

## **Project Description:**

This project proposes to replace the Sacramento River (Antlers) Bridge on Interstate 5 in Shasta County over the Sacramento River arm of Shasta Lake near the community of Lakehead. The new structure will be a 1942 foot long, 104 feet wide five span concrete bridge. This challenging structure will be constructed on a new parallel alignment slightly east of the existing bridge. In addition, a 0.4 mile long section of highway south of the bridge will be realigned and the existing 1330 foot long concrete decked, steel truss structure will be demolished and removed. Traffic will remain on the existing bridge during construction.

The project has been awarded to Tutor Saliba of Sylmar and is awaiting final approval. Construction is currently anticipated to begin in mid October this year with completion in five years

**Construction Costs: \$125 million**

## **Purpose and Need:**

The purpose of the project is to provide a new highway crossing at the Sacramento River arm of Shasta Lake and to reduce the accident rate on the section of I-5 immediately south of the bridge.

The Antlers Bridge was built in 1941 by the Bureau of Reclamation. In 1967, the bridge was widened to accommodate increasing traffic volumes. The bridge has exceeded its design life and exhibits significant characteristics of aging. During past inspections, Caltrans bridge maintenance staff identified some weaknesses in the bridge and, during the winter of 2003, a hole approximately one foot in diameter developed in the concrete bridge deck. It was determined at that time that the concrete deck was deteriorating and an emergency project replaced the deck in 2004. The aging bridge and high traffic volumes using the structure has resulted in a proposal for a project to construct a new structure parallel to the existing bridge with construction currently anticipated to begin in mid-October with completion in five years.

Antlers Bridge is a key element of the I-5 corridor, located in an area where detours can cause considerable delays. Projected increases in future traffic volumes will increase the demand on the structure as the level of service (LOS) progressively decreases. Failure to implement a scheduled, planned replacement could result in future detours due to deficiencies of this structure.

In addition to the bridge deficiencies, the section of highway immediately south of the bridge includes a series of curves on a six percent grade. The accident rate on this section of highway is higher than average for similar highway segments statewide.