

# 299/44/36/395 Focus Route Corridor Management Plan “North State Connector”

June 2008

California Department of Transportation  
District 2



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# 299/44/36/395 Focus Route Corridor Management Plan (CMP) “North State Connector”

June 2008

California Department of Transportation  
District 2

## Planning for the Future

*This CMP was prepared in response to The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006. The CMP emphasizes cross-jurisdictional management, managing the corridor as a whole through coordination with all agencies. The document identifies a shared vision and common values that nurture economic growth by meeting long-term capacity needs, while maintaining balance with quality of life. It suggests management of major local arterials in coordination with the State highway system to achieve maximum mobility along the corridor.*

*This CMP is a “living” document and will be updated periodically to include the changing concerns and needs of partner agencies. This version relies heavily on existing General Plans, Regional Transportation Plans and other documents generated by State, regional and local governments. It represents a compilation of these prior plans and studies into a single focused corridor concept. As underlying plans and studies are updated, the CMP will be revised as appropriate. This CMP is also intended to serve as a resource for partner agencies to consider when updating their plans and documents. This document will be considered for project selection in coordination with regional agencies.*

*The benefits of an adopted CMP include:*

- *Identifying, prioritizing, and addressing the greatest needs within the corridor.*
- *Protecting infrastructure investments as they occur.*
- *Logical sequencing of projects.*
- *Efficient use of available funding.*
- *Better position the District and its partner agencies for future funding opportunities available through the Governors “Strategic Growth Plan.”*

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### **Additional Information**

For additional information on the I-5 Transportation Concept Report contact:

California Department of Transportation-District 2  
Office of System Planning

Physical Address:  
1657 Riverside Drive, Redding, CA 96001  
(530) 225-3013

Mailing Address:  
P.O. Box 496073, Redding, CA 96049-6073

Internet Site:  
[http://www.dot.ca.gov/dist2/planning/concept\\_rpts.htm](http://www.dot.ca.gov/dist2/planning/concept_rpts.htm)

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Attn: Equal Employment Opportunity Officer  
P.O. Box 496073  
1657 Riverside Drive  
Redding, CA 96001  
(530) 225-3425 Voice, (530) 225-2019 TTY

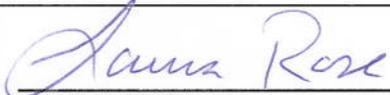
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**REPORT SIGNATURE SHEET (Page 1)**

299-44-36-395 Corridor Management Plan

PREPARED BY:

  
\_\_\_\_\_  
**LAURA ROSE**  
Transportation Planner  
Caltrans, District 2, Office of System Planning

7-14-2008  
\_\_\_\_\_  
Date

SUBMITTED FOR APPROVAL BY:

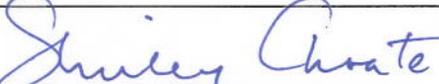
  
\_\_\_\_\_  
**SCOTT WHITE**  
Chief, Office of System Planning  
Caltrans, District 2

7/14/08  
\_\_\_\_\_  
Date

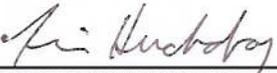
APPROVAL RECOMMENDED BY:

  
\_\_\_\_\_  
**ED LAMKIN, P.E.**  
Deputy District Director, Office of Maintenance and Operations  
Caltrans, District 2

7-14-2008  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
**SHIRLEY CHOATE, P.E.**  
Deputy District Director, Office of Program and Project Management  
Caltrans, District 2

7/14/08  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
**TIM HUCKABAY, P.E.**  
Deputy District Director, Office of Planning and Local Assistance  
Caltrans, District 2

7-14-08  
\_\_\_\_\_  
Date

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**REPORT SIGNATURE SHEET (page 2)**

299-44-36-395 Corridor Management Plan

**APPROVED BY:**

*Brian Crane*  
\_\_\_\_\_  
BRIAN CRANE, P.E.  
District Director  
Caltrans, District 2

*7/13/08*  
\_\_\_\_\_  
Date

**CONCURRENCE BY:**

*Susan Price*  
\_\_\_\_\_  
SUSAN PRICE  
Executive Secretary  
Trinity County Transportation Commission

*2-6-08*  
\_\_\_\_\_  
Date

*Dan Little*  
\_\_\_\_\_  
DAN LITTLE, AICP  
Executive Director  
Shasta County Regional Transportation Planning Agency

*5-20-08*  
\_\_\_\_\_  
Date

*Larry D. Miller*  
\_\_\_\_\_  
LARRY MILLAR  
Executive Secretary  
Lassen County Transportation Commission

*2-22-08*  
\_\_\_\_\_  
Date

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**BOARD OF SUPERVISORS**

**COUNTY OF TRINITY, STATE OF CALIFORNIA**

**5<sup>th</sup> DAY OF February, 2008**

**RESOLUTION NO. 2008-007 (T)**

**RESOLUTION CONCURRING WITH THE CORRIDOR MANAGEMENT PLAN  
FOR STATE ROUTE 299/44/36/U.S. 395 FROM ARCATA TO RENO, NEVADA**

The following Resolution is now offered and read:

**WHEREAS**, the Trinity County Transportation Commission serving as the Regional Transportation Planning Agency for Trinity County and is responsible for regional transportation planning, which includes the functional relationship between the local road system and State highway system; and

**WHEREAS**, the California Department of Transportation, District 2 (District) is responsible for the planning, construction and operation of the State Highway system, which includes the functional relationship between the State highway system and local road system;

**WHEREAS**, District 2 in cooperation with the Trinity County Transportation Commission has prepared a Corridor Management Plan (CMP) for the State Route 299/44/36/U.S. 395 corridor from Eureka to Reno, Nevada; and

**WHEREAS**, the CMP sets forth a conceptual plan for the development, operation and management of the corridor for the next twenty years; and

**WHEREAS**, the CMP identifies management, operational and improvement strategies that will be necessary to maintain desired operating conditions/level of service over the twenty year planning horizon; and

**WHEREAS**, the CMP provides a framework for coordinated planning and funding decisions between the District and its local and regional partners; and

**WHEREAS**, completion and implementation of the CMP will better position the District and its partner agencies for future funding opportunities associated with the Governor's Strategic Growth Plan.

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** by the Trinity County Transportation Commission that the Corridor Management Plan presents a balanced and logical concept for the development and operation of the State Route 299/36/44/U.S. 395 corridor over the next twenty years.

**BE IT FURTHER RESOLVED AND ORDERED** by the Trinity County Transportation Commission that the State Route 299/36/44/U.S. 395 Corridor Management Plan should be considered during preparation of the Regional Transportation Plan, Regional Transportation Improvement Program and Interregional Transportation Improvement Program.

Upon motion of Supervisor Reiss seconded by Supervisor Pflueger, and on the following vote, to-wit:

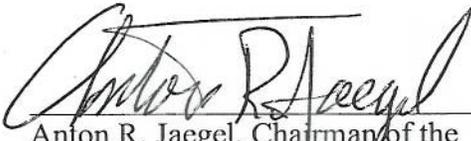
**AYES:** Supervisors Pflueger, Reiss, Morris, Freeman and Jaegel

**NOES:**

**ABSENT:**

**ABSTAINING:**

The foregoing resolution is hereby adopted:

  
Anton R. Jaegel, Chairman of the  
Board of Supervisors, Acting as the  
Transportation Commission, County  
of Trinity, State of California

**ATTEST:**

  
Wendy G. Tyler  
Clerk of the Board of Supervisors,  
County of Trinity, State of California

**APPROVED AS TO FORM AND LEGAL EFFECT:**

  
Jeanette Palla, County Counsel,  
County of Trinity, State of California

Dated: 2/13/08  
Planning/jaj

The foregoing is a correct copy of the  
original instrument on file in this office.

**Attest: WENDY G. TYLER**  
Clerk of the Board of Supervisors of  
the County of Trinity, State of  
California.

By:   
Deputy

**RESOLUTION NO. 07-10**

**RESOLUTION OF THE SHASTA COUNTY  
REGIONAL TRANSPORTATION PLANNING AGENCY CONCURRING WITH THE  
299/44/36/395 FOCUS ROUTE CORRIDOR MANAGEMENT PLAN**

WHEREAS, the Shasta County Regional Transportation Planning Agency is responsible for regional transportation planning, which includes the functional relationship between the local road system and State highway system; and

WHEREAS, the California Department of Transportation, District 2 (District) is responsible for the planning, construction, and operation of the state highway system, which includes the functional relationship between the state highway system and local road system; and

WHEREAS, the District, in cooperation with the Shasta County Regional Transportation Planning Agency, has prepared a 299/44/36/395 Focus Route Corridor Management Plan (CMP) from Arcata to Reno, Nevada; and

WHEREAS, the CMP sets forth a conceptual plan for the development, operation, and management of the corridor for the next twenty years; and

WHEREAS, the CMP identifies management, operational, and improvement strategies that will be necessary to maintain desired operating conditions and level of service over the 20-year planning horizon; and

WHEREAS, the CMP provides a framework for coordinated planning and funding decisions between the District and its local and regional partners; and

WHEREAS, completion and implementation of the CMP will better position the District and its partner agencies for future funding opportunities associated with the Governor's Strategic Growth Plan.

NOW, THEREFORE, BE IT RESOLVED by the Shasta County Regional Transportation Planning Agency that:

- (1) The CMP presents a balanced and logical concept for the development and operation of the State Route 299/36/44/U.S. 395 corridor over the next twenty years.
- (2) The CMP should be considered during preparation of the Regional Transportation Plan, Regional Transportation Improvement Program, State Highway Operations and Protection Program and Interregional Transportation Improvement Program.
- (3) The Executive Director is hereby authorized to sign the "Concurrence" block on the signature sheet for the 299/36/44/395 Focus Route Corridor Management Plan.

PASSED AND ADOPTED this 18th day of December, 2007, by the Shasta County Regional Transportation Planning Agency.

  
\_\_\_\_\_  
Norma Connick, Chair  
Shasta County Regional  
Transportation Planning Agency

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LASSEN COUNTY TRANSPORTATION COMMISSION  
Resolution 08-01  
Concurring with the Corridor Management Plan  
for State Route 299/44/36/U.S. 395 From Eureka to Reno, Nevada

WHEREAS, the Lassen County Transportation Commission serving as the Regional Transportation Planning Agency for Lassen County and is responsible for regional transportation planning, which includes the functional relationship between the local road system and State highway system; and

WHEREAS, the California Department of Transportation, District 2 (District) is responsible for the planning, construction and operation of the State Highway system, which includes the functional relationship between the State highway system and local road system;

WHEREAS, District 2 in cooperation with the Lassen County Transportation Commission has prepared a Corridor Management Plan (CMP) for the State Route 299/44/36/U.S. 395 corridor from Eureka to Reno, Nevada; and

WHEREAS, the CMP sets forth a conceptual plan for the development, operation and management of the corridor for the next twenty years; and

WHEREAS, the CMP identifies management, operational and improvement strategies that will be necessary to maintain desired operating conditions/level of service over the twenty year planning horizon; and

WHEREAS, the CMP provides a framework for coordinated planning and funding decisions between the District and its local and regional partners; and

WHEREAS, completion and implementation of the CMP will better position the District and its partner agencies for future funding opportunities associated with the Governor's Strategic Growth Plan; and

WHEREAS, the District and the Lassen County Transportation Commission recognize that improvements to this corridor may have significant impacts to the Town Hill section of SR 36.

NOW, THEREFORE, BE IT RESOLVED by the Lassen County Transportation Commission that the Corridor Management Plan presents a balanced and logical concept for the development and operation of the State Route 299/36/44/U.S. 395 corridor over the next twenty years.

BE IT FURTHER RESOLVED by the Lassen County Transportation Commission that the State Route 299/36/44/U.S. 395 Corridor Management Plan should be considered during preparation of the Regional Transportation Plan, Regional Transportation Improvement Program and Interregional Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Executive Secretary of the LCTC is hereby authorized

LASSEN COUNTY TRANSPORTATION COMMISSION  
Resolution 08-01

to sign the State Route 89 299/36/44/U.S. 395 Corridor Management Plan.

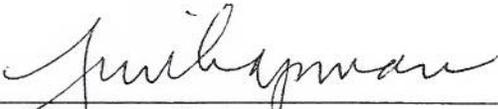
The foregoing resolution was passed and adopted at the January 14, 2008 meeting of the Lassen County Transportation Commission by the following vote:

AYES: CHAPMAN, BONHAM, DAHLE, SAYERS, HANSON

NOES: NONE

ABSTAINED: NONE

ABSENT: TEMPLETON

  
\_\_\_\_\_  
Jim Chapman, Chairman  
Lassen County Transportation Commission

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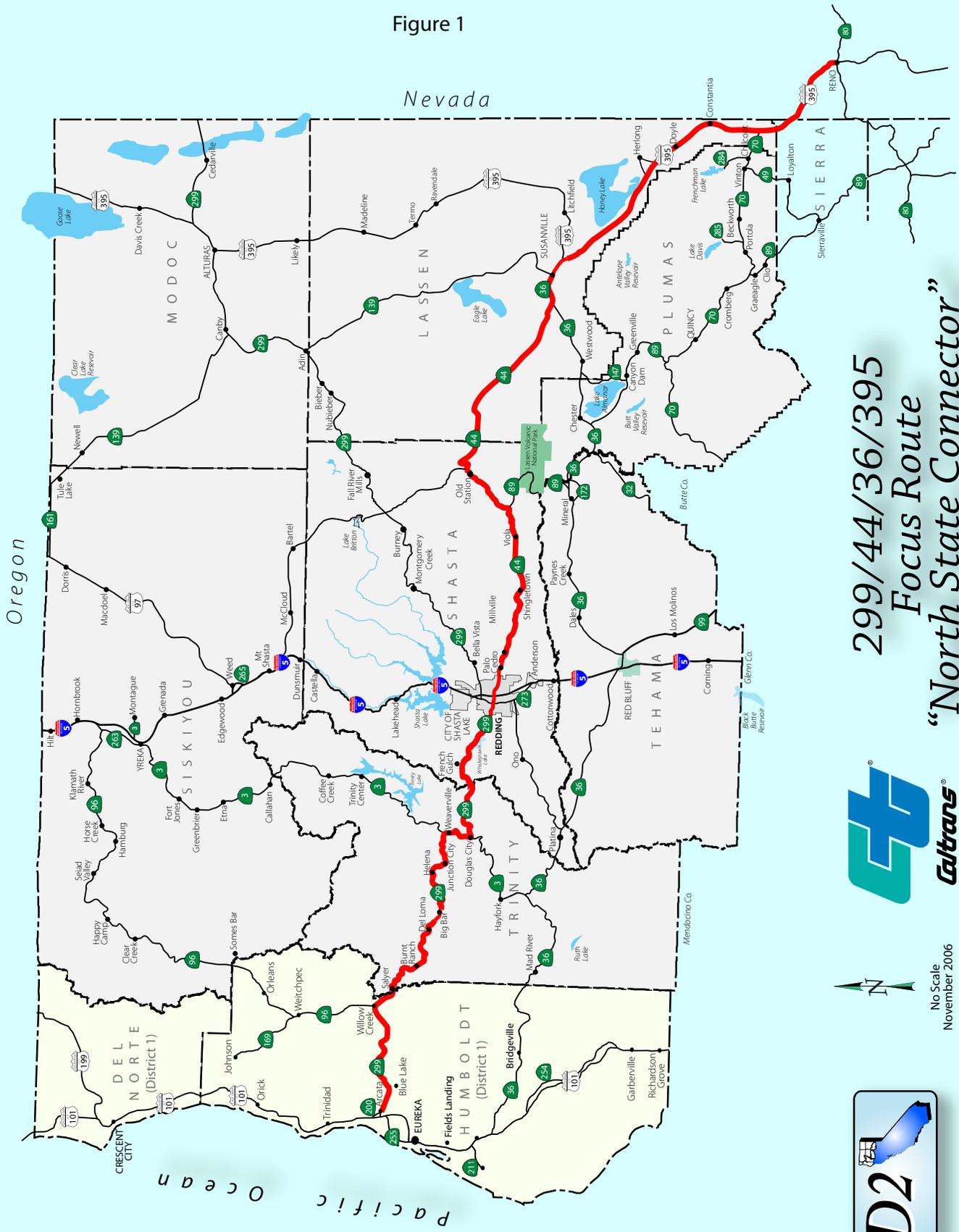
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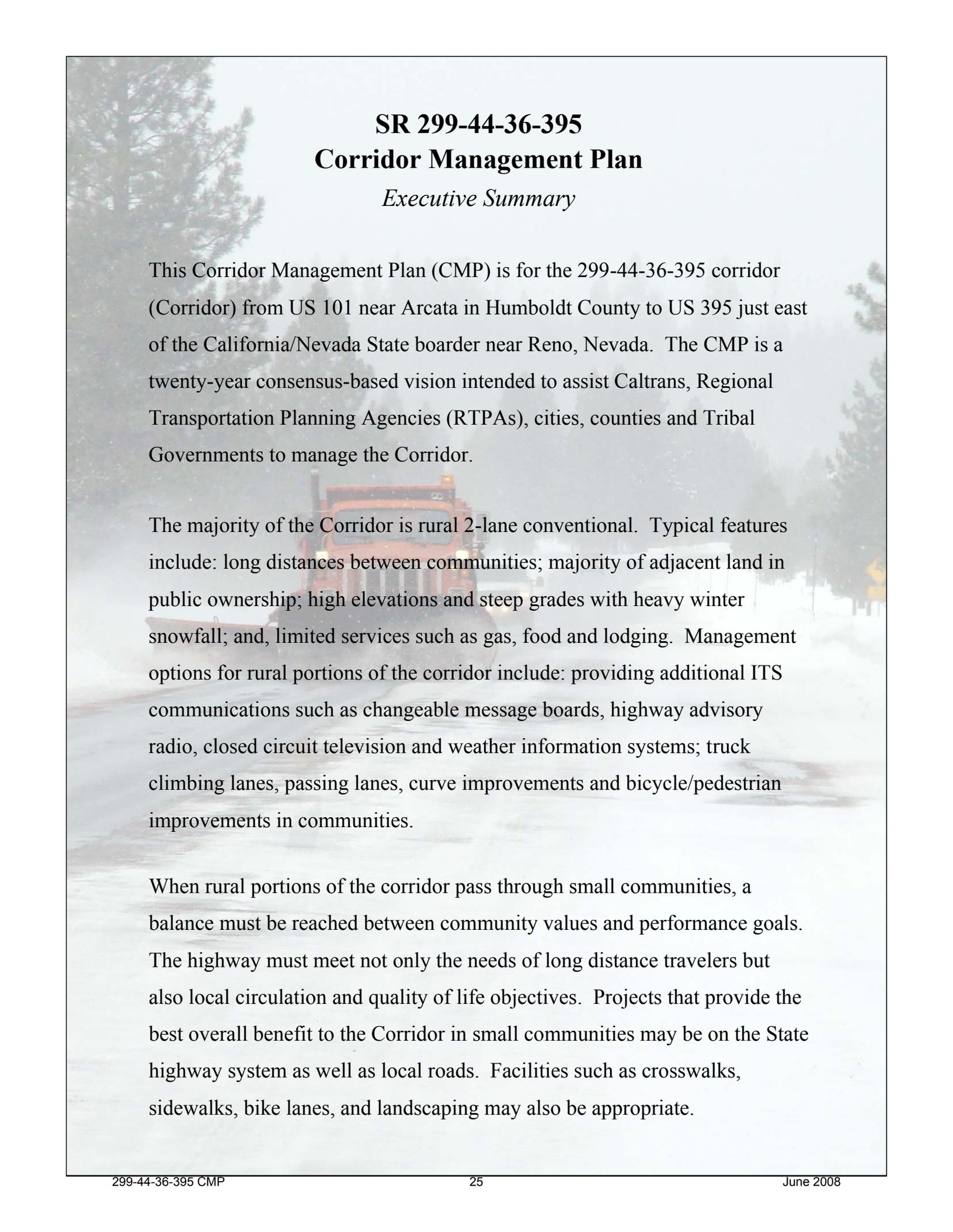
299/44/36/395  
Focus Route  
"North State Connector"



No Scale  
November 2006



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# SR 299-44-36-395 Corridor Management Plan

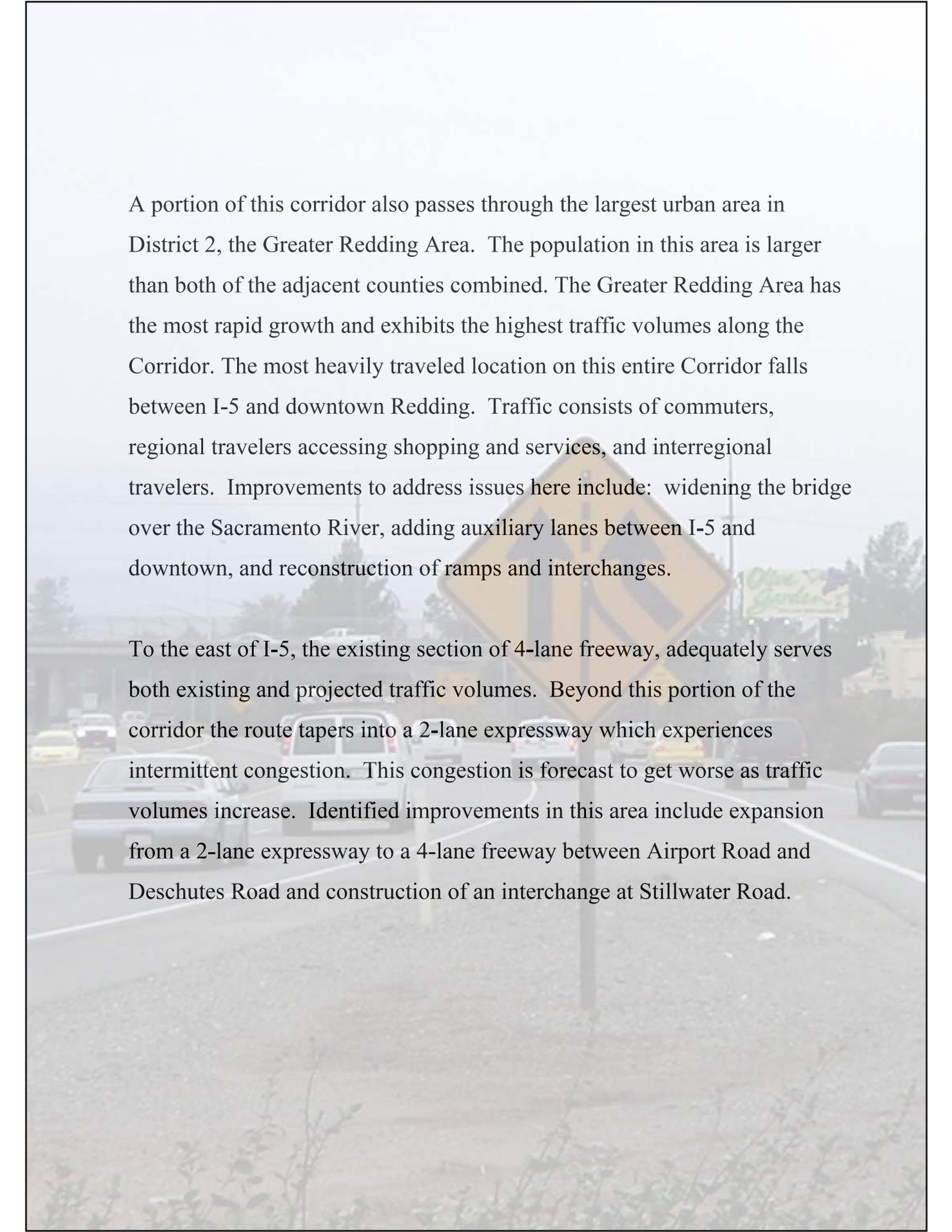
## *Executive Summary*

This Corridor Management Plan (CMP) is for the 299-44-36-395 corridor (Corridor) from US 101 near Arcata in Humboldt County to US 395 just east of the California/Nevada State boarder near Reno, Nevada. The CMP is a twenty-year consensus-based vision intended to assist Caltrans, Regional Transportation Planning Agencies (RTPAs), cities, counties and Tribal Governments to manage the Corridor.

The majority of the Corridor is rural 2-lane conventional. Typical features include: long distances between communities; majority of adjacent land in public ownership; high elevations and steep grades with heavy winter snowfall; and, limited services such as gas, food and lodging. Management options for rural portions of the corridor include: providing additional ITS communications such as changeable message boards, highway advisory radio, closed circuit television and weather information systems; truck climbing lanes, passing lanes, curve improvements and bicycle/pedestrian improvements in communities.

When rural portions of the corridor pass through small communities, a balance must be reached between community values and performance goals. The highway must meet not only the needs of long distance travelers but also local circulation and quality of life objectives. Projects that provide the best overall benefit to the Corridor in small communities may be on the State highway system as well as local roads. Facilities such as crosswalks, sidewalks, bike lanes, and landscaping may also be appropriate.

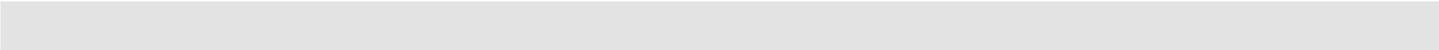
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A portion of this corridor also passes through the largest urban area in District 2, the Greater Redding Area. The population in this area is larger than both of the adjacent counties combined. The Greater Redding Area has the most rapid growth and exhibits the highest traffic volumes along the Corridor. The most heavily traveled location on this entire Corridor falls between I-5 and downtown Redding. Traffic consists of commuters, regional travelers accessing shopping and services, and interregional travelers. Improvements to address issues here include: widening the bridge over the Sacramento River, adding auxiliary lanes between I-5 and downtown, and reconstruction of ramps and interchanges.

To the east of I-5, the existing section of 4-lane freeway, adequately serves both existing and projected traffic volumes. Beyond this portion of the corridor the route tapers into a 2-lane expressway which experiences intermittent congestion. This congestion is forecast to get worse as traffic volumes increase. Identified improvements in this area include expansion from a 2-lane expressway to a 4-lane freeway between Airport Road and Deschutes Road and construction of an interchange at Stillwater Road.

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# The Corridor

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## Corridor Definition

The Transportation Research Board offers the following definition of corridor:

“Broadly defined, a corridor generally refers to a geographic area that accommodates travel or potential travel. Normally, a corridor is considered to be a ‘travel shed,’ an area where trips tend to cluster in a general linear pattern, with feeder routes linking to trunk lines that carry longer distance trips in a metropolitan area.” (Reference: Transportation Research Board, National Research Council: NCHRP Report 435, “Guidebook for Transportation Corridor Studies: A Process for Effective Decision-Making,” Washington, D.C., 1999.)



SR 44 in Redding- Bridge over Sacramento River

## Intent of Corridor Management Plan (CMP)

The intent of a CMP is to provide one unified concept for managing, operating, improving, and preserving a corridor across all modes and jurisdictions for highest productivity, mobility, reliability, accessibility, and

safety outcomes. **Appendix A** lists stakeholders that have a vested interest or influence on projects for this corridor, while **Appendix B** provides information regarding Tribal Governments.

## Corridor Description and Location

The 299/44/36/395 corridor (Corridor) is a principal arterial, part of both the Interregional Road System (IRRS) and National Highway System (NHS), and portions are included in the California freeway and expressway system. This focus route is a series of joined portions of routes that constitute a major logical transportation corridor. The corridor is identified as a Focus Route in the 1998 Interregional Transportation Strategic Plan. It is the northern most significant east-west rural corridor in the state connecting the Pacific Ocean in the west to the state of Nevada to the east. **Figure 1** on page 1, depicts the Corridor.

The Corridor crosses through Humboldt County in Caltrans District 1; Trinity, Shasta, Lassen and Sierra counties in Caltrans District 2; and ends near Reno in the State of Nevada (see **Appendix C** for county information). The route passes through four incorporated cities (Arcata, Blue Lake, Redding, Susanville) and numerous small communities.

Intersecting routes include: US 101, SR 200, 96, 3, 273, 5, 89, 139, and 70.

This east-west Focus Route passes through a diverse range of climates and topography as it winds its way east. The elevation near the Pacific Ocean is close to sea level, the corridor then crosses over the coastal range, winds along the Trinity River, cuts across the north end of the Sacramento Valley, traverses over the Sierra Nevada Range and then passes through the high deserts of north-eastern California and Nevada. The corridor crosses five mountain passes: Lord Ellis Summit (elevation 2,260 ft), Berry Summit (elev. 2,871 ft), Oregon Mountain (elev. 2,888 ft), Buckhorn Summit (elev. 3,215 ft.) and Eskimo Hill (elev. 5,926 ft). The passes and higher elevations along the corridor are prone to winter snows. **Table 1** provides the length of the corridor. **Table 2** provides the Post Mile limits.

| <b>Table 1<br/>Length of 299/44/36/395 corridor</b>  |              |               |
|--|--------------|---------------|
| <b>County</b>  | <b>Route</b> | <b>Miles</b>  |
| Humboldt   | 299          | 42.06         |
| Trinity  | 299          | 72.13         |
| Shasta   | 299          | 24.06         |
| Shasta   | 44           | 69.48         |
| Lassen   | 44           | 37.25         |
| Lassen   | 36           | 10.16         |
| Lassen   | 395          | 61.10         |
| Sierra   | 395          | 3.18          |
| State of Nevada  | 395          | 43.04         |
| <b>Corridor Total</b>  |              | <b>362.46</b> |
| Source: California Department of Transportation, Transportation System Information Program |              |               |

| <b>Table 2<br/>County Post Miles</b>   |              |                           |
|--|--------------|---------------------------|
| <b>County</b>  | <b>Route</b> | <b>Post Miles</b>         |
| Humboldt   | 299          | 0.0/43.04                 |
| Trinity  | 299          | 0.0/72.25                 |
| Shasta   | 299          | 0.0/24.09                 |
| Shasta   | 44           | L0.0/L1.81,<br>R0.0/74.14 |
| Lassen   | 44           | 0.0/37.24                 |
| Lassen   | 36           | R19.2/46.48               |
| Lassen   | 395          | 0.0/R61.09                |
| Sierra   | 395          | 0.0/3.18                  |
| State of Nevada  | 395          | 0.0/43.04                 |
| Source: California Department of Transportation, Transportation System Information Program |              |                           |



Buckhorn Grade  
Shasta County SR 299

| <b>Corridor Designations:</b>          |
|--|
| • <b>Focus Route</b>                   |
| • <b>Interstate/Principal Arterial</b> |
| • <b>National Highway System</b>       |
| • <b>Interregional Road System</b>     |
| • <b>National Network</b>              |
| • <b>High Emphasis Route</b>           |
| • <b>Freeway and Expressway System</b> |
| • <b>Intermodal Corridor</b>           |
| • <b>Scenic Byway</b>                  |

## Corridor Function

The 299/44/36/395 corridor provides the only major east-west transportation facility in the north state for interregional movement of people, goods and recreational travel from the Pacific coast of northern California through the Redding urban area, through Susanville and then on to Reno. The corridor links rural communities and small urban areas across northern California and links trucking to the major north-south corridors in northern California – US 101, Interstate 5, and US 395. It also provides access to numerous recreational attractions, including: the Pacific Ocean, the Trinity River (designated Wild and Scenic), Trinity Alps Wilderness Area, Trinity Lake, Whiskeytown National Recreation Area, Weaverville and Old Shasta (both on the National Register of Historic Places), Lake Shasta, Lassen National Volcanic Park, and Eagle Lake. The western portion of the corridor also provides direct access to the Port of Eureka, the only deep-water port north of San Francisco.

## Corridor “Regional” Settings

### West of I-5

The portion of the corridor west of I-5 begins at the City of Arcata and continues to the western city limits of Redding. It begins with flat and rolling terrain near the coast, passes over the coastal range at Lord Ellis and Berry summits, traverses eastward along the Trinity River, passes over Oregon Mountain, through the community of Weaverville, over Buckhorn Summit, and along Whiskeytown Lake to Redding.

This portion of the corridor, which is served by SR 299, a designated National Forest Scenic Byway, provides access to a vast region of over 5000 square miles and links the northern Sacramento valley to the deepwater port in Eureka. The majority of this corridor has generally acceptable operations, with the two exceptions being Weaverville (particularly during the summer months) and Buckhorn (a notoriously narrow, steep and curvilinear section of highway that does not accommodate STAA trucks).



Lord Ellis Grade  
Humboldt County SR 299

### Greater Redding Area

The portion of the corridor passing through the Redding urban area (portions of SR 299 and 44) has the highest volumes in the corridor and experiences recurring traffic congestion during peak volume periods. Redding is the only incorporated city along the corridor with a population in excess of 50,000.

The western-most portion of the corridor within Redding (SR 299) is a four-lane conventional facility with numerous driveways and signalized intersections. The areas’ largest high school and several other schools are located adjacent to this section SR 299 and the western end of SR 44. Together the schools generate substantial traffic, causing congestion and queuing at intersections on weekdays during both morning and early afternoon periods.

The remainder of the corridor through Redding (SR 44) is a four-lane freeway. The freeway begins at the eastern edge of the older downtown area where there are many businesses. SR 44 travels east over the Sacramento River, under Interstate 5 at the central Redding interchange, and on to Airport Road where the freeway ends.

From Airport Road east, the facility is a two-lane conventional highway. Significant development is anticipated in this portion of the corridor, including the Stillwater Business Park and a regional auto mall. Between I-5 and Victor Avenue, SR 44 provides access to Dana Drive and a major retail center.



Redding Urban Area  
Shasta County – SR 44

## Corridor “Regional” Settings (continued)

### East of Redding to Susanville

From Redding to Susanville, the corridor (SR 44, SR 36) is a two-lane conventional highway/expressway. With the exception of the community of Shingletown, development is extremely limited on this portion of the corridor. Traffic volumes are generally low with some seasonal fluctuations due to higher recreational travel in the summer. This segment passes over Eskimo Hill, at nearly 6000 ft., which is the highest elevation on the corridor. Here inclement weather serves as the most dominant challenge, causing significant delays and closures during the winter months.



Near Shasta/ Lassen County Boarder  
SR 44

### Susanville to Reno

This portion (SR 36, US 395) includes the city of Susanville. Through Susanville, SR 36 is a four-lane conventional highway with multiple signalized intersections. Periods of congestion occur in Susanville, related primarily to local schools and higher recreational volumes during the summer. Once past Susanville, the remainder of the corridor passes through high desert interspersed with a few small communities. This portion is a 2-lane conventional highway with passing lanes, which transitions into a 4-lane freeway



Lassen County – US 395

### Corridor Facility Type

Most of the 299/44/36/395 corridor is a two-lane conventional highway/two-lane expressway with intermittent passing lanes. In many of the small communities where it serves as “main street” (including Willow Creek, Weaverville and Shingletown) it is a two-lane conventional highway with a continuous center turn lane and/or channelized turn lanes. The exceptions are in the cities of Arcata (four-lane freeway), Redding (four-lane conventional/four-lane freeway), and Susanville (four-lane conventional). The entire length of the corridor in Nevada is a four-lane expressway/freeway.



Willow Creek  
Humboldt County - SR 299

***Most of the 299/44/36/395 corridor is a two-lane conventional highway/two-lane expressway with intermittent passing lanes, with exceptions in Arcata, Redding, Susanville, and Nevada.***

## Corridor Features

Table 3 below lists a number of designations that apply to all or portions of the corridor. Other information regarding facility classification and supporting features in the corridor is included in appendices D through K.

- Appendix D Highway Type and Lane Geometrics
- Appendix E Existing right-of way.
- Appendix F Park and Ride Facilities.
- Appendix G Rest Areas.
- Appendix H Bicycle Restrictions.
- Appendix I Chain Control Locations.
- Appendix J Maintenance Stations CA/NV
- Appendix K Passing and Truck Climbing Lanes

**Table 3**  
**299-44-36-395 Route Designations**

| Designation  | Humboldt County | Trinity County      | Shasta County  |                | Lassen County  |                |        | Washoe County |
|--|-----------------|---------------------|----------------|----------------|----------------|----------------|--------|---------------|
|  | SR 299          | SR 299              | SR 299         | SR 44          | SR 44          | SR 36          | US 395 | US 395        |
| National Highway System (NHS) <sup>1</sup>                                   | Yes             | Yes                 | Yes            | Yes            | Yes            | Yes            | Yes    | Yes           |
| Strategic Highway Network (STRAHNET) <sup>1</sup>                            | Yes             | Yes                 | Yes            | Yes (Portions) | No             | No             | No     | No            |
| Interregional Road System (IRRS) <sup>1</sup>                                | Yes             | Yes                 | Yes            | Yes            | Yes            | Yes            | Yes    | Yes           |
| High Emphasis Route <sup>1</sup>   | Yes             | Yes                 | Yes            | Yes            | Yes            | Yes            | Yes    | Yes           |
| Surface Transportation Assistance Act (STAA) Network <sup>1</sup>            | No              | No                  | No             | Yes (Portions) | Yes (Portions) | Yes (Portions) | Yes    | Yes           |
| National Network (NN) <sup>1</sup>   | No              | No                  | No             | No             | No             | No             | No     | No            |
| Terminal Access Route <sup>1</sup>   | No              | No                  | No             | Yes (Portions) | Yes (Portions) | Yes            | Yes    | Yes           |
| California Legal <sup>2</sup>  | Yes             | Yes (Portions)      | Yes (Portions) | Yes (Portions) | No             | No             | No     | No            |
| California Legal-Advisory <sup>2</sup>                                       | No              | Yes (Portions)      | Yes (Portions) | Yes (Portions) | No             | No             | No     | No            |
| Interregional Transportation Strategic Plan (ITSP) Focus Routes <sup>2</sup> | Yes             | Yes                 | Yes            | Yes            | Yes            | Yes            | Yes    | Yes           |
| Intermodal Corridor of Economic Significance (ICES) <sup>2</sup>             | No              | No                  | No             | No             | No             | No             | No     | No            |
| Freeway and Expressway System (F&E) <sup>2</sup>                             | Yes (Portions)  | Yes (Portions)      | Yes (Portions) | Yes (Portions) | No             | No             | Yes    | Yes           |
| Lifeline <sup>2</sup>  | No              | No                  | No             | No             | No             | No             | No     | No            |
| Volcanic Legacy All American Road <sup>1</sup>                               | No              | No                  | No             | Yes (Portions) | Yes (Portions) | Yes (Portions) | No     | No            |
| Trinity River Scenic Byway <sup>1</sup>                                      | No              | Eligible (Portions) | No             | No             | No             | No             | No     | No            |
| Trinity Heritage Scenic Byway <sup>1</sup>                                   | No              | Yes (Portions)      | No             | No             | No             | No             | No     | No            |
| Blue Star Memorial Highway <sup>1</sup>                                      | No              | No                  | No             | No             | No             | Yes            | Yes    | Yes           |
| USFS Scenic Byway <sup>1</sup>   | No              | Yes                 | No             | No             | No             | No             | No     | No            |

<sup>1</sup>Federal Designation; <sup>2</sup>State Designation

Source: California Department of Transportation.

## Corridor Major Supporting Routes

Given limited development and topographic constraints, there are few supporting/parallel roadways within close proximity to the 299/44/36/395 corridor.

### The closest alternate east-west corridor:

- SR 36 about 30 miles to the south, beginning at Fortuna, going through Red Bluff to the junction of SR 44 west of Susanville (where the remainder of SR 36 east is part of the Focus Route corridor). East of I-5, SR 36 provides comparable travel speeds to the SR 44 portion of the Focus Route corridor. West of I-5, SR 36 is a less direct connection for east-west travel in Northern California in comparison to SR- 299. The western portion of SR 36 has limited lane and shoulder widths, curvilinear alignment, lower design speed and lack of direct connection to significant population centers.

### The most comparable east-west facility:

- SR 20 is the most comparable route to the 299/44/36/395 corridor in Northern California. SR 20 begins approximately 150 miles to the south of SR 299 on the west and is approximately 100 miles south of the Corridor, where it crosses I-5 at Williams. On the east, SR 20 outlets into I-80, which passes across the CA/NV State boarder approximately 15 miles south of where US 395 crosses the State line.

However:

- SR 20 serves different regions of the State
- SR 20 does not connect directly to the deep-water port in Eureka.
- SR 20 precludes STAA truck access to the north coast of California due to Richardson Grove State Park on US 101.

### In the Greater Redding area:

- SR 273 and Buenaventura Boulevard are north-south intersecting routes that provide some opportunity to move traffic off the corridor. Both routes allow trucks with destinations to the south on I-5 to avoid congested areas in central Redding.
- East Cypress Street parallels SR 44 to the south and provides an alternative for local traffic to travel east west over the Sacramento River and under Interstate 5.
- Lake Boulevard parallels SR 44 to the north and crosses under Interstate 5.

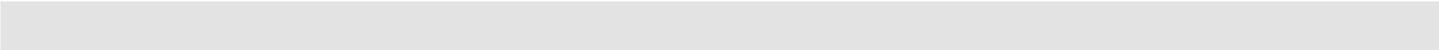
### In Weaverville and Susanville:

- New local parallel arterial routes programmed in the (State Transportation Improvement Program) STIP are intended to divert some local traffic off of the primary corridor. Specific issues and related projects are shown on the segment fact sheets.

### Other alternate routes:

- State Routes 3, 89, 96, and 139 provide access to some east-west travel options north of this corridor, however those options are not as direct and do not have the continuity offered by the 299-44-36-395 east-west corridor.

All of the east-west options near this corridor (except SR 20) still require use of portions of the Focus Route to reach any major destination, involve significantly greater travel times, and experience equal or greater periods of closure during the winter.



# **Corridor Management Strategies**

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## Corridor Management Strategies

### Emphasis Area 1: Strengthen Relationships With Partner Agencies

This corridor serves as a lifeline connector and main street for rural and small urban centers across the north state. It also provides a critical east-west link for movement of goods, services and people in the North State. To meet current and future needs, it is essential that federal, state, regional, and local agencies continue to work together on decisions that may impact operation of the corridor or other infrastructure that may be located in the corridor.

- **Strategy 1:** Use cross-jurisdictional coordination to evaluate operations, identify congested locations, and work with partner agencies to prioritize improvements to ensure that interregional needs are considered in combination with regional needs.
- **Strategy 2:** Collaborate on transportation and land use decisions including development of regional transportation plans, bike plans, general plans and individual development projects. This should include consideration of transportation needs as well as opportunities to address other infrastructure elements (such as utilities).

### Emphasis Area 2: Maintenance

The 299/44/36/395 corridor is designated as Maintenance Service Level 1 (MSL1). MSL 1 routes are given the highest priority for maintenance activities.

Maintenance includes management of storm and incident related events (such as slide control, snow removal, chain control, rock/debris removal, traffic control during vehicle collisions) as well as maintenance projects (such as dig outs, culvert /drainage maintenance, profile grinding, chip and slurry seals, and asphalt concrete overlays) conducted by both CT Maintenance crews and private contractors.

- Strategy 1: Preserve the current MSL1 designation for this corridor to assure the highest level of maintenance.
  - **Appendix L** is a summary of work performed by CT maintenance forces and via maintenance contracts during the last decade.

### Emphasis Area 3: Intelligent Transportation System (ITS)

Intelligent transportation systems (ITS) encompass a broad range of wireless and wire line communications-based information and electronics technologies. These technologies can be used to provide early warning and real time information, improve safety and enhance corridor mobility.

This east-west focus route currently has ITS elements, such as Closed Circuit Television (CCTV) and Roadside Weather Information Systems (RWIS) strategically located in higher elevation to transmit road and weather condition information. In addition, ITS elements are used to provide advanced warning about adverse road conditions or incidents, giving travelers the option to adjust their travel plans. This includes Changeable Message Signs (CMS) and Highway Advisory Radio (HAR). Road and traffic information may also be obtained via the Caltrans website <http://www.dot.ca.gov/hq/roadinfo/> or the Caltrans Highway Information Network-CHIN (1-800-gas-road).

Existing ITS elements are identified in **Appendix M-1** and by location on the pertinent segment fact sheets within this document. **Appendix M-2** shows existing Traffic Count Stations.

## Emphasis Area 3: ITS (continued)

### Future ITS Elements:

- **Strategy 1:** Improve early warning to travelers driving toward remote sections of the corridor by placing CMS in needed urban exit locations to provide opportunities to make travel decisions prior to departing urbanized areas such as Weaverville, Redding, and Susanville.
- **Strategy 2:** Increase ITS availability such as CCTV's, RWIS for select remote/rural segments of the corridor, since many of those areas have: dramatic topographic diversity, severe weather conditions (snow and ice), abundant wildlife, rockslides, or high winds.
- **Strategy 3:** Manage congestion by placing additional Intelligent Traffic Systems elements in the Redding segments experiencing frequent congestion.
- **Strategy 4:** Maintain and active role in all ITS planning (both county, state and multi-state) to promote use of elements compatible with the existing network.
- **Strategy 5:** Incorporate future ITS elements into projects when building in close proximity to suggested future ITS location areas. Coordinate with local and regional plans and agencies during project development to identify opportunities to install similar infrastructure and/or preserve opportunities for future installation.
- **Strategy 6:** Work with partner agencies to obtain funding for stand-alone ITS projects.
  - **Appendices M-3 and M-4** identify the ITS projects proposed by the District to implement the above strategies.



## Emphasis Area 4: Access Management

Access management entails proactive efforts by the state and local agencies to coordinate plans for strategic placement of new access, or manage existing access to improve traffic operations. Points of entry and exit are necessary for business and residential access, but also produce locations for cross traffic and potential conflict between vehicles, bicyclists and pedestrians.

Well-managed and designed access can encourage business investment, improve aesthetics and reduce adverse social, economic and environmental impacts. The benefits of access management may include:

- Improving safety
- Lowering collisions involving pedestrians and cyclists
- Reducing traffic congestion
- Maintain efficiency of mainline operations
- Enhancing the environment by reducing fuel consumption and emissions
- Improving the appearance and quality of the built environment for communities.

Methods to manage access may include:

- Eliminating access points near major intersections.
- Spacing signals uniformly.
- Consolidating access points to reduce frequency and increase spacing (create joint or shared access).
- Use of left and right-turn channelization.
- Implementing non-traversable medians or directional median openings for left turns and u-turns.
- Utilizing continuous two-way left turn lanes.
- Developing local streets and roads that parallel the arterial and serve abutting properties.

Strategies:

- **Strategy 1:** Work with agencies during General Plan development to establish access management policies in the circulation element.
- **Strategy 2:** Consider access management objectives during the Local Development Review (LDR) process.
- **Strategy 3:** Check for consistency with access management objectives during review and approval of encroachment permits.
- **Strategy 4:** Maintain areas of existing access control.
- **Strategy 5:** Undertake access management studies in cooperation with local and regional partners.
- **Strategy 6:** Identify areas where focused access management strategies may have significant operational benefits.
  - **Table 4** lists areas appropriate for focused access management strategies.

| <b>Table 4</b>  |              |                 |               |  |
|---|--------------|-----------------|---------------|--|
| <b>Areas Appropriate for Focused Access Management Strategies</b> |              |                 |               |  |
| <b>County</b>   | <b>Route</b> | <b>Begin PM</b> | <b>End PM</b> | <b>Location Description</b>                  |
| SHA   | 299          | 18.7            | 22.3          | Old Shasta (Red Bluff Road) to Buenaventura  |
| SHA   | 44           | R10.8           | 43.5          | Millville to Viola                           |
| SHA   | 44           | 60.0            | 64.0          | Old Station                                  |
| LAS   | 36           | R19.2           | 24.5          | Junction SR 44/ SR 36 to Bottom of Town Hill |
| LAS   | 36           | 26.3            | 29.4          | East of Susanville*                          |
| LAS   | 395          | R61.0           | R4.6          | Junction US 395 to Hallelujah Junction       |

\* Existing Access Control

## Emphasis Area 5: Capacity Expansion

Caltrans District 2 seeks to implement improvements on the 299/44/36/395 Focus Route when Level Of Service (LOS), is projected to fall below LOS C. This facility concept is commonly referred to as the “C/D Threshold.” A description of LOS is in **Appendix N**.

### ***Concept LOS***

*The facility concept for the 299/44/36/395 Focus Route within Districts 1 and 2 is the C/D threshold.*

- **Strategy 1:** Establish a facility and design concept that balances system needs and constraints.
  - **Focus 1:** Identify locations that need to be expanded.  
Implementation:
    - **Location 1:** SHA 44 PMs R4.2-R10.8 Airport Road to Millville expands from 2-lane expressway to 4-lane freeway.
    - **Location 2:** LAS 36 PM R26.50-US 395 PM R5.20 expands from mixed 2-lane conventional/2-lane expressway to 4-lane expressway
  - **Focus 2:** Establish 4-ft. paved shoulder width as a minimum concept standard for locations with prohibitive constraints.  
Establish 4-ft. paved shoulder width as a minimum concept standard for conventional highway locations with prohibitive constraints. Design standards applicable to the corridor call for 8-ft. shoulders. However, many locations on the route have steep river embankments and extreme slopes that reduce practical opportunities to widen shoulders to 8-ft. Thus, allowance for 4ft shoulders may enhance opportunities to build projects in such locations, rather than having the cost and environmental constraints associated with 8 ft shoulders make projects infeasible. In communities, and some areas in the locations noted below 8 ft shoulders should still be considered.
    - **Location 1:** SR 299 HUM PM R29.13 - PM 43.04
    - **Location 2:** SR 299 TRI PM 0.0 - 72.25
    - **Location 3:** SR 299 SHA PM 0.0 - 14.0
    - **Location 4:** SR 44 SHA PM 43.0 - 71.39
- **Strategy 2:** Identify locations in the Corridor where Level of Service (LOS) will drop below the concept LOS C/D threshold within 20 years.
  - Segments that will drop below Concept LOS by 2025 are listed in **Table 5**.
- **Strategy 3:** Focus capacity improvements on locations that have the highest traffic volumes or are forecast to fall below the C/D threshold.
  - **Focus 1:** Improve congested locations within the Greater Redding Area.
  - **Focus 2:** Improve structural features contributing to congestion at the SR 44/I-5 freeway-to-freeway interchange and eliminate weaving movements.
  - **Focus 3:** Expand the remaining 2-lane expressway between Airport Road and Deschutes road in Palo Cedro to a 4-lane Freeway
  - **Focus 4:** Add passing / climbing lanes or extend existing in locations of 2-lane conventional highway with sustained upgrades.

**Table 6** “Projects Needed to Achieve Improved LOS”

## Emphasis Area 5: Capacity Expansion (continued)

- **Strategy 4:** Work with local and regional partners to develop and implement proposals for alternative capacity where conditions limit opportunities to expand the state highway.
  - **Focus 1 - Weaverville**
    - TRI 299 East Connector- SR 299 52.45/ SR 3 31.7 (new local road). A new two-lane collector roadway along the east side of Weaverville connecting SR 299 at Glen Road to SR 3.
    - TRI 299 West Connector SR 50.7/53.4 (new local road). A new two-lane collector roadway in western Weaverville from SR 299 west of Weaverville to SR 299 east of Weaverville. This project is under environmental review and a final decision has not been made.
  - **Focus 2 - Susanville**
    - Skyline East -new local road in north Susanville parallel to SR 36 to alleviate traffic on SR 36 and SR 139.
    - Skyline Extension -new local road
    - Susanville Relief Route Planning Study LAS 36 PM 18.0/29.5

**Table 7** “LOS With Improvements,” lists proposed projects and resulting LOS if implemented.

## Emphasis Area 6: Bring Entire Corridor to STAA Standard

- **Strategy 1:** Provide STAA access on SR 299 west of I-5 (SR 299W) by improving the portions of the facility that do not meet STAA standards.
    - **Focus 1** - Buckhorn Grade TRI 299 PM 72.0/SHA 7.6
    - **Focus 2** - Several spot locations in Shasta and Trinity counties where only minor improvements are needed.
- Appendix O** identifies locations and improvements that will be necessary to bring the SR 299W to STAA compliance.

## Emphasis Area 7: Consider Community Values During Project Development.

- **Strategy 1:** The State recognizes that state highways are used for long distance travel, commuting and day-to-day activities of local residents. Utilize context sensitive solutions in projects to meet the Department of Transportation standards while incorporating the needs and desires of the community. Find solutions that integrate aesthetic, historic, environmental values and accommodate safety, maintenance and performance goals. Possible considerations: elements to enhance shared use with bicycle and pedestrian traffic, traffic calming devices, continuous sidewalk systems, transit access, pedestrian crossings, Americans with Disabilities Act (ADA) accessible designs, buffer zones between pedestrians and moving traffic, landscaping, lighting.
- **Strategy 2:** Consider specific project features such as: lane configurations, shoulder widths, intersection traffic control, and pedestrian/bicycle access during the project development process.

## Emphasis Area 8: The Environment

- **Strategy 1:** Consider environmental issues early in the planning process to promote protection of the environment and avoid project delays.
- **Strategy 2:** Avoid conflict between the transportation system and the natural environment by preserving tracts of viable habitat, and providing project features that minimize impacts to the environment to the greatest extent possible.

**Appendix P** identifies some of the known environmentally sensitive locations along this corridor.

**Table 5**  
**Segments Below Concept Level of Service (LOS) by 2025**

| <b>Segment</b> | <b>Description</b>                        | <b>County</b> | <b>Route</b> | <b>Begin PM</b> | <b>End PM</b> | <b>LOS 2005</b> | <b>LOS 2015</b> | <b>LOS 2025</b> |
|----------------|---|---------------|--------------|-----------------|---------------|-----------------|-----------------|-----------------|
| 4              | Weaverville                               | TRI           | 299          | 50.62           | 53.43         | D               | E               | F               |
| 5              | Weaverville to Shasta County Line         | TRI           | 299          | 53.43           | 72.25         | B               | C               | D               |
| 6              | Buckhorn                                  | SHA           | 299          | 0.00            | 8.01          | E               | E               | E               |
| 7              | Crystal Creek to Redding City Limits      | SHA           | 299          | 8.01            | 21.65         | C               | D               | D               |
| 8a             | Buenaventura Blvd. to Continental Street  | SHA           | 299/44       | 21.65           | L0.54         | D               | D               | E               |
| 8b             | Continental Street to I-5/SR 44 Connector | SHA           | 44           | L0.54           | R0.00         | D               | E               | F               |
| 8c             | I-5/SR 44 Connector                       | SHA           | 44           | R0.00           | R0.00         | D               | E               | F               |
| 8d             | I-5/SR 44 Connector to Airport Road       | SHA           | 44           | R0.00           | R3.81         | C               | C               | D               |
| 8e             | Airport Road to Deschutes Road            | SHA           | 44           | R3.81           | R7.00         | E               | F               | F               |
| 9              | Deschutes Road to Shingletown             | SHA           | 44           | R7.0            | 34.70         | B               | C               | D               |
| 13             | Susanville                                | LAS           | 36           | 24.46           | R26.22        | D               | E               | E               |
| 14             | Susanville to US 395                      | LAS           | 36           | R26.22          | R29.4         | D               | E               | E               |
| 15             | US 395 to CA-NV state line                | LAS/<br>SIE   | 395          | R0.0            | R3.18         | C               | C               | D               |

**Table 6**  
**Projects Needed to Achieve "Improved LOS"**

| Segment | County  | Route | Post Mile      | Project Name                      |
|---------|---------|-------|----------------|-----------------------------------|
| 4       | TRI     | 299   | New Local Road | East Connector (Weaverville Area) |
| 4       | TRI     | 299   | New Local Road | West Connector (Weaverville Area) |
| 6       | TRI/SHA | 299   | 72.0/ 7.6      | Buckhorn                          |
| 8b      | SHA     | 44    | L0.3/L1.8      | Dana to Downtown                  |
| 8c      | SHA     | 44    | R0.0           | SR44/I-5 Connector                |
| 8e      | SHA     | 44    | R3.6/R7.0      | Stillwater                        |
| 13      | LAS     | 36    | New Local Road | Skyline (Susanville Area)         |
| 14      | LAS     | 36    | R26.4/R29.4    | Susanville Four-Lane              |

**Table 7**  
**LOS with Improvements**

| Segment    | Co  | Rte | Begin PM | End PM             | Description                                      | 2005 | Improved |      |
|------------|-----|-----|----------|--------------------|--|------|----------|------|
|            |     |     |          |                    |  |      | 2015     | 2025 |
| 1          | HUM | 299 | 0.0      | 43.04              | Arcata to Trinity County Line                    | B    | B        | C    |
| 2          | TRI | 299 | 0.0      | 43.42              | Hum/Tri County Line to Junction City             | B    | B        | C    |
| 3          | TRI | 299 | 43.42    | 50.62              | Junction City to Weaverville                     | B    | C        | C    |
| 4          | TRI | 299 | 50.62    | 53.43              | Weaverville                                      | D    | D        | D*   |
| 5          | TRI | 299 | 53.43    | 72.25<br>(SHA 0.0) | Weaverville to Shasta County Line                | B    | C        | D    |
| 6          | SHA | 299 | 0.0      | 8.01               | Buckhorn Grade                                   | E    | E        | C    |
| 7          | SHA | 299 | 8.01     | 21.65              | Crystal Creek Rd. to Redding City Limit          | C    | D        | D    |
| 8a         | SHA | 299 | 21.65    | 24.09              | Buenaventura Blvd to Continental (begin Freeway) | D    | D        | E    |
| 8a (cont.) | SHA | 44  | L0.0     | L0.54              | Buenaventura Blvd to Continental (begin Freeway) | D    | D        | E    |
| 8b         | SHA | 44  | L0.54    | L1.81<br>(R0.0)    | Continental to Junction SR 44/ I-5 interchange   | D    | C        | C    |
| 8c         | SHA | 44  | R0.0     | R0.0               | Junction SR 44/ I-5 interchange                  | D    | C        | D    |
| 8d         | SHA | 44  | R0.0     | R3.81              | Junction SR 44/ I-5 to Airport Rd (End Freeway)  | C    | C        | D    |
| 8e         | SHA | 44  | R3.81    | R7.0               | Airport Rd. to Deschutes                         | E    | B        | B    |
| 9          | SHA | 44  | R7.0     | 34.70              | Deschutes to Shingletown                         | B    | C        | D    |
| 10         | SHA | 44  | 34.70    | 62.69              | Shingletown to SR89                              | B    | B        | C    |
| 11         | SHA | 44  | 62.69    | 71.39<br>(LAS 0.0) | SR89-SR36  | B    | B        | C    |
| 11 (cont.) | LAS | 44  | 0.0      | 37.25              | SR89-SR36  | B    | B        | C    |
| 12         | LAS | 36  | R19.20   | 24.46              | SR44 to Susanville                               | B    | C        | C    |
| 13         | LAS | 36  | 24.46    | R26.22             | Susanville                                       | D    | D        | E    |
| 14         | LAS | 36  | R26.22   | R29.4              | Susanville to US 395                             | D    | E        | C    |
| 15         | LAS | 395 | R0.0     | R61.09             | Las 395 to CA-NV state line                      | C    | C        | D    |
| 15 (cont.) | SIE | 395 | R3.18    | R0.00              | Las 395 to CA-NV state line                      | C    | C        | D    |
| 16         | WAS | 395 | 42.2     | 30                 | NV state line to Reno                            | C    | C        | D    |

\* LOS E if only East Connector is built.

**Table 8  
Facility and Design Concept**

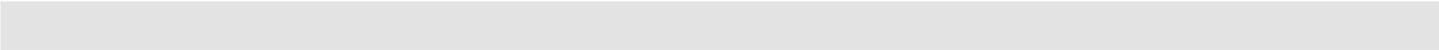
| County | Route | Begin PM            | End PM | Facility Concept |         |              | Design Concept   |                             |              |                  |
|--------|-------|---------------------|--------|------------------|---------|--------------|------------------|-----------------------------|--------------|------------------|
|        |       |                     |        | Current          | 20 year | Post 20 year | Design Speed mph | Clear Recovery <sup>1</sup> | Traveled Way | Outside Shoulder |
| HUM    | 299   | 0.00                | R5.93  | 4F               | 4F      | 4F           | 55-80            | 30'                         | 12'          | 10'              |
| HUM    | 299   | R5.93               | R29.13 | 2E               | 2E      | 2E           | 50-65            | 20'                         |              | 8'               |
| HUM    | 299   | R29.13              | 43.04  | 2C               | 2C      | 2C           |                  |                             |              | 30-45            |
| TRI    | 299   | 0.00                | 50.62  |                  |         | 4C           | 50-65            | 20'                         |              | 8'               |
| TRI    | 299   | 50.62               | 52.72  |                  |         | 2C           |                  |                             |              |                  |
| TRI    | 299   | 52.72               | 60.82  | 2E               | 2E      | 2E           | 40-60            | 30'                         |              | 10'              |
| TRI    | 299   | 60.82               | 72.25  | 2C               | 2C      | 2C           |                  |                             |              |                  |
| SHA    | 299   | 0.00                | 22.04  | 2C               | 2C      | 2C           | 30-45            | 20'                         |              | 8'               |
| SHA    | 299   | 22.04               | 23.46  | 4C               | 4C      | 4C           | 40-60            |                             |              |                  |
| SHA    | 299   | 23.46               | 24.09  |                  |         |              | 30-45            | 55-80                       |              | 30'              |
| SHA    | 44    | L0.00               | L0.40  | 4F               | 4F      | 4F           | 50-65            |                             |              |                  |
| SHA    | 44    | L0.40               | R4.20  | 2E               |         |              |                  |                             |              |                  |
| SHA    | 44    | R4.2                | R10.78 | 2C               | 2C      | 2C           | 50-65            | 30'                         |              | 10'              |
| SHA    | 44    | R10.78              | 43.00  |                  |         |              |                  |                             |              |                  |
| SHA    | 44    | 43.00               | 71.39  | 2C               | 2C      | 2C           | 30-45            | 20'                         |              | 8'               |
| LAS    | 44    | 0.00                | 37.24  | 4C               | 4C      | 4C           |                  |                             |              |                  |
| LAS    | 36    | R19.20              | 23.64  |                  |         |              |                  |                             |              |                  |
| LAS    | 36    | 23.64               | 24.54  | 2C/2E            | 4E      | 4E           | 30-45            | 30'                         |              | 8'               |
| LAS    | 36    | 24.54               | R26.18 |                  |         |              |                  |                             |              |                  |
| LAS    | 36    | R26.18              | R26.34 | 2C/2E            | 4E      | 4E           | 55-80            | 30'                         |              | 10'              |
| LAS    | 36    | R26.34              | R29.40 |                  |         |              |                  |                             |              |                  |
| LAS    | 395   | 61.00 <sup>2</sup>  | R5.21E | 4F               | 4F      | 4F           | 55-80            | 30'                         | 10'          |                  |
| LAS    | 395   | R5.21E <sup>2</sup> | R2.10  |                  |         |              |                  |                             |              |                  |
| LAS    | 395   | R2.10 <sup>2</sup>  | 0.00   | 4E               | 4E      | 4E           | 55-80            | 30'                         | 10'          |                  |
| LAS    | 395   | R2.10 <sup>2</sup>  | 0.00   |                  |         |              |                  |                             |              |                  |
| SIE    | 395   | R3.12               | R0.0   | 4E               | 4E      | 4E           | 55-80            | 30'                         | 10'          |                  |

Note: In identified 4' design concept areas for outside shoulders, 8-ft. minimum shoulder width designs should be considered in communities and locations without geographic limitations.

<sup>1</sup>When curbs and gutters are present the Caltrans Highway Design Manual standard of 1.6 ft clear recovery applies.

<sup>2</sup>This segment (Las 395 PMs R26.34- R4.60) is subject to change pending results of a special study (EA 02-0E080k) to evaluate access and facility type.

<sup>3</sup>The minimum desirable clear recovery zone width is 20' for 2-lane facilities, and when the facility is expanded to 4E/4F, the desirable zone increases to 30'.



# Segment Fact Sheets

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# Segment Fact Sheets

This section of the document provides fact sheets for all segments of the corridor (the segments are listed in **Table 7**).

Key information on the fact sheet sets include:

## ➤ Page 1

- Traffic performance data.
  - Traffic volumes.
  - Level Of Service (LOS)
    - LOS is shown in two different formats for the following years: 2005, 2015 and 2025.
      1. A Single LOS is shown for each year in segments that have no capacity projects identified.
      2. Two different LOS are shown for each year in segments where a capacity improvement project is identified.
        - a. **Unimproved LOS** is used to show LOS if the proposed capacity increasing project is not completed.
        - b. **Improved LOS** is used to show LOS if a proposed capacity increasing project is completed.
  - Collision rates.
- Description of each segment.
- Operational issues identified within the segment.
- Management strategies (current and future).

## ➤ Page 2

- Segment Map

## ➤ Page 3

- Projects
  - Projects to improve operations are separated into four categories:
    1. “Completed” – year the project was completed.
    2. “In - progress” – the year construction project is expected to begin.
    3. “Future - 20 year” – Potential projects within 20 years.
    4. “Future - post 20 year” – Potential Projects after 20 years.

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## Segments

### West of I-5 (SR 299)

- 1 Arcata to Trinity County Line
- 2 Humboldt/Trinity County Line to Junction City
- 3 Junction City to Weaverville
- 4 Weaverville
- 5 Weaverville to Shasta County Line
- 6 Buckhorn
- 7 Crystal Creek Road to Redding City Limits

### Greater Redding Area (SR 299/44)

- 8a Buenaventura Boulevard to Continental Street (SR 299/SR 44)
- 8b Continental Street to SR 44/I-5 Connector
- 8c SR 44/I-5 Connector (Central Interchange Junction SR 44/I-5)
- 8d SR 44/I-5 Connector to Airport Road (SR 44)
- 8e Airport Road (End Freeway) to Deschutes Road (SR 44)

### East of Redding to Susanville (SR 44/36)

- 9 Deschutes Road to Shingletown (SR 44)
- 10 Shingletown to State Route 89 (SR 44)
- 11 State Route 89 to State Route 36 (SR 44)
- 12 State Route 44 to Susanville (SR 36)

### Susanville to Reno (SR 36/US 395)

- 13 Susanville (SR 36)
- 14 Susanville to US 395 (SR 36/US 395)
- 15 Lassen/Sierra 395 to California/Nevada State Line (US 395)
- 16 CA/NV State Line to Reno Nevada (US 395)

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# **West of I-5**

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## Arcata to Trinity County line

### Segment Performance

| Traffic Volume Ranges and LOS |           |                                    |                      |     | Collision Rates   |                 |                                    |                 |
|-------------------------------|-----------|------------------------------------|----------------------|-----|---|-----------------|------------------------------------|-----------------|
| Year                          | Peak Hour | Average Daily Traffic <sup>1</sup> | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|                               |           |                                    |                      |     | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005                          | 500-1200  | 3600-12600                         | 345-505              | B   | .62   | 1.39            | .55                                | 1.19            |
| 2015                          | 550-1250  | 3850-13000                         | 375-545              | B   | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |
| 2025                          | 700-1300  | 4150-13450                         | 410-590              | C   | Source: Caltrans District 2, System Planning, and Traffic Census                                  |                 |                                    |                 |
|                               |           |                                    |                      |     | <sup>1</sup> Highest Volume occurs in 4 lane freeway portion of segment                           |                 |                                    |                 |

### Segment Description

This segment runs from Arcata in Humboldt County to the Trinity County line.

| County   | Route | Post Mile |
|----------|-------|-----------|
| Humboldt | 299   | 0.0/43.04 |

The segment contains the incorporated cities of Arcata and Blue Lake and the smaller community of Willow Creek.

Travel on this section of the corridor is predominantly interregional linking rural communities and small urban areas to US 101, Interstate 5, and US 395. This section also serves recreational travel and goods movement. 5-axle trucks are 3-10% of Average Annual Daily Traffic (AADT).

Near Arcata, SR 299 is a 4-lane paved freeway with 12-foot lanes, 8-foot paved outside shoulders and 5-foot paved inside shoulders. The roadway to the east transitions into 23 miles of 2-lane expressway. The remainder is 2-lane conventional to the Trinity County line.

Arcata-Eureka has a full service airport located in McKinleyville.

### Segment Issues

Key issues include:

- The coastal range lends to harsh winter conditions at two summits, Lord Ellis (elevation 2,260-ft.) and Berry (elev. 2,871-ft.). Heavy snows occur on average 3-4 times per year and lighter snows more frequently.
- Unstable soils and steep slopes result in slides and falling rock during the rainy season. Approximately 8-10 locations experience slides each year on the route.
- This segment passes through small communities with limited services. This condition poses a challenge during incidents due to low availability of gas, food, and lodging.
- Humboldt Transit Authority (HTA) provides scheduled bus service between Arcata and Willow Creek. Distances between other counties, cities, and communities make transit service impractical.
- Klamath/Trinity Non-Emergency Transportation provides weekday public transit between Hoopa and Willow Creek with connections to HTA service to Arcata/Eureka.

- Portions of this segment fall within the tribal ancestral boundaries identified by Table Bluff Reservation and Blue Lake Reservation. SR 299 serves as the primary access route to the Hoopa Valley Indian Reservation on SR 96. The Hoopa tribe also utilizes SR 299 for transporting modular units from their production plant in Hoopa, products from their aggregate plant in Hoopa and Cement plant in Salyer.

### Segment Management

This segment's challenges relate to the wide variations of terrain and the mountain passes. These locations are remote with limited services. Difficulties arise when there are road blockages due to vehicle incidents or land slides. Delays may last for several hours and one-lane controlled traffic or road closures are sometimes needed for multiple days. When long closures occur, SR 36 can be used as an alternate route, however travel times are considerably greater. Once en route on SR 299 travelers are left with the limited options to either wait or turn around. To help avoid this an extinguishable message sign is located at the east end of the Mad River Bridge (PM 1.68) and an RWIS is located at Berry Summit (PM 28.7). Long-term considerations for this segment include bridge rehabilitations, roadway rehabilitations and additional passing lanes.



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## Segment 1 - Arcata to Trinity County Line

**NORTH**  
No Scale



**Segment Projects/Improvements**

| Name  | Type                          | PM Location        | Year        | Program            | Cost                | Sponsor                          |
|---|-------------------------------|--------------------|-------------|--------------------|---------------------|----------------------------------|
| <b>Completed</b>  |                               |                    |             |                    |                     |                                  |
| <b>Construct Passing Lanes</b>  | <b>Capacity</b>               | <b>41.2/42.1</b>   | <b>2000</b> | <b>STIP</b>        | <b>\$ 1,000,000</b> | <b>Humboldt County, Caltrans</b> |
| Constructed eastbound passing lane near Salyer from .5 miles west of Martins Rd to .2 miles west of Martins Bluff viaduct.  |                               |                    |             |                    |                     |                                  |
| <b>Widen Bridge</b>   | <b>Bridge Rehabilitation</b>  | <b>R 1.1/R 2.1</b> | <b>2002</b> | <b>SHOPP</b>       | <b>\$ 3,000,000</b> | <b>Caltrans</b>                  |
| Widened bridge to accommodate two 12-foot lanes, a 10-foot right shoulder and 5-foot left shoulder.   |                               |                    |             |                    |                     |                                  |
| <b>Widen Bridges</b>  | <b>Bridge Rehabilitation</b>  | <b>33.2/35.6</b>   | <b>2003</b> | <b>SHOPP</b>       | <b>\$ 5,000,000</b> | <b>Caltrans</b>                  |
| 3 bridges widened to accommodate 6-foot shoulders on each side.   |                               |                    |             |                    |                     |                                  |
| <b>Modify Drainage &amp; Reconstruct Roadway</b>  | <b>Roadway Rehabilitation</b> | <b>R8.8/R9.0</b>   | <b>2007</b> | <b>SHOPP</b>       | <b>\$ 745,000</b>   | <b>Caltrans</b>                  |
| Description: Drainage rehabilitation and AC overlay, leveling and grinding in Humboldt County near Blue Lake from 2.3 miles to 2.0 miles west of North Fork Mad River Bridge. |                               |                    |             |                    |                     |                                  |
| <b>Resurface Existing Highway</b>   | <b>Roadway Rehabilitation</b> | <b>R011.0/19.0</b> | <b>2007</b> | <b>SHOPP</b>       | <b>\$ 2,880,000</b> | <b>Caltrans</b>                  |
| Humboldt County east of Blue Lake from 2.3 to 2.0 miles west of North Fork Mad River Bridge.  |                               |                    |             |                    |                     |                                  |
| <b>Replace Joint Seals</b>  | <b>Bridge Maintenance</b>     | <b>R22.3</b>       | <b>2007</b> | <b>Maintenance</b> | <b>\$ 863,000</b>   | <b>Caltrans</b>                  |
| Near Willow Creek at Redwood Creek Bridge.  |                               |                    |             |                    |                     |                                  |

**In-Progress**

|   |                               |                    |             |                    |                     |                 |
|---|-------------------------------|--------------------|-------------|--------------------|---------------------|-----------------|
| <b>Rehabilitate Culverts</b>  | <b>Roadway Rehabilitation</b> | <b>R7.5/R28.8</b>  | <b>2009</b> | <b>SHOPP</b>       | <b>\$ 820,000</b>   | <b>Caltrans</b> |
| Culvert rehabilitation at nine locations in Humboldt County on Route 299 near Blue Lake from 2 miles east of Blue Lake Under Crossing #4-193 to west of Titlow Hill Road. |                               |                    |             |                    |                     |                 |
| <b>Blue Lake Sink</b>   | <b>Repair Storm Damage</b>    | <b>R8.5</b>        | <b>2009</b> | <b>SHOPP</b>       | <b>\$ 3,265,000</b> | <b>Caltrans</b> |
| Near Blue Lake at 1.8 miles east of Buckley Road and at 0.1 miles east of County Road 375 Three Creek Road  |                               |                    |             |                    |                     |                 |
| <b>Repair Slip-out</b>  | <b>Repair Storm Damage</b>    | <b>R21.5</b>       | <b>2009</b> | <b>SHOPP</b>       | <b>\$ 1,403,000</b> | <b>Caltrans</b> |
| Repair slip-out and construct mechanically stabilized wall 16 Miles east of Blue Lake at 0.8 miles west of Redwood Creek Bridge #4-42                                     |                               |                    |             |                    |                     |                 |
| <b>Open Graded Bonded Wearing Course</b>  | <b>Roadway Maintenance</b>    | <b>R22.5/R29.2</b> | <b>2009</b> | <b>Maintenance</b> | <b>\$ 2,500,000</b> | <b>Caltrans</b> |
| Place open grade asphalt 17 miles east of blue lake from redwood creek bridge to 4.0 miles west of east fork Willow Creek Bridge.   |                               |                    |             |                    |                     |                 |

**Segment Projects/Improvements**

**Future 20-Year**

|  |                              |                  |             |                       |                     |                 |
|--|------------------------------|------------------|-------------|-----------------------|---------------------|-----------------|
| <b>Increase Vertical Clearance Br. #4-184</b><br>200/299 separation  | <b>Bridge Rehabilitation</b> | 1.8/1.82         | 2010        | <b>Ten-Year SHOPP</b> | <b>\$ 1,000,000</b> | <b>Caltrans</b> |
| <b>Rehabilitate Bridge Br.#4-42 Redwood Creek Bridge</b><br>Replace Joint Seals  | <b>Bridge Rehabilitation</b> | 22.33            | 2011        | <b>Ten-Year SHOPP</b> | <b>\$ 3,500,000</b> | <b>Caltrans</b> |
| <b>Rehabilitate Roadway</b><br>Near Willow Creek from 3.8 miles west of East fork Willow Creek Bridge 4-1115 to south fork Trinity River bridge 4-50 | <b>CAPM</b>                  | <b>29.4/43.0</b> | <b>2013</b> | <b>Ten-Year SHOPP</b> | <b>\$13,444,000</b> | <b>Caltrans</b> |

**Future Post 20-Year**

| <b>Name</b>                         | <b>Type</b> | <b>PM Location</b> | <b>Year</b> | <b>Program</b> | <b>Cost</b> | <b>Sponsor</b> |
|-------------------------------------|-------------|--------------------|-------------|----------------|-------------|----------------|
| Passing Lane- Lord Ellis westbound  | Capacity    | 18.6/R21.8         | TBD         | TBD            | TBD         | TBD            |
| Passing Lane- Chezam Road           | Capacity    | R23.8/R24.6        | TBD         | TBD            | TBD         | TBD            |
| Passing Lane- Boise Creek westbound | Capacity    | 37.4/37.8          | TBD         | TBD            | TBD         | TBD            |

# Humboldt/Trinity County line to Junction City

## Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |     | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|-----|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |     | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 400-500   | 3200-3650             | 290-330              | B   |   |                 |                                    |                 |
| 2015  | 450-550   | 3500-3950             | 330-380              | B   | .91   | 1.83            | .91                                | 1.8             |
| 2025  | 500-600   | 3900-4350             | 375-440              | C   | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |     |   |                 |                                    |                 |

## Segment Description

This segment runs from the Humboldt/Trinity County line to Junction City in Trinity County.

| County  | Route | Post Mile |
|---------|-------|-----------|
| Trinity | 299   | 0.0/43.42 |

State Route 299 serves as the main street in several small communities (Salyer, Burnt Ranch, Del Loma, Big Bar, Helena, and Junction City).

Travel on this section of the corridor is predominantly interregional linking rural communities and small urban areas to US 101, Interstate 5, and US 395. This section also serves recreational travel and goods movement (5-axle trucks are 2-10% of AADT).

This section of the corridor is 2-lane conventional with the majority of paved shoulders 2 feet or less. The portion of the highway that traverses along the Trinity River, which is called "Down River" by local residents, is designated as "Wild and Scenic" by the U.S. Department of interior. This River continues to attract growing numbers of tourists.

## Segment Issues

Key issues include:

- Few passing opportunities exist.



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- Shoulders widths are minimal for a large portion of highway that winds along the Trinity River between sharp embankments and steep slopes. Treated shoulders are limited at many locations for the same reasons.
- Steep inclines along the roadway result in slides and falling rock during the rainy season (October through May).
- Frequent closures (some multiple days) due to slides, slip-outs, and forest fires.
- This segment passes through small communities with limited services. This condition poses a challenge during incidents due to low availability of gas, food, and lodging.
- The Big Flat area (PMs 30.5-31.5) shows growing popularity as a river-rafting destination resulting in heightened pedestrian circulation.
- Limited infrastructure is present along large portions of this segment. The remote areas between communities lack public utilities, telephone, and cell phone services.
- Five locations in this segment are not STAA compliant. See Appendix O.



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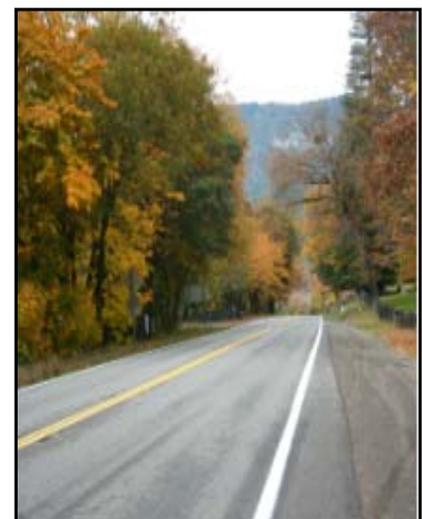
## Segment Management

This segment's challenges relate to terrain constraints that reduce practical opportunities for shoulder or roadway widening.

Portable Changeable Message Signs (PCMS) are placed in Humboldt County and the west side of Weaverville, as needed during winter storms, to warn travelers of slides or chain requirements. A potential location for a permanent CMS is PM 32.2.

Two RWIS are in place at PMs 48.0 and 69.7. Two Highway Advisory Radio signs (HAR signs) are located just east of this segment (PMs 48.1 and 52.8).

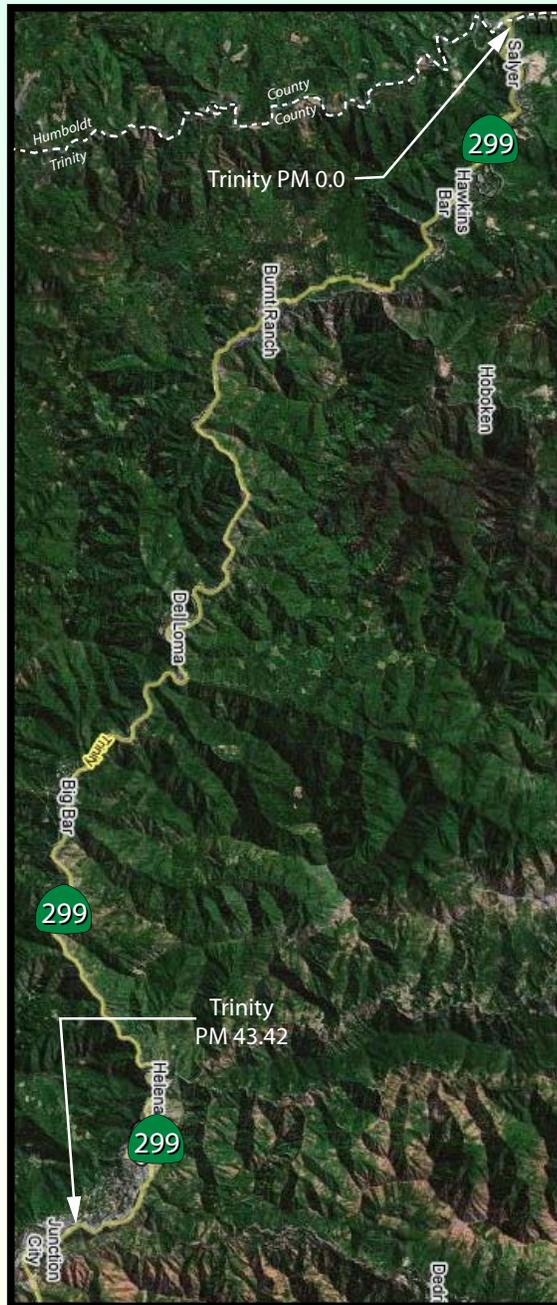
Context sensitive solutions principles and design features should be applied to any future projects developed within the community of Big Flat.



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# 299/44/36/395 CMP

## Segment 2 - Humboldt/Trinity County Line to Junction City



**NORTH**  
No Scale



**Segment Projects/Improvements**

| Name | Type | Location | Year | Program | Cost | Sponsor |
|------|------|----------|------|---------|------|---------|
|------|------|----------|------|---------|------|---------|

**Completed**

|  |                            |                    |             |                   |                       |                 |
|--|----------------------------|--------------------|-------------|-------------------|-----------------------|-----------------|
| <b>AC overlay</b>  | <b>Capital Maintenance</b> | <b>0.0/25.8</b>    | <b>2000</b> | <b>SHOPP</b>      | <b>\$4,500,000</b>    | <b>Caltrans</b> |
| In Trinity County near Salyer, Burnt Ranch and Del Loma at various locations from Humboldt County to 4.0 km east of Big French Creek Bridge.           |                            |                    |             |                   |                       |                 |
| <b>Manzanita Passing Lanes</b>   | <b>Capacity</b>            | <b>29.4/30.2</b>   | <b>2003</b> | <b>STIP (IIP)</b> | <b>\$2,900,000</b>    | <b>Caltrans</b> |
| Added EB and WB passing lanes to improve mobility and safety. Near Big Bar from 0.4 miles east to 1.2 miles east of Manzanita Creek Bridge.            |                            |                    |             |                   |                       |                 |
| <b>Curve Improvement-Pigeon Point</b>  | <b>Operational</b>         | <b>36.1/36.4</b>   | <b>2005</b> | <b>SHOPP</b>      | <b>\$900,000</b>      | <b>Caltrans</b> |
| Increased curve radius to improve safety and corridor mobility.  |                            |                    |             |                   |                       |                 |
| <b>Curve Improvement-Del Loma</b>  | <b>Operational</b>         | <b>21.0/21.4</b>   | <b>2006</b> | <b>SHOPP</b>      | <b>\$1,206,000</b>    | <b>Caltrans</b> |
| Increased curve radius to improve safety and corridor mobility.  |                            |                    |             |                   |                       |                 |
| <b>Slide Repair</b>  | <b>Storm Damage Repair</b> | <b>011.1/011.3</b> | <b>2007</b> | <b>SHOPP</b>      | <b>\$1,947,750.00</b> | <b>Caltrans</b> |
| In Trinity County on Route 299 from .9 miles west of Weaver Creek Bridge to 0.3 miles west of Trinity River Bridge. Clean up falling rocks and debris. |                            |                    |             |                   |                       |                 |

**In-Progress**

|  |                    |                  |             |              |                  |                 |
|--|--------------------|------------------|-------------|--------------|------------------|-----------------|
| <b>Indian Creek Shoulder Improvement</b>                                 | <b>Operational</b> | <b>18.7/18.9</b> | <b>2008</b> | <b>SHOPP</b> | <b>\$900,000</b> | <b>Caltrans</b> |
| Add 4-foot shoulders from .9 mile to 1.1 mile west of Big Mountain Road. |                    |                  |             |              |                  |                 |

**Future 20-Year**

|   |                    |                  |             |                       |                    |                 |
|---|--------------------|------------------|-------------|-----------------------|--------------------|-----------------|
| <b>Curve Improvement-Salyer</b>   | <b>Operational</b> | <b>2.2/2.6</b>   | <b>2009</b> | <b>Ten-Year SHOPP</b> | <b>\$2,690,000</b> | <b>Caltrans</b> |
| Increase curve radius to improve safety and corridor mobility.                    |                    |                  |             |                       |                    |                 |
| <b>Curve Improvement-China Slide</b>  | <b>Operational</b> | <b>13.3/13.8</b> | <b>2009</b> | <b>Ten-Year SHOPP</b> | <b>\$3,300,000</b> | <b>Caltrans</b> |
| Shoulder widening.  |                    |                  |             |                       |                    |                 |
| <b>Upgrade Bridge Rail</b>  | <b>Operational</b> | <b>23.3</b>      | <b>2011</b> | <b>Ten-Year SHOPP</b> | <b>\$1,627,000</b> | <b>Caltrans</b> |
| (PM 23.3) Upgrade bridge rail and widen bridge near Del Loma at Big French Creek. |                    |                  |             |                       |                    |                 |

299/44/395 Focus Route: North State Region  
**HUM/TRI County Line to Junction City (TRI 299 PM 0-43.42)**

| Name  | Type     | Location   | Year | Program | Cost | Sponsor |
|---|----------|------------|------|---------|------|---------|
| <b>Hennessy Creek</b><br>Add eastbound passing lane.                          | Capacity | 9.4/10.0   | TBD  | TBD     | TBD  | TBD     |
| <b>Burnt Ranch</b><br>Add eastbound and westbound passing lanes               | Capacity | 11.1/11.9  | TBD  | TBD     | TBD  | TBD     |
| <b>Rowdy Bar Creek</b><br>Add eastbound passing lane.                         | Capacity | 16.1/17.1  | TBD  | TBD     | TBD  | TBD     |
| <b>Del Loma Passing Lane</b><br>Add eastbound and westbound passing lanes.    | Capacity | 21.5/22.3  | TBD  | TBD     | TBD  | TBD     |
| <b>French Bar</b><br>New Alignment  | Capacity | 22.9/ 23.9 | TBD  | TBD     | TBD  | TBD     |
| <b>Big Bar</b><br>Add eastbound passing lane                                  | Capacity | 26.8/27.4  | TBD  | TBD     | TBD  | TBD     |
| <b>Limestone Point</b><br>Extend eastbound and westbound passing lanes        | Capacity | 27.9/29.4  | TBD  | TBD     | TBD  | TBD     |
| <b>West Big Flat</b><br>Extend westbound passing lane.                        | Capacity | 30.4/30.9  | TBD  | TBD     | TBD  | TBD     |
| <b>Limestone Point</b><br>New Alignment.                                      | Capacity | 38.3/41.4  | TBD  | TBD     | TBD  | TBD     |
| <b>Helena Passing Lane</b><br>Add eastbound passing lane.                     | Capacity | 37.3/38.0  | TBD  | TBD     | TBD  | TBD     |
| <b>Junction City Campground</b><br>Add eastbound and westbound passing lanes. | Capacity | 42.0/42.8  | TBD  | TBD     | TBD  | TBD     |

**Future Post 20-Year**

# 299/44/36/395 Focus Route- Segment 3 (TRI 299)

## Junction City to Weaverville

### Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |     | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|-----|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |     | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 350-450   | 2950-3400             | 310-320              | B   |   |                 |                                    |                 |
| 2015  | 400-550   | 3350-4000             | 350-370              | C   | .51   | 1.17            | .7                                 | 1.43            |
| 2025  | 450-650   | 3850-4750             | 400-430              | C   | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |     |   |                 |                                    |                 |

### Segment Description

This segment runs from Junction City to Weaverville in Trinity County.

| County  | Route | Post Mile   |
|---------|-------|-------------|
| Trinity | 299   | 43.42-50.62 |

Travel on this section of the corridor is predominantly interregional, linking rural communities and small urban areas to US 101, Interstate 5, and US 395. State Route 299 also facilitates commuting and school transit between Junction City and Weaverville. In addition recreational travel and goods movement constitute a portion of the traffic. 5-axle trucks are 2-10% of AADT.

This section of the corridor is 2-lane conventional highway with the majority of treated shoulders 2-ft. or less.

There are two historic features of note in this segment: The Moon Lim Lee Ditch (PM 50.26) which crosses underneath State Route 299, and the La Grange Hydraulic Gold Mine (PM 47.67), which was once known as the largest operating hydraulic mine in the world.

### Segment Issues

Key issues include:

- West of Oregon Mountain, treated shoulders are narrow where the highway winds between sharp embankment and steep slopes.
- Near the Oregon Mountain Summit (PM 48.47), there are steep grades (5-6%) and very unstable soils. During the rainy season rock-fall and overall movement of the roadbed are common. The inclines along the roadway often slide, and roadway slip-outs occur causing uneven pavement.
- Harsh winter conditions near Oregon Mountain Summit cause delays, with heavy snows and more frequent lighter snows.
- No services are available between Junction City and Weaverville. This condition poses a challenge during incidents due to no availability of gas, food, and lodging.
- The pass in between the two communities lacks public utilities, telephone, and cell phone services.

- One location in this segment is not STAA compliant. See Appendix O.

### Segment Management

This segment's challenges relate to terrain constraints that reduce practical opportunities for shoulder and roadway widening and high elevation areas that produce snow and ice conditions.

Portable Changeable Message Signs are placed in Humboldt County and the western end of Weaverville, as needed during winter storms, to warn travelers of slides or chain requirements.

A Remote Weather Information System (RWIS) and a Closed Circuit Television (CCTV) are both located at the Oregon Summit (PM 48.0), to provide weather information that can be viewed on the Internet. Also, two Highway Advisory Radio Signs located at PM 48.1 and PM 52.8.



# 299/44/36/395 CMP

## Segment 3 - Junction City to Weaverville

**NORTH**  
No Scale



299/44/395 Focus Route CMP: North State Region  
**Junction City to Weaverville (TRI 299 PM 43.42-50.62)**

**Segment Projects/Improvements**

| Name  | Type        | Location  | Year | Program | Cost        | Sponsor  |
|---|-------------|-----------|------|---------|-------------|----------|
| <b>Completed</b>  |             |           |      |         |             |          |
| Vertical Curve Improvement-Oregon Mountain  | Operational | 47.9/48.4 | 2004 | SHOPP   | \$5,600,000 | Caltrans |
| Improve vertical and horizontal curve alignment to improve safety and mobility. Near Weaverville from 2 miles to 3 miles east of Slattery Pond Road |             |           |      |         |             |          |

**In-Progress**

No capacity projects or significant operational projects in progress.

**Future 20-Year**

No capacity projects or significant operational projects proposed.

**Future Post 20-Year**

|  |                    |                  |            |            |            |            |
|--|--------------------|------------------|------------|------------|------------|------------|
| <b>Junction City</b>                       | <b>Capacity</b>    | <b>44.1/45.5</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> |
| Add Eastbound and westbound passing lanes. |                    |                  |            |            |            |            |
| <b>La Grange Marker</b>                    | <b>Operational</b> | <b>47.8/48.8</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> |
| Extend eastbound truck climbing lane.      |                    |                  |            |            |            |            |
| <b>Oregon Mountain</b>                     | <b>Operational</b> | <b>49.8/51.1</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> |
| Extend westbound truck climbing lane.      |                    |                  |            |            |            |            |

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# Weaverville

## Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |                |                | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|----------------|----------------|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS Unimproved | LOS Improved   | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |                |                | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 450-1300  | 3400-12200            | 340-365              | D              | N/A            |   |                 |                                    |                 |
| 2015  | 600-1500  | 4200-14000            | 370-400              | E              | D              | .88   | 2.0             | .6                                 | 1.22            |
| 2025  | 700-1750  | 5200-16100            | 430-460              | F              | D <sup>1</sup> |   |                 |                                    |                 |
| <sup>1</sup> D with both East and West Connector projects, LOS E with only East connector project.<br>Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |                |                | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |

## Segment Description

This segment is within the town of Weaverville located in Trinity County.

| County  | Route | Post Mile   |
|---------|-------|-------------|
| Trinity | 299   | 50.62-53.43 |

State Route 299 serves as the main street to the town of Weaverville, which is also the county seat for Trinity County and the largest community between Redding and Arcata.

Travel on this section is shared by local and interregional traffic. Typical local trips consist of commuting daily to work or school, and participating in the area commerce. Interregional trips link rural communities and small urban areas to US 101, Interstate 5 and US 395.

This section also serves recreational travel and goods movement (5-axle trucks are 8-9% of AADT).

This portion of the corridor is a 2-lane conventional highway with 8-ft. paved outside shoulders and a continuous two-way turn lane outside of the downtown area.

The old downtown portion of Weaverville is listed on the National Register of Historic places and is a popular tourist destination.

- There are few local road alternatives, thus most local trips must use State Route 299. In addition, the US Postal Service does not provide home mail delivery, which adds driving trips to the post office downtown.
- There are no traffic signals, which makes left turns from SR 3 and side streets difficult, especially in the summer.
- Right-of-way, historical status and development issues limit facility expansion options within the community.
- Bicycle and pedestrian facilities are not continuous throughout the community.
- Trinity Transit provides shuttle service in Weaverville and to Hayfork, the American Cancer Society has free transportation for cancer patients to Redding, and Shasta College offers one round trip per day to and from the college in Redding on weekdays.
- The Lonnie Pool Field public airport is located in Weaverville.
- The Trinity River Lumber Company is the only large mill that is still operating in the county. It is located in the central portion of this segment and adds to the truck volumes on the route.

## Segment Management

This segment's challenges relate to high traffic volumes due to few local road alternatives to SR 299, and increased recreational volumes in the summer. Limited right of way and historical status reduces practical options to increase capacity within town. Based on projections, LOS will drop to E by 2015, resulting in the need to make major changes to manage traffic on SR 299. The development of local roads to improve circulation can help to avoid high impact changes to SR 299 through the community.

Trinity County has two collector road projects identified in the Regional Transportation Plan and programmed in the STIP, to improve circulation within Weaverville. Both projects will provide alternate routes for traffic to travel off of State Route 299. The East Connector will provide access between SR 3 and SR 299 on the east side of Weaverville, and includes installation of a signal at the new intersection with SR 299. The West Connector will parallel SR 299 on the west side of Weaverville. The West Connector project is still in the environmental document phase. District 2 supports both of these local projects.

Two Highway Advisory Radio Signs located at PM 48.1 and PM 52.8. A Highway Advisory Radio (HAR) and flashing beacon is located within this segment near PM 51.8. Just west of this segment both a Roadside Weather Information System (RWIS) and Closed Circuit Television (CCTV) are in place at PM 48.0. A Changeable Message Sign (CMS) is planned for PM 51.3.

Context sensitive solutions principles and design features should be applied to future projects developed within the community of Weaverville.

## Segment Issues

Key issues include:

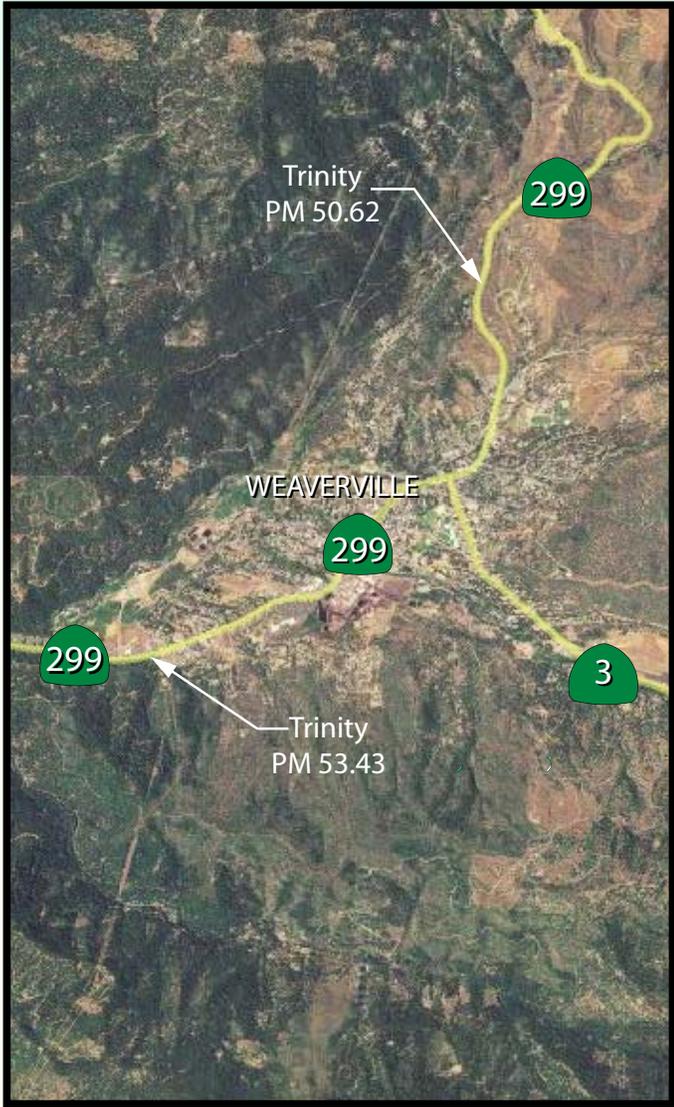
- This segment passes through Weaverville, which has about 4 times higher average daily traffic than adjacent segments. Congestion occurs at times, especially in the summer due to recreational and pedestrian traffic.
- The local high school is located on the west end of town and contributes to high volumes before and after the school day.



# 299/44/36/395 CMP

## Segment 4 - Weaverville

**NORTH**  
No Scale



**Segment Projects/Improvements**

| Name   | Type               | Location         | Year        | Program      | Cost               | Sponsor         |
|--|--------------------|------------------|-------------|--------------|--------------------|-----------------|
| <b>Widen Highway and Bridge in Weaverville</b>   | <b>Operational</b> | <b>51.9/52.4</b> | <b>2005</b> | <b>SHOPP</b> | <b>\$1,700,000</b> | <b>Caltrans</b> |
| Widened bridge and shoulders and added a two-way left-turn lane in Weaverville to reduce delay for left turning and improve safety from Bremer Street to Mountain View Street. |                    |                  |             |              |                    |                 |

**Completed**

**In-Progress**

|   |                       |                    |                    |                   |                    |                                    |
|---|-----------------------|--------------------|--------------------|-------------------|--------------------|------------------------------------|
| <b>East Connector</b>   | <b>New Local Road</b> | <b>Weaverville</b> | <b>2009</b>        | <b>STIP (RIP)</b> | <b>\$6,070,000</b> | <b>Trinity County, Weaverville</b> |
| A new two-lane collector roadway along the east side of Weaverville connecting SR 299 at Glen Road to SR 3. This proposed project will include a bridge crossing over East Weaver Creek, a new traffic signal at the East Connector Roadway intersection with SR 299 and Glen Road, Class 1 and Class 2 bicycle lanes, and a pedestrian/bicycle bridge crossing of East Weaver Creek. The project will allow access to/from the east side of Weaverville without vehicles having to rely on SR 3/SR 299 through the historic downtown area. |                       |                    |                    |                   |                    |                                    |
| <b>West Connector</b>   | <b>New Local Road</b> | <b>Weaverville</b> | <b>2008 (PAED)</b> | <b>STIP (RIP)</b> | <b>\$950,000</b>   | <b>Trinity County, Weaverville</b> |
| A new two-lane collector roadway in western Weaverville from SR 299 west of Weaverville to SR 299 east of Weaverville. New roadway will provide an alternative local collector route along the west side of Weaverville. This project is currently under environmental review.  |                       |                    |                    |                   |                    |                                    |

**Future 20-Year**

|  |                    |                  |            |                   |            |                                    |
|--|--------------------|------------------|------------|-------------------|------------|------------------------------------|
| <b>West Connector</b>  | <b>Operational</b> | <b>50.7/53.4</b> | <b>TBD</b> | <b>STIP (RIP)</b> | <b>TBD</b> | <b>Trinity County, Weaverville</b> |
| Construct a new two-lane collector roadway in western Weaverville from SR 299 west of Weaverville to SR 299 east of Weaverville. |                    |                  |            |                   |            |                                    |
| <b>Weaverville Pedestrian Connector</b>  | <b>TBD</b>         | <b>52.1/52.7</b> | <b>TBD</b> | <b>TBD</b>        | <b>TBD</b> | <b>TBD</b>                         |
| Connect sidewalk and bike lane on SR 299, east side of town.   |                    |                  |            |                   |            |                                    |

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## 299/44/36/395 Focus Route - Segment 5 (TRI 299) Weaverville to Shasta County Line

### Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |     | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|-----|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |     | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 400-650   | 3200-6800             | 320-340              | B   |   |                 |                                    |                 |
| 2015  | 450-750   | 3700-7700             | 370-390              | C   | .44   | .77             | .52                                | 1.13            |
| 2025  | 500-850   | 4350-8800             | 430-450              | D   |   |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |     | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |

### Segment Description

This segment runs from the eastern outskirts of the town of Weaverville to the Shasta County line.

| County  | Route | Post Mile   |
|---------|-------|-------------|
| Trinity | 299   | 53.43/72.25 |

This portion of State Route 299 is predominantly rural roadway passing through mountainous terrain.

Travel on this section of the corridor is predominantly interregional linking rural communities and small urban areas to US 101, Interstate 5, and US 395. This section also serves recreational travel and goods movement (5-axle trucks are 7-10% of AADT).

This section of the corridor is 2-lane undivided conventional highway with the majority of treated shoulders 4 ft. or less. A portion of the highway traverses along the Trinity River, which is designated as "Wild and Scenic." Two additional parallel waterways, Weaver Creek and Grass Valley Creek, flow along portions of the segment.



299-44-36-395 CMP

### Segment Issues

Key issues include:

- Shoulder widths are mostly 4-ft. along portions of this segment where the highway winds along and crosses the three waterways.
- Winter conditions are common in the higher elevations such as Vitzhum Grade (Post Miles 61.0 to 62.9) and where the highway traverses towards Buckhorn Summit. Periodic heavy snows and more frequent lighter snows are typical.
- This segment passes near only one small community, Douglas City, with limited services. This condition poses a challenge during incidents due to low availability of gas, food, and lodging.
- Limited infrastructure is present along the majority of this segment. The remote areas lack public utilities, telephone, cell phone and emergency services.
- California Legal Advisory Classification between PM 67.4 to 72.25 and into the next segment.

### Segment Management

This segment's challenges relate to terrain and environmental constraints that reduce practical opportunities for shoulder widening.

A Closed Circuit Television (CCTV) and a Roadside Weather Information System (RWIS) are both located at the Buckhorn Sandhouse (PM 69.70). Also a permanent CMS is in place on State Route 299 near Buenaventura Blvd (SHA 299 PM 22.63) in the City of Redding for early warning to westbound traffic.

Future ITS elements planned for this segment are two CMS to be installed; one near Little Browns Creek PM 54.9 and another just east of Hwy 3 at PM 58.5. A Highway Advisory Radio System (HAR) is planned near Douglas City PM 58.2.



June 2008

# 299/44/36/395 CMP

## Segment 5 - Weaverville to Shasta County Line

**NORTH**  
No Scale



299/44/395 Focus Route CMP: North State Region  
**Weaverville to Shasta County Line (TRI 299 PM 53.43-72.25)**

**Segment Projects/Improvements**

| Name  | Type                          | Location         | Year        | Program                | Cost               | Sponsor                         |
|---|-------------------------------|------------------|-------------|------------------------|--------------------|---------------------------------|
| <b>Roadway Rehabilitation near Weaverville</b>  | <b>Roadway Rehabilitation</b> | <b>53.5/60.8</b> | <b>2000</b> | <b>SHOPP</b>           | <b>\$3,900,000</b> | <b>Caltrans</b>                 |
| In Trinity County near Weaverville from Ponderosa Lane to 1.2 miles east of Indian Creek Bridge #5-19 |                               |                  |             |                        |                    |                                 |
| <b>Passing Lanes-Rocky Point</b>  | <b>Capacity</b>               | <b>55.7/57.7</b> | <b>2006</b> | <b>STIP (RIP, IIP)</b> | <b>\$4,200,000</b> | <b>Trinity County, Caltrans</b> |
| Added EB and WB passing lanes to improve mobility and safety.   |                               |                  |             |                        |                    |                                 |
| <b>Curve Improvement-Sand House</b>   | <b>Operational</b>            | <b>69.6/69.9</b> | <b>2006</b> | <b>SHOPP</b>           | <b>\$1,600,000</b> | <b>Caltrans</b>                 |
| Increased curve radius to improve safety and corridor mobility.                                       |                               |                  |             |                        |                    |                                 |
| <b>Steel Bridge Road- Left Turn Lane</b>  | <b>Operational</b>            | <b>60.8/61.2</b> | <b>2007</b> | <b>STIP/SHOPP</b>      | <b>\$1,137,000</b> | <b>Trinity County, Caltrans</b> |
| Add left turn lane to improve mobility and safety.  |                               |                  |             |                        |                    |                                 |

**In-Progress**

|  |                 |                  |             |  |                    |                                 |
|--|-----------------|------------------|-------------|--|--------------------|---------------------------------|
| <b>Passing Lane-Sand House</b>   | <b>Capacity</b> | <b>69.4/70.5</b> | <b>2009</b> | <b>STIP (RIP, IIP) and SHOPP Minor</b> | <b>\$5,446,000</b> | <b>Trinity County, Caltrans</b> |
| Add westbound passing lane, eastbound chain on area and westbound chain off area to improve mobility and safety. |                 |                  |             |  |                    |                                 |

**Post Future 20-Year**

|   |                             |                    |            |            |            |            |
|---|-----------------------------|--------------------|------------|------------|------------|------------|
| <b>Extend Existing EB and WB Passing Lanes</b>  | <b>Capacity/Operational</b> | <b>67.43/66.80</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> |
| Lengthen the existing eastbound passing lane to allow for passing to begin at the base of the grade. Extend westbound passing lane to begin just past Trinity Dam Boulevard and the park and ride facility. |                             |                    |            |            |            |            |

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# Buckhorn Grade

## Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |                |              | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|----------------|--------------|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS Unimproved | LOS Improved | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |                |              | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 550       | 4000                  | 360                  | E              | N/A          |   |                 |                                    |                 |
| 2015  | 600       | 4900                  | 410                  | E              | N/A          | 1.76  | 4.05            | .83                                | 1.66            |
| 2025  | 700       | 5400                  | 470                  | E              | C            |   |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |                |              | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |

## Segment Description

This segment runs from the Trinity/Shasta County line to Crystal Creek Road in Shasta County.

| County | Route | Post Mile |
|--------|-------|-----------|
| Shasta | 299   | 0.0/8.01  |

There are no communities located in this segment.

Travel on this section of the corridor consists of regional trips, longer interregional trips, and recreational travel. This section serves recreational travel throughout the year with summer showing the highest traffic volumes. Also, goods movement composes a portion of the traffic with approximately 9% of AADT 5-axle trucks.

Currently, the segment consists of a 2-lane paved conventional highway with 12-ft. lanes, and paved outside shoulders ranging from 2 to 5-ft.

## Segment Issues

Key issues include:

- This segment includes almost continuous reversing curves on a steep grade over extremely rugged terrain. Portions of this stretch have steep grades up to 6%. The curvilinear alignment has a design speed of 25 mph. There are three locations posted with curve warnings of 20 mph.
- The terrain consists largely of decomposed granite, which is highly



299-44-36-395 CMP

erosive and unstable. Frequent slides and slip outs due to steep slopes along disintegrating granite formations are challenging and expensive to maintain. It is difficult to prevent this eroded material from discharging into adjacent waterways.

- Buckhorn Summit is located at PM 0.03, elevation 3212ft. Harsh winter conditions are common in the higher elevations, where heavy snows are difficult to manage during severe weather.
- Occasional closures due to accidents, fires, weather conditions, and storm related damage.
- Accidents, motion sickness, and driving in long queues behind slow moving trucks and recreational vehicles (RV) are common complaints from travelers.
- The Buckhorn Grade portion of SR 299 represents the most significant obstacle preventing interstate trucks and oversize permit loads from utilizing this direct access to the coast (**see Appendix O**). Goods movement is hindered because STAA shipments on Interstate 5 must be repackaged into smaller loads.
- No services are available in this segment, which serves as a challenge when an incident occurs with no available gas, food, and lodging.
- This remote rugged area lacks public utilities, telephone, and cell phone services.
- Portions of this segment fall within the tribal ancestral boundaries identified by the Redding Rancheria.

## Segment Management

Portable Changeable Message Signs are placed near Weaverville, as needed during winter storms, to warn travelers of slides or chain requirements. A permanent CMS is in place on State Route 299 near Buenaventura Blvd (SHA 299 PM 22.63) in the City of Redding for early warning to westbound traffic.

A permanent Roadside Weather Information System (RWIS) and Closed Circuit Television (CCTV) are both located just west of this section at Buckhorn Sand House Tri 299 PM 69.7.

Planned ITS elements within this segment include two RWIS, Three CCTVs and one CMS.

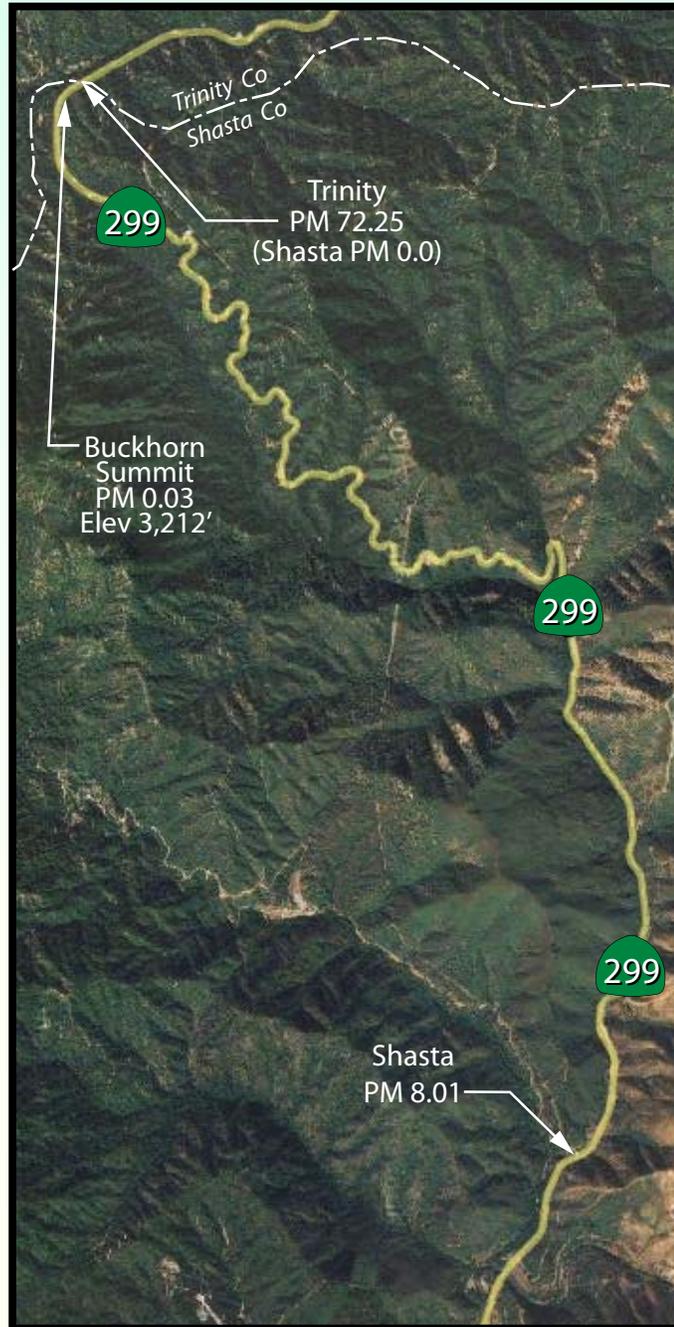
The Buckhorn Grade Improvement (BGI) project, EA 02-27031, is currently in preliminary design and environmental clearance. If constructed, it will improve design speed, safety, and accommodate STAA trucks. Recently, two of three stand-alone safety projects within the project limits (PMs TRI 72.0-SHA 7.6), were supplemented by High Priority Project funds obtained under SAFETEA-LU. These projects conform to the overall design concept and proposed alignment of BGI, and are consistent with a phased approach to construction.



June 2008

299/44/36/395 CMP

Segment 6 - Buckhorn



299/44/395 Focus Route CMP: North State Region  
**Buckhorn (SHA 299 PM 0.0-8.01)**

**Segment Projects/Improvements**

| Name   | Type                         | Location      | Year        | Program      | Cost               | Sponsor         |
|--|------------------------------|---------------|-------------|--------------|--------------------|-----------------|
| <b>Crystal Creek Road CAPM</b>   | <b>Pavement Preservation</b> | <b>0.17.2</b> | <b>1999</b> | <b>SHOPP</b> | <b>\$1,370,000</b> | <b>Caltrans</b> |
| Asphalt Concrete (AC) overlay in Shasta County From Trinity County to .8 miles west of Crystal Creek Road. |                              |               |             |              |                    |                 |

**Completed**

**In-Progress**

|   |   |                  |                       |                       |                    |  |
|---|---|------------------|-----------------------|-----------------------|--------------------|--|
| <b>Buckhorn Grade Improvement Project</b>   | <b>Realignment / Environmental Document</b> | <b>0.0/R11.9</b> | <b>2009 PA&amp;ED</b> | <b>STIP (RIP/IIP)</b> | <b>\$5,400,000</b> | <b>Shasta, Trinity and Humboldt Counties, Caltrans</b> |
| This project is currently in preliminary design and environmental clearance. This phase will be complete upon Project Approval & Environmental Document (PA&ED). The project, once constructed, will provide a 45-55 mph design speed, improve safety, and accommodate STAA trucks. Funding the project as one large project has proven difficult. As such, the project is currently being designed in multiple smaller segments, which may enhance funding opportunities. Crucial to the segmented project approach is the construction of the middle portion of the Buckhorn Grade Improvement project. This middle portion cannot be broken into smaller segments and represents the most significant hurdle to the phased approach. |   |                  |                       |                       |                    |  |
| <b>Curve Improvement- Top of Buckhorn</b>   | <b>Operational</b>                          | <b>0.0/0.6</b>   | <b>2008</b>           | <b>SHOPP/HPP</b>      | <b>\$4,000,000</b> | <b>Shasta, Trinity and Humboldt Counties, Caltrans</b> |
| Increase curve radius to improve safety and corridor mobility. Conforms to the design of the Buckhorn Grade Improvement Project.  |   |                  |                       |                       |                    |  |
| <b>Curve Improvement- Bottom of Buckhorn</b>  | <b>Operational</b>                          | <b>5.4/5.8</b>   | <b>2009</b>           | <b>SHOPP</b>          | <b>\$2,700,000</b> | <b>Caltrans</b>  |
| Increase curve radius to improve safety and corridor mobility. Does not conform to the design of the Buckhorn Grade Improvement Project, but it is needed to address safety concerns.   |   |                  |                       |                       |                    |  |
| <b>Curve and Shoulder Improvement- Yankee Gulch</b>   | <b>Operational</b>                          | <b>7.0/7.6</b>   | <b>2009</b>           | <b>SHOPP/HPP</b>      | <b>\$5,300,000</b> | <b>Shasta, Trinity and Humboldt Counties, Caltrans</b> |
| Increase curve radius to improve safety and corridor mobility. Conforms to the design of the Buckhorn Grade Improvement Project.  |   |                  |                       |                       |                    |  |

**Future 20-Year**

|   |                    |                         |            |            |            |            |
|---|--------------------|-------------------------|------------|------------|------------|------------|
| <b>Buckhorn Grade Improvement Project</b>   | <b>Realignment</b> | <b>TRI 72.0/SHA 7.6</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> |
| The current cost not funded for completion of the full project is \$171,000,000 (2006 dollars). |                    |                         |            |            |            |            |

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## 299/44/36/395 Focus Route – Segment 7 (SHA 299) Crystal Creek Road to Redding City Limits

### Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |     | Collision Rates   |                 |                          |                                    |
|---|-----------|-----------------------|----------------------|-----|---|-----------------|--------------------------|------------------------------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 |                          | Statewide Average for Highway Type |
|   |           |                       |                      |     | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision | Total Collision                    |
| 2005  | 550-1400  | 4000-10600            | 340-360              | C   |   |                 |                          |                                    |
| 2015  | 600-1450  | 4900-11800            | 390-410              | D   | .42   | .94             | .64                      | 1.35                               |
| 2025  | 700-1600  | 5400-15600            | 450-470              | D   |   |                 |                          |                                    |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |     | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                          |                                    |

### Segment Description

This segment runs from Crystal Creek Road to Buenaventura Boulevard near the western city limits of Redding in Shasta County.

| County | Route | Post Mile  |
|--------|-------|------------|
| Shasta | 299   | 8.01-21.65 |

State Route 299 serves as a main street through the community of Shasta, sometimes referred to as “Old Shasta,” which is on the National Register of Historical Places (Shasta State Historic Park). Remaining brick buildings of the old mining town line both sides of State Route 299.

Travel on this section of the corridor is regional, interregional and recreational. The highway is adjacent to Whiskeytown National Recreation Area (NRA). This segment links rural communities and small urban areas to US 101, Interstate 5 and US 395. (5-axle trucks compose 3-9% of AADT).

The majority of this section of the corridor is undivided 2-lane conventional with paved shoulder widths that vary from 2 to 4-ft.

The section of roadway between Old Shasta and the Whiskeytown Lake visitor's center is called the “Shasta Divide.” This portion of the roadway is almost 2 miles in length and climbs steeply westward toward the lake. Paved shoulder widths are mostly 2-ft. in this location.



299-44-36-395 CMP

### Segment Issues

Key issues include:

- Shoulders widths are narrow for a large portion of this segment and in the Shasta Divide.
- Shasta Divide has 2 miles of steep westbound grade and operates one Level Of Service (LOS) lower in the summer months due to increased recreational vehicle (RV) and truck traffic, which leads to delays.
- This portion of State Route 299 has extensive recreational use in the summer between Redding and Whiskeytown Lake, which produces increased traffic volumes, pedestrian and bicycle activity at Whiskeytown and Old Shasta. Vehicles frequently park along the highway.
- Steep embankments along the roadway result in slides and falling rock during the rainy season.
- Whiskeytown Lake and Old Shasta have recognized environmental sensitivity.
- This segment is primarily rural with limited services. This condition poses a challenge during incidents due to lack of availability of gas, food, and lodging.
- Limited infrastructure is present along most of this segment. The remote areas between communities lack public utilities, telephone, and cell phone services.
- This segment falls within the tribal ancestral boundaries identified by Redding Rancheria.
- Post Miles 8.01 through PM 8.6 are classified as California Legal Advisory.

### Segment Management

This segment's challenges relate to terrain constraints that reduce practical opportunities for shoulder widening. Rocky slopes require frequent maintenance during inclement weather.

Recreational parking and high pedestrian activity during the summer months sometimes affect operations. Efforts to better define parking areas would be in partnership with the California State Parks and the National Park Service.

Other than a US Forest Service Closed Circuit Television (CCTV) and Highway advisory Radio, there are no existing state Intelligent Transportation System (ITS) elements within this segment. However, a permanent CMS is in place on State Route 299 near Buenaventura Blvd (SHA 299 PM 22.63) in the City of Redding for early warning to westbound traffic.

Planned ITS elements within this segment include one, Extinguishable Message Sign, a CCTV and Roadside Weather Information System.

Context sensitive solutions principles and design features should be applied to future projects developed in the vicinity of Whiskeytown Lake and Old Shasta.

A WB lane addition to the “Shasta Divide” between “Old Shasta” and Whiskeytown Lake would provide operational benefits.



# 299/44/36/395 CMP

## Segment 7 - Crystal Creek Road to Redding City Limits

**NORTH**  
No Scale



299/44/36/395 Focus Route CMP: North State Region  
**Crystal Creek Road to Redding City Limits (SHA 299 PM 8.01-21.65)**

**Segment Projects/Improvements**

| Name  | Type                       | Location           | Year        | Program      | Cost             | Sponsor         |
|---|----------------------------|--------------------|-------------|--------------|------------------|-----------------|
| <b>Chip Seal (Rubberized)</b><br>1.3 km west of Crystal Creek Road to Whiskey Creek Bridge. | <b>Highway Maintenance</b> | <b>PM 7.2/14.2</b> | <b>2005</b> | <b>SHOPP</b> | <b>\$885,000</b> | <b>Caltrans</b> |

**Completed**

**In-Progress**

No capacity projects or significant operational projects in progress.

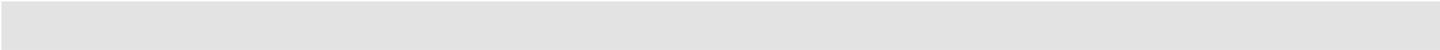
**Future 20-Year**

|  |                                      |                 |             |                       |            |                 |
|--|--------------------------------------|-----------------|-------------|-----------------------|------------|-----------------|
| <b>Crystal Creek Road AC Surfacing</b><br>Asphalt concrete surfacing near Old Shasta from .5 miles west of Crystal Creek bridge. | <b>Pavement Focus Rehabilitation</b> | <b>7.2/14.2</b> | <b>2012</b> | <b>Ten-Year SHOPP</b> | <b>TBD</b> | <b>Caltrans</b> |
|--|--------------------------------------|-----------------|-------------|-----------------------|------------|-----------------|

**Post 20-Year**

|  |                    |                  |            |            |            |            |
|--|--------------------|------------------|------------|------------|------------|------------|
| <b>Oak Bottom</b><br>Eastbound passing lane.   | <b>Capacity</b>    | <b>11.4/12.2</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> |
| <b>Bull Gulch</b><br>Westbound Passing lane  | <b>Capacity</b>    | <b>10.1/11.1</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> |
| <b>Shasta Divide Climbing Lane</b><br>Add westbound and eastbound passing lanes in the Shasta Divide area. | <b>Operational</b> | <b>16.3/17.4</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> |
| <b>Lower Springs</b><br>Increase to 5 lane.  | <b>Capacity</b>    | <b>20.5/21.7</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> |

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# Greater Redding Area

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## Greater Redding Area

### Description

This section of the east-west Focus Route is located in Shasta County in the Greater Redding Area. It consists of State Route 299 from the western city limits of Redding to State Route 44 in the old central business district. From the central business district, SR 44 crosses the Sacramento River, passes under I-5 and continues past the eastern city limits of Redding to the community of Palo Cedro.

| County | Route | Post Mile    |
|--------|-------|--------------|
| Shasta | 299   | 21.65/24.09  |
| Shasta | 44    | L0.00/ L1.81 |
| Shasta | 44    | R0.00/ R7.0  |

The City of Redding is the largest urban area on this route. It also has the most significant development activity and highest traffic volumes of all of the communities along this corridor. As a result, significant capacity constraints will occur within the Greater Redding Area during the next twenty years. For these reasons, this portion has been broken down into smaller sub-segments for more detailed analysis. The following table includes the five sub-segments for the Redding Urban Area.

**Table 8: Sub-Segments of Greater Redding Area**

| Sub-Segment | County | Route | Description   | Postmile                            |
|-------------|--------|-------|---|-------------------------------------|
| 8a          | Shasta | 299   | Buenaventura Blvd. to Continental St. (Begin Freeway) | 21.65/24.09 (equals SHA 44 PM L0.0) |
| 8b          | Shasta | 44    | Continental Street to SR 44 / I-5 Interchange         | L0.0/L1.81 (equals SHA 44 PM R0.0)  |
| 8c          | Shasta | 44    | Redding Central Interchange (SR 44 / I-5)             | R0.00                               |
| 8d          | Shasta | 44    | SR 44 / I-5 Interchange to Airport Rd. (End Freeway)  | R0.0/R3.81                          |
| 8e          | Shasta | 44    | Airport Road to Deschutes Rd.                         | R3.81/R7.0                          |

During the fall of 2006, the California Department of Transportation, District 2, utilized a consultant to prepare an Origination and Destination (O&D) study to determine travel patterns on state and interstate routes in northern Tehama and southern Shasta Counties. The most significant finding for this corridor was that less than 10 percent of the traffic on State Routes 299 and 44 in the Greater Redding Area section of this corridor was inter-regional. An inter-regional trip is one where a vehicle has passed all the way through the Greater Redding Urban Area (had both an origin and destination outside of the Greater Redding Area).

| Collision Rates                   |                 |                               |                      |                                    |                      |
|-----------------------------------|-----------------|-------------------------------|----------------------|------------------------------------|----------------------|
| Actual Collision Rates on Segment |                 |                               |                      | Statewide Average for Highway Type |                      |
| Route                             | Post Mile Range | Fatal + Injury Collision Rate | Total Collision Rate | Fatal + Injury Collision Rate      | Total Collision Rate |
| 299                               | 21.65/24.09     | 1.16                          | 2.97                 | 1.13                               | 2.58                 |
| 44                                | L0.0/R3.81      | .59                           | 1.68                 | .48                                | 1.16                 |
| 44                                | R3.81/R7.0      | .22                           | .43                  | .29                                | .63                  |

Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006

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## Greater Redding Area (continued)

### Transit Services:

Redding Area Bus Authority (RABA) and Greyhound provide bus service in the Greater Redding Area. RABA has both fixed route and demand-response services. All buses have mounted bike racks and Greyhound provides additional transport to various destinations within California and throughout the states. Amtrak provides train services south to Los Angeles and north to Seattle, Washington. The same railway system is shared for freight transport.

- The Shasta County Coordinated Human Transportation Plan provides strategies for meeting local transit needs. It prioritizes transportation services for funding and implementation with an emphasis on the transportation needs of individuals with disabilities, older-adults, and people with low incomes.
- Additional Transit information can be found on the following website:

<http://www.scrtpa.org/RTtransit.htm>



### Airports:

The City of Redding Airport Division maintains and operates two airports near this segment.

- The Redding Municipal Airport, is the only commercial airline passenger airport in District 2, and is the largest California airport north of Sacramento. Protection of ground access via SR 44 and I-5 is an important consideration for this airport. The Redding Municipal Airport provides service to San Francisco, Eureka, Los Angeles and Portland Oregon and features a variety of aviation-related businesses. Primary access to the airport is from SR 44 at Airport Road.
- The Benton Airpark is a general aviation airport that can be accessed from SR 299 between Buenaventura Boulevard and downtown Redding.

### Coalitions:

Coalitions formed to promote safety on State Routes 299, 44 and other routes in Shasta County.

- Highway 299 East & West Collaborative
- Highway 44 Safety Project

### Improvements Needed for SR 44:

The identified improvements are as follows:

- Redding Downtown Improvement (Sub-Segment 8a – completed).
- Dana to Downtown project (Sub-Segment 8b – scheduled for completion in 2011).
- Central Redding Interchange Fly-over (Sub-Segment 8c – not programmed).
- Stillwater Interchange and 4-lane Freeway (Sub-Segment 8e – PAED-only programmed).



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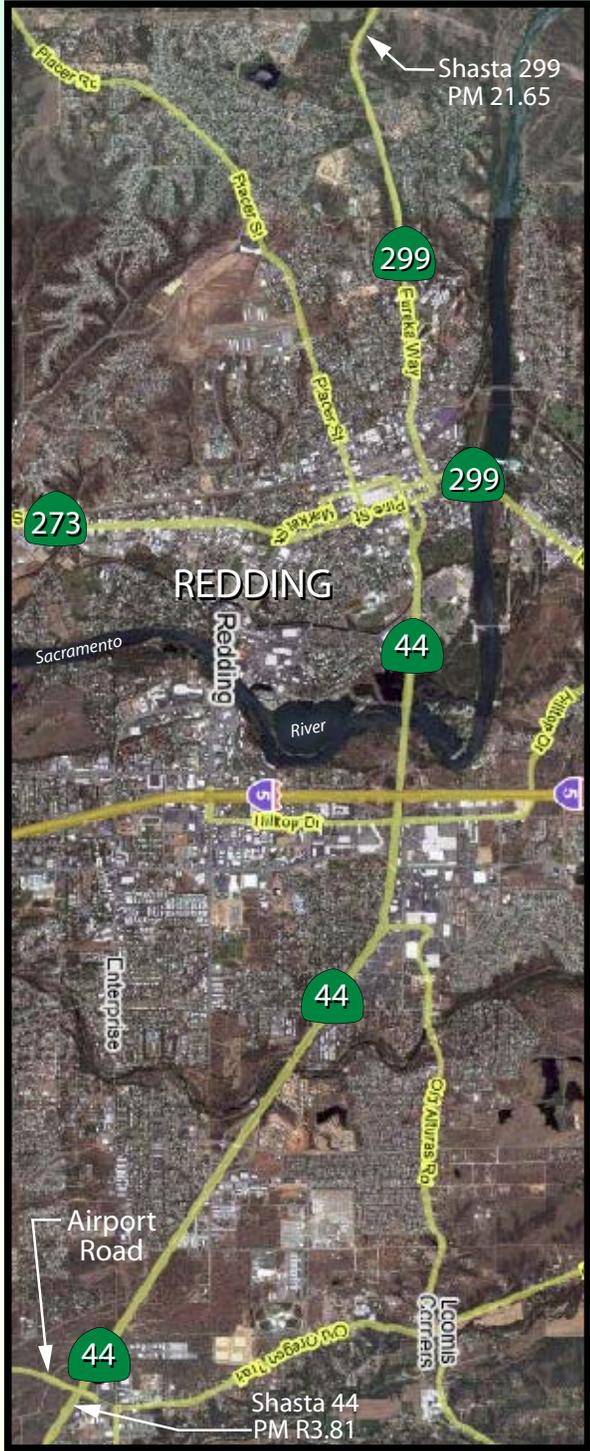
June 2008

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# 299/44/36/395 CMP

## Segment 8 - Greater Redding Area

**NORTH**  
No Scale



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## ***Greater Redding Area***

### **Sub-Segment Fact Sheets**

| <b>Subsegment</b> | <b>Route</b>   | <b>Description</b>                           |
|-------------------|----------------|--|
| 8a                | SR 299 / SR 44 | Buenaventura Boulevard to Continental Street |
| 8b                | SR 44          | Continental Street to SR 44/ I-5 Interchange |
| 8c                | SR 44          | Redding Central Interchange (SR 44 / I-5)    |
| 8d                | SR 44          | SR 44 / I-5 Interchange to Airport Road      |
| 8e                | SR 44          | Airport Road (End Freeway) to Descutes Road  |

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**299/44/36/395 Focus Route Sub-segment 8a (SHA 299/44)**  
**Buenaventura Boulevard to Continental Street (Begin Freeway)**

**Segment Performance**

| Traffic Volume Ranges and LOS |           |                       |                           |     |
|-------------------------------|-----------|-----------------------|---------------------------|-----|
| Year                          | Peak Hour | Average Daily Traffic | AADT 5-Axle Truck Volumes | LOS |
| 2005                          | 2550-4050 | 11300-24900           | 350-370                   | D   |
| 2015                          | 2950-4750 | 12500-26000           | 420-440                   | D   |
| 2025                          | 3350-5300 | 13600-27000           | 505-525                   | E   |

Source: Caltrans District 2, Office of System Planning and Traffic Census

**Segment Description**

This segment begins near the western city limits of Redding and extends to Continental Street at the beginning of the freeway on the eastern side of downtown Redding.

| County | Route | Post Mile                         |
|--------|-------|-----------------------------------|
| Shasta | 299   | R21.65/24.09 (equals SHA 44 L0.0) |
| Shasta | 44    | L0.0/L0.54                        |

Travel on this section of the corridor is predominantly local, with some recreational and interregional travel and goods movement (5-axle trucks are 2% of AADT).

This portion of the corridor within Redding (SR 299 and SR 44) is a four-lane conventional facility with numerous driveways and signalized intersections.

| Signalized Intersections |           |                      |
|--------------------------|-----------|----------------------|
| Route                    | Post Mile | Intersection         |
| 299                      | 22.23     | Buenaventura Blvd.   |
| 299                      | 23.24     | Walnut Street        |
| 299                      | 23.46     | Magnolia Street      |
| 299                      | 23.82     | Court Street         |
| 299                      | 23.97     | California Street    |
| 44                       | L0.0      | Market & Eureka      |
| 44                       | L0.098    | Market & Shasta      |
| 44                       | L0.168    | Market & Tehama      |
| 44                       | L0.240    | Tehama & Pine        |
| 44                       | L0.312    | Tehama & East Street |



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**Segment Issues**

Key issues include:

- Vehicle traffic increases considerably in the Greater Redding Area. The highway passes through the commercial downtown area where the posted speed ranges from 30-45 mph.
- There are two high schools and two elementary schools in the vicinity of this segment. The additional morning and afternoon traffic generated from these schools often leads to congestion along SR 299.
- Additional focal points that draw traffic to this area include several medical clinics, retail stores, service businesses, local restaurants, and fast food establishments.
- Pedestrian and bicycle traffic are frequent.
- State Route 44 in downtown consists of separate one-way alignments (couplet) passing through several signalized intersections. This configuration results in many one-way streets.
- California Legal Advisory Route, kingpin 32-ft. for EB PM L0.0-L0.240 and WB PM L0.169- L0.0 (Pilot car required for kingpin-to-rear axle greater than 38-ft.).
- The hub of the Redding Area Bus Authority (RABA) is located on Yuba Street (three city blocks from this route). This is a multimodal connection point shared with Greyhound bus services and Amtrak. This station offers multimodal opportunities for longer north/south travel.
- This segment falls within the tribal ancestral boundaries identified by Redding Rancheria.

**Segment Management**

Operational concerns in this segment of the east-west Focus Route are generally related to the high volume of traffic, multiple driveways, parking and reduced speed limits through the older downtown area.

The Redding Downtown Improvement project (EA 02-32802), added capacity at the Eureka Way and North Market Street intersection. The project also incorporated some turn radii changes and lane width increases to help trucks pass more safely through downtown.

Existing ITS elements in this area include: Closed Circuit Television (CCTV) at PM 22.2 and Changeable Message Signs (CMS) at PM 21.9 and 22.63. Also a Highway Advisory Radio sign is located at PM 21.99.

Recurring congestion is managed through traffic signalization while the north-south intersecting routes of SR 273 and Buenaventura Boulevard provide some opportunity to move traffic off the corridor.

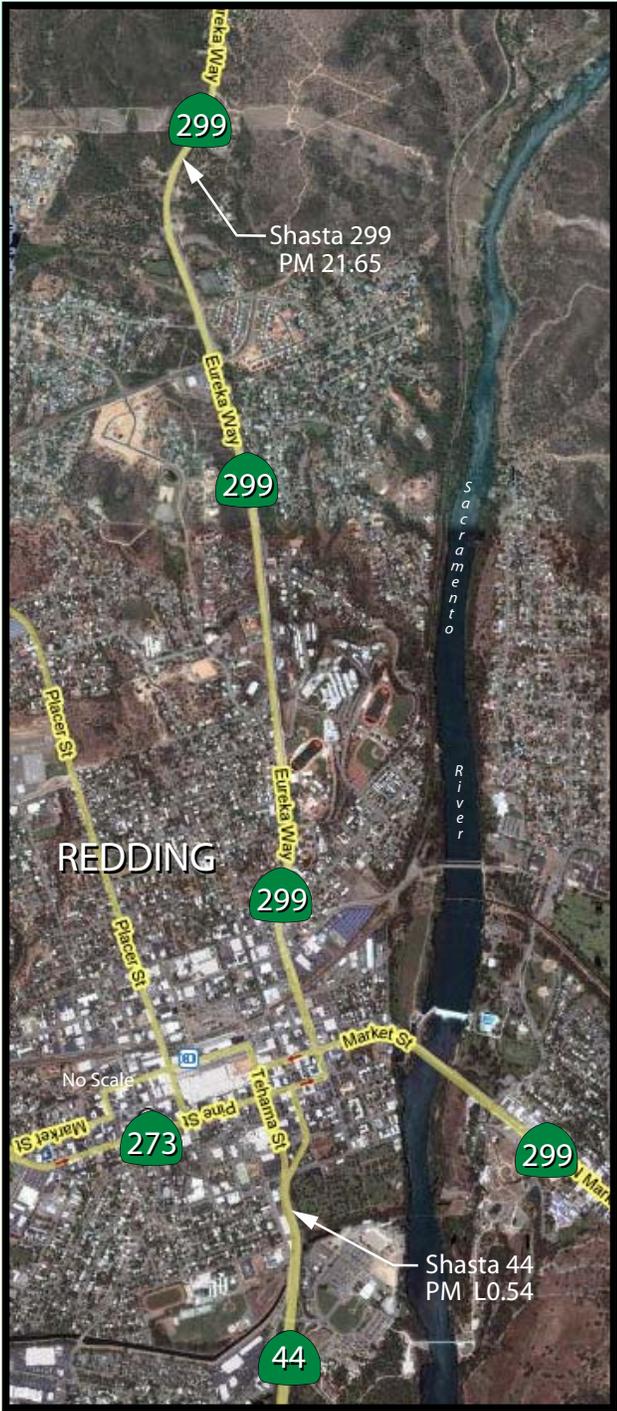


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# 299/44/36/395 CMP

## Segment 8a - Buenaventura Blvd. to Continental St. (Begin Freeway)

**NORTH**  
No Scale



299/44/36/395 Focus Route CMP: North State Region  
**Buenaventura Boulevard to Continental Street (Begin Freeway) SHA 299/44 R21.65-24.09/L0.0-L0.54**

**Segment Projects/Improvements**

| Name   | Type                          | Location                        | Year        | Program               | Cost                | Sponsor                            |
|--|-------------------------------|---------------------------------|-------------|-----------------------|---------------------|------------------------------------|
| <b>Eureka Way</b>  | <b>Roadway Rehabilitation</b> | <b>SHA 299<br/>PM 20.3/27.7</b> | <b>2004</b> | <b>SHOPP</b>          | <b>\$11,200,000</b> | <b>Caltrans</b>                    |
| Portland Concrete Cement and Asphalt Concrete overlay from approximately .06 mi west of Iron Mountain Road to Court Street.  |                               |                                 |             |                       |                     |                                    |
| <b>Redding Downtown Improvement Project</b>  | <b>Operational</b>            | <b>SHA 273/16.7/17.0</b>        | <b>2007</b> | <b>STIP (RIP/IIP)</b> | <b>\$2,100,000</b>  | <b>Shasta County,<br/>Caltrans</b> |
| Improve operations in downtown Redding by realigning and shifting the downtown couplet. This project added capacity at the Eureka Way/North Market Street intersection. Other minor area improvements included turning radius changes and increased lane widths designed to help larger trucks pass safely through downtown. The signal at the intersection of California Street and Tehama Street was modified and traffic stripe was placed at Tehama Street to allow an eastbound lane of traffic from California Street to Pine Street and beyond. |                               |                                 |             |                       |                     |                                    |

**Completed**

**In-Progress**

No capacity projects or significant operational projects currently in progress.

**Future 20-Year**

No capacity projects or significant operational projects proposed.

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**299/44/36/395 Focus Route Sub-segment 8b (SHA 44)**  
**Continental Street (Begin Freeway) to SR 44/I-5 Connector**

**Segment Performance**

| Traffic Volume Ranges and LOS |           |                       |                   |                |              |
|-------------------------------|-----------|-----------------------|-------------------|----------------|--------------|
| Year                          | Peak Hour | Average Daily Traffic | AADT 5-Axle Truck | Unimproved LOS | Improved LOS |
| 2005                          | 4050-5100 | 36000-55500           | 370-400           | D              | N/A          |
| 2015                          | 4750-6400 | 42500-59000           | 440-470           | E              | C            |
| 2025                          | 5300-7400 | 40500-65000           | 525-555           | F              | C            |

Source: Caltrans District 2, Office of System Planning and Traffic Census

**Segment Description**

This segment begins near Continental Street at the beginning of the freeway on the eastern side of downtown Redding and ends at the Redding SR 44/I-5 connector (SR 44/I-5 junction).

| County | Route | Post Mile                 |
|--------|-------|---------------------------|
| SHA    | 44    | L0.54/L1.81 (equals R0.0) |

Travel on this section of the corridor is predominantly local commuters, with some recreational and interregional travel and goods movement (5-axle trucks are 2% of AADT).

This segment currently is a four-lane paved freeway with 12-foot lanes, 8- to 11-foot paved outside shoulders and a 22-ft median with two types of median barrier (concrete and thrie beam).

The Sacramento River bridge has and outside shoulder width of 2-ft. in the east bound direction.

**Segment Issues**

Key issues include:

- This section has the highest traffic volume in the corridor. Recurrent congestion occurs during both the a.m. and p.m. peak hour.
- Many public attractions draw additional traffic to the area including: the Redding Rodeo Grounds, Sundial Bridge, Turtle Bay Park and Bird Sanctuary, and the Redding Convention Center.



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- SR 44 provides one of the few Sacramento River and I-5 crossing points in the City of Redding. This is the only east-west 4 lane freeway in the District that crosses over the Sacramento River. Bonnyview (2-lane arterial), Cypress Street (4-lane signalized city arterial), and Lake Boulevard (4-lane conventional highway with traffic signals), are also east-west arterials, but are lower speed facilities.
- Vertical Clearance Signing for structures under 15'6" are provided at the following locations:
  - o EB 44 at Auditorium Drive over crossing (14'11")
  - o WB 44 at Auditorium Drive over crossing (15'0")
- Bicycles are prohibited on State Route 44 east of SR 273 to Victor Avenue. Cypress Street is the alternative bike route.
- This segment falls within the tribal ancestral boundaries identified by Redding Rancheria.

**Segment Management**

Operational concerns in this segment of the East-West Focus Route are generally related to the high volume of traffic. The Dana Drive to Downtown project (EA 02-32803 Construction & 02-32804 Landscaping) addresses these concerns by:

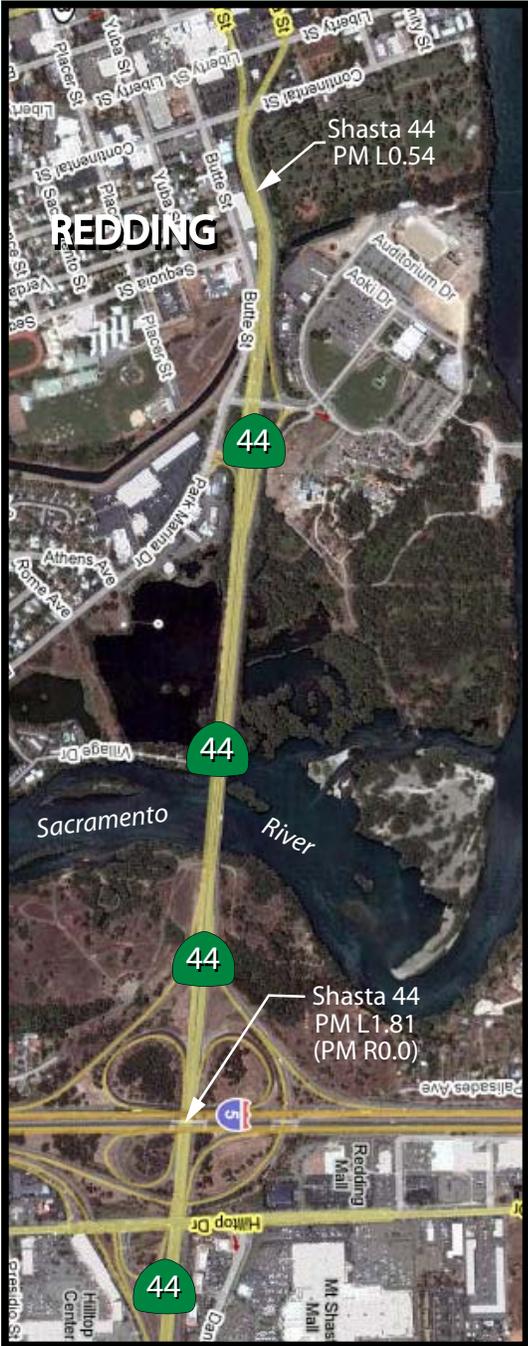
- Replace the Sacramento River Bridge and add westbound and eastbound auxiliary lanes from I-5 to the Auditorium Drive Interchange.
- Add a ramp from Dana Drive to westbound SR 44.
- Reconstruct the Auditorium Drive Interchange.
- Widen the Continental Street undercrossing.
- Add CCTV near Continental Street.
- Add a bike lane and pedestrian path from the Dana Drive/Hilltop Drive intersection to the Turtle Bay Park and Bird Sanctuary.

Fiber optic (ITS Communication) is planned between PMs 0.0 to I-5/SR 44 interchange. Vehicle detection for real-time traffic speed data is also planned for this area.

# 299/44/36/395 CMP

## Segment 8b - Continental Street to State Route 44/I-5 Connector

**NORTH**  
No Scale



299/44/395 Focus Route CMP: North State Region  
**Continental Street to SR 44/I-5 Connector (SHA 44 L0.54-L1.81)**

**Segment Projects/Improvements**

| Name | Type | Location | Year | Program | Cost | Sponsor |
|------|------|----------|------|---------|------|---------|
|------|------|----------|------|---------|------|---------|

**Completed**

No capacity projects or significant operational projects completed within the past 5 years.

**In-Progress-**

| Dana to Downtown   | Capacity | L0.3/L1.8 | 2008 | STIP (RIP/IIP/TE) | \$64,000,000 | Shasta County, City of Redding, Caltrans, |
|--|----------|-----------|------|-------------------|--------------|---|
| <p><b>Description:</b> This project is located on SR 44 between East Street in downtown Redding and the SR44/I-5 Connector. This highway widening and bridge construction project will:</p> <ul style="list-style-type: none"> <li>• Add an onramp from Dana Drive to SR 44.</li> <li>• Replace Sacramento River Bridge with a larger six-lane facility.</li> <li>• Construct a new bike/pedestrian path across the Sacramento River from Hilltop/Dana Drive intersection to Turtle Bay.</li> <li>• Replace Auditorium Drive with a wider, four-lane over-crossing.</li> <li>• Add a third eastbound lane between East Street and Park Marina Drive off-ramp.</li> <li>• Build a third lane in each direction between Auditorium Drive ramps and I-5 ramps.</li> <li>• Enhance lighting and aesthetics.</li> </ul> |          |           |      |                   |              |   |

**Future 20-Year**

No capacity projects or significant operational projects proposed.

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**SR44/I-5 Freeway To Freeway Connector (Central Interchange) SR 44 Exits 2A/2B**

**Segment Performance**

| Traffic Volumes and LOS   |  |  |                                 |   |  |
|---|--|--|---------------------------------|---|--|
| Year  | I-5:<br>Peak Hour/Average Daily<br>Traffic | SR 44:<br>Peak Hour/Average Daily<br>Traffic   | AADT 5-Axle<br>Truck<br>Volumes | Overall<br>Interchange<br>LOS<br>unimproved | Overall<br>interchange<br>LOS improved |
| 2005  | 6,300 / 58,000                             | 5,000 / 49,500   | 400                             | D   | N/A                                    |
| 2015  | 7,700 / 77,000                             | 4,300 / 44,000 <sup>1</sup>  | 470                             | E   | C                                      |
| 2025  | 9,900 / 94,000                             | 4,700 / 50,000 <sup>1</sup>  | 550                             | F   | D                                      |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |  | <sup>1</sup> Decrease predicted as a result of the Dana to Downtown project, which will provide a ramp for traffic from Dana Drive to westbound SR 44. |                                 |   |  |

**Segment Description**

This freeway-to-freeway connector is located in the center of the Redding Urban Area. It provides direct connections between SR 44 and Interstate 5 and is the only full freeway-to-freeway connector between Sacramento and Eugene, Oregon.

| County | Route | Post Mile       |
|--------|-------|-----------------|
| Shasta | 44    | PM L1.8 (=R0.0) |

Travel on this section of SR 44 is predominantly local, with some recreational and interregional travel and goods movement (5-axle trucks are 3% of AADT on SR 44 and 11% on I-5).

Currently, the segment consists of a 4-lane paved undivided freeway with 12-foot lanes, 8- to 10-foot paved outside shoulders on mainline SR 44 with a concrete median barrier. I-5 is 4 lane paved divided freeway with 12-foot lanes, and 10-foot outside shoulders. Several structures and shoulders on the ramps do not meet current standards.

**Segment Issues**

Key issues include:

- There is a short weave on eastbound 44 between the onramp from southbound I-5 and the offramp to northbound I-5, followed closely by a second offramp to Hilltop Drive. The length of the existing weave on eastbound SR 44 is 415 feet, which is less than half of the length recommended for the number of weaving vehicles. The short weave is

followed closely by a loop off-ramp to Hilltop Drive that causes exiting drivers to slow to 25 to 30 mph just when merging drivers are accelerating to 65 mph to join mainline freeway traffic.

- The LOS standards will be exceeded in all parts of the interchange by 2025.
- Traffic is already heavy at this critical interchange with peak hour traffic projected to increase 25-50% by the year 2025.
- Vertical Clearance Signing for structures under 15'6" provided at the following locations:
  - EB SR 44 at NB I-5 overcrossing (14' 10")
  - WB SR 44 at NB I-5 overcrossing (14' 11")
  - EB SR 44 at NB I-5 to WB 44 Connector ramp overcrossing (15'1")
  - WB SR 44 at NB I-5 to WB 44 Connector ramp overcrossing (15'1")

- This segment falls within the tribal ancestral boundaries identified by the Redding Rancheria.

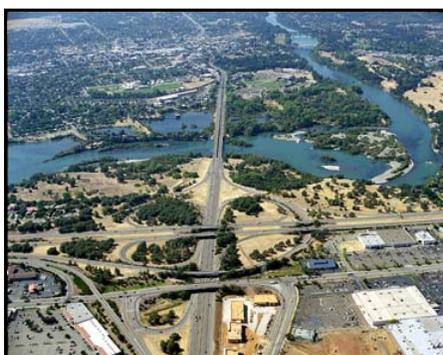
**Segment Management**

The District is evaluating potential options to improve operations within the eastbound weaving area via a direct "fly-over" connection to Hilltop Drive. Key features of the potential fly-over project include:

- Replace the southbound I-5 to eastbound SR 44 loop ramp with a direct connector ramp providing direct access from southbound I-5 to eastbound 44 and Hilltop Drive.
- Combine the eastbound 44 ramps to I-5 and Hilltop into a collector-distributor road.
- Widen structures and shoulders.

The above improvements would provide for acceptable LOS on eastbound SR 44 through the Central Redding Interchange through 2025.

Hilltop Drive in the City of Redding parallels I-5 and crosses over SR 44 immediately to the east of the Central Redding Interchange. In 2008, the City of Redding widened the Hilltop Drive over-crossing of SR 44 from 4-lanes to 6-lanes to accommodate four through lanes and turn-lane channelization.



# 299/44/36/395 CMP

## Segment 8c - State Route 44/I-5 Freeway to Freeway Connector (Shasta 44/I-5)



299/44/36/395 Focus Route CMP: North State Region  
**SR 44/I-5 Freeway to Freeway Connector (SHA 44 PM L1.81 = R0.0)**

**Segment Projects/Improvements**

| Name | Type | Location | Year | Program | Cost | Sponsor |
|------|------|----------|------|---------|------|---------|
|------|------|----------|------|---------|------|---------|

**Completed**

No capacity projects or significant operational projects completed within the last 5 years.

**In Progress**

No capacity projects or significant operational projects currently in progress.

**Future 20-Year**

| I-5/SR 44 Direct Connector Flyover Ramp   | Operational | I-5 R14.5/R16.2 | TBD | TBD | \$ 30,000,000 | TBD |
|---|-------------|-----------------|-----|-----|---------------|-----|
| Constructs a ramp to eliminate the weaves at both the southbound I-5 and eastbound 44. Provides a direct connector for southbound I-5 to eastbound SR 44 and Hilltop Drive and improves operations on eastbound SR 44. If the above project is funded and completed this section acceptable LOS is projected for eastbound SR 44 to the Central Redding Interchange through 2025. |             |                 |     |     |               |     |

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**SR 44/I-5 Connector (Junction SR 44/I-5) to Airport Road (End Freeway)**

**Segment Performance**

| Traffic Volume Ranges and LOS |                        |                          |                           |     |
|-------------------------------|------------------------|--------------------------|---------------------------|-----|
| Year                          | Peak Hour              | Average Daily Traffic    | AADT 5-Axle Truck Volumes | LOS |
| 2005                          | 2350-5000              | 23600-46000              | 320-460                   | C   |
| 2015                          | 2500-3900 <sup>1</sup> | 24300-37500 <sup>1</sup> | 390-530                   | C   |
| 2025                          | 3100-4500 <sup>1</sup> | 26400-44000 <sup>1</sup> | 475-615                   | D   |

Source: Caltrans District 2, Office of System Planning and Traffic Census

<sup>1</sup> Westbound traffic is expected to decrease within this segment due to the new onramp to westbound SR 44 at Hilltop Drive.

**Segment Description**

This segment begins at the Central Redding Interchange (Junction SR 44/I-5) and ends near Airport Road at the eastern Redding city limits.

| County | Route | Post Mile  |
|--------|-------|------------|
| Shasta | 44    | R0.0/R3.81 |

Travel on this section of the corridor is predominantly local, with some recreational and interregional travel and goods movement (5-axle trucks are 1% of AADT).

This segment currently is a four-lane paved freeway with 12-foot lanes and 8- to 10-foot paved outside shoulders. This segment has a concrete median barrier with various median widths ranging from 22-ft. to 34-ft.

**Segment Issues**

Key issues include:

- Large commercial centers contribute to the high traffic volumes on this section. Dana Drive and Hilltop support many restaurants, service stations, motels, large retail stores and a regional mall.

- Redding Big League Dreams Sports Park is also located along this portion of the route between Shasta View Drive and Airport Rd.
- This is the primary access route to the Redding Municipal Airport, which is the largest airport north of Sacramento. It provides commercial airline passenger service and features a variety of aviation-related businesses.
- This portion of SR 44 serves as an urban connector between Redding and the outlying communities of Palo Cedro, Millville, Whitmore and Shingletown.
- A 700-acre large parcel business park, Stillwater Business Park, is proposed near Post Mile 3.46. An Environmental Impact Report has been completed.
- This segment falls within the tribal ancestral boundaries identified by The Redding Rancheria and Greenville Rancheria.

**Segment Management**

There are several important interchanges in this segment.

- I-5/SR 44/Hilltop Drive Over Crossing (OC) PM R0.0 (SR 44 Exits 2A/2B)
- Victor Avenue OC PM R1.24 (Exits 3/3B)
- Shasta View Drive OC PM 2.09 (Exit 4)
- Airport Road OC PM R3.63 (Exit 5)

Signals were installed at the eastbound Airport Road interchange off ramp. This project was sponsored by the City of Redding in cooperation with Caltrans (completed 2007). It is anticipated that local development will create the need for improvement at additional locations during the next 20 years.

A Changeable Message Sign (CMS) is in place west of the Airport Road over crossing (PM 2.71) and a Highway Advisory Radio (HAR) flasher sign is in place near Victor Avenue, PM R1.40.

A Changeable Message Sign (CMS) is planned for Shasta view R 2.08. Also planned are three CCTV's (two at Shasta View Drive and one at Airport Drive). Also, vehicle detection is planned for this area to provide real-time traffic speed data.



299-44-36-395 CMP



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# 299/44/36/395 CMP

## Segment 8d - State Route 44/I-5 Connector to Airport Road (End Freeway)



**Segment Projects/Improvements**

| Name   | Type                          | Location            | Year        | Program      | Cost               | Sponsor         |
|--|-------------------------------|---------------------|-------------|--------------|--------------------|-----------------|
| <b>AC Overlay</b>  | <b>Roadway Rehabilitation</b> | <b>PM 0.0/7.5</b>   | <b>2002</b> | <b>SHOPP</b> | <b>\$6,104,200</b> | <b>Caltrans</b> |
| AC overlay from I-5 to 0.1 miles east of Cow Creek Bridge.                     |                               |                     |             |              |                    |                 |
| <b>Shasta View Median Barrier</b>  | <b>Operational</b>            | <b>PM R1.2/R4.2</b> | <b>2006</b> | <b>SHOPP</b> | <b>\$4,900,000</b> | <b>Caltrans</b> |
| From Victor Avenue overcrossing to .6 miles east of Airport Road overcrossing. |                               |                     |             |              |                    |                 |

**Completed**

**In-Progress**

No capacity projects or significant operational projects in progress.

**Future 20-Year**

No capacity projects or significant operational projects currently proposed.

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**Airport Road (End Freeway) to Deschutes Road**

**Segment Performance**

| Traffic Volume Ranges and LOS   |           |                       |                      |                |              | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|----------------|--------------|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS Unimproved | LOS Improved | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |                |              | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 1700-1800 | 17100-17800           | 180-200              | E              | N/A          |   |                 |                                    |                 |
| 2015  | 1950-3000 | 17600-18500           | 250-270              | F              | B            | .22   | .43             | .29                                | .63             |
| 2025  | 2300-2450 | 20600-21600           | 335-355              | F              | B            |   |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |                |              | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |

**Segment Issues**

This segment runs from the eastern Redding city limit near Airport Road to Deschutes Road in the community of Palo Cedro.

| County | Route | Post Mile  |
|--------|-------|------------|
| Shasta | 44    | R3.81-R7.0 |

This portion of SR 44 serves predominantly as an urban connector between Redding and the outlying communities of Palo Cedro, Millville, Whitmore, and Shingletown.

Travel on this section of the corridor consists of local commuting, recreational and interregional travel, and goods movement (5-axle trucks are 7-10% of AADT).

This section transitions from 4-lane freeway at Airport Road to 2-lane expressway. The expressway has paved 8-foot wide shoulders with the exception of the Stillwater Creek and Clough Creek bridges.

**Segment Issues**

Key issues include:

- The freeway ends and becomes two-lane undivided expressway. Eastbound traffic is merged from 2-lanes to a single lane with undivided opposing traffic.
- The area between Redding and Palo Cedro has experienced considerable population growth over the last 20 years, which has significantly increased commuter traffic.
- Two-at grade intersections are located within this segment: Stillwater Road and Gilbert Drive. As traffic volumes increase, opportunities to turn safely from these roads onto SR 44 will continue to diminish, especially during peak hour.
- This segment serves as the main commuting arterial between the commercial centers of Redding and the growing communities of Palo Cedro, Millville, and Shingletown.
- Palo Cedro has three schools, (elementary, middle and high) which contribute to the peak hour volumes before and after the school day.

**Segment Management**

This segment's challenges relate to increasing volumes of traffic on the two lane undivided expressway, two at-grade intersections and limited shoulders on two bridges. Congestion often occurs during the am and pm peak periods.

Two local roads in the Palo Cedro area provide some benefit to SR 44. Deschutes Road is a major north-south intersecting route, which provides access to SR 299 on the north, and to the City of Anderson and I-5 to the south. Old Hwy 44 serves as an additional opportunity for local traffic to travel off of SR 44. It runs parallel to SR 44 on the north side between Old Oregon Trail and Deschutes Road.

The Stillwater project is necessary to obtain the concept level of service of C/D. This project will expand the 2-lane expressway to a 4-lane freeway, replace the Stillwater at-grade intersection with an interchange, and close the Gilbert Road at-grade intersection. At present, only the PA&ED phase of this project is programmed (EA 02-36840).

Highway Advisory Radio Signs are in place in two locations near this segment: PM 1.4 (Victor Avenue) and PM 8.0 (Silver Bridge Road). Planned elements for Deschutes Road area include Closed Circuit Television (CCTV) and two Changeable Message boards.



299-44-36-395 CMP



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# 299/44/36/395 CMP

## Segment 8e - Airport Road (End Freeway) to Deschutes Road

**NORTH**  
No Scale



299/44/36/395 Focus Route CMP: North State Region  
**Airport Road (End Freeway) to Deschutes Road (SHA 44 PM R3.81-R7.0)**

**Segment Projects/Improvements**

| Name   | Type                          | Location          | Year        | Program      | Cost               | Sponsor         |
|--|-------------------------------|-------------------|-------------|--------------|--------------------|-----------------|
| <b>Completed</b>   |                               |                   |             |              |                    |                 |
| <b>AC Overlay</b>  | <b>Roadway Rehabilitation</b> | <b>PM 0.0/7.5</b> | <b>2002</b> | <b>SHOPP</b> | <b>\$6,104,200</b> | <b>Caltrans</b> |
| AC overlay from I-5 to 0.1 miles east of Cow Creek Bridge. |                               |                   |             |              |                    |                 |

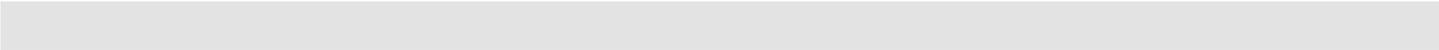
**In-Progress**

| Stillwater  | Capacity/ Environmental Document | SHA 44 R3.6/R7.0 | 2005 (PAED) | STIP | \$880,000 | Shasta County, Caltrans |
|---|----------------------------------|------------------|-------------|------|-----------|-------------------------|
| PA&ED programmed for widening from a 2-lane highway to a 4-lane freeway and construct a new interchange at Stillwater Road. Gilbert Drive at-grade intersection will be closed. |                                  |                  |             |      |           |                         |

**Future 20-Year**

| Stillwater  | Capacity | SHA 44 R3.6/R7.0 | TBD | TBD | TBD | Shasta County, Caltrans |
|---|----------|------------------|-----|-----|-----|-------------------------|
| Widen SR 44 from a 2-lane highway to a 4-lane freeway and construct a new interchange at Stillwater Road. Gilbert Drive at-grade intersection will be closed. |          |                  |     |     |     |                         |

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# **East of Redding to Susanville**

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## Deschutes Road to Shingletown

### Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |     | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|-----|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |     | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 600-900   | 2750-6800             | 90-180               | B   |   |                 |                                    |                 |
| 2015  | 650-1150  | 3200-6600             | 130-230              | C   | .48   | .83             | .73                                | 1.45            |
| 2025  | 750-1400  | 3900-9500             | 180-290              | D   |   |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |     | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |

### Segment Description

This segment runs from Deschutes Road in the community of Palo Cedro to the community of Shingletown in Shasta County.

| County | Route | Post Mile  |
|--------|-------|------------|
| Shasta | 44    | R7.0-R34.7 |

State Route 44 serves as the main street through the community of Shingletown.

Travel on this section of the corridor consists of local trips, regional trips, longer interregional trips, and recreational travel. The community of Shingletown does not have a high school and has a small businesses district, thus Redding is a destination for trips for many workers and high school students. Goods movement also composes a portion of the traffic with 5-axle trucks accounting for 2-7% of AADT.

This section of the corridor is 2-lane conventional highway with many locations where shoulders have been increased to 8-ft. widths. However, there are several locations remaining with 2-4 foot shoulder widths.

### Segment Issues

Key issues include:

- The route serves as the main street through the community of Shingletown with over 2000 residents. Intersections are not signalized and posted speeds range from 45 to 55 mph.



299-44-36-395 CMP

- There is a high concentration of at-grade access points, some with limited sight distance due to the curvilinear alignment. Many access points to the highway are located where the posted speed is 55 miles per hour.
- Limited passing opportunities are available in this segment.
- The eastern end of this segment has elevations over 2000 feet. This area receives intermittent snowfalls throughout the winter season.
- This portion of the corridor is mostly rural and passes through only one small community with limited services.
- Post Mile 10.8 through the remainder of this section (to SR 89) is classified as California Legal Network.
- This segment falls within the tribal ancestral boundaries identified by Greenville Rancheria and portions of this segment fall within tribal ancestral boundaries identified by Redding Rancheria.
- Various locations between Millville and Dersch Road have limited vertical and horizontal sight distance, and limited shoulder widths.
- The corridor between Redding and the California/Nevada state line is designated as STAA Network, with the exception of SR 44 between Millville (PM 10.8) and Jct. SR 89 (PM 62.69), which is identified as California Legal Network.

### Segment Management

This segment's challenges are related to the curvilinear alignment, and multiple access points. Several recently completed projects involved curve realignments, shoulder widening, and turn pockets.

This segment also has high elevations producing snowfall during the winter months. During the winter months, snow and icy conditions, result in chain control requirements and traffic delays.

Currently there is a Highway Advisory Radio sign flasher located at PM R 8.0. Also Portable Changeable Message Signs are placed when needed near Deschutes Road in Palo Cedro to give early warning for chain requirements. Three chain control stations are located within this segment near Shingletown (PMs 22.6, 25.2 and 34.5). Also radar feedback speed limit signs are located within this segment.

Closed Circuit Television (CCTV) is planned at PM R27.87 (EA 02-1C6401). ITS elements under consideration are: CCTV near Shasta Forest Village (PM R26.0) and Highway Advisory Radio at PM R32.0.

Other future corridor management possibilities include: localized alignment improvements, vertical and horizontal curve improvements, turn pockets, additional passing opportunities, increase shoulder width in feasible locations and pursue consolidation of access points. Also, context sensitive solutions principles and design features should be applied to future projects developed within the community of Shingletown.



June 2008

# 299/44/36/395 CMP

## Segment 9 - Deschutes Road to Shingletown



299/44/395 Focus Route CMP: North State Region  
**Deschutes Road to Shingletown (SHA 44 PM R7.0-R34.7)**

**Segment Projects/Improvements**

| Name   | Type                          | Location         | Year        | Program      | Cost               | Sponsor         |
|--|-------------------------------|------------------|-------------|--------------|--------------------|-----------------|
| <b>Curve Improvement-Miller's Curve</b>  | Operational                   | R25.2/R26.9      | 1999        | SHOPP        | \$3,900,000        | Caltrans        |
| Increased curve radii and improved vertical alignment to enhance safety and corridor mobility.                     |                               |                  |             |              |                    |                 |
| <b>Warranty Slurry Seal</b>  | <b>Roadway Rehabilitation</b> | <b>14.4/43.3</b> | <b>2006</b> | <b>SHOPP</b> | <b>\$1,077,000</b> | <b>Caltrans</b> |
| From Bear Creek bridge to .9 miles east of Deer Flat Road.   |                               |                  |             |              |                    |                 |
| <b>Curve Improvement and Shoulder Widening-Dersch</b>  | Operational                   | 16.2/18.9        | 2007        | SHOPP        | \$7,700,000        | Caltrans        |
| Increase curve radii and add EB passing lane to improve safety and corridor mobility, provide clear recovery zone. |                               |                  |             |              |                    |                 |
| <b>Curve Improvement and Shoulder Widening-Ponderosa</b>   | Operational                   | 24.2/25.2        | 2007        | SHOPP        | \$3,300,000        | Caltrans        |
| Vertical Curve correction and shoulder widening.   |                               |                  |             |              |                    |                 |

**Future 20-Year**

|  |             |             |     |     |     |          |
|--|-------------|-------------|-----|-----|-----|----------|
| <b>Curve Improvement and Shoulder Widening</b>   | Operational | R11.0/R13.0 | TBD | TBD | TBD | Caltrans |
| Undertake horizontal and vertical curve improvements and shoulder widening at various locations. |             |             |     |     |     |          |

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# 299/44/36/395 Focus Route Segment 10 (SHA 44) Shingletown to State Route 89

## Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |     | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|-----|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |     | Fatal + injury Collision  | Total Collision | Fatal + injury Collision           | Total Collision |
| 2005  | 250-280   | 1300-1500             | 90-160               | B   |   |                 |                                    |                 |
| 2015  | 300-330   | 1650-2300             | 130-210              | B   | .96   | 1.89            | .66                                | 1.38            |
| 2025  | 330-360   | 1950-2900             | 180-270              | C   |   |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |     | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |

## Segment Description

This segment runs from Shingletown to State Route 89 in Shasta County.

| County | Route | Post Mile   |
|--------|-------|-------------|
| Shasta | 44    | 34.70-62.69 |

State Route 44 serves as Main Street through the communities of Viola and Old Station.

Travel on this section of the corridor consists of local trips, regional trips, longer interregional trips, and recreational travel. This section serves recreational travel throughout the year with summer showing the highest traffic volumes. Also, goods movement composes a portion of the traffic with approximately 2-7% of AADT 5-axle trucks.

This section of the corridor is 2-lane conventional with the majority of paved shoulders varying from 1-4 ft.

## Segment Issues

Key issues include:

- This segment of the route passes through the highest elevation on the entire corridor at Eskimo Hill (elevation 5926 ft.) near Lassen Volcanic National Park. Heavy snowfalls are common during the winter months.

- This portion of the corridor is mostly rural and passes through only a few small communities with limited services. This condition poses a challenge during incidents due to low availability of gas, food, and lodging.
- Limited infrastructure is present along large portions of this segment. The mountain areas between communities lack public utilities, telephone, and cell phone services.
- This segment falls within the tribal ancestral boundaries identified by the Greenville Rancheria and portions of this segment fall within ancestral boundaries identified by the Pit River Tribe.
- Restrictive terrain in some locations will make widening expensive.
- The corridor between Redding and the California/Nevada state line is designated as STAA Network, with the exception of SR 44 between Millville (PM 10.8) and Jct. SR 89 (PM 62.69), which is identified as California Legal Network.

## Segment Management

This segment's challenges are related to high elevations producing intense snowstorms during winter. Traffic delays are frequent due to winter closures and winter driving conditions.

Daily snow plowing and placing sand on the roadway are common maintenance efforts throughout the winter months.

There is an existing CCTV located just west of the Eskimo Hill Summit at the entrance of Lassen Park (PM R49.3).

Future Intelligent Transportation System (ITS) elements under consideration are: Roadside Weather Information Systems (RWIS) near Starlight Pines Road (PM 37.05) and Eskimo Summit (PM 50.52); Closed Circuit Television (CCTV) at Starlight Pines Road (PM 37.0), and Junction SR44/SR89 (PM 62.68); Highway Advisory Radio (HAR) at Old Station (PM R49.0). In addition, Changeable Message Signs (CMS) are proposed for PM 62.60 and PM 63.0 both near the junction of SR 44 and SR 89.

Establish a 4-ft paved shoulder width as a minimum concept standard in constrained areas near Lassen Park to Viola. However, in communities, and locations without severe geographic limitations, consider 8-ft design.



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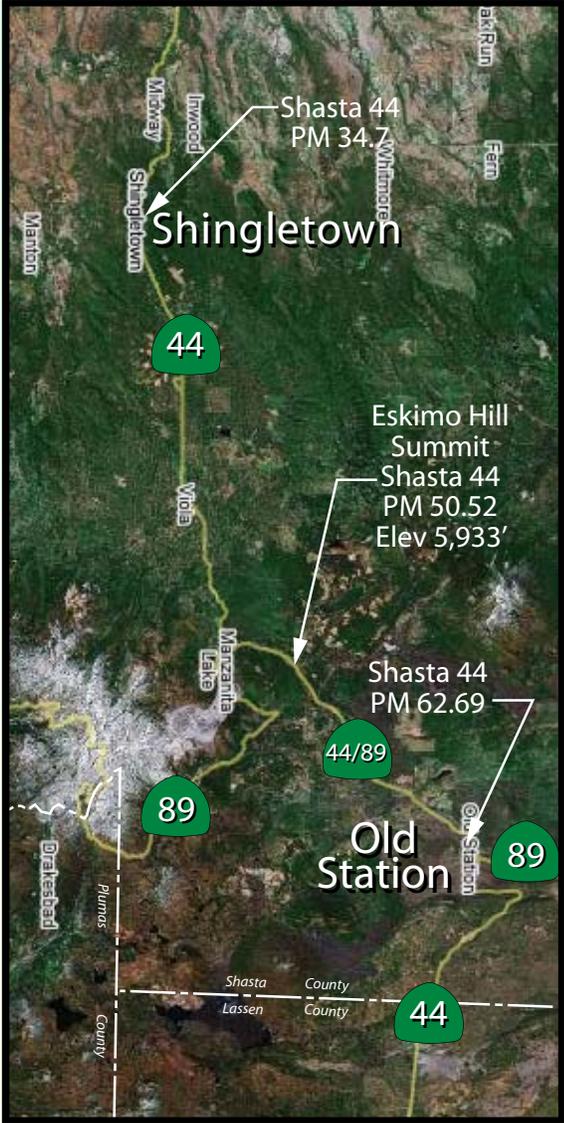


June 2008

299/44/36/395 CMP

Segment 10 - Shingletown to State Route 89

NORTH  
No Scale



299/44/395 Focus Route CMP: North State Region  
**Shingletown to SR 89 (SHA 44 PM R34.7-62.69)**

**Segment Projects/Improvements**

| Name  | Type        | Location  | Year | Program | Cost      | Sponsor  |
|---|-------------|-----------|------|---------|-----------|----------|
| <b>Curve Improvement-Ashpan Curve</b><br>Increased curve radius to improve safety and mobility. | Operational | 53.3/53.8 | 2001 | SHOPP   | \$650,000 | Caltrans |

**In-Progress**

|   |             |           |      |       |            |          |
|---|-------------|-----------|------|-------|------------|----------|
| <b>Curve Improvement / Shoulder Widening</b><br>Improve lane and shoulder geometrics and increase clear recovery zone near Viola from 2.5 to 1.1 miles west of Lassen Park. | Operational | 46.9/48.3 | 2010 | SHOPP | \$5,423,00 | Caltrans |
|---|-------------|-----------|------|-------|------------|----------|

**Future 20-Year**

No capacity projects or significant operational projects proposed.

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## State Route 89 to State Route 36

### Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |     | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|-----|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |     | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 290-320   | 1800-1900             | 180-250              | B   |   |                 |                                    |                 |
| 2015  | 300-330   | 2000-2100             | 220-300              | B   | 1.33  | 2.29            | .68                                | 1.43            |
| 2025  | 310-340   | 2200-2300             | 270-360              | C   |   |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |     | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |

### Segment Description

This segment runs from SR 89 in Shasta County to SR 36 in Lassen County.

| County | Route | Post Mile   |
|--------|-------|-------------|
| Shasta | 44    | 62.69-71.39 |
| Lassen | 44    | 0.00-37.25  |

Travel on this section of the corridor consists of regional trips, longer interregional trips, and recreational travel. This section serves recreational travel throughout the year with summer showing the highest traffic volumes. Also, goods movement composes a portion of the traffic with approximately 9-14% of AADT 5-axle trucks.

This section of the corridor is 2-lane conventional with the majority of paved shoulders varying from 2-4 ft.

### Segment Issues

Key issues include:

- Heavy snowfalls are common on this portion of the route, often 40 feet or more over the course of the winter. The western 14 miles of this segment has lower sun exposure and areas along the highway tend to maintain 8-12 feet of snow pack for the duration of winter.
- During winter snows, vehicles frequently travel on the roadway before snow can be completely cleared resulting in snow pack and ice on the roadway.
- This segment is mostly rural with limited services. This condition poses a challenge during incidents due to low availability of gas, food, and lodging.
- Public utilities, telephone, and cell phone services are very limited.
- This segment falls within the tribal ancestral boundaries identified by the Susanville Rancheria and the Greenville Rancheria. Portions of this segment fall within ancestral boundaries identified by the Pit River Tribe of California.

### Segment Management

This segment's challenges are related to high elevations producing intense snowstorms during winter. Traffic delays are frequent during the winter due to winter driving conditions.

Daily snow plowing and placing sand on the roadway are common maintenance efforts throughout the winter months.

Closed Circuit Television (CCTV) is present in two locations in Lassen County. PM 14.5 and PM 37.2. Also there is an existing Roadside Weather Information System (RWIS) located at PM 14.53.

Future corridor management considerations: Install Changeable Message Signs (CMS) in both directions on SR 44 near the junction of SR 89 (PM 63.0); and place Closed Circuit Television (CCTV) in the same area. Also, CCTV and RWIS placement is proposed near the Lassen county line.



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June 2008

# 299/44/36/395 CMP

## Segment 11 - State Route 89 to State Route 36



**Segment Projects/Improvements**

| Name   | Type               | Location                | Year        | Program      | Cost               | Sponsor         |
|--|--------------------|-------------------------|-------------|--------------|--------------------|-----------------|
| <b>Curve Improvement-Hat Creek Rim</b>   | <b>Operational</b> | <b>SHA 44 66.1/67.1</b> | <b>2007</b> | <b>SHOPP</b> | <b>\$1,900,000</b> | <b>Caltrans</b> |
| Increased curve radius to improve safety and mobility.   |                    |                         |             |              |                    |                 |
| <b>Bogard Rest Area</b>  | <b>Maintenance</b> | <b>LAS 14.5</b>         | <b>2006</b> | <b>SHOPP</b> | <b>\$2,873,000</b> | <b>Caltrans</b> |
| Built new facility at the Bogard Safety Roadside Rest Area About 23 miles east of Old Station. |                    |                         |             |              |                    |                 |

**Completed**

**In-Progress**

No capacity projects or significant operational projects in-progress

**Future 20-Year**

No capacity projects or significant operational projects currently proposed.

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# Junction State Route 44 to Susanville

## Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |     | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|-----|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |     | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 570-880   | 4450-6200             | 400-440              | B   |   |                 |                                    |                 |
| 2015  | 680-890   | 5700-7450             | 460-530              | C   | .25   | .90             | .50                                | 1.08            |
| 2025  | 830-1050  | 6950-8700             | 530-635              | C   | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |     |   |                 |                                    |                 |

## Segment Description

This segment of the corridor (SR 36) runs from the Junction of SR 44/SR 36 to the City of Susanville.

| County | Route | Post Mile    |
|--------|-------|--------------|
| Lassen | 36    | R19.20/23.64 |

Travel on this section of the corridor consists of local trips, regional trips, longer interregional trips, and recreational travel. This section serves recreational travel throughout the year with summer showing the highest traffic volumes. Also, goods movement composes a portion of the traffic with approximately 2% of AADT 5-axle trucks.

West of Susanville, this segment consists of a 2-lane paved highway with 12-foot lanes, and 4- to 8-foot treated outside shoulders.

## Segment Issues

Key issues include:

- The posted speed throughout this segment is 50 mph, however, there are multiple curve warning signs, narrow shoulders and steep grades at the east end.
- Posted 25 mph curve warning sign at Post Mile 24.2.

- 6% grade from Post Mile 22.5 to 24.5 contributes to slower speeds for truck and recreational vehicles at the west entrance to Susanville.
- Limited space for disabled vehicles and bicyclists caused by narrow shoulders.
- Limited passing opportunities cause vehicle delays as a result of trucks and recreational vehicles.
- There are few alternate routes to this segment, which can cause significant delay or even isolation during severe weather events or other travel-related incidents.
- This segment falls within the tribal ancestral boundaries identified by the Susanville Indian Rancheria and the Greenville Rancheria.
- Provides access from the east to the town of Chester, Lake Almanor, and the proposed Dyer Mountain Ski Resort.
- Trucking consists largely of hauling building materials, agricultural goods and other products.

## Segment Management

ITS elements deployed in this segment, providing traveler information include: Closed Circuit Television (CCTV) at the junction of SR 44/SR 36 (PM R19.20).

Management of this segment will focus on deployment of additional ITS elements to warn travelers of incidents and/or severe weather. Proposed elements include a Changeable Message Sign (CMS) at PM 21.0 and HAR near PM 22.0 at Eagle Lake Road.

The community of Susanville and the California Highway Patrol are exploring the possibility of building a truck weigh and inspection station (Type D) near PM 22.5.



299-44-36-395 CMP



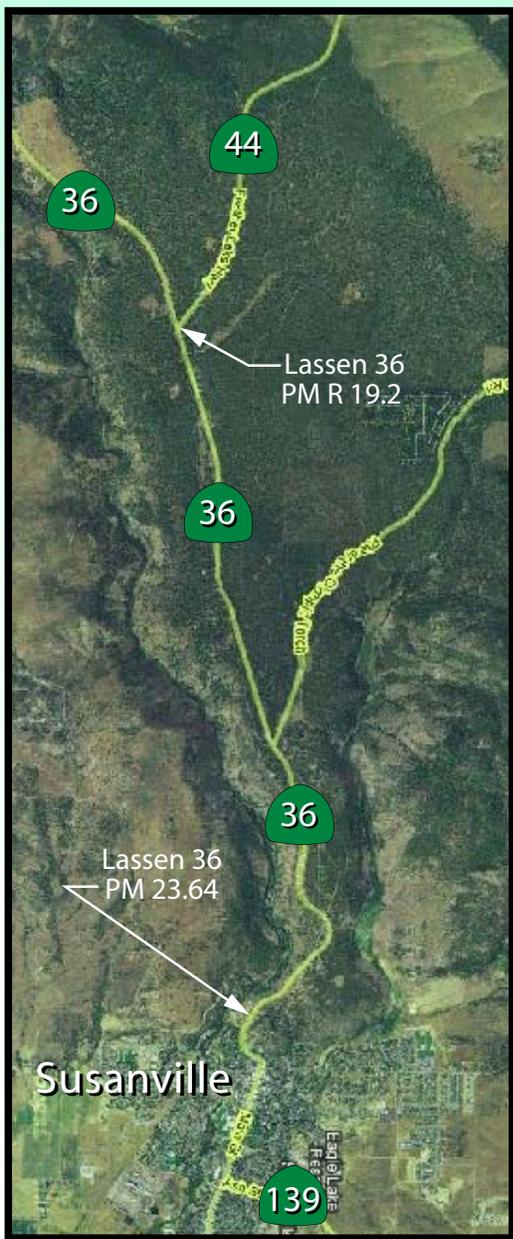
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June 2008

# 299/44/36/395 CMP

## Segment 12 - State Route 44 to Susanville



299/44/36/395 Focus Route CMP: North State Region  
**Junction State Route 44 to Susanville (LAS 36 PM R19.20-23.64)**

**Segment Projects/Improvements**

| Name | Type | Location | Year | Program | Cost | Sponsor |
|------|------|----------|------|---------|------|---------|
|------|------|----------|------|---------|------|---------|

**Completed**

No projects completed within the last 5 years.

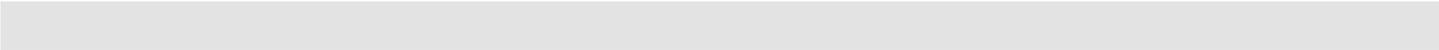
**In-Progress**

No capacity projects or significant operational projects in progress.

**Future 20-Year**

| Fredonyer Rehabilitation  | Rehabilitate Roadway | LAS 5.0/20.5 | 2015 | Ten-Year SHOPP | \$19,000,000 | Caltrans |
|---|----------------------|--------------|------|----------------|--------------|----------|
| Only the last 1.3 miles of this project is on the 299-44-36-395 corridor. |                      |              |      |                |              |          |

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# **Susanville to Reno**

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# Susanville

## Segment Performance

| Traffic Volume Ranges and LOS |           |                          |                      |                |              | Collision Rates                   |                 |                                    |                 |
|-------------------------------|-----------|--------------------------|----------------------|----------------|--------------|-----------------------------------|-----------------|------------------------------------|-----------------|
| Year                          | Peak Hour | Average Daily Traffic    | 5-Axle Truck Volumes | LOS Unimproved | LOS Improved | Actual Collision Rates on Segment |                 | Statewide Average for Highway Type |                 |
|                               |           |                          |                      |                |              | Fatal + Injury Collision          | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005                          | 1650-2000 | 14000-20700              | 440-540              | D              | N/A          |                                   |                 |                                    |                 |
| 2015                          | 1900-3900 | 15600-27000 <sup>1</sup> | 510-650              | E              | D            | .61                               | 2.99            | 1.80                               | 4.46            |
| 2025                          | 2050-4550 | 17200-33600 <sup>1</sup> | 580-780              | E              | E            |                                   |                 |                                    |                 |

<sup>1</sup> Volume reflects completion of Skyline Road project.  
Source: Caltrans District 2, Office of System Planning and Traffic Census

Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006

## Segment Description

This segment is in the City of Susanville, Lassen County.

| County | Route | Post Mile    |
|--------|-------|--------------|
| Lassen | 36    | 23.64/R26.22 |

Travel on this section of the corridor is predominantly local and regional, with some longer interregional trips. Goods movement composes a portion of the traffic with approximately 2% of AADT 5-axle trucks.

Currently, the segment consists of a 4-lane paved highway with two 12-foot lanes in each direction, parallel parking on both sides, and intermittent left turn lanes. Two westbound lanes are in place to accommodate traffic traveling the uphill grade leaving west Susanville. A single eastbound lane enters the west end of Susanville.

The highway segment contains sidewalks and several signalized intersections with crosswalks.

| Signalized Intersections |                                |
|--------------------------|--------------------------------|
| Post Mile                | Intersection                   |
| 24.86                    | SR 36/Weatherlow St            |
| 25.0                     | SR 36/Crosswalk at High School |
| 25.26                    | SR 36/Alexander                |
| 25.35                    | SR 36/SR 139 North             |
| 25.75                    | SR 36/Fairfield                |
| R26.22                   | SR 36/Johnstonville Rd         |

## Segment Issues

Key issues include:

- Congestion occurs during peak hours and in the summer, and as a result of recreational and regional traffic.
- Traffic slows through town due to signalization of intersections, pedestrians, and bicyclists.
- SR 139 (Ash Street) intersects this segment at PM 25.356. A 2-lane highway, which begins in Susanville at Jct. SR 36 and terminates at Jct. SR 299. This highway provides

primary access to Eagle Lake and Lassen College.

- Lassen High School is located on the south side of SR 36 and there is a major retail center at the east end of the segment.
- Currently, there are few alternative routes to this segment, which can cause delay during peak hours.
- The steep 6% grade on the existing alignment of SR 36 to the west side of town (PM 22.5 to PM 24.5) has been a high profile concern for the community. In response to this issue the Highway 36 Town Hill Safety Task Force has been created as an advisory committee to the Lassen County Transportation Commission (LCTC). The group was formed to review the existing status of SR 36 and make recommendations for improvements to the LCTC.
- As major improvements (such as Buckhorn Grade-SHA 299 PM 0.0-PM 8.01) are made to the Corridor in the future, truck volumes may increase. This would heighten the importance of making further improvements in the vicinity of Town Hill and the City of Susanville.
- The Lassen Rural Bus System provides service within the city limits of Susanville and fixed route services to the communities of Westwood, Herlong (traveling through Standish and Litchfield), and Doyle. Mount Lassen Motor Transit also provides service along the US 395 corridor.
- This segment falls within the tribal ancestral boundaries identified by the

Susanville Indian Rancheria and Greenville Rancheria.

## Segment Management

This segment is utilized by local and interregional traffic. Additional right of way is not available to add lanes. Therefore, the City of Susanville and Lassen County are emphasizing improvement and/or construction of additional parallel local routes. They are doing this by working on projects such as the Skyline project, which will be accessed via SR 139. It will parallel SR 36 in the northern portion of Susanville. The second phase, Skyline extension project, will connect Skyline Road to Johnstonville Road before rejoining SR 36 north of the junction of SR 36/US 395. Traffic will be able to access SR 36 and US 395 at several locations along Skyline Road, utilizing local roads. It is estimated that this parallel route will reduce the traffic volumes on SR 36 by several thousand vehicles. District 2 supports these local projects.

CCTV is installed at (PM 24.04). Highway Advisory Radio flasher sign is in place at PM 23.80. Radar feedback curve warning signs are located on the Town Hill grade.

Efforts to resolve the Town Hill Grade issues are in progress. A project to widen shoulders along the Town Hill Grade is programmed. Also, Caltrans is implementing a near term modification through the minor program. Installation of a K-rail median near the bottom of the hill is scheduled for construction Summer 2008 (EA 02- E8805). The above project is a temporary solution, while a longer-term improvement for this location is developed.

The Susanville Relief Route study will examine alternative solutions to improve corridor operation by allowing some traffic to utilize an alternate route to SR 36 through Susanville (EA 02-0E070).



299/44/36/395 CMP

Segment 13 - Susanville



**Segment Projects/Improvements**

| Name  | Type                 | Location      | Year | Program | Cost        | Sponsor  |
|---|----------------------|---------------|------|---------|-------------|----------|
| <b>Susanville Pothole Initiative</b>                  | Roadway Preservation | LAS 24.5/26.0 | 2006 | SHOPP   | \$1,500,000 | Caltrans |
| Mill and replace asphalt concrete.                    |                      |               |      |         |             |          |
| <b>Susanville AC Overlay</b>                          | Roadway Preservation | LAS 26.0/29.4 | 2006 | SHOPP   | \$2,678,000 | Caltrans |
| Resurface Asphalt Concrete from Quarry St. to US 395. |                      |               |      |         |             |          |

**Completed**

**In-Progress**

|   |                          |                      |             |                      |                    |  |
|---|--------------------------|----------------------|-------------|----------------------|--------------------|--|
| <b>Skyline East</b>   | <b>New Local Road</b>    | <b>Susanville</b>    | <b>2006</b> | <b>STIP (RIP)</b>    | <b>\$8,124,000</b> | <b>Lassen County, Susanville</b>           |
| Construct new roadway in north Susanville parallel to SR 36 to alleviate traffic on SR 36 and SR 139. Begins at SR 139 and ends at Johnstonville Road. This project will allow an alternate route to local traffic within Susanville, as well as access to Lassen Community College, and recreational activities. A Class 1 bike lane will also follow the route. |                          |                      |             |                      |                    |  |
| <b>Skyline Extension</b>  | <b>New Local Road</b>    | <b>Susanville</b>    | <b>2008</b> | <b>STIP (RIP)</b>    | <b>\$3,948,000</b> | <b>Lassen County, Susanville</b>           |
| Link Skyline Road East (at Johnstonville Road) to SR 36.  |                          |                      |             |                      |                    |  |
| <b>Susanville Relief Route</b>  | <b>Planning Study</b>    | <b>Susanville</b>    | <b>TBD</b>  | <b>TBD</b>           | <b>TBD</b>         | <b>Lassen County, Susanville, Caltrans</b> |
| Planning study undertaken jointly to evaluate potential parallel routes to SR 36 in the vicinity of Susanville.   |                          |                      |             |                      |                    |  |
| <b>Town Hill</b>  | <b>Shoulder Widening</b> | <b>LAS 22.5/24.4</b> | <b>2009</b> | <b>STIP (RIP/MP)</b> | <b>\$6,129,000</b> | <b>Lassen County, Caltrans</b>             |
| Add westbound shoulder to accommodate a bicycle lane and reconfigure the Prattville Road/SR 36 connection.  |                          |                      |             |                      |                    |  |

**Future 20-Year**

|                                       |                    |                       |            |            |            |            |
|---------------------------------------|--------------------|-----------------------|------------|------------|------------|------------|
| <b>Town Hill</b>                      | <b>Operational</b> | <b>LAS 23.65/24.7</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> | <b>TBD</b> |
| Address grade and operational issues. |                    |                       |            |            |            |            |

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# Susanville to US 395

## Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |                |              | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|----------------|--------------|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS Unimproved | LOS Improved | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |                |              | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 1000-1050 | 10000-10900           | 660-670              | D              | N/A          |   |                 |                                    |                 |
| 2015  | 1550-1700 | 13000-14000           | 760-800              | E              | N/A          | .18   | .69             | .35                                | .67             |
| 2025  | 1900-2050 | 16000-17100           | 880-960              | E              | C            |   |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |                |              | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |

## Segment Description

This segment runs from the City of Susanville, to the Junction of SR36/US 395 in Lassen County.

| County | Route | Post Mile     |
|--------|-------|---------------|
| Lassen | 36    | R26.22/R29.39 |

The segment contains the eastern portion of the City of Susanville, the community of Johnstonville, Susanville Municipal Airport and residential developments.

Travel on this section of the corridor consists of local trips, regional trips, longer interregional trips, and recreational travel. Goods movement composes a portion of the traffic with approximately 2% of AADT 5-axle trucks.

In Susanville, the segment consists of a 4-lane paved highway with 12-foot lanes, some parallel parking, and intermittent left and right turn pockets.

East of Susanville the segment transitions into a 2-lane paved highway with 12-foot lanes and 8-foot paved outside shoulders.

| Signalized Intersection |                         |
|-------------------------|-------------------------|
| Postmile                | Intersection            |
| R 26.52                 | East Riverside Drive    |
| R 29.39                 | Junction SR 36 / US 395 |



299-44-36-395 CMP

## Segment Issues

Key issues include:

- Johnstonville Road (County Road A27) is an alternate route to this segment. This county road is used by regional and local traffic to access Johnstonville, Johnstonville Elementary School and residential areas. This helps to improve operations and safety along the segment by reducing usage of SR 36 and US 395 by local traffic.
- Johnstonville Road CR A27 may also be used as a detour to SR 36. It intersects with US 395 in the community of Johnstonville, just north of the junction of SR 36/US 395.
- Although this segment is mostly striped to allow passing, opportunities are limited during peak hours due to high traffic volumes.
- Residential development is increasing in this area.
- This segment falls within the tribal ancestral boundaries identified by the Susanville Indian Rancheria and Greenville Rancheria.
- An existing at-grade railroad crossing is located at PM R26.99
- The Lassen Rural Bus System provides service within the city limits of Susanville and fixed route services to the communities of Westwood, Herlong (traveling through Standish and Litchfield), and Doyle. Mount Lassen Motor Transit also provides service along the US 395 corridor.

## Segment Management

Future improvements necessary to maintain concept LOS will involve expansion from 2-lanes to 4-lanes. Possible modification of the at-grade intersection of SR 36/US 395 will also be considered.

ITS elements are deployed at both ends of this segment, providing information to motorists. This includes a CCTV at the junction of SR 36/US 395 and another at PM R26.52. Additional elements planned in Lassen County will better alert travelers to severe weather on US 395.

Emphasis on corridor management will include parallel local and regional routes pursued by the City of Susanville and Lassen County.



June 2008

# 299/44/36/395 CMP

## Segment 14 - Susanville to US 395



299/44/36/395 Focus Route CMP: North State Region  
**Susanville to US 395 (LAS 36 PM R26.22-R29.39)**

**Segment Projects/Improvements**

| Name                                 | Type                 | Location      | Year | Program | Cost        | Sponsor  |
|--------------------------------------|----------------------|---------------|------|---------|-------------|----------|
| <b>Susanville Pothole Initiative</b> | Roadway Preservation | LAS 24.5/29.0 | 2006 | SHOPP   | \$1,500,000 | Caltrans |
| Mill and replace asphalt concrete.   |                      |               |      |         |             |          |

**Completed**

**In-Progress**

No projects currently in progress.

**Future 20-Year**

|   |          |                 |     |     |     |     |
|---|----------|-----------------|-----|-----|-----|-----|
| <b>Four-Lane from Susanville to US 395</b>  | Capacity | LAS R26.4/R29.4 | TBD | TBD | TBD | TBD |
| Improve operations by converting a 2-lane expressway to a 4-lane expressway and replace Susan River Bridge. |          |                 |     |     |     |     |

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## 299/44/36/395 Focus Route Segment 15 (LAS/SIE 395) US 395 to California/Nevada state line

### Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |     | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|-----|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |     | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 700-1450  | 4650-9700             | 800-1100             | C   |   |                 |                                    |                 |
| 2015  | 750-1475  | 5650-11400            | 905-1285             | C   | .35   | .95             | .37                                | .75             |
| 2025  | 800-1550  | 6650-13100            | 1025-1500            | D   |   |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |     | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |

### Segment Description

This segment runs from the Junction of SR 36/US 395 in Lassen County to the California/Nevada state line in Sierra County.

| County | Route | Post Mile   |
|--------|-------|-------------|
| Lassen | 395   | R0.0/R61.09 |
| Sierra | 395   | R0.0/R3.18  |

Travel on this section of the corridor is predominantly longer interregional trips and goods movement. Approximately 2% of AADT is 5-axle trucks.

This portion of US 395 is designated as a high priority route on the National Highway System.

Currently, the segment consists primarily a 2-lane highway with 12-foot lanes, 4- to 8-foot outside paved shoulders, and no median. Eight miles near the California/Nevada border consists of a 4-lane paved expressway with 12-foot lanes, 10-foot paved outside shoulders and 5-foot paved inside shoulders.

### Segment Issues

Key issues include:

- Severe wind and ice closes the route to trucks several times each year, primarily at Hallelujah Junction (Jct. SR 70/US 395) and the Junction of SR 36/US 395 near the Susan River Bridge.

- Few alternate routes to this segment, which can cause significant delay or even isolation during severe weather events or other travel-related incidents.
- SR 70 intersects at Post Mile 4.6 (Exit 8). ITS elements are in place on SR 70 near Hallelujah Junction to alert travelers to severe weather.
- Limited services are available in this segment, which proves to be a challenge when an incident occurs with no available gas, food, and lodging.
- Limited development occurs in this segment. The west side of the highway is mostly adjacent to National Forest land.
- The Lassen Rural Bus System provides service within the city limits of Susanville and fixed route services to the communities of Westwood, Herlong (traveling through Standish and Litchfield), and Doyle. The Mount Lassen Motor Transit and the Modoc County Transit also provide service along this portion of US 395.
- This segment falls within the tribal ancestral boundaries identified by the Susanville Indian Rancheria, the Greenville Rancheria and the Washoe Tribe of Nevada and California.

- The Railroad shared by Union Pacific and The Burlington Northern Santa Fe Railroad (BSNF) runs nearly parallel to US 395 from the Nevada State line through Doyle then north toward Herlong and east into Nevada.

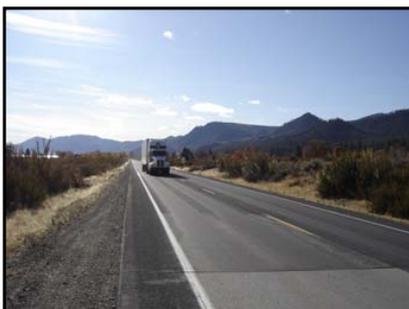
### Segment Management

Currently, US 395 closes (full or partial) due to severe weather and weather related incidents about 3 to 6 times each year.

There are two existing Highway Advisory Radio signs (HARS) and accompanying signs at route junctions near each end of this segment. Installation of Roadside Weather Information System RWIS and Closed Circuit Television (CCTV) was completed in 2007 at two locations, PM's 21.9 and 53.10.

Future planned elements for this segment include HAR (PM 49.6), four CMS (PM's 4.0, 51.5 & 60.9) and SIE PM R2.09 and three CCTV's (PM's 5.5, 25.8 and 44.2).

The post-twenty year facility vision is a 4-lane Expressway. Some sections already have right-of-way established. Caltrans is working with Lassen County on an access management study to help develop a feasible plan to achieve this type of facility.



299-44-36-395 CMP



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June 2008

# 299/44/36/395 CMP

## Segment 15 - US 395 to California/Nevada State Line



299/44/36/395 Focus Route CMP: North State Region  
**US 395 to California/Nevada state line (LAS/SIE 395 PM R0.0-R61.09/R0.0-R3.18)**

**Segment Projects/Improvements**

| Name | Type | Location | Year | Program | Cost | Sponsor |
|------|------|----------|------|---------|------|---------|
|------|------|----------|------|---------|------|---------|

**Completed**

|   |                               |                      |             |              |                     |                 |
|---|-------------------------------|----------------------|-------------|--------------|---------------------|-----------------|
| <b>Redrock Rehabilitation</b>   | <b>Roadway Rehabilitation</b> | <b>LAS 11.8/24.8</b> | <b>2005</b> | <b>SHOPP</b> | <b>\$10,900,000</b> | <b>Caltrans</b> |
| Roadway Rehabilitation near Hallelujah Junction from 4 Miles south of Long Valley Creek Bridge No. 7-0023 to 0.1 mile north of Willow Ranch Creek Bridge. |                               |                      |             |              |                     |                 |
| <b>Hallelujah Junction Rehab</b>  | <b>Roadway Rehabilitation</b> | <b>LAS 5.8/9.0</b>   | <b>2006</b> | <b>SHOPP</b> | <b>\$3,990,000</b>  | <b>Caltrans</b> |
| Widen Shoulders near Hallelujah Junction from 1.2 miles to 4.4 miles north of Route 70/395 Separation.  |                               |                      |             |              |                     |                 |
| <b>Herlong Shoulder Widening</b>  | <b>Operational</b>            | <b>LAS 24.8/32.4</b> | <b>2007</b> | <b>SHOPP</b> | <b>\$9,600,000</b>  | <b>Caltrans</b> |
| Widen shoulders near Doyle from .12 miles north of Willow Ranch Creek Bridge to .87 miles north of Garnier Road.  |                               |                      |             |              |                     |                 |
| <b>Milford Shoulder Widening</b>  | <b>Operational</b>            | <b>LAS 30.7/56.7</b> | <b>2007</b> | <b>SHOPP</b> | <b>\$32,660,000</b> | <b>Caltrans</b> |
| Widen Shoulders and add rumble strips.  |                               |                      |             |              |                     |                 |
| <b>Honey Lake Safety Roadside Rest Area</b>   | <b>Operational</b>            | <b>LAS 49.5</b>      | <b>2007</b> | <b>SHOPP</b> | <b>\$2,921,000</b>  | <b>Caltrans</b> |
| Rehabilitate safety roadside rest area approximately 7.5 miles north of Milford.  |                               |                      |             |              |                     |                 |

**In-Progress**

|  |                                  |                       |             |                      |                    |                                |
|--|----------------------------------|-----------------------|-------------|----------------------|--------------------|--------------------------------|
| <b>Automated Wind Warning System</b>   | <b>Traffic Management System</b> | <b>LAS 4.8/R61.3</b>  | <b>2008</b> | <b>SHOPP – Minor</b> | <b>\$650,000</b>   | <b>Caltrans</b>                |
| Install automated wind warning system.   |                                  |                       |             |                      |                    |                                |
| <b>US 395 at Johnstonville School</b>  | <b>Operational</b>               | <b>LAS 60.8/61.6</b>  | <b>2009</b> | <b>STIP (RIP)</b>    | <b>\$2,600,000</b> | <b>Lassen County, Caltrans</b> |
| In City of Johnstonville, from 0.3 mile south of Route 36 to 0.3 mile north of Johnstonville Road on Route 395. Construct turn lanes, thin blanket overlay, hardware flashing beacon system. |                                  |                       |             |                      |                    |                                |
| <b>Honey Lake Expressway Master Plan</b>   | <b>Access Management Study</b>   | <b>LAS R4.6/R61.1</b> | <b>TBD</b>  | <b>TBD</b>           | <b>TBD</b>         | <b>Lassen County, Caltrans</b> |
| Develop an access management master plan that provides guidelines and a vision for the ultimate facility between Junction SR 36/US 395 to Hallelujah Junction at SR 70.                      |                                  |                       |             |                      |                    |                                |

299/44/36/395 Focus Route CMP: North State Region  
**US 395 to California/Nevada state line (LAS/SIE 395 PM R0.0-R61.09/R0.0-R3.18) (continued)**

**Future 20-Year**

|   |                               |                      |             |                       |                     |                 |
|---|-------------------------------|----------------------|-------------|-----------------------|---------------------|-----------------|
| <b>Johnstonville CAPM</b>                             | <b>Roadway Rehabilitation</b> | <b>LAS 56.6/76.6</b> | <b>2011</b> | <b>Ten-Year SHOPP</b> | <b>\$15,000,000</b> | <b>Caltrans</b> |
| Pavement focus rehabilitation to improve ride quality |                               |                      |             |                       |                     |                 |
| <b>395 Gap</b>  | <b>Roadway Rehabilitation</b> | <b>LAS 4.6/11.8</b>  | <b>2012</b> | <b>Ten-Year SHOPP</b> | <b>\$10,000,000</b> | <b>Caltrans</b> |
| Rehabilitate Roadway.                                 |                               |                      |             |                       |                     |                 |

## 299/44/36/395 Focus Route Segment 16 (Washoe 395) California/Nevada state line to Reno, NV

### Segment Performance

| Traffic Volume Ranges and LOS   |           |                       |                      |     | Collision Rates   |                 |                                    |                 |
|---|-----------|-----------------------|----------------------|-----|---|-----------------|------------------------------------|-----------------|
| Year  | Peak Hour | Average Daily Traffic | 5-Axle Truck Volumes | LOS | Actual Collision Rates on Segment   |                 | Statewide Average for Highway Type |                 |
|   |           |                       |                      |     | Fatal + Injury Collision  | Total Collision | Fatal + Injury Collision           | Total Collision |
| 2005  | 1100-2500 | 9110-21000            | 665-785              | C   |   |                 |                                    |                 |
| 2015  | 1300-3350 | 10810-28000           | 765-940              | C   | Not Available   | Not Available   | Not Available                      | Not Available   |
| 2025  | 1500-4200 | 12510-35000           | 880-1130             | D   | Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 05-01-01 to 04-30-2006 |                 |                                    |                 |
| Source: Caltrans District 2, Office of System Planning and Traffic Census |           |                       |                      |     |   |                 |                                    |                 |

### Segment Description

This segment runs from the California/Nevada state line in Sierra County to north of Reno, Nevada in Washoe County.

| County | Route | Post Mile  |
|--------|-------|------------|
| Washoe | 395   | 30.0/42.15 |

The segment passes through high desert with some development in the western portion of the city of Reno.

Travel on this section of the corridor consists of regional trips, longer interregional trips, goods movement and recreational travel.

Currently, the segment consists of a 4-lane paved freeway with 12-foot lanes, 10-foot paved outside shoulders and 5-foot paved inside shoulders. This freeway segment contains a dirt median.

### Segment Issues

Key issues include:

- Limited detours in this area may cause challenges when the highway is closed due to severe weather.
- There are expanding residential and commercial developments along this segment as it approaches Reno.

- Severe wind and ice closes the route to trucks several times each year.
- Volumes begin to rise significantly near Reno due to increasing residential and commercial growth.
- Reno is regularly annexing land north of US 395 for future growth.
- Limited ITS elements.
- This segment falls within the tribal ancestral boundaries identified by the Susanville Indian Rancheria and the Washoe Tribe of Nevada and California. Portions of this segment fall within the ancestral boundaries identified by the Greenville Rancheria,
- Reno-Tahoe International Airport is located just off US 395 in Reno.
- Public transit systems in Reno include: TART - (Tahoe Area Regional Transit), RTC INTERCITY, Sierra Spirit - transit service, RTC RIDE, and RTC ACCESS
- Portions of US 395 are adjacent to the Humboldt Toiyabe National Forest at various locations from the California/Nevada state line to Reno.

- A Rail Road shared by Union Pacific Rail Road and The Burlington Northern Santa Fe Railroad (BSNF) parallels the majority of US 395 between the California/Nevada State line and Reno

### Segment Management

The facility is fully improved, with capacity to accommodate 20-year volumes.

Management in this segment of US 395 will focus on expansion of ITS elements to warn travelers in advance of incidents and wind warnings, allowing them to change trip time or route.

The Nevada Department of Transportation (NDOT) manages this portion of the corridor. NDOT information can be found on the following website:  
<http://www.nevadadot.com/>



299-44-36-395 CMP



145



June 2008

# 299/44/36/395 CMP

## Segment 16 - California/Nevada State Line to Reno



**NORTH**  
No Scale



299/44/36/395 Focus Route CMP: North State Region  
**California/Nevada state line to Reno, NV (Washoe 395 PM 42.15/25.0)**

**Segment Projects/Improvements**

| Name | Type | Location | Year | Program | Cost | Sponsor |
|------|------|----------|------|---------|------|---------|
|------|------|----------|------|---------|------|---------|

**Completed**

No capacity projects or significant operational projects completed within the last 5 years.

**In-Progress**

|   |  |                                 |             |            |                   |            |
|---|--|---------------------------------|-------------|------------|-------------------|------------|
| <b>Grind and Pave</b>   | <b>Roadway Rehabilitation</b>            | <b>PM 8.2/11.5</b>              | <b>2008</b> | <b>TBD</b> | <b>\$ 249,000</b> | <b>TBD</b> |
| Roadway rehabilitation from SR 673 Stead Boulevard North) to California/Nevada state line near Bordertown.                              |  |                                 |             |            |                   |            |
| <b>Incident Management System</b>   | <b>Intelligent Transportation System</b> | <b>Post Miles not available</b> | <b>2008</b> | <b>TBD</b> | <b>\$ 750,000</b> | <b>TBD</b> |
| Deployment of Intelligent Transportation System (ITS) field elements, install dynamic Message Signs and CCTV cameras on US 395 freeway. |  |                                 |             |            |                   |            |

**Future 20-Year**

|  |                 |                       |            |            |                     |            |
|--|-----------------|-----------------------|------------|------------|---------------------|------------|
| <b>Widen Roadway</b>   | <b>Capacity</b> | <b>PM 25.69-34.36</b> | <b>TBD</b> | <b>TBD</b> | <b>\$70,000,000</b> | <b>TBD</b> |
| Widen from I-80 to Stead Boulevard from 4-lanes to 6- Lanes. |                 |                       |            |            |                     |            |

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# Appendices

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## Appendices

- Appendix A: Stakeholders
- Appendix B: Native American Tribal Fact Sheets
- Appendix C: County Information
- Appendix D: Highway Type and Lane Geometrics
- Appendix E: Existing Right-of-Way Width
- Appendix F: Park and Ride Facilities
- Appendix G: Rest Areas
- Appendix H: Bicycle Status
- Appendix I: Chain Control Locations
- Appendix J: Highway Maintenance Facilities
- Appendix K: Passing and Truck Climbing Lanes
- Appendix L: Maintenance Work
- Appendix M: Intelligent Transportation Systems (ITS)
  - M-1: Existing and Programmed ITS
  - M-2: Existing Count Stations
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- Appendix N: LOS Description
- Appendix O: Projects to Bring State Route 299 to STAA Standard
- Appendix P: Environmental Features
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- Appendix R: Scenic Designations
- Appendix S: Glossary
- Appendix T: Reference Listing

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# 299/44/36/395 Focus Route Corridor Stakeholders

## Counties

Humboldt  
Trinity  
Shasta  
Lassen  
Washoe (Nevada)

## Cities

Arcata,  
Blue Lake,  
Redding,  
Susanville,  
Reno

## Regional Transportation Planning Agencies

Humboldt, Trinity, Shasta,  
Lassen, Sierra,  
Washoe (Nevada)

## Departments of Transportation

California,  
Districts 1, 2 & 3  
Nevada, District 2

## Tribal Governments

### Federally Recognized Tribes-

Blue Lake Rancheria, Greenville Rancheria,  
Hoopa Valley Reservation,  
Pit River Tribe of California, Redding Rancheria,  
Susanville Indian Rancheria, Table Bluff Reservation,  
Washoe Tribe of Nevada and California

### Non-Federally Recognized Tribes-

Honey Lake Maidu, Nor-Rel-Muk Nation,  
Tsunngwe Council, Maidu Nation,  
United Tribes of Northern California,  
Wadatkuta Band of Northern Paiute,  
Winnemen Wintu Tribe,  
Wintu Tribe of Northern California

Public Involvement  
(occurs throughout process)

## Other Agencies

United States Forest Service



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## Appendix B

### Native American Tribal Fact Sheets

#### Tribal Governments

##### Federally Acknowledged

- Blue Lake Rancheria
- Greenville Rancheria
- Hoopa Valley Reservation
- Pit River Tribe
- Redding Rancheria
- Susanville Indian Rancheria
- Table Bluff Reservation
- Washoe Tribe of Nevada and California

##### Non-Federally Acknowledged

###### Lassen

- Honey Lake Maidu
- United Maidu Nation
- Wadatkuta Band of Northern Paiute of the Honey Lake Valley

###### Shasta

- United Tribes of California
- Winnemem-Wintu Tribe
- Wintu Tribe of Northern California

###### Trinity

- Tsnungwe Council
- Wintu Tribe of Northern California
- Nor-Rel-Muk Band of Wintu Indians

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## **BLUE LAKE RANCHERIA**

### **INFORMATION AND COMMUNITY FACT SHEET**

#### **STATUS: Federally Recognized**

Due to the California Rancheria Act of 1958, the original Blue Lake Rancheria was terminated in the 1960s.

In 1983, a U.S. District Court for the Northern District of California (*Tillie Hardwick v. United States of America*) ruled that the failure of the BIA to comply with its obligations under the California Rancheria Act invalidated the Act. As a result, the Blue Lake Rancheria and 17 other California tribes were restored as federally recognized Indian tribes. During the period (1959-83) when the Reservation was terminated, the BIA deeded two parcels of the Reservation land to the non-Indian town of Blue Lake, which are not yet recovered. Expansion of the land based at Blue Lake, both by return of the original two parcels and by further land acquisitions, is a top tribal priority, since there is insufficient land for members.

#### **LAND BASE**

Blue Lake Rancheria is federally recognized Indian reservation shared by Wiyot, Tolowa, and Yurok people. The Rancheria is located in northern California: 12 miles north of Eureka and 5 miles east of Arcata, it currently has 82 acres.

In addition the Tribe claims ancestral territories: Territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

#### **TRIBAL GOVERNMENT**

Blue Lake Rancheria Tribal Government is organized under a Constitution, with the enrolled Tribal members eighteen years of age and older who reside on the Rancheria comprising a General council and The Blue Lake Rancheria Business Council (Business Council) as the Tribe's governing body. The Assistant Secretary of Indian Affairs approved the Rancheria's Constitution on March 22, 1989, authorizing full governmental powers to the duly elected Business Council. The Blue Lake Rancheria's Business Council represents the Blue Lake Indian Tribe and has the authority to administer programs designed to meet the needs of American Indians residing on the Blue Lake Rancheria, and operates the majority of these programs through a P.L. 93-638 Self-Determination Contract.

The Tribe also runs the Blue Lake Casino and the Play Station 777 Gas and Convenience Store.

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## **GREENVILLE RANCHERIA**

### **INFORMATION AND COMMUNITY FACT SHEET**

#### **STATUS: Federally Recognized**

Due to the California Rancheria Act of 1958, the original Greenville Rancheria (275 acres) and Tribal members were terminated from Federal Recognition. In 1983, a U.S. District Court for the Northern District of California (*Tillie Hardwick v. United States of America*) ruled that the failure of the BIA to comply with its obligations under the California Rancheria Act invalidated this legislation. As a result, the Greenville Rancheria and 17 other California tribes were restored as federally recognized Indian tribes. The Greenville's Rancheria Tribal affiliation is Maidu, Wintu & Pit River Indian.

#### **LAND BASE**

Land Status: The Tribe has no land in Trust with the Federal Government and currently holds 1 acre of land in Redding, 10 acres in Greenville, and 1.5 acres in Red Bluff in fee. At the original Rancheria site, there is a historic school and church located on this parcel. In addition the Tribe also holds 1.25 acres of land in fee status in the Town of Greenville where a medical and dental facility are located. The Tribal government operations are run from the back of this building, which were recently relocated from Red Bluff.

In addition to a Tribal fee land, the Tribe claims ancestral territories in the Northern Sacramento foothills, and valley, the territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

#### **TRIBAL GOVERNMENT**

The Tribe falls under the Indian Reorganization Act of 1934. The Tribal Council/Business Council meets every Thursday of the month, the elected Council is made up of a Tribal Chairperson, Vice Chair, Secretary, Treasurer, and Members at large. The membership meetings are on the 2<sup>nd</sup> weekend of the month, meetings are limited to members of the Tribe. There are 150 +/- enrolled Tribal members.

**Services-** The Tribe runs a medical and dental facility out of a building they own in Greenville on fee lands, and a medical/dental facility they rent in Red Bluff to serve tribal and non tribal members in that area.

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## **HOOPA VALLY RESERVATION**

### **INFORMATION AND COMMUNITY FACT SHEET**

#### **STATUS: Federally Recognized**

The Treaty of 1864 of peace and friendship between the United States government, and the Hoopa, South Fork, Redwood, and Grouse Creek Indians. This Treaty set aside 89,572 acres, for reservation purposes for the sole use and benefit of the tribes, in 1876 the executive order was signed acknowledging this treaty. The Hoopa Reservation is the largest California Indian Reservation.

#### **LAND BASE**

This Treaty set aside 89,572 acres, for reservation purposes for the sole use and benefit of the tribes, in 1876 the executive order was signed acknowledging this treaty. The Hoopa Reservation is the largest California Indian Reservation.

#### **TRIBAL GOVERNMENT**

The Tribal Chairman is elected for a term of 2 years. The other Tribal Council members shall be elected for terms of two years, which are staggered. The Council is comprised of 7 elected Council people and one elected Chairperson. Of the 7 council people, one is elected by the council to represent them as the Vice-Chairperson. The 7 elected officials are representatives of the 7 fields or districts that correspond to Traditional Village sites and make up the Hoopa Valley. Hoopa Membership is approximately 2000+/-.

**Services-**The Hoopa Valley Tribe offers to Tribal Members, Employees, and the Hoopa Valley Community Members: Hoopa Valley Housing Authority which works under funding allocations from Housing & Urban Development (HUD) in order to provide Tribal Members with affordable housing and rental units.

**Hoopa Valley Tribal Court-** provides fair, impartial, efficient and effective resolution of civil cases through the application of Tribal Laws and community standards.

**Hoopa Tribal Insurance-** provides employees of the Hoopa Valley Tribe with leading insurance, retirement, and medical care packages as well as providing the Hoopa Valley Tribe with umbrella coverage.

**The Realty division of land Management-** maintains and manages all the various lands types located throughout the reservation. They provide surveying services, title searches, grazing leases, and most of the tasks related to managing both fee and trust land.

**Hoopa Valley Archives-** provides archival services and records searching as an administrative service to the Tribal Membership and employees.

**Plant Management-** is the maintenance department of the Hoopa Tribe and provides services to most of the departments and entities of the Tribe.

**The Hoopa Tribal Museum-** Displays one of the finest collections of Hupa, Yurok, and Karuk artifacts in northern California. Their collection includes a fine display of local Indian basketry, ceremonial regalia, redwood dugout canoes, and tools and implements used by the Hupa, Yurok and Karuk tribes.

**HOOPA VALLY RESERVATION**  
INFORMATION AND COMMUNITY FACT SHEET (continued)

**Tribal Credit and EDA Division-** provide both short and long-term loans to individuals as well as local businesses and students pursuing continuing education.

**Tribal Employment Rights Ordinance-** provides Tribal Members with job placement opportunities, complaint filing procedures, and fair hearings under a Commission.

**PIT RIVER TRIBE OF CALIFORNIA**  
**INFORMATION AND COMMUNITY FACT SHEET**

**STATUS: Federally Recognized**

The Pit River Tribe (Ajumawi-Atsugewi Nation)- adopted their Constitution on August 16, 1964, and are a federally recognized Tribe, consisting of eleven autonomous bands: Ajumawi, Atwamsini, Astarawi, Hewisedawi, Kosealekte, Aporige, Hammawi, Atsgewi, Itsatawi, Illmawi, and Madesi, The Tribe is located in parts of Shasta, Siskiyou, Modoc and Lassen Counties. Tribal members reside on or near XL Ranch, Montgomery Creek Rancheria, Roaring Creek Rancheria, Big Bend Rancheria, Burney Tract, Lookout Rancheria, Likely Rancheria (Cemetery), and individual Indian allotment lands.

**LAND BASE**

In addition to the Tribal Trust lands, the Tribe claims ancestral territory the territories represent the areas that were once inhabited by the Bands to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites. (See attached map)

**TRIBAL GOVERNMENT**

The Executive Department consist of the Tribal Chairperson, Vice-Chairperson, Secretary, Recording Secretary, Treasurer and Sergeant-At-Arms and are elected through a general election. All elected officials serve the Tribe for a term of 2 years and all elections are held in August. Tribal officials can be recalled or placed on moratorium either by the Council or the 2380 +/- general membership.

**Tribal Council-**A Band Head and a Band Alternate are elected by their own band members rather than through a general election. This person serves as a councilperson representing the band for a term of one year. Each Band has the power to form a cultural committee, select a cultural representative and to withdraw from participation with the Tribal Council. Six of the eleven elected members of the Tribal Council, or their alternates, shall constitute a quorum.

**Services-** The Tribe runs the Pit River Health Clinic in Burney, CA. And a satellite office, the XL Ranch Reservation Clinic, is located in Alturas, CA (Modoc County). They operate the Munik-Chun Day Care Center, for Tribal members in Burney, as well as the Pit River Casino, in Burney.

# PIT RIVER TRIBE ANCESTRAL TERRITORY

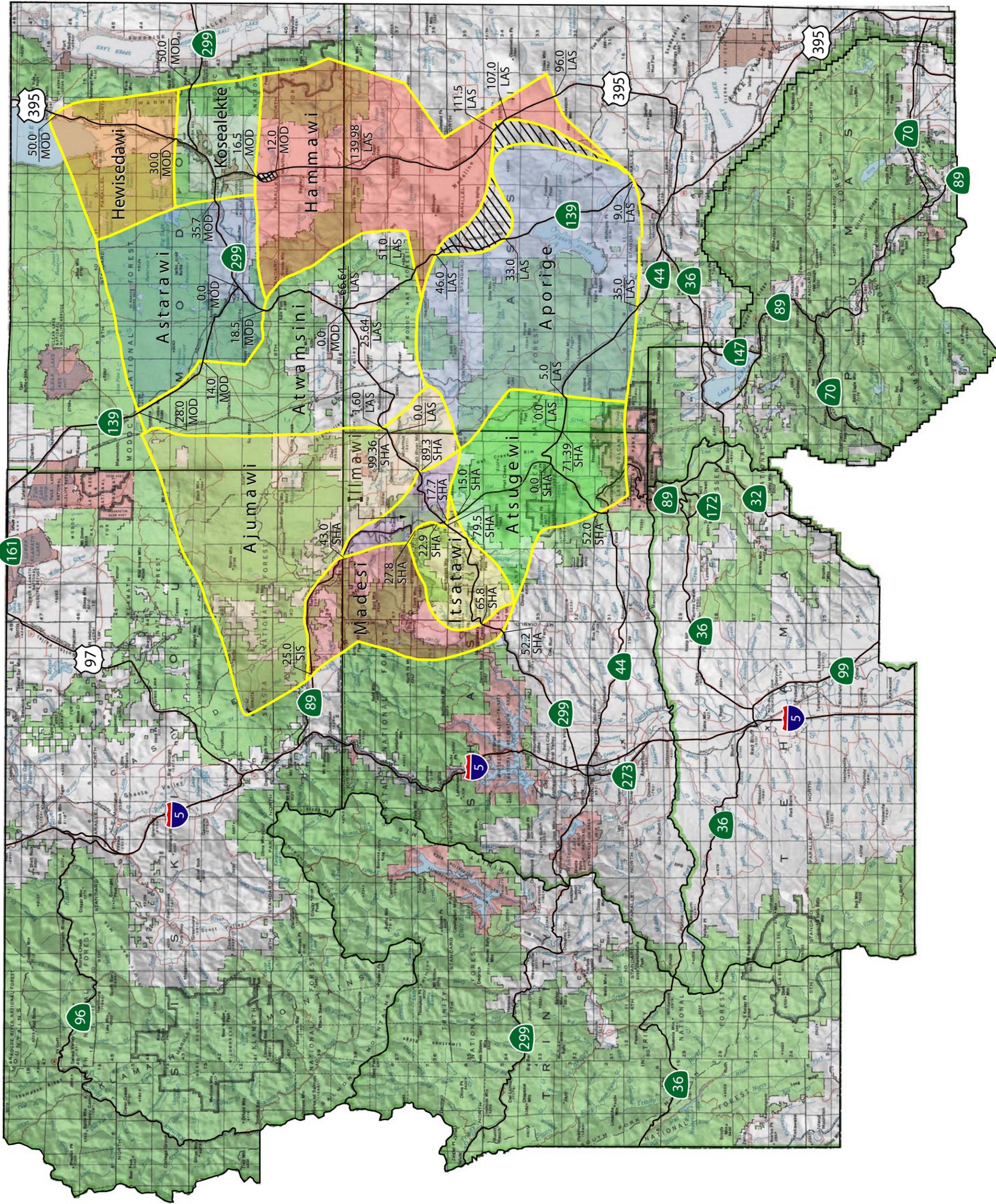


updated 10-24-03

## LEGEND:



Shared Area w/Adjacent Tribal Bands  
To Insure Cultural Representation on  
State Highway Projects



This mapping of the Pit River Tribe Ancestral Land is based on research of the various historical maps and field reviews between staff from the State Department of Transportation (Department) and members of the Pit River Tribe. This map is not for legal purposes and will only be used by the Department to determine which Band and Cultural Resources Representative to contact, as agreed to, in the Memorandum of Understanding between the Department and the Pit River Tribe.

## **REDDING RANCHERIA**

### **INFORMATION AND COMMUNITY FACT SHEET**

#### **STATUS: Federally Recognized**

The Bureau of Indian Affairs purchased the land that is now considered the Redding Rancheria in 1922. The purpose of this purchase was to provide a place for homeless Indians to camp and live. **The Rancheria includes Indians from not just one tribe but Indians of Pit-River, Wintu and Yana descent.** Even Prior to the purchase of the land by the government for Indian homes, many Indians gathered in the area to fish for salmon in Clear Creek.

In 1958, Congress enacted the California Rancheria Act and with this act the Redding Rancheria was terminated on July 6, 1959. The act set forth the distribution of assets of the Rancheria. As the years progressed the Rancheria was parceled off and sold to Indians and non-Indians alike. The government no longer recognized the Rancheria.

In 1983, a U.S. District Court for the Northern District of California (*Tillie Hardwick v. United States of America*) Ruled that the failure of the BIA to comply with its obligations under the California Rancheria Act invalidated this legislation. As a result, the Redding Rancheria and 17 other California tribes were restored as federally recognized Indian tribes.

In 1987 the restored Redding Rancheria formally adopted its Constitution, and membership roll of the Redding Rancheria, members of the Rancheria are all descendents of the 17 original distributees who owned land on the Redding Rancheria, commonly known as the “flat”, when the Tribe was re-recognized by the federal government in 1986.

#### **LAND BASE**

Redding Rancheria Land-base: itself is 36 acres and is located adjacent to State Route 273, south of Redding. The Tribe has acquired an additional 150-acre parcel along Interstate 5 corridor, just south of Redding.

In addition to Tribal Trust land the Tribes claims ancestral territories in Shasta, and Trinity counties, the territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

#### **TRIBAL GOVERNMENT**

The Tribal government falls under the Indian Reorganization Act of 1934, The Constitution of the Redding Rancheria requires that to be a member of the Redding Rancheria you must be a lineal descendent of one of the original distributees. The Tribe starts with the General membership consisting of 292 members that meet in January and July of every year. The Tribal Council consists of seven elected officials, a Tribal-Chair and Vice- Chair, Treasurer, Secretary, with three Alternates, which meet when designated by the Tribal Council. The Tribal Council elections are held every 2 years, and Alternates every 1-year. All enrolled members are over the age 18 years.

**Services** the Rancheria operates the Tribal Administration offices, the Redding Rancheria Headstart, the Redding Rancheria Health Clinic in Redding and Weaverville, Win-River Mini-Mart, Redding Rancheria’s Win-River Casino, and the Hilton Garden Inn.

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## **SUSANVILLE INDIAN RANCHERIA**

### **INFORMATION AND COMMUNITY FACT SHEET**

#### **STATUS: Federally Recognized**

The Susanville Indian Rancheria's original 30 acres were purchased August 15, 1923 under the Landless and Homeless Act, in which U.S. Congress provided funds to purchase land for Landless and Homeless California Indians. The original 30-acre parcel was purchased for California Indians living in and around the Susanville area. Because there were many landless and homeless **Maidu, Paiute, Pit River, and Washoe Indians** living in the general Susanville area, the Rancheria land was purchased and considered to have "federal status as a tribe". The individual Indians from the various named tribes thus became one political, governmental entity. The Susanville Indian Rancheria is acknowledged as the Recognized tribe, although there are four anthropological Tribes involved, each of which is recognized as political entities. Thus, the Federal Government recognizes only the Susanville Indian Rancheria as the political entity for the Tribes.

#### **LAND BASE**

The Susanville Rancheria Land-Base: The Rancheria consists of three established communities: Lower Rancheria (the Original 30 acre Rancheria), Upper Rancheria (120 acres), and Sierra Housing area in Herlong (72 acres) in addition, the Tribe recently acquired a 3.21 acres parcel adjacent to Lower Rancheria, and put into trust status on January 5, 2004, and also 875 acres adjacent to the Upper Rancheria- put into trust status on December 08, 2004. The Old Indian Cemetery consisting of .53 acres- entered into trust on December 7, 1981. Two other properties have not been put into trust, 80 acres (Ravendale), that was donated to the Rancheria in 1994, along with 160 acres (the Cradle Valley Ranch) located in the National Plumas Forest. Bringing the total land base to 1,100.74 acres in trust status and 240 acres in fee status.

In addition to Tribal Trust lands the Rancheria claims Ancestral boundaries, the boundaries represent the areas that were once inhabited by the Tribes to camp, hunt, fish and gathering of vegetation for food consumption and Basketry material, sacred ceremonial and Burial sites. (See attached map)

#### **TRIBAL GOVERNMENT**

The Governing body: The Tribe elected to Charter under authority of the Indian Reorganization Act (IRA) of 1934, and thus the approval of its constitution and bylaws by the Secretary of the Interior in 1969. The Governing body of the Susanville Indian Rancheria is the General Council, which is composed of all members who are at least eighteen years old or older. The General Council has delegated the responsibility of running the day-to-day business of the Rancheria to the Tribal Business Council, which is a seven-member board. The General Council members elect the Tribal Business Council every three years. The officers of the Tribal Business Council are: Chairman, Vice Chairman and Secretary/Treasurer, a District one Councilman, and a District two Councilman, and two members at large. The Tribe has a voting membership of 325, but including spouses and members under the age of eighteen; there is a population of 427 individuals associated with the Rancheria.

**SUSANVILLE INDIAN RANCHERIA**  
INFORMATION AND COMMUNITY FACT SHEET (continued)

The Susanville Rancheria services: Lassen Indian Health Center, the Tribal Health Program serves over 1,500 Native Americans in Lassen County, Other Services the Rancheria provides:

|   |                      |
|---|----------------------|
| Adult Education                         | General Assistance   |
| Adult Vocational Training/Job Placement | Housing Improvement  |
| After-School Tutoring                   | Indian Child Welfare |
| Aid to Tribal Government Maintenance    | Johnson O'Malley     |
| Community Fire Protection               | Road                 |
| Environmental Quality                   | Scholarships         |

In addition to services the Tribe runs the Diamond Mountain Mini-Mart, and Diamond Mountain Casino.

**Susanville Rancheria's Commission & Committees:**

Election Board: is to supervise, regulate, and conduct all elections of the Susanville Indian Rancheria.

Health Board: is to oversee the affairs of the Lassen Indian Health Center.

Housing Board: is to oversee the affairs of the SIR Housing Authority.

Diamond Mountain Mini-Mart Board of Directors: oversee the affairs of the Diamond Mountain Mini-Mart.

Gaming Commission: Tribal Gaming Commission is to reasonably inspect and regulate all Gaming within the jurisdiction of the Susanville Indian Rancheria.

Education Committee: is to oversee the Education Center's program, budget and activities as well as the Parent Advisory Committee.

Enrollment Committee: Oversees Susanville Rancheria Tribal enrollment.

ICWA Committee: promotes the best interests of Indian children in Lassen County in child custody proceedings and offer secure foster family placement that achieves stability and security of the children and families.

Parent Advisory Committee: is responsible for the annual planning of programs and activities of the Education Center. The committee also participates in the development of the Education Center's services.

Tribal Government Liaison Committee: is to represent their respective tribe (Maidu, Paiute, Pit River, and Washoe) in cultural matters between the Susanville Indian Rancheria and other governmental agencies.



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## **TABLE BLUFF RESERVATION INFORMATION AND COMMUNITY FACT SHEET**

### **STATUS: Federally Recognized**

In the early 1900's, a church group purchased 20 acres, in the Eel River estuary, for homeless Wiyot people. The Federal Government later transferred this land into trust status in 1908. This land became known as the Table Bluff Rancheria of Wiyot Indians, now referred to as "the old Reservation". In 1958, the Federal Government passed the California Rancheria Act that terminated the Tribe in 1961. In 1975, the Tribe filed suit against the Federal Government for unlawful termination, (*Table Bluff Band of Indians v. Lujan, United States*), it was determined 1981, the Tribe's termination was unlawful and trust status was reinstated.

In 1982 the restored Wiyot Tribe formally adopted its Constitution, and membership roll of the Table Bluff Rancheria.

In 1991, during another lawsuit regarding drinking water contamination and other sanitation issues on the old Reservation, the court mandated new land be purchased and the Tribe moved to another location. This location was approximately 1 mile away up on the bluff, and serves as the present Table Bluff Reservation. Some Wiyot people reside on the 88.5 acres of land called Table Bluff Reservation, 16 miles south of the City of Eureka. Currently there are over 400 members.

### **LAND BASE**

The original 20 acres were put into fee simple under the individual families, but deemed to be under the Tribe's jurisdiction as long as held in Indian hands.

The Wiyot Tribe was also able to purchase back 1.5 acres of Indian Island in 2001. The Eureka City Council made history May 18, 2006 as they unanimously approved a resolution to return 60 acres, comprising the northeastern tip, of Indian Island to the Wiyot Tribe.

In addition to Tribal Trust land the Tribe claims ancestral territories, the territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

### **TRIBAL GOVERNMENT**

Tribal Government- Consist of Tribal-Chair, Vice Chair, Treasurer, Secretary and two council members, members serve alternating 2 year terms.

**Services:** The Table Bluff Rancheria offers several programs: Indian Child Welfare, Child Care, Higher Education/Grants, Social & Education programs along with the Johnson O'Malley Program, this program, which was created by an act of Congress in 1934, provides supplementary financial assistance to meet the unique and specialized education needs of Indian Children.

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## WASHOE TRIBE OF NEVADA & CALIFORNIA INFORMATION AND COMMUNITY FACT SHEET

### **STATUS: Federally Recognized**

In 1917, a few small parcels of land with inadequate facilities were set aside at Reno, Carson City, and Dresslerville primarily for Washoe use. Schools for Indian children were segregated, their language and traditional customs were discouraged, and discriminatory policies restricted social interaction. Citizenship was not granted until 1924. Some improvement in conditions began to take place after the Indian (Federally recognized) Reorganization Act of 1934 when the Washoe became a legally constituted tribe with a written constitution and official tribal council. Major change, however, did not occur until after 1970 when the Washoe won a compensation of \$5 million (of a \$43 million claim filed in 1948) before the Indian Claims Commission. Through effective investment of 70 percent of the funds and issuing per capita payments only to older Members, considerable advancement has been made in tribal organization and services

### **LAND BASE**

The Tribe has **four communities**, three in Nevada (Stewart, Carson, and Dresslerville), and one in California (Woodfords). There is also a Washoe community located within the Reno-Sparks Indian Colony. The Tribe has jurisdiction over trust allotments in both Nevada and California, with additional Tribal Trust parcels located in Alpine, Placer, Sierra, Douglas, Carson, and Washoe Counties.

Tribal history extends an estimated 9,000 years in the Lake Tahoe Basin and adjacent east and west slopes and valleys of the Sierra Nevada Mountain Range. The present day Washoe Tribe has deep roots in the past, radiating from Lake Tahoe, a spiritual and cultural center, and encompassing an area that stretches from Honey Lake to Mono Lake.

(See attached map)

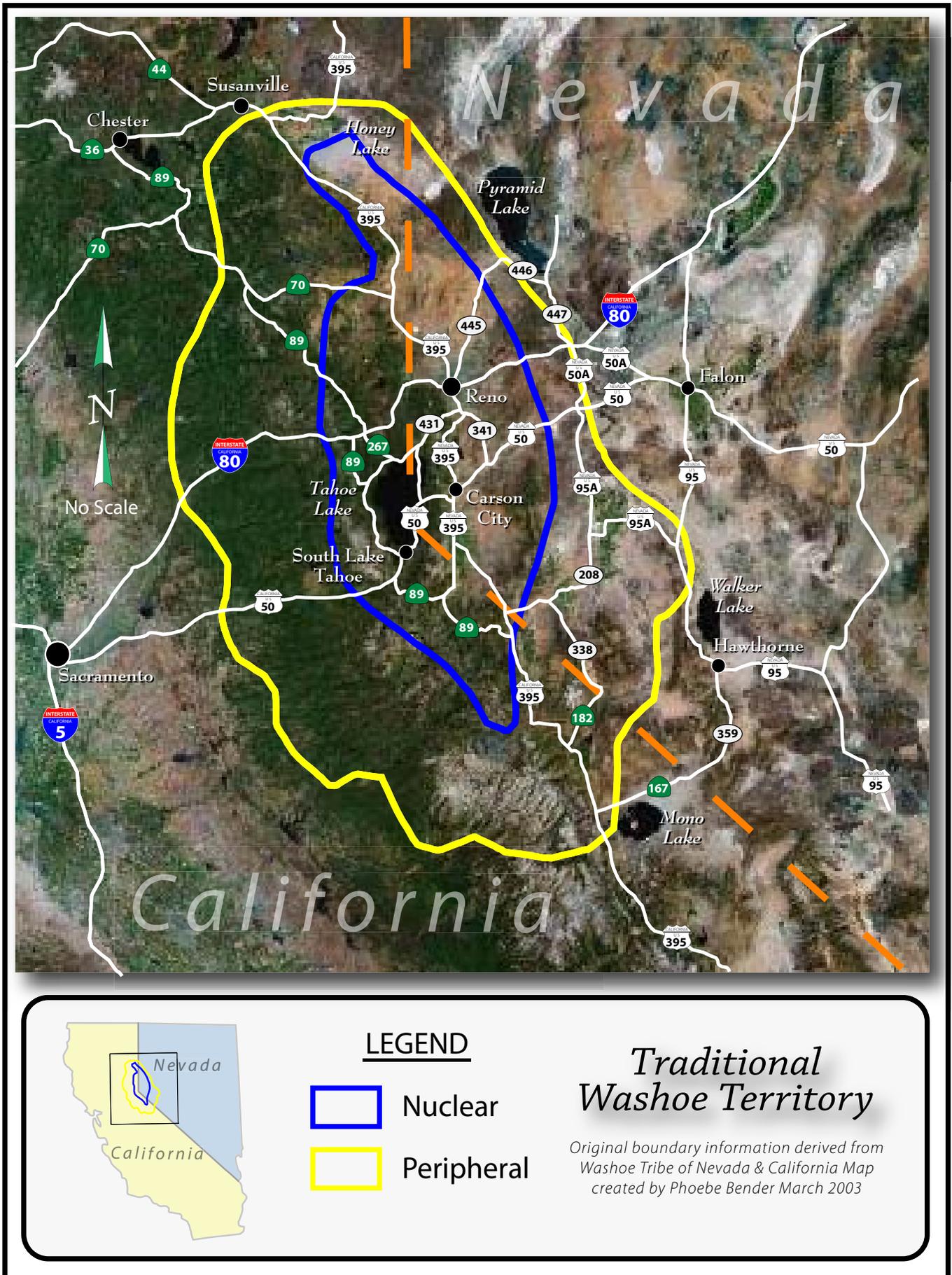
### **TRIBAL GOVERNMENT**

The Washoe Tribe is governed by the Tribal Council and a Chairman; Tribal Council consists of 12 representatives from the Washoe Tribal Community Councils. Each community council sends two permanent representatives to foster their voices in the governmental process. The number of enrolled Tribal members is 1500 +/-.

**The Chairmanship** is responsible for the daily operations of the Tribe. He/she represents the Tribe's interests in State and National politics and works with other state and federal agencies to achieve progress for the Tribe as a whole.

**Tribal Council** meets every two weeks to discuss issues, vote on resolutions, and hear the Washoe people during sessions.

**Tribal Programs-** a Head Start program and Native Temporary Assistance to Needy Families (T.A.N.F.) promote healthy and thoughtful development of children and families in the Washoe communities. A Tribal Administration Department oversees a team of management staff from a variety of departments: Washoe Utility Management Authority, Resources Policy Program, Information Technology, Planning, Language School (Washiw Wagiyay Manal), Maintenance, Education, Cultural Resources, Senior Center, Washoe Development Group, and the Woodfords Indian Education Center.



## **NON- FEDERALLY ACKNOWLEDGED TRIBES**

Along with the federally acknowledged tribes that are listed, there are many non-federally acknowledged tribes that have been terminated or unrecognized of federal status. Many non-federally acknowledged tribes do not have the benefit of living on federal trust lands, yet still retain their own governmental structures and functions. These tribes often represent distinct and separate cultures from the federally acknowledged tribes and they continue their cultural traditions and their interest in protecting cultural resources throughout their aboriginal territories.

In order for a tribe to receive federal acknowledgment/recognition, and the benefits it confers, the Tribe must prove their continuous existence since 1900, by means of anthropological, genealogical, and historical data. The Office of Federal Acknowledgment implements the administrative process and is within the Office of the Assistant Secretary- Indian Affairs of the Department of the Interior.

Tribes can achieve federal acknowledgement/recognition through these ways:

- Restoration through Congress (if they were previously recognized)
- Judicial Process
- Merging with an acknowledged/recognized tribe
- The Administrative Process

All of the non-federally acknowledged tribes along the study corridor listed below are currently using the Administrative Process to seek federal acknowledgement/recognition, except for the Winnemem-Wintu Tribe, which is seeking acknowledgement using the Congressional Process.

### **HUMBOLT**

Tsnungwe Council

### **TRINITY**

Tsnungwe Council

Wintu Tribe of Northern CA

Nor-Rel-Muk Band of Wintu Indians

### **SHASTA**

Winnemem-Wintu Tribe

Wintu Tribe of Northern CA

### **LASSEN**

Honey Lake Maidu

United Maidu Nation

Wadatkata Band of Northern Paiute of the Honey Lake Valley

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## Appendix C County Information

The 299-44-36-395 Corridor passes through the following six Counties:

### **Humboldt County**

Humboldt County is located in northwestern California with the Pacific Ocean serving as the western boundary. The recorded County population is 126,518\* and the County Seat is Eureka. The county covers 3,572 square miles of land, 28% of which are State and Federally owned.

Major Highways are US 101, State Routes 36, 96, 169 and 299. State Highways are 14% of maintained mileage in the County, but account for 58% of Daily Vehicle Miles of Travel (DVMT).

### **Trinity County**

Trinity County is located in lower reaches of the Cascade Range in California and includes the 500,000-acre Trinity Alps Wilderness Area and the Trinity Lake, third largest lake in California. The recorded County population is 13,022\* and the County Seat is Weaverville. The County encompasses approximately 3,191 square miles of land, 72% of which are State and Federally owned.

Trinity County has three major highways, SR 299, that traverses the county in an east-west direction, SR 36 parallels to the south, while SR 3 runs north south connecting the two routes. State Highways are 10% of maintained mileage in the County, but account for 60% of DVMT.

### **Shasta County**

Shasta County is located in the central portion of northern California. This county is home to the state's largest lake (Lake Shasta) and also Whiskeytown National Recreation area. The recorded County population is 163,256\* and the County Seat is Redding. The county has 3,775 square miles of land, approximately 40% of which are public lands.

The county has seven major highways; State Route 299, SR 44 and SR 36 traverse east west. Interstate 5, and State Routes 89, 151 and 273 run north south. Highways are 12% of maintained mileage in the County, but account for 56% of DVMT.

### **Lassen County**

Lassen County is located in the northeastern region of California and includes the Lassen Volcanic National Park, Caribou Wilderness and the Mountain Meadows Reservoir. The recorded County population is 33,828\* and the County Seat is Susanville. The Nevada State Line borders the east side of the county. Lassen County has approximately 4,547 square miles of land, of which 63% consists of public lands managed by federal, state or other governmental agencies.

The County has five major Highways, State Routes 44, 36 & 299 running east west, and US 395 and SR 139 run north south. State Highways are 19% of maintained mileage in the County, but account for 48% of DVMT.

### **Sierra County**

Sierra County is located in the heart of the northern section of the Sierra Nevada. The Nevada State border is on the east. The recorded County population is 3,555\* and the County Seat is Downieville. Sierra County has approximately 953 square miles of land.

State Routes 49 and 89 are the major Highways for this county, while portions of US 395 and Interstate 80 pass through the eastern corners of the county. State Highways are 12% of maintained mileage in the County, but account for 54% DVMT.

### **Washoe County Nevada**

Washoe County is located in the northwest section of the state of Nevada along the eastern slopes of the Sierra Nevada Mountains. The recorded County population is 339,486\* and the county seat is the City of Reno, the second largest city in Nevada. The County has 6,600 square miles of land, approximately 82 % of which is administered by Federal agencies.

The county has four major highways, Interstate 80, U.S. Route 395, Nevada SR 651 and Washoe County highway 447. Washoe County has the second highest Average Vehicle Miles Traveled (AVTM's) in the state, at 15.95%, second only to Clark County, which has 64.13% of AVTM's.

\* U.S. Census Bureau - 2000 Census

**Appendix D  
Highway Type and Lane Geometrics**

| County. | Rte. | Begin PM | End PM  | # Lanes      | Highway Type        | Divided/Undivided           | Access Control | Outside Shoulder Width Range |           |     |
|---------|------|----------|---------|--------------|---------------------|-----------------------------|----------------|------------------------------|-----------|-----|
| HUM     | 299  | 0.0      | R5.928  | 2            | Freeway             | Divided                     | Full           | 3-8                          |           |     |
|         |      |          |         | 4            |                     |                             |                | 8-11                         |           |     |
| HUM     | 299  | R5.928   | R28.66  | 2            | Expressway          | Undivided                   | Partial        | 2-8                          |           |     |
| HUM     | 299  | R28.66   | R29.127 | 4            |                     | Divided                     |                |                              |           |     |
| HUM     | 299  | R29.127  | 33.40   | 2            | Conventional        | Undivided                   | None           | 2-8                          |           |     |
| HUM     | 299  | 33.40    | 33.98   | 4            |                     | Divided                     |                |                              |           |     |
| HUM     | 299  | 33.98    | 38.72   | 2            |                     | Undivided                   |                |                              |           |     |
| HUM     | 299  | 38.72    | 39.0    | 4            |                     | Divided                     |                |                              |           |     |
| HUM     | 299  | 39.0     | 40.329  | 2            |                     | Undivided                   |                |                              |           |     |
| HUM     | 299  | 40.329   | 40.618  |              |                     | Divided                     |                |                              |           |     |
| HUM     | 299  | 40.618   | 43.035  |              |                     | Undivided                   |                |                              |           |     |
| TRI     | 299  | 0.0      | 50.62   |              |                     | Divided                     |                |                              |           |     |
| TRI     | 299  | 50.62    | 51.869  |              |                     | 2                           |                |                              | Undivided |     |
| TRI     | 299  | 51.869   | 52.371  |              |                     |                             |                |                              | Divided   |     |
| TRI     | 299  | 52.371   | 52.72   |              |                     |                             |                |                              | Undivided |     |
| TRI     | 299  | 52.72    | 60.817  |              |                     |                             |                |                              | Divided   |     |
| TRI     | 299  | 60.817   | 64.292  | 4            |                     | Expressway                  |                |                              | Partial   | 0-4 |
| TRI     | 299  | 64.292   | 64.729  |              |                     |                             |                |                              |           |     |
| TRI     | 299  | 64.729   | 66.789  |              | Undivided           |                             |                |                              |           |     |
| TRI     | 299  | 66.789   | 67.153  |              | Divided             |                             |                |                              |           |     |
| TRI     | 299  | 67.153   | 72.246  | 2            | Conventional        | None                        | 2-8            |                              |           |     |
| SHA     | 299  | 0.0      | 4.309   |              |                     |                             |                | Undivided                    |           |     |
| SHA     | 299  | 4.309    | 19.578  |              |                     |                             |                | Divided                      |           |     |
| SHA     | 299  | 19.578   | 22.039  |              |                     |                             |                | Undivided                    |           |     |
| SHA     | 299  | 22.039   | 24.088  | 4            | One Way City Street | Right Independent Alignment | Full           | 0-8                          |           |     |
| SHA     | 44   | L0.0     | L0.312  | 3            |                     |                             |                |                              |           |     |
| SHA     | 44   | L0.312   | L0.395  | 2            | Freeway             | Left Independent Alignment  | None           | 5-8                          |           |     |
| SHA     | 44   | L0.395   | L0.54   | 3            |                     |                             |                |                              |           |     |
| SHA     | 44   | L0.0     | L0.312  | 2            | One Way City Street | Left Independent Alignment  | None           | 5-10                         |           |     |
| SHA     | 44   | L0.312   | L0.395  |              |                     |                             |                |                              |           |     |
| SHA     | 44   | L0.395   | L0.54   | 4            | Freeway             | Divided                     | Full           | 0-8                          |           |     |
| SHA     | 44   | L0.54    | L1.808  |              |                     |                             |                |                              |           |     |
| SHA     | 44   | R0.0     | R4.2    |              |                     |                             |                |                              |           |     |
| SHA     | 44   | R4.2     | R10.781 |              |                     |                             |                |                              |           |     |
| SHA     | 44   | R10.781  | R27.992 | 2            | Expressway          | Undivided                   | Partial        | 4-8                          |           |     |
| SHA     | 44   | 32.0     | 71.389  |              |                     |                             |                |                              |           |     |
| SHA     | 44   | 0.0      | 37.247  |              | Conventional        | Undivided                   | None           | 2-9                          |           |     |
| LAS     | 44   | R19.196  | 24.46   |              |                     |                             |                |                              |           |     |
| LAS     | 36   | 24.46    | R26.344 |              |                     |                             |                |                              |           |     |
| LAS     | 36   | R26.344  | R29.394 |              |                     |                             |                |                              |           |     |
| LAS     | 36   | R26.344  | R29.394 |              |                     |                             |                |                              |           |     |
| LAS     | 36   | R26.344  | R29.394 |              |                     |                             |                |                              |           |     |
| LAS     | 395  | R61.0    | 43.907  | Expressway   | Undivided           | Partial                     | 4-8            |                              |           |     |
| LAS     | 395  | 43.907   | R24.354 | Conventional | Undivided           | None                        | 4-11           |                              |           |     |
| LAS     | 395  | R24.354  | 15.870  | Expressway   | Undivided           | Partial                     | 8              |                              |           |     |
| LAS     | 395  | 15.870   | T5.318  | 2            | Conventional        | Undivided                   | None           | 1-10                         |           |     |
| LAS     | 395  | T5.318   | T5.210E |              |                     |                             |                |                              |           |     |
| LAS     | 395  | T5.210E  | R4.6    | 4            | Freeway             | Divided                     | Full           | 10                           |           |     |
| LAS     | 395  | R4.6     | R2.102  |              |                     |                             |                |                              |           |     |
| LAS     | 395  | R2.102   | 0.0     | 2            | Expressway          | Right Independent Alignment | Partial        | 5-14                         |           |     |
| SIE     | 395  | R3.059   | R0.0    |              |                     |                             |                |                              |           |     |
| SIE     | 395  | R3.124   | R0.0    | 2            | Expressway          | Left Independent Alignment  | Partial        | 5-14                         |           |     |

R299-44-36-395 corridor information is provided from west to east. However, US 395 is a north-south corridor, thus Post Miles are reported in descending order consistent with the direction of data presentation from Arcata to Susanville.

| <b>Appendix E</b>                  |                 |               |               |                              |                                   |
|------------------------------------|-----------------|---------------|---------------|------------------------------|-----------------------------------|
| <b>Existing Right-of-Way Width</b> |                 |               |               |                              |                                   |
| <b>SR 299</b>                      |                 |               |               |                              |                                   |
| <b>County</b>                      | <b>Begin PM</b> | <b>County</b> | <b>End PM</b> | <b>Approximate R/W width</b> | <b>Remarks</b>                    |
| TRI                                | 25.8            | TRI           | 32.4          | 132'                         | -----                             |
|                                    | 32.4            |               | 33.6          | Various                      | Prescriptive                      |
|                                    | 33.6            |               | 34.0          | 132'                         | -----                             |
|                                    | 34.0            |               | 35.4          | Various                      | Prescriptive                      |
|                                    | 35.4            |               | 37.2          | 140' - 220'                  | -----                             |
|                                    | 37.2            |               | 39.5          | Various                      | Prescriptive                      |
|                                    | 39.5            |               | 60.7          | 85' - 400'                   | -----                             |
|                                    | 60.7            |               | 72.2          | 225' - 600'                  | Access Control                    |
| SHA                                | 0.0             | SHA           | 5.7           | 80' - 400'                   | -----                             |
|                                    | 5.7             |               | 6.0           | Various                      | Prescriptive                      |
|                                    | 6.0             |               | 6.9           | 80' - 400'                   | -----                             |
|                                    | 6.9             |               | 7.7           | Various                      | Prescriptive                      |
|                                    | 7.7             |               | 8.6           | 400'                         | -----                             |
|                                    | 8.6             |               | 9.2           | 170' - 400'                  | Access Control                    |
|                                    | 9.2             |               | 10.5          | 200' - 400'                  | -----                             |
|                                    | 10.5            |               | 10.8          | 250' - 300'                  | Access Control                    |
|                                    | 10.8            |               | 11.1          | 400'                         | -----                             |
|                                    | 11.1            |               | 16.2          | 400' - 600'                  | Access Control                    |
|                                    | 16.2            |               | 24.088        | 80' - 400'                   | -----                             |
| <b>SR 44</b>                       |                 |               |               |                              |                                   |
| <b>County</b>                      | <b>Begin PM</b> | <b>County</b> | <b>End PM</b> | <b>Approximate R/W width</b> | <b>Remarks</b>                    |
| SHA                                | R0.5            | SHA           | R10.8         | 180'-200'                    | Access Control                    |
|                                    | R10.8           |               | 11.4          | Various                      | Access Control on north side only |
|                                    | R11.4           |               | R12.75        | Various                      | Prescriptive                      |
|                                    | R12.75          |               | R13.25        | 100'                         | -----                             |
|                                    | R13.25          |               | R13.4         | 40'                          | -----                             |
|                                    | R13.4           |               | R14.0         | 100'                         | -----                             |
|                                    | R14.0           |               | R17.5         | 50'-60'                      | -----                             |
|                                    | R17.5           | LAS           | 37.2          | 80' - 400'                   | -----                             |
| <b>SR 36</b>                       |                 |               |               |                              |                                   |
| <b>County</b>                      | <b>Begin PM</b> | <b>County</b> | <b>End PM</b> | <b>Approximate R/W width</b> | <b>Remarks</b>                    |
| LAS                                | R19.196         | LAS           | 21.3          | 150' - 250'                  | Access Control                    |
|                                    | 21.3            |               | 26.3          | 80' - 100'                   | -----                             |
|                                    | 26.3            |               | R29.394       | 150' - 210'                  | Access Control                    |
| <b>US 395</b>                      |                 |               |               |                              |                                   |
| <b>County</b>                      | <b>Begin PM</b> | <b>County</b> | <b>End PM</b> | <b>Approximate R/W width</b> | <b>Remarks</b>                    |
| LAS                                | R61.0           | LAS           | 43.9          | 180' - 250'                  | Access Control                    |
|                                    | 43.9            |               | 25.3          | 100' - 200'                  | -----                             |
|                                    | 25.3            |               | 15.9          | 200' - 300'                  | Access Control                    |
|                                    | 15.9            |               | 11.5          | 100' - 400'                  | -----                             |
|                                    | 11.5            |               | 6.0           | 200' - 480'                  | -----                             |
| SIE                                | 3.1             | SIE           | 0.0           | 350' - 800'                  | Access Control                    |
| WAS                                | 42.2            | WAS           | 30.0          |                              | -----                             |

**Appendix F  
Park and Ride Facilities**

| County | Route | Post Mile | Location Description |
|--------|-------|-----------|----------------------|
| SHA    | 44    | 7         | Deschutes Road       |
| SHA    | 44    | 31.7      | Shingletown          |
| SHA    | 44    | 24.8      | Black Butte Road     |
| LAS    | 395   | 52.6      | Janesville           |

**Appendix G  
Rest Areas**

| County | Route | Post Mile | Location Name               | Description                          |
|--------|-------|-----------|-----------------------------|--------------------------------------|
| TRI    | 299   | R3.6      | Salyer (Francis B. Mathews) | Rest Area with RV Sanitation Station |
| TRI    | 299   | 56.9      | Moon Lim Lee                | Rest Area                            |
| SHA    | 44    | 34.7      | Shingletown                 | Rest Area                            |
| LAS    | 44    | 14.5      | Bogard                      | Rest Area                            |
| LAS    | 395   | 49.5      | Honey Lake                  | Rest Area                            |

**Appendix H  
Bicycle Status**

**Bicycles permitted on the entire corridor accept for:**

| County | Route | Begin Post Mile | Location           | End Post Mile | Location      | Bike Status |
|--------|-------|-----------------|--------------------|---------------|---------------|-------------|
| SHA    | 44    | L0.395          | Continental Street | R1.239        | Victor Avenue | Prohibited  |

District 1 Bicycle Touring Guide:

<http://www.dot.ca.gov/dist1/d1transplan/bikeguide/full.pdf>

District 2 Cycling Guide:

<http://www.dot.ca.gov/dist2/pdf/bikeguide.pdf>

Nevada Bicycle Advisory Board:

<http://www.bicyclenevada.com/>

**Appendix I  
Chain Control Locations**

| <b>County</b> | <b>Route</b> | <b>PM</b> | <b>District<br/>Location ID</b> | <b>Location Description</b>               |
|---------------|--------------|-----------|---------------------------------|---|
| SHA           | 44           | 22.6      | 1-E                             | 9 miles west of Shingletown               |
| SHA           | 44           | 25.2      | 2-E                             | 5 miles west of Shingletown               |
| SHA           | 44           | 34.5      | 3-E                             | 3 miles east of Shingletown               |
| SHA           | 44           | 42.5      | 4-E                             | Viola                                     |
| SHA           | 44           | 54.3      | 5-W                             | 8 miles west of Old Station               |
| SHA           | 44           | 62        | 6-W                             | Old Station                               |
| SHA           | 44           | 63.5      | 7-E                             | 2 miles east of Old Station               |
| LAS           | 44           | 6.0       | 8-E                             | 8 miles west of Bogard Ranger Station     |
| LAS           | 44           | 14.4      | 8B-W                            | Bogard Ranger Station                     |
| LAS           | 44           | 14.5      | 9-E                             | Bogard Ranger Station                     |
| LAS           | 44           | 37.2      | 10-W                            | Jct. SR 36 - (6 miles west of Susanville) |
| TRI           | 299          | 44.8      | 1-E                             | 1 mile east of Junction City              |
| TRI           | 299          | 46.7      | 2-E                             | 3 miles east of Junction City             |
| TRI           | 299          | 46.7      | 2-E                             | 3 miles east of Junction City             |
| TRI           | 299          | 47.7      | 2A-E                            | 3 miles west of Weaverville               |
| TRI           | 299          | 51.2      | 3-W                             | Weaverville                               |
| TRI           | 299          | 51.2      | 3-W                             | Weaverville                               |
| TRI           | 299          | 60.6      | 4-E                             | 3 miles east of Douglas City              |
| TRI           | 299          | 60.6      | 4-E                             | 3 miles east of Douglas City              |
| TRI           | 299          | 67.4      | 5-E                             | 11 miles east of Douglas City             |
| TRI           | 299          | 67.4      | 5-E                             | 11 miles east of Douglas City             |
| SHA           | 299          | 2.7       | 6-W                             | 21 miles west of Redding                  |
| SHA           | 299          | 2.7       | 6-W                             | 21 miles west of Redding                  |
| SHA           | 299          | 5.3       | 7-W                             | 19 miles west of Redding                  |
| SHA           | 299          | 5.3       | 7-W                             | 19 miles west of Redding                  |
| SHA           | 299          | 17.8      | 8-W                             | 6 miles west of Redding                   |
| SIE           | 395          | 0.1       | 1-N                             | Nevada Border                             |
| LAS           | 395          | 14.3      | 2-S                             | 10 miles north of Jct. SR 70              |
| LAS           | 395          | 50.06     | 3-S                             | 9 mi south of Jct. SR 36/395              |
| LAS           | 395          | 61.06     | 4-S                             | Jct. SR 36/395                            |

**Appendix J  
Highway Maintenance Facilities**

| <b>State</b> | <b>County</b> | <b>Route Served</b> | <b>Post Mile or Street</b> | <b>Location Description</b> | <b>Facility Type</b>  |
|--------------|---------------|---------------------|----------------------------|-----------------------------|-----------------------|
| CALIFORNIA   | HUM           | 299                 | 12.4                       | Pine Creek                  | S/SS                  |
|              | HUM           | 299                 | 34.1                       | Berry Summit                | S/SS                  |
|              | HUM           | 96                  | 0.6                        | Willow Creek                | HMS                   |
|              | TRI           | 299                 | Memorial Drive             | Weaverville                 | HMS, S/SS             |
|              | SHA           | 299                 | 69.2                       | Buckhorn                    | SL                    |
|              | SHA           | 44                  | George Drive               | Redding                     | HMS                   |
|              | SHA           | 44                  | 33.9                       | Shingletown                 | S/SS                  |
|              | SHA           | 44                  | 62.7                       | Hat Creek                   | HMS                   |
|              | LAS           | 44                  | 14.5                       | Bogard                      | S/SS                  |
|              | LAS           | 44                  | 36.9                       | Junction SR 36/SR 44        | S/SS                  |
|              | LAS           | 36                  | Diane Drive                | Susanville                  | HMS                   |
|              | LAS           | 70                  | 3.6                        | Hallelujah Junction         | S/SS                  |
|              | NEVADA        | WAS                 | 395                        | 25.2                        | Near CA/NV State Line |

**Maintenance “Facility Type” Abbreviations**

HMS-Highway Maintenance facility

S/SS-Sand/Salt Storage

SL- Satellite

**Appendix K**  
**Passing Lanes and Truck Climbing Lanes**

| <b>County</b> | <b>Route</b> | <b>Post Mile Range</b> | <b>Direction</b>          |
|---------------|--------------|------------------------|---------------------------|
| HUM           | 299          | R5.84-R7.16            | East Bound                |
| HUM           | 299          | R9.95-R10.92           | West Bound                |
| HUM           | 299          | R11.26-R16.95          | East Bound                |
| HUM           | 299          | R16.95-18.54           | West Bound                |
| HUM           | 299          | 20.50-R20.60           | West Bound                |
| HUM           | 299          | R21.88                 | West Bound                |
| HUM           | 299          | R22.96-R23.85          | East Bound                |
| HUM           | 299          | R24.60-R29.09          | East Bound                |
| HUM           | 299          | R28.66-29.46E          | West Bound                |
| HUM           | 299          | 30.90-31.41            | West Bound                |
| HUM           | 299          | 36.15-37.20            | West Bound                |
| HUM           | 299          | 37.70-38.45            | West Bound                |
| TRI           | 299          | 29.4-30.2              | West Bound and East Bound |
| TRI           | 299          | 46.88-47.77            | East Bound                |
| TRI           | 299          | 48.2-49.7              | West Bound                |
| TRI           | 299          | 55.7-57.7              | West Bound and East Bound |
| TRI           | 299          | 62.45-62.71            | West Bound and East Bound |
| TRI           | 299          | 62.81-62.92            | West Bound                |
| TRI           | 299          | 69.4/70.5              | Westbound                 |
| TRI           | 299          | 70.58-72.17            | East Bound                |
| SHA           | 299          | 0.25-0.44              | West Bound                |
| SHA           | 299          | 2.05-2.27              | West Bound                |
| SHA           | 299          | 2.68-2.96              | West Bound                |
| SHA           | 299          | 4.00-4.28              | West Bound                |
| SHA           | 299          | 19.58-20.49            | West Bound                |
| SHA           | 44           | R0.09-R0.63            | West Bound- Auxiliary     |
| SHA           | 44           | R0.79-R1.24            | West Bound- Auxiliary     |
| SHA           | 44           | 17.00-17.50            | East Bound                |
| SHA           | 44           | 25.50-26.54            | East Bound                |
| SHA           | 44           | 36.26-36.60            | East Bound                |
| SHA           | 44           | 46.62-46.98            | East Bound                |
| SHA           | 44           | 48.19-48.29            | East Bound                |
| LAS           | 44           | 65.45-66.15            | East Bound                |
| LAS           | 36           | 22.54-24.60            | West Bound                |
| LAS           | 395          | 57.24-57.18            | East Bound                |
| LAS           | 395          | 48.75-47.89            | West Bound                |
| LAS           | 395          | 46.50-45.47            | East Bound                |
| LAS           | 395          | 41.08-40.11            | West Bound                |
| LAS           | 395          | 36.30-35.13            | West Bound                |
| LAS           | 395          | R11.47-R10.36          | West Bound                |
| LAS           | 395          | R2.10-R2.87            | East Bound                |
| LAS           | 395          | R0.50-R1.09            | East Bound                |

## Appendix L : Maintenance Work

### Work Performed by Field Maintenance Forces (work shown in dollars)

| Post Mile Range                                       | Average Annual Cost |
|---|---------------------|
| HUM 0.0 /SHA 21.648                                   | \$2,500,000         |
| SHA 299 21.648 / SHA 44 R 3.808                       | \$ 250,000          |
| SHA 44R 3.808 / LAS 036-R26.22                        | \$1,250,000         |
| LAS 036-R26.22 / SIE 395 0.00                         | \$ 750,000          |
| Note: Averages taken from 10-1-2002 through 10-1-2006 |                     |

### Maintenance Contract Work (work shown in lane miles)

| County  | Route | Type of Work               |           |                    |             |
|---|-------|----------------------------|-----------|--------------------|-------------|
|   |       | Thin<br>Blanket<br>Overlay | Chip Seal | Grinder<br>Digouts | Slurry Seal |
| TRI   | 299   | 90                         | 25        | *                  | *           |
| SHA   | 299   | 43                         | 40        | 10                 | 12          |
| SHA   | 44    | 52                         | 39        | 63                 | *           |
| LAS   | 44    | 17                         | 38        | *                  | *           |
| LAS   | 36    | 17                         | 20        | 3                  | 4           |
| LAS   | 395   | 21                         | 201       | 3                  | *           |
| SIE   | 395   | 19                         | *         | *                  | *           |
| Totals  |       | 259                        | 363       | 79                 | 16          |
| Note: Averages taken from 1990 through 2005<br>* Work in this category performed by Field Maintenance only. |       |                            |           |                    |             |

**Appendix M-1:  
Existing and Programmed Intelligent Transportation Systems (ITS)**

| CO. | RT  | PM     | LOCATION                            | TYPE            |
|-----|-----|--------|-------------------------------------|-----------------|
| TRI | 299 | 48.00  | Oregon Mountain                     | CCTV            |
| TRI | 299 | 48.00  | Oregon Mountain                     | RWIS            |
| TRI | 299 | 48.10  | Weaverville                         | sign HAR        |
| TRI | 299 | 51.20  | Weaverville MCTE Sta.               | HAR             |
| TRI | 299 | 51.80  | Weaverville Fire Station            | Flashing Beacon |
| TRI | 299 | 52.80  | Weaverville                         | sign HAR        |
| TRI | 299 | 69.70  | Buckhorn Sandhouse                  | CCTV            |
| TRI | 299 | 69.70  | Buckhorn Sandhouse                  | RWIS            |
| SHA | 299 | 21.90  | West of Buenaventura Blvd.          | CMS             |
| SHA | 299 | 21.99  | Wildwood Drive                      | sign HAR        |
| SHA | 299 | 22.20  | Buenaventura Blvd.                  | CCTV            |
| SHA | 299 | 22.63  | East of Buenaventura Blvd.          | CMS             |
| SHA | 44  | 0.85   | Butte Street Overcrossing           | CCTV            |
| SHA | 44  | 1.40   | Victor Ave.                         | sign HAR        |
| SHA | 44  | R2.71  | Airport Rd.-West of                 | CMS             |
| SHA | 44  | 8.00   | Silver Bridge Road                  | sign HAR        |
| SHA | 44  | 27.90  | Shingletown (East)                  | CCTV            |
| LAS | 44  | 14.50  | Bogard SRRA                         | CCTV            |
| LAS | 44  | 14.53  | Borgard SRRA                        | RWIS            |
| LAS | 44  | 49.30  | Eskimo Hill / Lassen Park Entrance  | CCTV            |
| LAS | 44  | 36.94  | Sandhouse Hwy. 44                   | CCTV            |
| LAS | 36  | 10.50  | Fredonyer                           | RWIS            |
| LAS | 36  | 11.85  | Fredonyer Summit                    | CCTV            |
| LAS | 36  | 13.00  | Fredonyer                           | RWIS            |
| LAS | 36  | R19.15 | 36 / 44 Intersection                | CCTV            |
| LAS | 36  | 23.80  | CDF                                 | sign HAR        |
| LAS | 36  | 24.04  | West Susanville @ Town Hill         | CCTV            |
| LAS | 36  | 26.52  | East Riverside Drive (Susanville)   | CCTV            |
| LAS | 36  | 29.39  | Susanville @ Junction 36/395        | CCTV            |
| LAS | 395 | 1.50   | Inspection Station # 6              | HAR             |
| LAS | 395 | 1.70   | Inspection Station                  | sign HAR        |
| LAS | 395 | 1.90   | Inspection Station                  | sign HAR        |
| LAS | 395 | 4.00   |                                     | CMS             |
| LAS | 395 | 21.90  | Doyle Area - Hall Road              | CCTV            |
| LAS | 395 | 21.90  | Doyle Area - Hall Road              | RWIS            |
| LAS | 395 | 49.60  |                                     | HAR             |
| LAS | 395 | 51.50  | Near Jct. 395 Buntingville Rd. Back | CMS             |
| LAS | 395 | 51.70  | Buntingville Road                   | sign HAR        |
| LAS | 395 | 53.10  | Sears Road                          | CCTV            |
| LAS | 395 | 53.10  | Honey Lake SRRA- Sears Road         | RWIS            |
| LAS | 395 | 60.10  | Susanville #5                       | HAR             |
| LAS | 395 | 60.10  | Diane Drive                         | sign HAR        |
| LAS | 395 | 60.10  | Diane Drive                         | sign HAR        |
| LAS | 395 | 60.90  | Near Jct. US 395 / 36               | CMS             |

Source: California Department of Transportation, District 2 Division of Traffic Management  
 CCTV = Closed Circuit Television  
 CMS = Changeable Message Sign  
 HAR = Highway Advisory Radio  
 HAR sign = Highway Advisory Radio Sign  
 RWIS = Roadside Weather Information System

| Appendix M-2                     |       |        |           |  |              |
|----------------------------------|-------|--------|-----------|--|--------------|
| Existing Traffic Count Stations: |       |        |           |  |              |
| County                           | Route | Prefix | Post Mile | General Location                                     | Station Type |
| HUM                              | 299   |        | 0.200     | Jct. 101 / 299                                       | Control      |
| HUM                              | 299   | R      | 7.600     | Bluelake East  | Control      |
| HUM                              | 299   |        | 41.860    | Gambi Location East                                  | Control      |
| TRI                              | 299   |        | 50.210    | 34' East of McCoy Lane                               | Control      |
| TRI                              | 299   |        | 52.130    | East of Weaver Creek Bridge                          | Control      |
| TRI                              | 299   |        | 52.850    | 739' East of Martin Rd.                              | Profile      |
| TRI                              | 299   |        | 56.870    | 415' West of Rest Area Entrance                      | Trend        |
| TRI                              | 299   |        | 69.080    | 550' West of old Maintenance Station entrance        | Control      |
| SHA                              | 299   |        | 8.720     | 30' West of Clear Creek Bridge                       | Profile      |
| SHA                              | 299   |        | 21.860    | 1350' West of Ridge Drive (Redding West City Limits) | Trend        |
| SHA                              | 299   |        | 23.780    | 140' West of Court Street                            | Trend        |
| SHA                              | 299   |        | 24.060    | 210' East of California St.                          | Control      |
| SHA                              | 44    | L      | 0.384     | Butte Street Overcrossing                            | Trend        |
| SHA                              | 44    | L      | 1.476     | East End of Sacramento Bridge                        | Control      |
| SHA                              | 44    | R      | 1.510     | 272' West of Churn Creek Bridge                      | Control      |
| SHA                              | 44    | R      | 4.300     | 27' West of West end of Stillwater Creek             | Control      |
| SHA                              | 44    | R      | 6.691     | 200' West of W/B On Ramp from Deschutes              | Control      |
| SHA                              | 44    | R      | 7.370     | 174' West of Cow Creek Bridge                        | Control      |
| SHA                              | 44    | R      | 18.730    | 1,500' West of Dersch Road                           | Control      |
| SHA                              | 44    | R      | 19.280    | 1,399' East of Dersch Road                           | Control      |
| SHA                              | 44    | R      | 28.170    | 229' East of Alpine Meadows                          | Trend        |
| SHA                              | 44    | R      | 49.100    | 1,431' West Lassen Park entrance                     | Control      |
| SHA                              | 44    |        | 62.590    | 400' West of Jct. 44/89 Intersection                 | Control      |
| SHA                              | 44    |        | 63.580    | 0.89 miles East of Jct 44/89 Intersection            | Control      |
| LAS                              | 44    |        | 36.900    | 1,796' West of Jct. 36                               | Trend        |
| LAS                              | 36    | R      | 19.690    | 2,603' East of Jct 44                                | Control      |
| LAS                              | 36    |        | 24.380    | 266' West of Cottage St., Susanville                 | Trend        |
| LAS                              | 36    |        | 24.990    | Near Signal pole and High School crosswalk           | Trend        |
| LAS                              | 36    |        | 26.010    | 370 feet East of Riverside Dr.- Old Maintenance St.  | Control      |
| LAS                              | 36    | R      | 28.000    | 1.4 Mi West of Jct 395                               | Control      |
| LAS                              | 395   | R      | 1.500     | 200' North of Ag. Inspection Station                 | Trend        |
| LAS                              | 395   |        | 7.750     | 3.2 mi North of Jct. 70                              | Control      |
| LAS                              | 395   |        | 31.310    | 1.5 mi North of Garnier Road                         | Control      |
| LAS                              | 395   |        | 51.680    | South of Co. Rd A-3 (Standish / Buntingville Rd)     | WIM          |
| LAS                              | 395   |        | 51.720    | 946' South of Co. Rd A3 (Buntingville-Standish Rd)   | Profile      |
| LAS                              | 395   | R      | 60.870    | 926' South of Jct. 36                                | Control      |

Source: California Department of Transportation, District 2, Division of Traffic Management

**Control Stations:** are counted in one hour intervals by direction. The control stations provide day and seasonal factors used to factor profile counts to annual average daily traffic (AADT).

**Profile Station:** Profile counts are obtained on conventional highways and expressways for one to seven days in order to determine the number of vehicles at points of significant change.

**Trend Station:** FHWA specifically assigns these sites which collect traffic counts continuously. The sites are located on Interstate and primary highways that are functionally classified as one of the following highway types: freeway, expressway or conventional.

**Weigh-In-Motion (WIM):** Weigh-in-motion is weighing trucks at highway speeds with bending plates in the pavement. Axle spacing, overloads and speed data can be obtained.

**Appendix M-3  
Future ITS Candidate List**

| County | Route | Post Miles     | Location                                       | Type            |
|--------|-------|----------------|--|-----------------|
| TRI    | 299   | 51.30          | West of Weaverville                            | CMS             |
| TRI    | 299   | 51.80          | Bremer Street                                  | Flashing Beacon |
| TRI    | 299   | 53.62          | Little Browns Creek-Weaverville Area           | CMS             |
| TRI    | 299   | 58.50          | Just East of Hwy. 3                            | CMS             |
| TRI    | 299   | 59.00          | For Douglas City HAR                           | HAR sign        |
| TRI    | 299   | 58.20          | Near Douglas City                              | HAR             |
| TRI    | 299   | 67.50          | Trinity Mountain Road Chain Area               | CCTV            |
| SHA    | 299   | 0.03           | Buckhorn Summit                                | CCTV            |
| SHA    | 299   | 0.03           | Buckhorn Summit                                | RWIS            |
| SHA    | 299   | 5.30           | Greenhorn Chain Control Area                   | CCTV            |
| SHA    | 299   | 8.60           | French Gulch Road Area                         | CCTV            |
| SHA    | 299   | 8.70           | French Gulch Area                              | CMS             |
| SHA    | 299   | 8.72           | Clear Creek near French Gulch                  | RWIS            |
| SHA    | 299   | 12.60          | Whiskeytown Scale CHP                          | EMS             |
| SHA    | 299   | 14.49          | Shasta Divide Whiskeytown Lake                 | RWIS            |
| SHA    | 299   | 14.49          | Shasta Divide Whiskeytown Lake                 | CCTV            |
| SHA    | 299   | 22.23 / 24.09  | Redding Local TMS Fiber Spurs Project          | Spurs           |
| SHA    | 299   | 24.40-25.90    | 299 Redding Area Detection                     | RTMS            |
| SHA    | 44    | R 0.0 / R 1.81 | Northern Redding TMS Fiber Loop Project        | Loops           |
| SHA    | 44    | R 0.0 / R 3.81 | Redding Local TMS Spurs Project                | Spurs           |
| SHA    | 44    | L0.1-R3.4      | 44 Redding Area Detection                      | MVDS            |
| SHA    | 44    | 1.24           | Redding Victor Ave. OC                         | CCTV            |
| SHA    | 44    | 2.08           | Redding Shasta View OC                         | CMS             |
| SHA    | 44    | 2.10           | Shasta View                                    | CCTV            |
| SHA    | 44    | 2.20           | Shasta View                                    | CCTV            |
| SHA    | 44    | 3.63           | Redding Airport Road OC                        | CCTV            |
| SHA    | 44    | 6.97           | Deschutes Road                                 | CCTV            |
| SHA    | 44    | 7.50           | Deschutes Road OC West                         | CMS             |
| SHA    | 44    | 26.00          | Shasta Forest Village                          | CCTV            |
| SHA    | 44    | 32.00          | Shingletown Area                               | HAR             |
| SHA    | 44    | 37.00          | Starlight Pines Road Area                      | CCTV            |
| SHA    | 44    | 37.05          | Starlight Pines Road                           | RWIS            |
| SHA    | 44    | 49.00          | Old Station Area                               | HAR             |
| SHA    | 44    | 50.52          | Eskimo Hill Summit                             | RWIS            |
| SHA    | 44    | 62.60          | SR 89 Junction Area                            | CMS             |
| SHA    | 44    | 62.68          | SR 44 / SR 89 Junction                         | CCTV            |
| SHA    | 44    | 63.00          | SR 89 Junction Area                            | CMS             |
| LAS    | 44    | 0.00           | Shasta /Lassen County Line                     | RWIS            |
| LAS    | 44    | 0.01           | Shasta/Lassen County Line                      | CCTV            |
| LAS    | 36    | 21.00          | Susanville West of Town                        | CMS             |
| LAS    | 36    | 22.00          | Eagle Lake Road Area                           | HAR             |
| LAS    | 395   | 1.65           | South of Hallelujah Jct. US 395 / SR 70        | CMS             |
| LAS    | 395   | 4.0            | South of Hallelujah Jct. US 395 / SR 70        | CMS             |
| LAS    | 395   | 5.50           | Hallelujah Junction US 395 / SR 70             | CCTV            |
| LAS    | 395   | 25.80          | North Doyle                                    | CCTV            |
| LAS    | 395   | 44.20          | Milford  | CCTV            |
| LAS    | 395   | 49.60          | Honey Lake SRRA-Sears Road                     | HAR             |
| LAS    | 395   | 51.50          | Near Jct. 395 Buntingville Road                | CMS             |
| LAS    | 395   | 60.9           | South of Junction SR 36/US 395                 | CMS             |
| LAS    | 395   | 61.46          | On US 395 near Johnstonville Road intersection | Flashing Beacon |
| SIE    | 395   | 2.09           | Near California and Nevada State Line          | CMS             |

Source: California Department of Transportation, District 2 Division of Traffic Management

Note: Table Reflects California Department of Transportation proposed elements only.

CCTV = Closed Circuit Television  
 CMS = Changeable Message Sign  
 HAR = Highway Advisory Radio  
 RTMS = Remote Traffic Microwave Sensor

RTMS = Remote Traffic Microwave Sensor  
 RWIS = Roadside Weather Information System  
 MVDS= Microwave Vehicle Detection System  
 EMS = Extinguishable Message Sign

**Appendix M-4**

## Future Traffic Count Station (TMS) Candidate List

| County | Route | Postmile | Site # | Description              | Need   |
|--------|-------|----------|--------|--------------------------|--|
| TRI    | 299   | 0.000    | P-42   | Hum/Tri Co. Line         | Standard TMS station                             |
| TRI    | 299   | 11.530   | P-44   | Burnt Ranch              | Standard TMS station                             |
| TRI    | 299   | 24.260   | P-46   | Little French Creek      | Standard TMS station                             |
| SHA    | 299   | 17.740   | P-50   | Rock Creek Rd.           | Standard TMS station                             |
| SHA    | 44    | 6.691    | P-13   | Palo Cedro               | <a href="#">Permanent Classification Station</a> |
| SHA    | 44    | 42.818   | P-67   | Viola                    | Standard TMS Station                             |
| LAS    | 36    | 22.062   | P-66   | Co Rd A-1, Eagle Lake Rd | Standard TMS Station                             |

Source: California Department of Transportation, District 2 Division of Traffic Management  
Post miles are for reference. Exact location for site to be determined in design phase.  
Standard TMS Station = Install 2 TMS loops, conduit, pull box & marker.  
[Permanent Classification Station](#) = Install concrete pad, cabinet, conduit, power, phone, TMS loops and piezos.

## Appendix N Level of Service

**Level of Service (LOS)** is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, delay, comfort and convenience. Six LOS are defined for each type of facility analyzed. Letters designate each level, from “A” to “F”, with LOS “A” representing the best operating conditions and LOS “F” the worst.

### **Highway Capacity Manual 2000:**

The standard reference in highway capacity analysis is the Highway Capacity Manual 2000 prepared by the Transportation Research Board (National Research Council, Washington, D.C.). The Highway Capacity Manual 2000 (HCM 2000) is a collection of the state-of-the-art techniques for estimating the capacity and determining the level of service for transportation facilities. The HCM 2000 represents a systematic and consistent basis for evaluating transportation facilities with procedures that are applicable nation-wide. The HCM 2000 builds upon and expands the procedures and methodologies put forth in the 1950, 1965, 1985, 1994, 1997 manuals as well as other related research projects.

### **Methodologies:**

The HCM 2000 contains analytical methodologies for the following situations: urban streets, signalized intersections, unsignalized intersections, pedestrians, bicycles, two-lane highways, multilane highways, freeway facilities, basic freeway segments, freeway weaving, ramps, interchanges and transit. Capacity and level of service is calculated differently for each facility type. A brief description of the procedures used to evaluate the conditions in the 299/44/36 395corridor follows:

- **Two lane highway** – LOS is determined by two measures. The first is “*Average Travel Speed*”, which is the average speed of all vehicles traveling a given distance in a given time as compared to the posted speed limit. The second is “*Percent Time Spent Following*”, which is the average amount of time a vehicle spends following behind another vehicle while traveling a given distance. Higher speeds and less time following behind other vehicles equate to higher LOS while lower speeds and more time following another vehicle equate to lower LOS.
- **Multilane highway/urban arterial** – “*Average Travel Speed*” is the basic measure for LOS. The average travel speed over a given length of roadway is determined from two factors: the running time (speed) of vehicles on the road itself and the delay encountered by through vehicles at signalized intersections. Higher speeds on the roadway with less delay at signalized intersections equate to higher LOS while lower speeds and greater delay at signalized intersections equate to lower LOS.
- **Freeway** – LOS is determined by the “*Density*” of vehicles traveling on a given section of freeway. Higher speeds with large distances between vehicles and little if any difficulty in maneuvering characterize better LOS. Lower speeds with little space between vehicles and limited opportunity to maneuver characterize lower LOS.
- **Signalized intersection** – “*Average Control Delay*” is the measure used to identify the LOS at a signalized intersection. It is calculated by determining the average delay encountered by vehicles passing through intersection in a given period of time, considering each lane group and approach to the intersection. An intersection where most vehicles experienced little delay (little stopped/slowed time due to encountering a “red light”) would have a high/good LOS, while an intersection where most vehicles experienced considerable delay (some requiring more than one cycle of the signal to clear the intersection) would have a low/poor LOS.

**Appendix O**  
**Projects to Bring State Route 299 to STAA Standard**  
**Between US 101 and Interstate 5**

**Projects Completed**

| <b>County</b> | <b>Location</b>       | <b>Description</b>  |
|---------------|-----------------------|---|
| Trinity       | PM 36.15              | Widen Westbound Lane  |
| Trinity       | PM 36.3               | Move Guardrail and Widen Both Lanes                           |
| Trinity       | PM 47.1               | Move Portions of Guardrail and Widen All Lanes                |
| Trinity       | PM 47.4               | Restripe Existing Surface                                     |
| Shasta        | Eureka and Market     | Restripe Through intersection, install signs                  |
| Shasta        | Eureka and Market     | Reconstruct sidewalk, widen lane for additional Turn Movement |
| Shasta        | Market and Tehama     | Modify island, Restripe and install signs                     |
| Shasta        | Shasta and Pine       | Restripe Through intersection, install signs                  |
| Shasta        | Pine and Eureka       | Restripe Through intersection, install signs                  |
| Shasta        | Market and Lake Blvd. | Sign Westbound Lake Blvd for Truck Turning Lane               |
| Shasta        | I-5 NB offramp        | Sign NB I-5 for Truck Turn Lane                               |

**Future Projects Needed**

| <b>County</b>         | <b>Location</b> | <b>Description</b>                 |
|-----------------------|-----------------|------------------------------------|
| <b>Major projects</b> |                 |                                    |
| Trinity/Shasta        | 77.0/ 7.6       | Buckhorn Grade Improvement Project |
| <b>Minor projects</b> |                 |                                    |
| Trinity               | PM 0.7          | Widen Eastbound Lane               |
| Trinity               | PM 2.4          | Widen Both Lanes                   |
| Trinity               | PM 12.5         | Widen/Restripe Existing Surface    |
| Trinity               | PM 36.6         | Widen Both Lanes                   |
| Trinity               | PM 38           | Widen Both Lanes                   |
| Trinity               | PM 46.1         | Widen Both Lanes                   |

**Sources:**

2000 STAA Truck Study State Route 299W, District 2  
 District 2 Work Plan Status 4-4-07

## Appendix P

### Environmental Features

#### Flood plains:

Portions of the corridor are near or adjacent to floodplains mapped by the Federal Emergency Management agency (FEMA). When projects are planned within close proximity of these zones, potential hydraulic impacts will need to be considered.

- **Humboldt County**

- SR 299 passes adjacent to and crosses a mapped flood zone along the Mad River.

- **Trinity County**

- SR 299 is near mapped flood zones of the Trinity River and Weaver Creek.

- **Shasta County**

- SR 44 in Redding, over the Sacramento River.

- **Lassen County**

- SR 44 passes across two mapped flood zones near the McCoy Flat Reservoir and adjacent to the Hog Flat Reservoir.
- SR36 passes through a mapped flood zone of the Susan river near Susanville.
- US 395 passes in close proximity to mapped flood zones near Willow Boles, Susan River, Tanner Slough, and Honey Lake.

#### Special Designation:

- The section of State Route 44 that passes from Lassen Volcanic National Park to the junction with SR 36 is identified as a “Volcanic Legacy All American Road”.

#### Sensitive Species:

- Sensitive Species have been identified using the Quick Viewer version of the California Natural Diversity Database (CNDDDB) developed by the California Department of Fish & Game. According to the CNDDDB some of the sensitive species along the corridor are:
  - A small portion of SR 299 in Humboldt County, between Berry Summit and Willow Creek, passes through Critical Habitat for Northern Spotted Owl.
  - SR 299 in Humboldt and Trinity Counties pass through watersheds supporting Coho Salmon.
  - SR 299 and SR 44 pass through many Central Valley watersheds supporting Steelhead and Chinook salmon.
  - An area on SR 44 near Airport Road is shown as critical habitat for Slender Orcutt Grass.
  - US 395 in Sierra County passes through an identified wildlife corridor for deer.

- Vernal Pools exist along SR 44 in the vicinity of Silver Bridge Road just past Palo Cedro through the Millville Plains area. Approximate Post Miles are between R7.4 and R11.0.
- Willow Flycatcher Habitat is shown intermittently from approximately 10 miles west of Shingletown on SR 44 through Susanville on SR 36, with most habitat concentration shown in the areas of Shingletown, Viola and Susanville. Also some locations are shown along US 395 in Lassen County including Janesville, Honey Lake and Milford areas.
- U.S. Fish and Wildlife Service has also identified Vernal Pool Critical Habitat in two locations along SR 44:
  - Approximately 2,700 acres, straddles the Shasta/Lassen County border near SR 44 LAS PM 0.0.
  - The second site of approximately 8,400 acres is located just east of Poison Lake on SR 44 in Lassen County approximately between Post Miles 8.6 and 12.0.

#### Tribal Lands:

- Native American Tribal and Ancestral Lands are listed on the segment fact sheets where such lands are located near the corridor. See Appendix B for detailed information on each Tribe.

#### Air Quality:

- Currently Humboldt, Trinity, Shasta, Lassen and Sierra Counties are all currently classified as attainment areas with respect to all National Ambient Air Quality Standards (NAAQS).

## Appendix Q - Route Designations

### FEDERAL DESIGNATIONS

- **National Highway System (NHS)**

Added: 1995

Legislation: National Highway System Designation Act

ISTEA established a 155,000-mile NHS to provide an interconnected system of principle arterial routes to serve both urban and rural America; to connect major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations; to meet national defense requirements; and to serve interstate and interregional travel.

- **Strategic Highway Network (STRAHNET)**

Added: 1990

Legislation: Federal Defense Act

The purpose of STRAHNET is to provide a network of highways that are important to the United States strategic defense policy and provide defense access, continuity, and emergency capabilities for defense purposes.

- **Surface Transportation Assistance Act (STAA) Network**

Added: 1982

Legislation: Surface Transportation Assistance Act (STAA)

The STAA Act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). The NN is comprised of the Interstate System plus the non-Interstate Federal-aid Primary System. "Larger trucks" includes (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle (KPRA) distance, (3) unlimited length for both vehicle combinations, and (4) widths up to 102 inches. STAA trucks are limited to the NN, Terminal Access Routes, and Service Access routes (STAA Network). For further information, regarding truck classifications, please see State Classifications-California Truck Route Classifications.

**National Network (Federal):** The National Network (NN) is primarily comprised of the National System of Interstate and Defense Highways, for example I-5. STAA trucks are allowed on the NN.

**Terminal Access Routes (State, Local):** Terminal Access (TA) routes are portions of State Routes, or local roads, that can accommodate STAA trucks. TA allows STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

**Service Access (State, Local):** STAA trucks may exit the NN to access those highways that provide reasonable access to terminals and facilities for purposes limited to fuel, food, lodging, and repair, when that access is consistent with safe operation. The facility must be within one road mile of an exit from the NN and that exit must be identified by signage.

### STATE CLASSIFICATIONS

- **State Highway System**

Added: Statues of 1964

Legislation: In the California Streets and Highways Code-Sections 300-635

The intent of the legislature was to identify a set of routes in the State Highway System that serve the state's heavily traveled rural and urban corridors, connect the communities and regions of the state, and support the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

*The Interregional Road System is a subset of the State Highway System.*

**Interregional Road System (IRRS):**

Added: 1989

Legislation: Transportation Blueprint for the Twenty-first Century

In the California Streets and Highways Code-Sections 163-164.2

The IRRS was conceived as part of a larger effort to address the critical transportation funding and development needs of the state. The legislation required the California Department of Transportation to define IRRS routes and create an interregional road system plan. IRRS is a series of interregional state and highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreation areas, and urban and rural regions. In 1989 the IRRS plan identified 81 state highway routes, or portions of routes, that serve the interregional movement of people and goods. Most interstates were included in the system, and all major interregional routes (conventional, expressway and freeway). Six additional routes have been added to the system since that time by locally sponsored legislation, so there are currently 87 IRRS routes in statute.

*High Emphasis Routes are a subset of the IRRS.*

**High Emphasis Route:**

Added: 1990 IRRS Plan; 1998 Interregional Transportation Strategic Plan (ITSP)

Legislation: None

Due to the large number of routes and capacity improvements needed on the IRRS, the 1990 IRRS plan identified a subset of the 87 routes as being the most critical routes and identified them by the term "High Emphasis Routes." High Emphasis Routes are a priority for programming and construction. Originally, there were 13 routes listed as High Emphasis Routes in the 1990 IRRS Plan. The 1998 ITSP kept the original 13 High Emphasis routes and added an additional 21 routes to the category for a total of 34. In some cases, the High Emphasis routes in the ITSP are a series of joined portions of routes that constitute a major logical transportation corridor. An example of a High Emphasis Route corridor that is comprised of major portions of a primary route but also includes sub-portions of other routes is SR 36/SR 44/SR 299.

*Focus Routes are a subset of the High Emphasis Routes.*

**Focus Routes-Interregional Transportation Strategic Plan:**

Added: 1998 Interregional Transportation Strategic Plan (ITSP)

Legislation: None.

The term "Focus Route" is a phrase specific to the ITSP and represents a subset of the 34 High Emphasis Routes. The routes represent the 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards by 2020. Focus routes serve as a system of high volume primary arteries to which lower volume and facility-standard state highway routes can connect for purposes of longer interregional trips and access into statewide Gateways. All Focus Routes are on the NHS, and Freeway and Expressway System (F & E).

- **Intermodal Corridor of Economic Significance (ICES)**

Added: Statutes of 1994

California Streets and Highways Code-Sections 2190-2191

The ICES system was created in response to State legislation that required the Department to identify significant National Highway System corridors that link intermodal facilities most directly, conveniently, and efficiently to intrastate, interstate, and international markets. To be included in the ICES system, a route should provide access between major freight intermodal facilities and serve freight traffic with the NAFTA countries of Canada and Mexico, as well as the Pacific Rim and other U.S. trade markets.

- **Life Line Routes**

Added: *California Department of Transportation Strategic Plan-1994.*

Not in legislative statutes.

A Lifeline Route is a route of the State Highway System that is deemed critical to emergency/life safety activities of a region or the state. The route must remain open immediately following a major earthquake, or can be reopened fairly quickly by following a predetermined disaster response plan. The focus is on highly critical routes that allow for immediate movement of emergency equipment and supplies into a region or through a region.

- **Freeway and Expressway System (F & E)**

Added: Statutes of 1959

California Streets and Highways Code-Sections 253.1-253.8

The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F & E System has been constructed with a large investment of funds in order to control access, and to ensure the safety and operational integrity of highways.

**Expressway:** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

**Freeway:** A divided arterial highway with full control of access and with grade separations at intersections. A freeway, as defined by statute, is also a highway in respect to which: (1) the owners of abutting lands have no right or easement of access to or from their abutting lands; or (2) such owners have only limited or restricted right or easement of access. This statutory definition also includes expressways.

- **California Truck Route Classifications**

Added: AB 66 (1983) and SB 2322 (1986)

California Vehicle Code-Sections 35400-35414

"California Legal" trucks can use the STAA Network and California Legal routes. The route classifications are listed below and see additional STAA designations under "Federal Designations".

**California Legal (State):** California Legal routes are State routes that allow California Legal-size trucks. STAA trucks are not allowed on these routes because of limiting geometrics, such as sharp curves and/or lack of turn-around space.

**California Legal-Advisory (State):** California law allows regulatory prohibition of a 38-foot KPRA or greater where posted in black-on-white. However, many California legal routes cannot safely accommodate California Legal-size trucks with a KPRA less than 38 feet, due to limiting geometrics such as sharp turns and limited highway width. Although California Legal trucks may travel on these segments, the driver is legally responsible for unsafe offtracking (crossing the centerline or driving on shoulders and sidewalks).

**Restricted (Federal, State, Local):** Some route segments have restrictions on certain truck or loads, such as gross weight, number of axles or hauling of flammable materials or explosives. Restrictions on federal or State routes are listed on the Caltrans Truck Route List.

## Appendix R - Scenic Designations

### SCENIC ROUTES

**Scenic Corridor:** A band of land which is visible from and generally adjacent to, but outside of, the highway right of way having scenic, historical, or other aesthetic characteristics.

**Scenic Highway:** An officially designated portion of the State Highway System traversing areas of outstanding scenic beauty and/or historic character. Designations include: All-American Road, National Scenic Byway, U.S. Forest Service Byway, Historic Highway and State Scenic Highway.

**Scenic Byways:** Recognition of a roadway for its archeological, cultural, historic, natural, recreational, and/or scenic qualities. Scenic Byways can be designated at the local, state or national level.

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### The following scenic designations apply to this corridor

#### **United States Department of Agriculture U.S. Forest Service Scenic Byway (Federal)**

Added: 1988

Legislation: None

These routes are designated as "U.S. Forest Service Scenic Byways" and can consist of a combination of Federal, Interstate, State and County roads. A local jurisdiction turns in an application to the U.S. Forest Service office. The U.S. Forest Service, using a public participation plan process, decides if a route qualifies, and processes the designation. To qualify routes must showcase the outstanding scenery of the National Forest System, interpret the management activities of National Forests as well as the cultural and national values and attractions, and cultivate partnerships with local communities and organizations to enhance rural economic diversity. This designation provides no funding opportunities.

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#### **Wild and Scenic River**

A US Forest Service designation as a wild and scenic river is intended to preserve the character of a river. Uses compatible with the management goals of a particular river are allowed; change is expected to happen. However, development must ensure the river's free flow and protect its "outstandingly remarkable resources." Congress created a national system of protected rivers that co-existed with use and appropriate development. The term "living landscape" has been frequently applied to wild and scenic rivers.

## Appendix S: Glossary

### Aa

**Access Control:** The condition where the right of owners or occupants of abutting land or other persons to access a highway is fully or partially controlled by public authority.

**Access Management:** Involves managing where vehicles enter the highway to improve highway operations and reduce accidents.

**Access Point:** Location where vehicles can enter or exit a highway.

**Ancestral boundaries:** The boundaries represent the areas that were once inhabited by Indian Tribes to camp, hunt, fish and gather vegetation for food consumption and basketry material, or had sacred ceremonial and burial sites.

**Annual Average Daily Traffic (AADT):** Daily traffic that is averaged over a calendar year or fiscal year.

**Arterial:** A class of street that primarily serves through-traffic and major traffic movements.

**Arterial Highway:** A general term denoting a highway primarily used by through traffic usually on a continuous route.

**Auxiliary Lane:** The portion of the roadway for weaving, truck climbing, speed change, or other purposes supplementary to through traffic movement.

**Average Daily Traffic (ADT):** The average number of vehicles passing a specified point during a 24-hour period. Frequently used in relation to the “peak-month” average daily traffic.

**Average Lane Width:** The average width of a travel lane. It is a weighted average of all lane widths found in the facility segment under consideration.

**Average Median Width:** The weighted average of all median widths found in the facility segment under consideration.

**Average Travel Speed (ATS):** A performance measure used to estimate level of service on a two-lane highway. The facility length divided by the average travel time of all vehicles traversing the facility, including all stopped delay times.

**Average Shoulder Width:** The weighted average of all shoulder widths found in the facility segment under consideration.

### Bb

**Bike Route Class:** Classification of a bicycle facility. There are three classes: Class I (bicycle facility separate from roadway) provides completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized. Class II (designated bicycle facility adjacent to roadway) provides a striped lane for one-way bike travel on a street or highway, Class III (non-designated but open to bicycles) provides shared use with pedestrians or motor vehicle traffic.

### Cc

**California Environmental Quality Act (CEQA):** 1970 State legislation that requires that State agencies regulate activities with major consideration for environmental protection.

**Caltrans or Department:** California Department of Transportation.

**Capacity:** The number of vehicles that a facility can accommodate during a specified period of time. It represents the flow rate that can be achieved during peak periods of demand. Capacity is also used to estimate the maximum amount of traffic that a facility can accommodate while maintaining a prescribed level of operation (Level of Service).

**Capacity Expansion:** New facilities and operational improvements, which add through lanes.

**Changeable Message Signs (CMS):** Electronic signs that can change the message it displays. Often used on highways to warn and redirect traffic. Also referred to as variable or electronic message signs.

**Channelization:** The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands or other suitable means to facilitate the safe and orderly movement of both vehicles and pedestrians.

**Clear Recovery Zone:** An area clear of fixed objects adjacent to the roadway to provide a recovery zone for vehicles that have left the traveled way. A minimum clear recovery area of 20 feet on conventional highways and 30 feet on freeways and high-speed expressways is desirable.

**Climbing lane:** A lane added on an uphill grade for use by trucks, recreational vehicles and other heavy vehicles with speeds significantly reduced by grade.

**Closed Circuit Television (CCTV):** This ITS technology allows a camera to display remote verification of road and weather conditions, traffic conditions and incidents. This CCTV camera will have compatibility with other communication technologies, such as, cable TV, kiosks and the Internet.

**Collector:** A roadway providing land access and traffic circulation within residential, commercial and industrial areas.

**Collision:** An unintended event that produces damage or injury.

**Concept:** A strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

**Concept LOS:** Used to describe the target operational condition for a facility during the twenty-year planning horizon of the Corridor Management Plan. Planning studies for projects to improve highway capacity should begin at the time when a highway segment is projected to reach the concept LOS.

**Continuous left-turn lane:** A lane that simultaneously serves left turning vehicles traveling in opposite directions.

**Congestion:** Defined as, reduced speeds of less than 35 miles per hour for longer than 15 minutes.

**Controlled Access Highway:** In situations where the Director or the California Transportation Commission (CTC) has determined it advisable, a facility may be designated a "controlled access highway" in lieu of the designation "freeway". All statutory provisions pertaining to freeways and expressways apply to controlled access highways.

**Conventional Highway:** A highway without control of access, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

**Corridor:** A set of essentially parallel transportation facilities for moving people and goods between two points.

**Corridor Management Plan (CMP):** The intent of this plan is to provide one unified concept for managing, operating, improving, and preserving a corridor across all modes and jurisdictions for highest productivity, mobility, reliability, accessibility, safety, and preservation outcomes. The larger purpose of a CMP is to focus all transportation efforts on effective and efficient usage of all facilities on the corridor.

**Corridor Preservation** - Identify and discuss the locations targeted for corridor preservation, and address existing and future rail and highway corridor, and seaport and airport facility land reservation needs.

## Dd

**Daily Vehicle Miles of Travel:** An estimate of Annual Vehicle Miles of Travel is the product of AADT X Segment Length X 365 days.

**Delay:** The time lost while traffic is impeded by some element over which the driver has no control.

**Density:** The number of vehicles per mile (or per lane per mile) on the traveled way at a given instant.

**Design Exception:** Written record that documents the engineering decisions leading to the exception from a design standard. Exceptions are possible for both mandatory and advisory design standards.

**Design Speed:** A speed selected to establish specific minimum geometric (horizontal, vertical, site distance) design elements for a particular section of highway.

**District:** Department of Transportation Districts.

**Divided Highway:** A highway with separated roadbeds for traffic in opposing directions.

## Ee

**Easement:** A right to use or control the property of another for designated purposes.

**Encroachment:** Occupancy of project right-of-way by non-project structures or objects of any kind or character.

**Environmental Impact Report (EIR):** A detailed statement setting forth the environmental effects and considerations pertaining to a project as specified in California Environmental Quality Act (CEQA), and may mean either a Draft or a Final EIR.

**Environmental Impact Statement (EIS):** An environmental impact document prepared pursuant to the National Environmental Policy Act (NEPA) of 1969. The Federal government uses the term EIS in the place of the environmental impact report (EIR), which is used in CEQA.

**Environmental Scoping Tool:** A tool that visually displays, using GIS software, where habitats, species and hazardous sites are currently located.

**Exclusive Turn Lane:** A storage area designated to only accommodate left or right turning vehicles.

## Ff

**Facility Concept:** General term used to describe the number of lanes and degree of access control on a State Route or Freeway. The term can be used to describe the existing facility or the future facility that will be required to handle projected traffic volumes within adopted level of service standards.

**Fatal Plus Injury Actual:** Contains specific data for accidents that are State highway related. Each accident record contains a ramp, intersection or highway post-mile address that ties it to the highway database.

**Fatal Plus Injury Average:** The Statewide Average Accident Rate (SWA) is based on a rated segment. The accident-rating factor (ARF) indicates how the existing segment compares to other segments on the State Highway System. The ARF is a comparison of then segment's accident rate to the statewide average accident rate for roads of the same type and having similar characteristics. Accident severity as well as accident frequency is considered in calculating the ARF.

**Federal Highway Administration (FHWA):** An agency of the US Department of Transportation that funds highway-planning programs.

**Federal Transit Administration (FTA):** An agency of the US Department of Transportation that funds transit planning and deployment programs.

**Free Flow Speed:** The average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by delay from traffic control devices.

**Freeway-to-freeway Connection:** A single or multilane connection between freeways.

**Frontage Street or Road:** A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.

**Functional Classification:** Guided by Federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterials and Major Collectors).

## Gg

**Gap:** The time, in seconds, for the front bumper of the second of two successive vehicles to reach the starting point of the front bumper of the first.

**Geometric Design:** Geometric design is the arrangement of the visible elements of a road, such as alignment, grades, sight distances, widths, slopes, etc.

**Goods Movement:** The general term referring to the flow of commodities, modal goods movement systems and goods movement institutions.

**Grade:** As used in capacity analysis, grade refers to the average change in elevation on the segment under study, expressed as a percentage.

**Grade Separation:** A crossing of two highways or a highway and a railroad at different levels.

## Hh

**Highway:** Term applies to roads, streets, and parkways, and also includes right-of-way, bridges, railroad crossings, tunnels, drainage structures, signs, guard rails, and protective structures in connection with highways.

**Highway Advisory Radio (HAR):** An ITS technology that provides valuable information to travelers through prerecorded messages that contain traffic information, road conditions, chain requirements and road closures, etc. Transmission is generally accomplished through low-powered AM broadcast.

**Highway Capacity Manual (HCM):** Updated in 2000 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (Level-of-Service) of transportation systems.

**Highway Classification:** For purposes of capacity analysis, separation of two-lane highways into Class I, II or III. Class I includes major interregional routes, Class II includes smaller links in the system and Class III includes segments of two-lane highway in smaller developed areas or communities.

**Highway Trust Fund:** Federal user fees on gasoline, etc. go into this fund. Used to reimburse states for Federal-aid projects.

## Ii

**Incident Management:** Technologies that allow transportation managers to identify and respond quickly to incidents on the highway system.

**Initial Study:** A preliminary analysis prepared by the lead agency to determine whether an environmental impact report (EIR) or negative declaration must be prepared pursuant to the California Environment Quality Act (CEQA).

**Intelligent Transportation Systems (ITS):** Use of advanced sensor, computer, and electronic systems to increase the safety and efficiency of the transportation system.

**Interchange:** A system of interconnecting roadways in conjunction with one or more grade separations providing for the interchange of traffic between two or more roadways on different levels.

**Intermodal:** The ability to connect, and make connections between modes of transportation.

**Intermodal Transportation Management System (ITMS):** ITMS is an integral and fundamental tool used in system planning and advanced planning activities. The ITMS provides an interactive, intermodal and multimodal, quick response transportation planning

analysis tool for use in system planning and jointly with regional agencies.

**Interregional Transportation Strategic Plan (ITSP):** The ITSP identifies six key objectives for implementing the Interregional Improvement Program and strategies and actions to focus improvements and investments. This document also addresses development of the interregional road system and intercity rail in California, and defines a strategy that extends beyond the 1998 State Transportation Improvement Program (STIP).

**Intersection:** The general area where two or more roadways join or cross, which include roadside facilities for traffic movements in that area.

**Interstate Highway System:** The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the US to internationally significant routes in Mexico and Canada.

## Kk

**Kilometer Post (KP):** Using kilometers and counties, the KP system identifies specific and unique locations in the California highway system.

## LI

**Left turn lane:** A storage area designated to only accommodate left turning vehicles.

**Local Street or Local Road:** A street or road primarily for access to residences, businesses, or other abutting property.

**Local Transportation Commission (LTC):** A designated transportation planning agency for a county which is not within the jurisdiction of a statutorily created Regional Transportation Planning Agency or a Council of Governments.

## Mm

**Maintained Miles:** The length of a facility that is preserved and kept in the safe and usable condition to which it has been improved.

**Median:** The portion of a divided highway separating the traveled ways for traffic in opposite directions.

**Median Lane:** A speed change lane within the median to accommodate left turning vehicles.

**Memorandum of Understanding (MOU):** Formal structure for interagency cooperation.

**Merging:** The converging of separate streams of traffic into a single stream.

**Metropolitan Planning Organization (MPO):** By federal provision, the Governor designates this organization by principal elected officials of general-purpose local governments. MPOs are established to create a forum for cooperative decision-making. Each MPO represents an urbanized area with a population of over 50,000 people.

**Minimum Turning Radius:** The radius of the path of the outer front wheel of a vehicle making its sharpest turn.

**Mixed Flow:** Traffic movement having automobiles, trucks, buses and motorcycles sharing traffic lanes.

**Mode:** Types of transportation: auto, bus, rail, etc.

**Multimodal:** The availability of transportation options using different modes within a system or corridor.

**Multiple Lanes:** Freeways and conventional highways are sometimes defined by the total number of through traffic lanes in both directions. Thus, an 8-lane freeway has 4 through traffic lanes in each direction. Likewise, a 4-lane conventional highway has 2 through traffic lanes in each direction.

## Nn

**National Environmental Policy Act (NEPA):** 1969 legislation requiring all Federal agencies to prepare an environmental impact statement evaluating proposed Federal actions which may significantly affect the environment.

**Non-Motorized Transportation Facility:** That combination of vehicles and ways generally including bikeways bicycles, sidewalks, bridle paths and horses which permit the transport of people.

## Pp

**Passing Lane:** A lane added to improve passing opportunities in one direction of travel on a two-lane highway.

**Peak:** 1. The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak. 2. The period during which the demands for transportation services is the heaviest.

**Peak Period Directional Split:** During the peak period, the directional distribution of traffic.

**Platoon:** A group of vehicles traveling together as a group, either voluntarily or involuntarily because of signal control, geometrics, lack of passing opportunities or other factors.

**Post-Mile (PM):** Using miles and counties, the PM system identifies specific and unique locations in the California highway system.

**Percent Time Spent Following (PTSF):** A performance measure used to estimate level of service on a two-lane highway. It is the average percentage of travel time that vehicles must travel in platoons behind slower vehicles due to the inability to pass.

**Prescriptive:** Type of easement that comes into existence without formal action because of long-term historical use in a corridor. A prescriptive right cannot be established over land owned by a governmental entity.

**Programming:** Process of scheduling high-priority projects for development and implementation.

**Project Initiation Document (PID):** A report that documents agreement on the design concept, design scope, schedule and estimated cost of a project so that the project can be included in a future-programming document. Reports include, among others, the PSR, PSSR, Combined PSR/PR, PEER and the NBSSR.

**Project Report:** Report summarizing the feasibility of needs, alternatives, costs, etc., of a proposed transportation project affecting state transportation facilities. Often project reports consist of a Transmittal Letter and a draft environmental document.

**Public Participation:** The active and meaningful involvement of the public in the development of transportation plans and programs.

**Public Transportation:** Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point or another. Routes and schedules may be determined through a cooperative arrangement.

## Rr

**Ramp:** A connecting roadway between a freeway or expressway and another highway, road, or roadside area.

**Ramp Metering:** A traffic management strategy, which utilizes a system of traffic signals on freeway entrance and connector ramps to regulate the volume of traffic entering a freeway corridor. This is to maximize the efficiency of the freeway and thereby minimize the total delay in the transportation corridor.

**Region (Transportation Planning):** A geographical area assigned to a Regional Transportation Planning Agency (RTPA) responsible for regional transportation planning.

**Regional Transportation Plan (RTP):** State-mandated documents to be developed biennially by all region transportation planning agencies (RTPAs). They consist of policy, action and financial elements.

**Regional Transportation Planning Agency (RTPA):** Created by AB 69 to prepare regional transportation plans and designated by the Business, Transportation and Housing (BT&H) secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily-created agencies.

**Rehabilitation:** Activities, which preserve the quality and structural integrity of a roadway by supplementing normal maintenance activities.

**Relief Route:** An arterial highway that permits traffic to avoid part or all of an urban area.

**Relinquishment:** A transfer of the State's right, title, and interest in and to a highway, or portion thereof, to a city or county.

**Resurfacing:** A supplemental surface or replacement placed on an existing pavement to restore its riding qualities or increase its strength.

**Right-of-Way:** Real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.)

**Roadbed:** That portion of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds.

**Roadway:** That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including also the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

**Road Weather Information Systems (RWIS):** This ITS system collects pavement temperature, visibility, wind speed and direction and precipitation data and presents the data in a useable format to transportation system operators, potentially for the travelling public.

## Ss

**Safety Index:** The traffic Safety Index is a tool for evaluating safety benefits which provides a measure of the accident dollars saved by the motorist expressed as a percentage of the sum of right-of-way (R/W) and construction costs.

**Safety Roadside Rest:** A roadside area provided for motorists to stop and rest for short periods. It includes paved parking areas, drinking water, toilets, tables, benches, telephones, information panels, and may include other facilities for motorists.

**Segment:** A portion of highway identified for analysis that is homogenous in nature.

**Separate Turning Lane:** An auxiliary lane for traffic in one direction, which has been physically separated from the intersection area by a traffic island.

**Shoulder:** 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.

**Signalized Intersection:** A place where two roadways cross and have a signal controlling traffic movements.

**Speed Change Lane:** An auxiliary lane, including tapered areas, primarily for the acceleration or deceleration of vehicles entering or leaving the through traffic lanes.

**Stakeholder:** Individuals and organizations that are actively involved in the project, or whose interests may be positively or negatively affected as a result of project execution or project completion. They may also exert influence over the project and its results. In transportation, stakeholders include FHWA, CTC, RTPAs, transportation departments, transportation commissions, cities and counties, Native American Tribal Governments, economic development and business interests, resource agencies, transportation interest groups, the public and the Legislature.

**State Freeway and Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California.

**State Highway Operation and Protection Program:** A four-year program limited to projects related to state highway safety and rehabilitation.

**State Implementation Plan (SIP):** Plan required by the Federal Clean Air Act of 1970 to attain and maintain national ambient air quality standards.

**State Routes:** State highways within the State, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

**State Transportation Improvement Program (STIP):** Biennial document, adopted by the California Transportation Commission (CTC), which provides the schedule of projects to develop over the upcoming five years.

**Surface Transportation Assistance Act (STAA) Trucks:** This act required states to allow larger trucks on the National Network (NN), which is comprised of the Interstate State plus the non-Interstate System Federal-aid Primary System. "Larger trucks" includes (1)

doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle (KRPA) distance, (3) unlimited length for both vehicle combinations, and (3) width up to 102 inches.

## Tt

**Telecommuting:** The substitution, either partially or completely, of transportation to a conventional office through the use of computer and telecommunications technologies (telephones, personal computers, modems, facsimile machines, electronic mail, etc.)

**Terrain:** The surface features of an area of land; topography. In capacity analysis, classification into one of three categories: flat, rolling or mountainous.

**Thrie Beam:** A standard Caltrans median barrier composed of 12 gauge, triple corrugated galvanized steel beam mounted on wood posts and blocks.

**Traffic Accident Surveillance and Analysis System (TASAS):** A system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections in the State Highway System, Accidents can be selected by location, highway characteristics, accidents data codes or any combinations of these.

**Traffic Conditions:** Any characteristics of the traffic stream that may affect capacity or operation, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commutes and recreational drivers).

**Traffic conflicts:** exist wherever two vehicles have the potential of occupying the same space.

**Traffic Lane:** The portion of the traveled way for the movement of a single line of vehicles.

**Traffic Markings:** All lines, words, or symbols (except signs) officially placed within the roadway to regulate, warn, or guide traffic.

**Traffic Sign:** A device mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic.

**Traffic Signal:** A traffic control device regulating the flow of traffic with green, yellow and red phases.

**Transit:** Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include: public transit, mass transit, public transportation, urban transit and paratransit.

**Transportation Concept Report (TCR):** Planning document that identifies current operating conditions, future deficiencies, route concept, concept level of service (LOS) and conceptual improvements for a route or corridor.

**Transportation Demand Management (TDM):** "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

**Transportation Equity Act for the 21st Century (TEA21):** As an addition to Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, TEA21, which was enacted June 9, 1998, authorizes highway, highway safety, transit and other surface transportation programs for the following 6 years.

**Transportation Improvement Program (TIP):** Federally required annual schedule of projects for transportation development for the

upcoming five years. A project must be in the appropriate regional-Federal TIP to receive Federal or CTC funding.

**Transportation Management Center (TMC):** A focal point that can monitor traffic and road conditions, as well as train and transit schedules, and airports and shipping advisories. From here, information about accidents, road closures and emergency notification is relayed to travelers.

**Transportation Permits:** The Department of Transportation has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight and loading of vehicles contained on Division 15 of the California Vehicle Code. Requests for such special permits requires the completion of an application for a Transportation Permit from the office Traffic Operations-Transportation Permits. Route Classes for length are labeled yellow, green, blue, brown and red. Route Classes for weight are labeled purple, orange and green. See <http://www.dot.ca.gov/hq/traffops/permits/> for more information.

**Transportation System Development Program (TSDP):** A TSDP identifies a reasonable, comprehensive and effective range of transportation improvements on state highways. It is the Department's statement of priorities for improvements in negotiating and joint planning with regional agencies.

**Transportation System Management (TSM):** TSM is 1) a process oriented approach to solving transportation problems considering both long and short range implications; and 2) a services and operations process oriented in which low capital, environmentally-responsive, efficiency-maximizing improvements are implemented on existing facilities.

**Travel Way:** The portion of the roadway for the movement of vehicles, exclusive of shoulders.

**Typical Section:** Depiction of the basic (or typical) design elements/features for an existing or planned facility. Typical sections can be prepared for a variety of facilities, including: highway sections, lane transition areas, medians, interchanges, pavement structural sections, bike paths and drainage systems.

## Uu

**US Department of Transportation:** The principal direct Federal funding agency for transportation facilities and programs. Includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA), and other.

**US Route:** A network of highways of statewide and national importance. These highways can be freeways, expressways or conventional highways.

## Vv

**Vehicle Miles Traveled (VMT):** Used in trend analysis and forecasts. (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specific time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given router or line or network during a specific time period.

**Vista Point:** A paved area beyond the shoulder, which permits travelers to safely exit the highway to stop and view 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.

**Volume:** The number of vehicles passing a given point during a specified period of time.

**Volume/Capacity Ratio (V/C Ratio):** The ratio of flow rate to capacity for a transportation facility.

## Ww

**Weaving:** The crossing of traffic streams, moving in the same general direction, accomplished by merging and diverging.

**Weaving Section:** A length of roadway over which traffic streams cross paths through lane-changing maneuvers, at one end of which two one-way roadways merge and at the other end of which they separate.

## Appendix T: Reference Listing

### **DRAFT CMP AND RECIRCULATED DRAFT CMP REFERENCES**

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