gle/Teh Co Line to Liberal Avenue	B	C	D	*
2	TEH	R5.8/R7.5	Liberal Avenue to South Avenue	B	C	D	C
3	TEH	R7.5/R9.0	South Avenue to Corning Road	B	C	D	C
4	TEH	R9.0/R14.0	Corning Road to Gyle Road	B	C	E	C
5	TEH	R14.0/R19.8	Gyle Road to Flores Avenue	B	C	E	C
6	TEH	R19.8/R22.2	Flores Avenue to South Red Bluff	B	C	E	C
7	TEH	R22.2/R24.9	South Red Bluff to South Main Street	A	B	C	*
8	TEH	R24.9/R26.5	South Main Street to Jct 36	C	C	F	C
9	TEH	R26.5/R27.5	Jct 36 to Adobe Road	C	C	F	D
10 NB	TEH	R27.5/36.4	Adobe Road to Nine Mile Hill OC-NB	C	C	E	D
10 SB	TEH	36.4/R27.5	Nine Mile Hill OC to Adobe Road-SB	C	C	F	D
11	TEH	36.4/42.1	Nine Mile Hill OC to Teh/Sha Co Line	C	C	E	D
12	SHA	R0.00/R0.91	Teh/Sha Co Line to Gas Point Road	C	D	F	D
13	SHA	R0.91/R4.3	Gas Point Road to Deschutes Road	D	C	E	E
14	SHA	R4.3/R6.7	Deschutes Road to Riverside Avenue	C	D	F	C
15	SHA	R6.7/R9.8	Riverside Avenue to Knighton Road	C	D	F	C
16	SHA	R9.8/R12.2	Knighton Road to South Bonnyview	C	D	F	C
17	SHA	R12.2/R14.4	South Bonnyview to Cypress Avenue	C	D	F	C
18	SHA	R14.4/R15.4	Cypress Avenue to SR 44 Separation	D	F	F	D
19	SHA	R15.4/R17.3	SR 44 to SR 299E	D	E	F	D
20	SHA	R17.3/R18.5	SR 299E to SR 273N	C	E	F	D
21	SHA	R18.5/R19.4	SR 273N to Oasis Road	B	C	D	*
22	SHA	R19.4/R21.0	Oasis Road to Pine Grove Avenue	B	B	C	*
23	SHA	R21.0/R22.1	Pine Grove Avenue to SR 151	B	B	C	*
24	SHA	R22.1/R26.0	SR 151 to Fawndale Road	B	C	C	*
25 NB	SHA	R26.0/R28.9	Fawndale Road to Bridge Bay OC-NB	C	D	D	C
25 SB	SHA	R28.9/R26.0	Bridge Bay OC to Fawndale Road-SB	C	D	E	C
26 NB	SHA	R28.9/R36.0	Bridge Bay OC to O'Brien Road-NB	C	D	E	D
26 SB	SHA	R36.0/R28.9	O'Brien Road to Bridge Bay OC-SB	B	C	D	B
27 NB	SHA	R36.0/R40.2	O'Brien Road to Antler Bridge-NB	C	D	E	C
27 SB	SHA	R40.2/R36.0	Antler Bridge to Bridge Bay OC-SB	C	D	E	C
28 NB	SHA	R40.2/R67.0	Antler Bridge to Sha/Sis Co Line-NB	C	D	F	D
28 SB	SHA	R67.0/R40.2	Sha/Sis Co Line to Antler Bridge-SB	B	B	C	*
29 NB	SIS	0.00/3.8	Sha/Sis Co Line to Dunsmuir Ave-NB	C	C	D	C
29 SB	SIS	3.8/0.00	Dunsmuir Ave to Sha/Sis Co Line-SB	B	C	C	*
30 NB	SIS	3.8/R8.8	Dunsmuir Ave to Jct SR 89-NB	B	C	C	*
30 SB	SIS	R8.8/3.8	Jct SR 89 to Dunsmuir Ave-SB	B	B	B	*
31 NB	SIS	R8.8/R12.1	Jct SR 89 to N Mt. Shasta-NB	B	B	C	*
31 SB	SIS	R12.1/R8.8	N Mt. Shasta to Jct SR 89-SB	B	B	C	*
32 NB	SIS	R12.1/R14.2	N Mt. Shasta to Black Butte Smt-NB	B	B	C	*
32 SB	SIS	R14.2/R12.1	Black Butte Smt to N Mt. Shasta-SB	B	B	B	*
33	SIS	R14.2/R17.4	Black Butte Summit to South Weed	B	C	C	*
34	SIS	R17.4/R19.1	South Weed to Central Weed/Jct US 97	A	B	B	*
35	SIS	R19.1/R23.0	Central Weed/Jct US 97 to Edgewood	B	B	C	*
36	SIS	R23.0/R45.6	Edgewood Interchange to South Yreka	B	B	B	*
37	SIS	R45.6/R47.6	South Yreka to Miner Street UC	B	B	C	*
38 NB	SIS	R47.6/R52.8	Miner Street to Anderson Grade-NB	B	C	C	*
38 SB	SIS	R52.8/R47.6	Anderson Grade to Miner Street-SB	B	B	C	*
39 NB	SIS	R52.8/R58.3	Anderson Grade to Jct SR 96-NB	B	C	C	*
39 SB	SIS	R58.3/R52.8	Jct SR 96 to Anderson Grade-SB	A	B	B	*
40	SIS	R58.3/R65.5	Jct SR 96 to Bailey Hill Road	B	B	B	*
41 NB	SIS	R65.5/R69.3	Bailey Hill Road to CA/OR State Line	B	C	C	*
41 SB	SIS	R69.3/R65.5	CA/OR State Line to Jct SR 96	A	B	B	*
Below C/D Threshold		IMPROVED LOS 2030 is based on completion of identified improvements listed on the Fact Sheets (Segment Improvements and Project sheets). Source: Caltrans, District 2, Office of System Planning *No capacity projects planned					

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH001	Length Miles: 5.8
Location Glenn/Tehama County Line to Liberal Avenue			Directional: No
PM Limit R0.00 / R5.8	Exit #'s: 628		

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

<u>Current Highway Information</u>			
Peak Hour Factor: 0.88	Climbing Lane (s): No		
Number of Lanes: 4	Lane Width: 12 ft		
Terrain: Level	In/Outside Shoulder: 2 ft/10 ft		
Grade: N/A	Posted Speed: 70 mph		
Percent Trucks: 24%	Median Barrier: No		
Percent RVs: 2%	Median Width: 60 ft		
K factor: 0.11	Median Type: Unpaved; Separate Structures		
Interchange Density: 0.3			
Directional Split: 54% (South am)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	26000	2900	14.0	B	
2010	29600	3300	15.9	B	
2015	33800	3700	18.2	C	
2020	38600	4200	20.8	C	
2025	44100	4900	24.1	C	
2030	50400	5500	28.7	D	

¹No capacity-increasing projects identified for this segment.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at the Glenn/Tehama County line at ends at Liberal Avenue Interchange. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks over 22% AADT). There is one rural interchange at Liberal Avenue. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. Six structures exist in this segment. The median is mostly unpaved (dirt).

Parallel or Connecting Routes 99W (local road)

Significant Land Uses

The Paskenta Tribal Government has substantial landholdings in the area with the potential for development. Tribal Land is located in the southwest quadrant of the Liberal Avenue interchange. The land contains Rolling Hills Casino which is a 70,000 sq ft casino with parking facilities (including truck parking). Additionally, there are two hotels on-site, a gas station, and an 18-hole golf course. The majority of land use in the remaining portion of the segment includes valley floor agriculture. There is usually one residential dwelling allowed per 20-40 acres. Much of the valley floor agricultural will probably remain that way in the future.

Traffic Projections

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

Segment Improvements

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

General Issues

Liberal Avenue interchange was designed for rural, low volume conditions. As development occurs, improvements may become necessary. Casino development nearby attracting truck, other interregional, and local trips. High percentage of truck traffic limits maneuverability. Distances between cities and communities make nonmotorized and transit service impractical. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



*Segment 1
Tehama County
PM R0.0/R5.8*



**I-5 Project Sheet
Segment 1-Glenn/Tehama County Line to Liberal Avenue (Tehama PM R0.00/R5.8)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

County Line Roadway Rehabilitation Rehabilitate roadway.	Roadway Preservation	TEH R0.0/R8.8	1999	SHOPP	\$9,500,000	Caltrans
Corning to Red Bluff Roadway Rehabilitation Rehabilitate roadway.	Roadway Preservation	TEH R0.01/R22.5	2001	SHOPP	\$3,265,000	Caltrans

In-Progress

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Future

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

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH002	Length Miles: 1.7
Location Liberal Avenue to South Avenue		Directional: No	
PM Limit R5.8 / R7.5	Exit #'s: 628, 630		

<u>System Designations</u>	<u>Facility Concept</u>
<p>Functional Classification: Principal Arterial/Interstate</p> <p>Other Classifications: National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial</p> <p>Bicycle Status: Not Permitted; Alternate Route Available.</p>	<p>Present: Four-lane freeway</p> <p>Twenty-Year: Four-lane freeway</p> <p>Long Range: Six-lane freeway</p> <p><u>Future Design Concept</u></p> <p>Design Speed: 70-80 mph</p> <p>Clear Recovery: 30 ft</p> <p>Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
Peak Hour Factor: 0.88	Climbing Lane (s): No		
Number of Lanes: 4	Lane Width: 12 ft		
Terrain: Level	In/Outside Shoulder: 2 ft/10 ft		
Grade: N/A	Posted Speed: 70 mph		
Percent Trucks: 23%	Median Barrier: No		
Percent RVs: 2%	Median Width: 60 ft		
K factor: 0.11	Median Type: Unpaved; Separate Structures		
Interchange Density: 0.3			
Directional Split: 54% (South am)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	27000	3000	14.5	B	
2010	30800	3400	16.5	B	
2015	35300	3900	18.9	C	
2020	40800	4500	22.0	C	
2025	47300	5200	26.1	D	
2030	55100	6100	32.8	D	C

¹Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at the Liberal Avenue Interchange and ends at South Avenue Interchange. This is the half-way point between Los Angeles, CA and Portland, OR. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks over 21% AADT). This segment passes through the City of Corning. There is one urban interchange at South Avenue. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. Six structures exist in this segment. The median is mostly unpaved (dirt).

Parallel or Connecting Routes SR 99

Significant Land Uses

Two major truck stop facilities with fueling centers and services are located on the east side of South Avenue. There is freeway commercial with restaurants, fast food establishments, and hotels. The majority land use to the west includes valley floor agriculture. There is usually one dwelling allowed per 20-40 acres. Much of the valley floor agricultural will probably remain that way in the future. Woodson Bridge State Recreation Area is located six miles east of Corning. The potential for growth is significant within the City of Corning and on the west side of South Avenue Interchange.

Traffic Projections

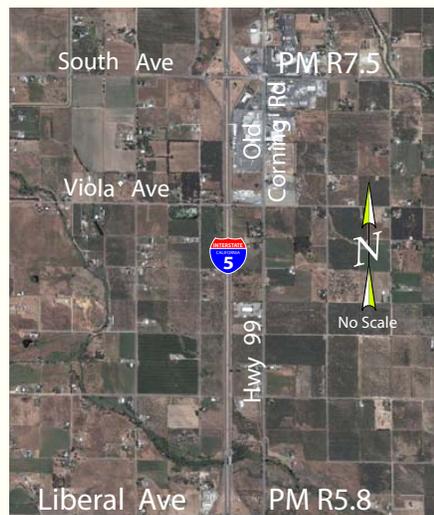
Tehama County Transportation Commission does not have a travel demand model. Traffic projections were developed using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation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

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2025. Expand freeway to six lanes. Establish standard inside shoulders. Reconstruct South Avenue Interchange (Sponsor Tehama County Transportation Commission and City of Corning). Improve traffic operations through ITS.

General Issues

Two major truck stop facilities generate high truck volumes on ramps at South Avenue. High volumes of trucks entering and exiting from interchange to freeway. Approximately 15% of the traffic volume using South Avenue is interregional traffic between SR 99 and I-5. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



Segment 2
Tehama County
PM R5.8/R7.5



**I-5 Project Sheet
Segment 2-Liberal Avenue to South Avenue (Tehama PM R 5.8/R7.5)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

County Line Roadway Rehabilitation	Roadway Preservation	TEH R0.0/R8.8	1999	SHOPP	\$9,500,000	Caltrans
Rehabilitate roadway.						
Corning to Red Bluff Roadway Rehabilitation	Roadway Preservation	TEH R0.01/R22.5	2001	SHOPP	\$3,265,000	Caltrans
Rehabilitate roadway.						

In-Progress

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Future

Expand TMS	Transportation Management Systems	Various locations	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Variou locations.						
Expand to six lanes.	Capacity	TEH R5.8/R7.5	TBD	TBD	See Figure 3 pages 44-45	TBD
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH003	Length Miles: 1.5
Location South Avenue to Corning Road		Directional: No	
PM Limit R7.5 / R9.0	Exit #'s: 630, 631		

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

<u>Current Highway Information</u>			
Peak Hour Factor: 0.88	Climbing Lane (s): No		
Number of Lanes: 4	Lane Width: 12 ft		
Terrain: Level	In/Outside Shoulder: 2 ft /10 ft		
Grade: N/A	Posted Speed: 70 mph		
Percent Trucks: 22%	Median Barrier: No		
Percent RVs: 2%	Median Width: 60 ft		
K factor: 0.11	Median Type: Unpaved; Separate Structures		
Interchange Density: 0.5			
Directional Split: 54% (South am)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	28500	3100	15.2	B	
2010	32300	3600	17.2	B	
2015	36800	4000	19.6	C	
2020	42300	4700	22.8	C	
2025	48800	5400	27.1	D	
2030	56600	6200	34.2	D	C

¹Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at the South Avenue Interchange and ends at Corning Road Interchange. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks over 19% AADT). There is one urban interchange at Corning Road. This segment passes through the City of Corning. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. Three structures exist in this segment. The median is mostly unpaved (dirt).

Parallel or Connecting Routes SR 99 and 99W (local road)

Significant Land Uses

To the east of I-5, there is freeway commercial with gas fueling stations, hotels, and restaurant establishments. Additionally, there is general commercial, the City of Corning government offices, the historic district, and multi- and single-family lots. Olive, walnut, almond, peach orchards are scattered near the freeway. Corning is known as the Olive City. The majority land use to the west includes valley floor agriculture. Much of the valley floor agricultural will probably remain that way in the future. There is usually one dwelling allowed per 20-40 acres.

Traffic Projections

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

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2025. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

High percentage of truck traffic limits maneuverability in this segment. Corning Road has truck restrictions, so South Avenue is preferred. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



Segment 3
Tehama County
PM R7.5/R9.0



**I-5 Project Sheet
Segment 3-South Avenue to Corning Road (Tehama PM R7.5/R9.0)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

County Line Roadway Rehabilitation	Roadway Preservation	TEH R0.0/R8.8	1999	SHOPP	\$9,500,000	Caltrans
Rehabilitate roadway.						
Red Bluff to Corning Roadway Rehabilitation	Roadway Preservation	TEH R8.8/R22.0	1999	SHOPP	\$14,180,000	Caltrans
Rehabilitate roadway.						
Corning to Red Bluff Roadway Rehabilitation	Roadway Preservation	TEH R0.01/R22.5	2001	SHOPP	\$3,265,000	Caltrans
Rehabilitate roadway.						

In-Progress

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Future

Expand TMS	Transportation Management Systems	Various locations	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Variou locations.						
Expansion	Capacity	TEH R7.5/R9.0	TBD	TBD	See Figure 3 pages 44-45	TBD
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH004	Length Miles: 5.0
Location Corning Road to Gyle Road		Directional: No	
PM Limit R9.0 / R14.0	Exit #'s: 631, 633, 636		

<u>System Designations</u>	<u>Facility Concept</u>
<p>Functional Classification: Principal Arterial/Interstate</p> <p>Other Classifications: National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial</p> <p>Bicycle Status: Not Permitted; Alternate Route Available.</p>	<p>Present: Four-lane freeway</p> <p>Twenty-Year: Four-lane freeway</p> <p>Long Range: Six-lane freeway</p> <p><u>Future Design Concept</u></p> <p>Design Speed: 70-80 mph</p> <p>Clear Recovery: 30 ft</p> <p>Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
Peak Hour Factor: 0.88	Climbing Lane (s): No		
Number of Lanes: 4	Lane Width: 12 ft		
Terrain: Level	In/Outside Shoulder: 2 ft/10 ft		
Grade: N/A	Posted Speed: 70 mph		
Percent Trucks: 20%	Median Barrier: No		
Percent RVs: 2%	Median Width: 60 ft		
K factor: 0.10	Median Type: Unpaved; Separate Structures		
Interchange Density: 0.5			
Directional Split: 61% (North pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	30000	3000	16.3	B	
2010	33900	3400	18.4	C	
2015	38900	3900	21.2	C	
2020	45000	4500	24.6	C	
2025	52700	5300	31.1	D	
2030	62300	6200	44.2	E	C

¹Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at the Corning Road Interchange and ends at Gyle Road Interchange. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks over 18% AADT). There are two rural interchanges at Finnell Road and Gyle Road. This segment passes through the City of Corning. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. Nine structures exist in this segment. The Lt. John C Helmick Roadside Rest Areas are located on both the northbound (PM R10.349) and southbound (PM R10.496) in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 99

Significant Land Uses

Land uses include general commercial with an auto lot and retail shopping centers, sand and gravel operation along Thomes Creek, and valley floor agricultural. There is usually one dwelling allowed per 20-40 acres. Much of the valley floor agricultural will probably remain that way in the future. The potential for growth is significant around the Corning Road Interchange and within the City of Corning and to the east.

Traffic Projections

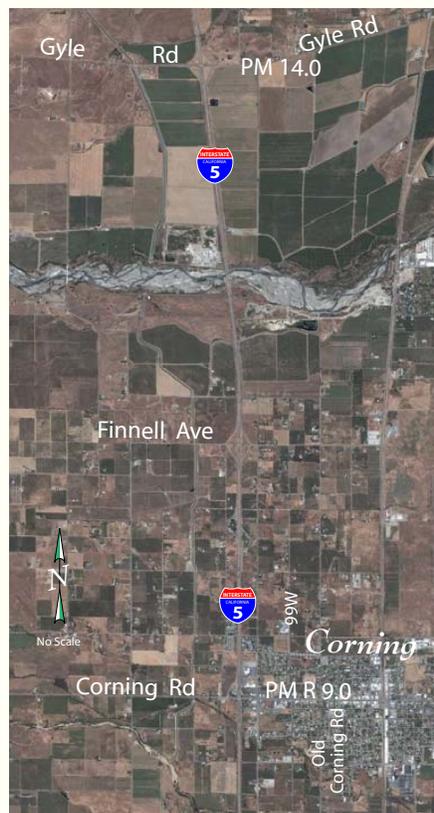
Tehama County Transportation Commission does not have a travel demand model. Traffic projections were developed using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation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

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2025. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

Limited detours and limited services available. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



Segment 4
Tehama County
PM R9.0/R14.0



**I-5 Project Sheet
Segment 4-Corning Road to Gyle Road (Tehama PM R9.0/R14.0)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

Red Bluff to Corning Roadway Rehabilitation	Roadway Preservation	TEH R8.8/R22.0	1999	SHOPP	\$14,180,000	Caltrans
Rehabilitate roadway.						
Corning to Red Bluff Roadway Rehabilitation	Roadway Preservation	TEH R0.01/R22.5	2001	SHOPP	\$3,265,000	Caltrans
Rehabilitate roadway.						

In-Progress

Thomes Creek Bridge	Bridge Scour Mitigation	TEH R12.2	2008	SHOPP	\$39,207,000	Caltrans
Rehabilitate bridge (scour).						
Corning NB & SB SRRAs	Safety Roadside Rest Area Restoration	TEH R10.5	2012	SHOPP	\$7,035,000	Caltrans
Rehabilitate and reconstruct rest area.						

Future

Expand TMS	Transportation Management Systems	Various locations	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Variou locations.						
Corning NB & SB SRRAs	Safety Roadside Rest Area Restoration	TEH R10.5	2011	Ten-Year SHOPP	\$6,700,000	Caltrans
Expansion	Capacity	TEH R9.0/R14.0	TBD	TBD	See Figure 3 pages 44-45	TBD
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH005	Length Miles: 5.8
Location Gyle Road to Flores Avenue		Directional: No	
PM Limit R14.0 / R19.8	Exit #'s: 636, 632		

<u>System Designations</u>	<u>Facility Concept</u>
<p>Functional Classification: Principal Arterial/Interstate</p> <p>Other Classifications: National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, Blue Star Memorial, & Nomlaki Highway</p> <p>Bicycle Status: Not Permitted; Alternate Route Available.</p>	<p>Present: Four-lane freeway</p> <p>Twenty-Year: Four-lane freeway</p> <p>Long Range: Six-lane freeway</p> <p><u>Future Design Concept</u></p> <p>Design Speed: 70-80 mph</p> <p>Clear Recovery: 30 ft</p> <p>Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
Peak Hour Factor: 0.88	Climbing Lane (s): No		
Number of Lanes: 4	Lane Width: 12 ft		
Terrain: Level	In/Outside Shoulder: 2 ft/10 ft		
Grade: N/A	Posted Speed: 70 mph		
Percent Trucks: 21%	Median Barrier: Yes		
Percent RVs: 2%	Median Width: 60 ft		
K factor: 0.10	Median Type: Unpaved; Separate Structures		
Interchange Density: 0.5			
Directional Split: 61% (North pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	28500	2900	15.5	B	
2010	32400	3200	17.7	B	
2015	37400	3700	20.4	C	
2020	43500	4400	24.1	C	
2025	51200	5100	30.0	D	
2030	60800	6100	41.9	E	C

¹Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at the Gyle Road Interchange and ends at Flores Avenue Interchange. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks over 19% AADT). The freeway contains one rural interchange at Flores Avenue. The City of Tehama, and communities of Proberta, Gerber, and Los Molinos may be accessed from this segment via Gyle Road. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. Ten structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 99 and Rawson Road

Significant Land Uses

Land use in this segment is valley floor agriculture. There is usually one dwelling allowed per 20-40 acres. Much of the valley floor agricultural will probably remain that way in the future. Future development will likely be directed toward existing communities off the interstate to preserve the crop and grazing land.

Traffic Projections

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

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2025. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

Limited detours and limited services available. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



*Segment 5
Tehama County
PM R14.0/R19.8*



**I-5 Project Sheet
Segment 5-Gyle Road to Flores Avenue (Tehama PM R14.0/R19.8)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

Red Bluff to Corning Roadway Rehabilitation	Roadway Preservation	TEH R8.8/R22.0	1999	SHOPP	\$14,180,000	Caltrans
Rehabilitate roadway.						
Corning to Red Bluff Roadway Rehabilitation	Roadway Preservation	TEH R0.01/R22.5	2001	SHOPP	\$3,265,000	Caltrans
Rehabilitate roadway.						

In-Progress

Dibble Creek 08-0028L/R & Elder Creek Bridges 08-0084L/R	Bridge Restoration	TEH R16.9 & R28.2	2008	SHOPP	\$3,080,000	Caltrans
Rehabilitate bridge (scour).						

Future

Expand TMS	Transportation Management Systems	Various locations	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Various locations.						
Expansion	Capacity	TEH R14.0/R19.8	TBD	TBD	See Figure 3 pages 44-45	TBD
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH006	Length Miles: 2.4
Location Flores Avenue to South Red Bluff		Directional: No	
PM Limit R19.8 / R22.2	Exit #'s: 642		

<u>System Designations</u>	<u>Facility Concept</u>
<p>Functional Classification: Principal Arterial/Interstate</p> <p>Other Classifications: National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial</p> <p>Bicycle Status: Not Permitted; Alternate Route Available.</p>	<p>Present: Four-lane freeway</p> <p>Twenty-Year: Four-lane freeway</p> <p>Long Range: Six-lane freeway</p> <p><u>Future Design Concept</u></p> <p>Design Speed: 70-80 mph</p> <p>Clear Recovery: 30 ft</p> <p>Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
Peak Hour Factor: 0.88	Climbing Lane (s): No		
Number of Lanes: 4	Lane Width: 12 ft		
Terrain: Level	In/Outside Shoulder: 2 ft/10 ft		
Grade: N/A	Posted Speed: 70 mph		
Percent Trucks: 21%	Median Barrier: Yes		
Percent RVs: 2%	Median Width: 60 ft		
K factor: 0.10	Median Type: Unpaved; Separate Structures		
Interchange Density: 0.2			
Directional Split: 61% (North pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	29000	2900	15.8	B	
2010	32900	3300	17.9	B	
2015	37900	3800	20.7	C	
2020	44000	4400	24.4	C	
2025	51700	5200	30.7	D	
2030	61300	6100	42.8	E	C

¹Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at the Flores Road Interchange and ends at the beginning of the six-lane section south of Red Bluff. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks over 19% AADT). In this segment, there are no interchanges because the segment breaks at the six-lane section. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. Three structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 99 and Rawson Road

Significant Land Uses

Land use in this segment is valley floor agriculture. There is usually one dwelling allowed per 20-40 acres. Much of the valley floor agricultural will probably remain that way in the future. Future development will likely be directed toward existing communities and to preserve the crop and grazing land.

Traffic Projections

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

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2025. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

Limited services available. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



Segment 6
Tehama County
PM R19.8/R22.2



**I-5 Project Sheet
Segment 6-Flores Avenue to South Red Bluff (Tehama PM R19.8/R22.2)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

Red Bluff to Corning Roadway Rehabilitation	Roadway Preservation	TEH R8.8/R22.0	1999	SHOPP	\$14,180,000	Caltrans
Rehabilitate roadway.						
Corning to Red Bluff Roadway Rehabilitation	Roadway Preservation	TEH R0.01/R22.5	2001	SHOPP	\$3,265,000	Caltrans
Rehabilitate roadway.						

In-Progress

Red Bluff Rehabilitation	Roadway Rehabilitation	TEH R22.0/R25.4	2010	SHOPP	\$27,750,000	Caltrans
Rehabilitate roadway.						

Future

Expand TMS	Transportation Management Systems	Various locations	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Variou locations.						
Expansion	Capacity	TEH R19.8/R22.2	TBD	TBD	See Figure 3 pages 44-45	TBD
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH007	Length Miles: 2.7
Location South Red Bluff to South Main Street		Directional: No	
PM Limit R22.2 / R24.9	Exit #'s: 647, 647A		

<u>System Designations</u>	<u>Facility Concept</u>
<p>Functional Classification: Principal Arterial/Interstate</p> <p>Other Classifications: National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial</p> <p>Bicycle Status: Not Permitted; Alternate Route Available.</p>	<p>Present: Six-lane freeway</p> <p>Twenty-Year: Six-lane freeway</p> <p>Long Range: Eight-lane freeway</p> <p><u>Future Design Concept</u></p> <p>Design Speed: 70-80 mph</p> <p>Clear Recovery: 30 ft</p> <p>Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u> C/D</p>

<u>Current Highway Information</u>			
Peak Hour Factor: 0.88	Climbing Lane (s): No		
Number of Lanes: 6	Lane Width: 12 ft		
Terrain: Level	In/Outside Shoulder: 2 ft/10 ft		
Grade: N/A	Posted Speed: 70 mph		
Percent Trucks: 21%	Median Barrier: Yes		
Percent RVs: 2%	Median Width: 60 ft		
K factor: 0.10	Median Type: Unpaved; Separate Structures		
Interchange Density: 0.2			
Directional Split: 61% (North pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	29000	2900	10.3	A	
2010	32900	3300	11.7	B	
2015	37900	3800	13.5	B	
2020	44000	44000	15.7	B	
2025	51700	5200	18.4	C	
2030	61300	6100	22.0	C	

¹No capacity-increasing projects identified for this segment.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at the six-lane section south of Red Bluff and ends at South Main Street Interchange. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks over 19% AADT). There is one urban interchange at South Main Street. This segment provides access to the City of Red Bluff. Currently, the segment consists of a paved six-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. Five structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 99 and Rawson Road

Significant Land Uses

This segment's southern section primary land use is valley floor agriculture. The northern portion of the segment approaches the City of Red Bluff city limits with rural small lots, general commercial, hotels, and industrial. The airport is accessible in the South Main Street Exit. Future development would be directed toward existing communities.

Traffic Projections

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

Segment Improvements

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

General Issues

The Sacramento River runs parallel to the segment. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



Segment 7
Tehama County
PM R22.2/R24.9



**I-5 Project Sheet
Segment 7-South Red Bluff to South Main Street (Tehama PM R22.2/R24.9)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

Corning to Red Bluff Roadway Rehabilitation	Roadway Preservation	TEH R0.01/R22.5	2001	SHOPP	\$3,265,000	Caltrans
Rehabilitate roadway.						

In-Progress

Red Bluff Rehabilitation	Roadway Rehabilitation	TEH R22.0/R25.4	2010	SHOPP	\$27,750,000	Caltrans
Rehabilitate roadway.						

Future

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

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH008	Length Miles: 1.6
Location South Main Street to Jct SR 36 (Central Red Bluff)		Directional: No	
PM Limit R24.9 / R26.5	Exit #'s: 647, 647A, 647B, 649		

<u>System Designations</u>	<u>Facility Concept</u>
<p>Functional Classification: Principal Arterial/Interstate</p> <p>Other Classifications: National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial</p> <p>Bicycle Status: Not Permitted; Alternate Route Available.</p>	<p>Present: Four-lane freeway</p> <p>Twenty-Year: Six-lane freeway</p> <p>Long Range: Eight-lane freeway</p> <p><u>Future Design Concept</u></p> <p>Design Speed: 70-80 mph</p> <p>Clear Recovery: 30 ft</p> <p>Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
Peak Hour Factor: 0.92	Climbing Lane (s): No		
Number of Lanes: 4			
Terrain: Level	Lane Width: 12 ft		
Grade: N/A	In/Outside Shoulder: 2 ft/10 ft		
Percent Trucks: 18%	Posted Speed: 70 mph		
Percent RVs: 2%	Median Barrier: Yes		
K factor: 0.10	Median Width: 46-60 ft		
Interchange Density: 0.5	Median Type: Unpaved; Separate Structures		
Directional Split: 61% (North pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	35500	3600	18.3	C	
2010	39700	4000	20.5	C	
2015	45600	4600	23.8	C	
2020	53000	5300	28.9	D	
2025	62200	6200	38.6	E	C
2030	72300	7200	>45	F	C

¹Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at South Main Street Interchange and ends at Junction SR 36 (Central Red Bluff). Travel on this section of the corridor is a mixture of regional, interregional trips, and goods movement (five-axle trucks over 17% AADT). There are two urban interchanges at Diamond Avenue and Junction SR 36 (Central Red Bluff). This segment provides access to the City of Red Bluff. Additionally, this segment allows for connection to SR 36 and SR 99. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. Five structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 36 and SR 99.

Significant Land Uses

Land uses in this segment include freeway commercial, general industrial, valley floor agricultural, and single- and multi-family residential. More general commercial is located in the City of Red Bluff limits. A significant future land use is the proposed Tehama College Center. The Center will be completed in 2009 on a 40-acre parcel on the former Diamond Mill site on Diamond Avenue. The plan is to accommodate 4,787 students by 2028. The potential for additional development is significant near this interchange.

Traffic Projections

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

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2020. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

During peak hour, weaving areas affect traffic flow as vehicles access local roads and other state routes. Structures shoulders and inside shoulders do not meet current standard for shoulder width. The Sacramento River runs parallel to the segment. Sacramento River Bridge (08-0095L/R) has oversize weight restrictions.



Segment 8
Tehama County
PM R24.9/R26.5



**I-5 Project Sheet
Segment 8-South Main Street to Jct SR 36 (Central Red Bluff) (Tehama PM R24.9/R26.5)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

In-Progress

Red Bluff Rehabilitation	Roadway Rehabilitation	TEH R22.0/R25.4	2010	SHOPP	\$27,750,000	Caltrans
Rehabilitate roadway.						

Future

Expand TMS	Transportation Management Systems	Various locations	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Various locations.						
Expansion	Capacity	TEH R24.9/R26.5	TBD	TBD	See Figure 3 pages 44-45	TBD
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH009	Length Miles: 1.0
Location Jct SR 36 (Central Red Bluff) to Adobe Road		Directional: No	
PM Limit R26.5 / R27.5	Exit #'s: 649, 650		

<u>System Designations</u>	<u>Facility Concept</u>
<p>Functional Classification: Principal Arterial/Interstate</p> <p>Other Classifications: National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial</p> <p>Bicycle Status: Not Permitted; Alternate Route Available.</p>	<p>Present: Four-lane freeway</p> <p>Twenty-Year: Six-lane freeway</p> <p>Long Range: Eight-lane freeway</p> <p><u>Future Design Concept</u></p> <p>Design Speed: 70-80 mph</p> <p>Clear Recovery: 30 ft</p> <p>Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
Peak Hour Factor: 0.92	Climbing Lane (s): No		
Number of Lanes: 4	Lane Width: 12 ft		
Terrain: Level	In/Outside Shoulder: 2 ft/10 ft		
Grade: N/A	Posted Speed: 70 mph		
Percent Trucks: 18%	Median Barrier: Yes		
Percent RVs: 2%	Median Width: 60 ft		
K factor: 0.10	Median Type: Unpaved; Separate Structures		
Interchange Density: 0.5			
Directional Split: 61% (North pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	37000	3700	19.5	C	
2010	41700	4200	22.1	C	
2015	47600	4800	25.8	C	
2020	54900	5500	31.7	D	
2025	64200	6400	44.1	E	C
2030	74300	7400	>45	F	D

¹Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at Junction SR 36 (Central Red Bluff) and ends at Adobe Road Interchange. Travel on this section of the corridor is a mixture of regional, interregional trips, and goods movement (five-axle trucks over 16% AADT). There is one urban interchange at Adobe Road. This segment provides access to the City of Red Bluff. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. Three structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 36 and SR 99

Significant Land Uses

The urban center of Red Bluff is located in this segment at Jct SR 36. Freeway commercial (restaurants, shopping centers, and gas stations) is on both the east and west side of the I-5/SR 36 Interchange. Additionally, there are hotels spread on all sides of the interchange. The historical downtown is off SR 36 to the west. To the east, single- and multi-family residential and general commercial exist. At the Adobe Road Interchange, there are freeway commercial (two large auto dealerships and a home improvement store) and hotels. The potential for growth is significant. Further east and west, SR 36 and SR 99 provide gateways to recreation.

Traffic Projections

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

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2020. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

This is the northern connecting point of SR 99 via SR 36 to I-5. The Sacramento River runs parallel to the segment. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



Segment 9
Tehama County
PM R26.5/R27.5



**I-5 Project Sheet
Segment 9-Jct SR 36 (Central Red Bluff) to Adobe Road (Tehama PM R26.5/R27.5)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

In-Progress

Red Bluff Bridges North	Bridge Rehabilitation	TEH R26.5/R27.5	2010	SHOPP	\$6,839,000	Caltrans
Polyester overlay & repair structural fatigue cracks.						

Future

Expand TMS	Transportation Management Systems	Various locations	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Various locations.						
Expansion	Capacity	TEH R26.5/R27.5	TBD	TBD	See Figure 3 pages 44-45	TBD
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH010NB	Length Miles: 8.9
Location Adobe Road to Nine Mile Hill Overcrossing-NB		Directional: Yes. NB.	
PM Limit R27.5 / 36.4	Exit #'s: 650, 652, 653, 656, 657		

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial/Interstate Other Classifications: National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial Bicycle Status: Allowed	Present: Four-lane freeway Twenty-Year: Six-lane freeway Long Range: Eight-lane freeway <u>Future Design Concept</u> Design Speed: 70-80 mph Clear Recovery: 30 ft Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder <u>Concept LOS</u> C/D

<u>Current Highway Information</u>			
Peak Hour Factor: 0.92	Climbing Lane (s): Yes. R28.0/32.3		
Number of Lanes: 4	Lane Width: 12 ft		
Terrain: Rolling	In/Outside Shoulder: 2 ft/10 ft		
Grade: N/A	Posted Speed: 70 mph		
Percent Trucks: 18%	Median Barrier: Yes		
Percent RVs: 2%	Median Width: 60-99 ft		
K factor: 0.10	Median Type: Unpaved; Separate Structures		
Interchange Density: 0.7			
Directional Split: 57% (North pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	23400	2300	18.8	C	
2010	26000	2600	21.3	C	
2015	29400	2900	24.9	C	
2020	33600	3400	31.3	D	
2025	38900	3900	34.3	D	C
2030	44600	4500	38.6	E	D

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.
¹Capacity project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at the Adobe Road Interchange and ends at Nine Mile Hill Interchange. Travel on this section of the corridor is a mixture of regional, interregional trips, and goods movement (five-axle trucks over 16% AADT). There are two urban interchanges at North Red Bluff Overcrossing and Wilcox Road and two rural interchanges at Jellys Ferry Road and Nine Mile Hill Overcrossing. This segment provides access to the City of Red Bluff. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. There is a climbing lane from R22.5/R24.5. Eight structures exist in this segment. The Herbert S. Miles Roadside Rest Area (PM R33.431) is located in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 36, Jellys Ferry Rd/Balls Ferry Rd, and McCoy Rd /Hooker Creek Rd

Significant Land Uses

Northeast of Adobe Road is low/mid-density housing. This area also contains William B. Ide State Historic Park. The rural community of Bend lies to east off of Jellys Ferry Road. Access to Sacramento River is available east of the I-5. Another prevalent land use is valley floor agricultural for grazing land. The potential for growth is significant as more subdivisions build off of these rural interchanges. The next phase of the Rolling Hills project is proposed at Jellys Ferry Road, consisting of a plan of 80 residential dwelling units and local and regional commercial land uses.

Traffic Projections

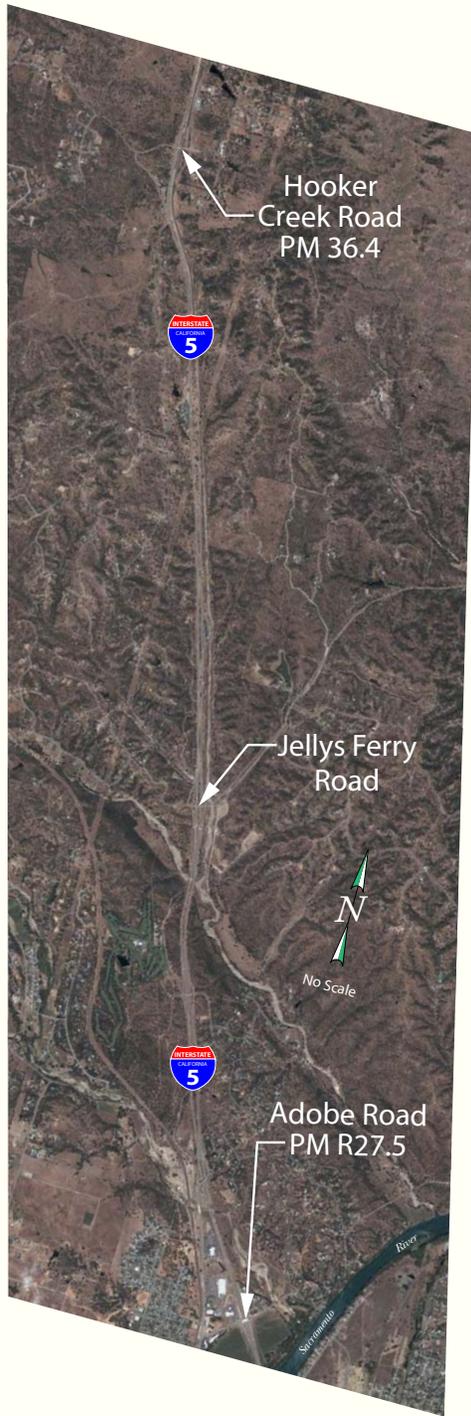
Tehama County Transportation Commission does not have a travel demand model. Traffic projections were developed using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation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

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2020. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

The Sacramento River runs parallel to the segment. Uphill grade in the northbound direction. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



Segment 10
Tehama County
PM R27.5/36.4 NB



**I-5 Project Sheet
Segment 10 NB-Adobe Road to Nine Mile Hill (Tehama PM R27.5/36.4)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

Wilcox Truck Climbing Lane	Mobility Improvements	TEH R28.0/R32.3	2006	SHOPP	\$7,000,000	Caltrans
Construct northbound truck climbing lane.						
Nine Mile Hill Median Lane	Operational Improvements	TEH 35.1/37.1	2005	SHOPP	\$5,100,000	Caltrans
Construct northbound median lane.						

In-Progress

Dibble Creek 08-0028L/R & Elder Creek Bridges 08-0084L/R	Bridge Restoration	TEH R16.9 & R28.2	2008	SHOPP	\$3,080,000	Caltrans
Rehabilitate bridge (scour).						

Future

Expand TMS	Transportation Management Systems	Various locations	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Variou locations.						
Expansion	Capacity	TEH R27.5/36.4	TBD	TBD	See Figure 3 pages 44-45	TBD
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH010SB	Length Miles: 8.9
Location Nine Mile Hill to Adobe Road Overcrossing-SB		Directional: Yes. SB.	
PM Limit 36.4 / R27.5	Exit #'s: 657, 656, 653, 652, 651, 650		

<u>System Designations</u>	<u>Facility Concept</u>
<p>Functional Classification: Principal Arterial/Interstate</p> <p>Other Classifications: National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial</p> <p>Bicycle Status: Allowed</p>	<p>Present: Four-lane freeway</p> <p>Twenty-Year: Six-lane freeway</p> <p>Long Range: Eight-lane freeway</p> <p style="text-align: center;"><u>Future Design Concept</u></p> <p>Design Speed: 70-80 mph</p> <p>Clear Recovery: 30 ft</p> <p>Typical Section: 6 lane. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p style="text-align: center;"><u>Concept LOS</u></p> <p style="text-align: center;">C/D</p>

<u>Current Highway Information</u>			
Peak Hour Factor: 0.92	Climbing Lane (s): No		
Number of Lanes: 4	Lane Width: 12 ft		
Terrain: Level	In/Outside Shoulder: 2 ft/10 ft		
Grade: N/A	Posted Speed: 70 mph		
Percent Trucks: 18%	Median Barrier: Yes		
Percent RVs: 2%	Median Width: 60-99 ft		
K factor: 0.10	Median Type: Unpaved, Separate Structures; Separate Grades		
Interchange Density: 0.7			
Directional Split: 55% (South)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	22600	2300	19.3	C	
2010	25100	2600	21.6	C	
2015	28400	2900	24.7	C	
2020	32500	3300	29.5	D	
2025	37500	3800	38.2	E	C
2030	43100	4300	>45	F	D

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

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

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at Nine Mile Overcrossing and ends Adobe Road. This section of the corridor is a mixture of regional, interregional trips, and goods movement (five-axle trucks over 16% AADT). The freeway contains two urban interchanges at North Red Bluff Overcrossing and Wilcox Road and two rural interchanges at Jellys Ferry Road and Nine Mile Hill Overcrossing. This segment provides access to the City of Red Bluff. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. Eight structures exist in this segment. The Herbert S. Miles Roadside Rest Area (PM R33.431) is located in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 36, Jellys Ferry Rd/Balls Ferry Rd, and McCoy Rd /Hooker Creek Rd

Significant Land Uses

Southwest of Adobe Road is multi- and single-family housing. Most of the single family housing on is larger five-acre parcels. To the west of the interstate is a 18-hole golf course. The connection to SR 36 to the west allows for access to the freeway from additional housing subdivisions. Another prevalent land use in valley floor agricultural used for grazing land. The potential for growth is significant as more subdivisions build near these rural interchanges.

Traffic Projections

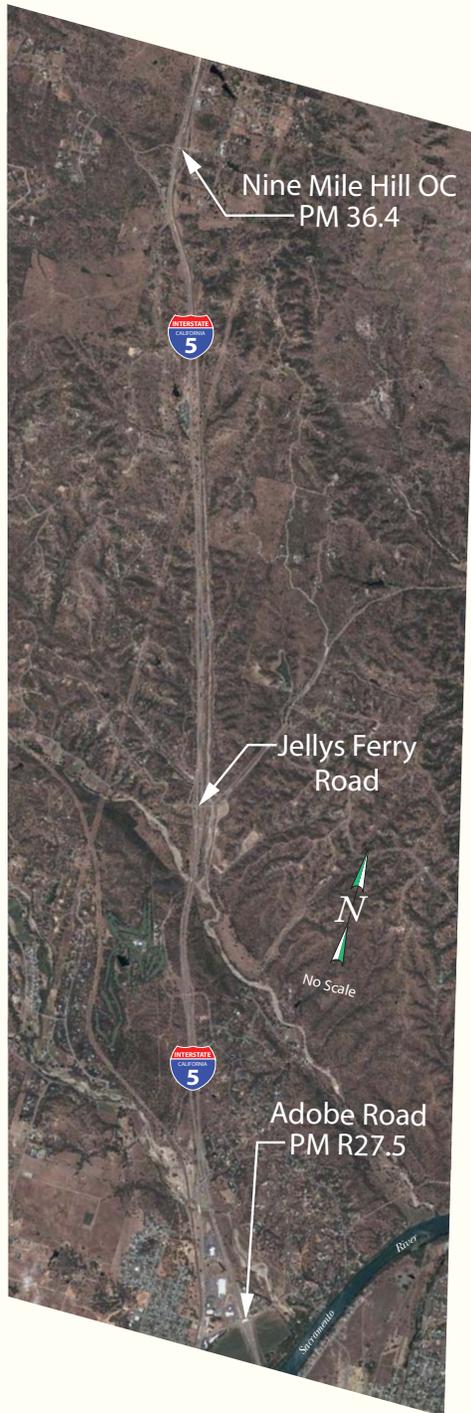
Tehama County Transportation Commission does not have a travel demand model. Traffic projections were developed using a qualitative assessment. Factors considered during the assessment: historical traffic and truck volumes, population and demographics, Census Data, General Plans, Regional Transportation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

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2020. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

The Sacramento River runs parallel to the segment. Downhill grade in the southbound direction. Structures shoulders and inside shoulders do not meet current standard for shoulder width..



Segment 10
Tehama County
PM 36.4/R27.5 SB



**I-5 Project Sheet
Segment 10 SB-Nine Mile Hill to Adobe Road (Tehama PM 36.4/R27.5)**

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

In-Progress

Dibble Creek 08-0028L/R & Elder Creek Bridges 08-0084L/R	Bridge Restoration	TEH R16.9 & R28.2	2008	SHOPP	\$3,080,000	Caltrans
Rehabilitate bridge (scour).						

Future

Expand TMS	Transportation Management Systems	Various locations	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Variou locations.						
Expansion	Capacity	TEH 36.4/R27.5	TBD	TBD	See Figure 3 pages 44-45	TBD
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

<u>General Information</u>			
County: Tehama	Route 5	Segment #: 005TEH011	Length Miles: 5.7
Location Nine Mile Hill Overcrossing to Tehama/Shasta County Line		Directional: No	
PM Limit 36.4 / 42.1	Exit #'s: 657, 659		

<u>System Designations</u>	<u>Facility Concept</u>
<p>Functional Classification: Principal Arterial/Interstate</p> <p>Other Classifications: National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial</p> <p>Bicycle Status: Allowed</p>	<p>Present: Four-lane freeway</p> <p>Twenty-Year: Six-lane freeway</p> <p>Long Range: Eight-lane freeway</p> <p><u>Future Design Concept</u></p> <p>Design Speed: 70-80 mph</p> <p>Clear Recovery: 30 ft</p> <p>Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder</p> <p><u>Concept LOS</u></p> <p>C/D</p>

<u>Current Highway Information</u>			
Peak Hour Factor: 0.92	Climbing Lane (s): Yes. 35.1/37.2 NB		
Number of Lanes: 4			
Terrain: Rolling	Lane Width: 12 ft		
Grade: N/A	In/Outside Shoulder: 2 ft/10 ft		
Percent Trucks: 17%	Posted Speed: 70 mph		
Percent RVs: 2%	Median Barrier: Yes		
K factor: 0.10	Median Width: 76-84 ft		
Interchange Density: 0.3	Median Type: Unpaved; Separate Structures		
Directional Split: 57% (North pm)			

Year	AADT	Peak Hour	Density	LOS	Improved LOS ¹
2005	42000	4200	22.0	C	
2010	46700	4700	24.1	C	
2015	52600	5300	26.0	C	
2020	60000	6000	38.7	D	
2025	69200	6900	40.9	E	C
2030	79300	7900	42.3	E	D

¹Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at Nine Mile Overcrossing and ends at the Tehama/Shasta County line on the Cottonwood Creek Bridge. Travel on this section of the corridor is a mixture of regional, interregional trips, and goods movement (five-axle trucks over 16% AADT). There are two rural interchanges at Sunset Hills Drive and Bowman Road. This segment has a truck scale on both the northbound (PM 40.8) and southbound (PM 40.8) sides of the freeway. The Cottonwood Weigh Station in the northbound direction monitors trucks daily with a modern facility. In the southbound direction, there is a proposal to construct new scales because this station cannot accommodate a large number of trucks. The segment runs through the community of Cottonwood. Currently, the segment consists of a paved four-lane freeway with twelve-foot lanes, ten-foot paved outside shoulders, and two-foot paved inside shoulders. There are climbing lanes in both the northbound (PM R35.1/37.2) and southbound (PM 39.39/37.2) directions. Four structures exist in this segment. The Cottonwood Park and Ride Lot (PM 41.50) is located in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 36, Jellys Ferry Rd/Balls Ferry Rd, and McCoy Rd /Hooker Creek Rd

Significant Land Uses

Traditional agricultural and rural residential areas are experiencing residential and commercial development pressure. Numerous large master-planned communities and developments are proposed within this segment. Proposed projects in this area include the Del Webb community of Sun City Tehama (approximately 3,300 new dwelling units and commercial); the Sunset Hills project, (800 residential dwelling units); the Lake California planned community (2,500 planned residential units and various support commercial uses); and the Morgan Ranch project (3,950 residential units and 200,000 square feet of retail commercial).

Traffic Projections

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

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2020. Expand freeway to six lanes. Reconstruct Sunset Hills Drive interchange. Improve traffic operations through ITS.

General Issues

The Sacramento River runs parallel to the segment. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



*Segment 11
Tehama County
PM 36.4/42.1*



I-5 Project Sheet
Segment 11-Nine Mile Hill to Tehama/Shasta County Line (Tehama PM 36.4/42.1)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

Nine Mile Hill Median Lane	Operational Improvements	TEH 32.2/41.5	2005	SHOPP	\$5,100,000	Caltrans
Construct northbound median lane.						

In-Progress

NB Cottonwood Facility	Weigh Stations & Weigh-in-Motion Facilities	TEH 40.6	2009	SHOPP	\$1,246,000	Caltrans
Replace weigh-in-motion and repair concrete slab.						

Future

Expand TMS	Transportation Management Systems	Various locations	2011	Ten-Year SHOPP	\$9,600,000	Caltrans
Enhance traffic operations through ITS-Various locations.						
Expansion	Capacity	TEH 36.4/42.1	TBD	TBD	See Figure 3 pages 44-45	TBD
Expand freeway to six lanes.						