

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

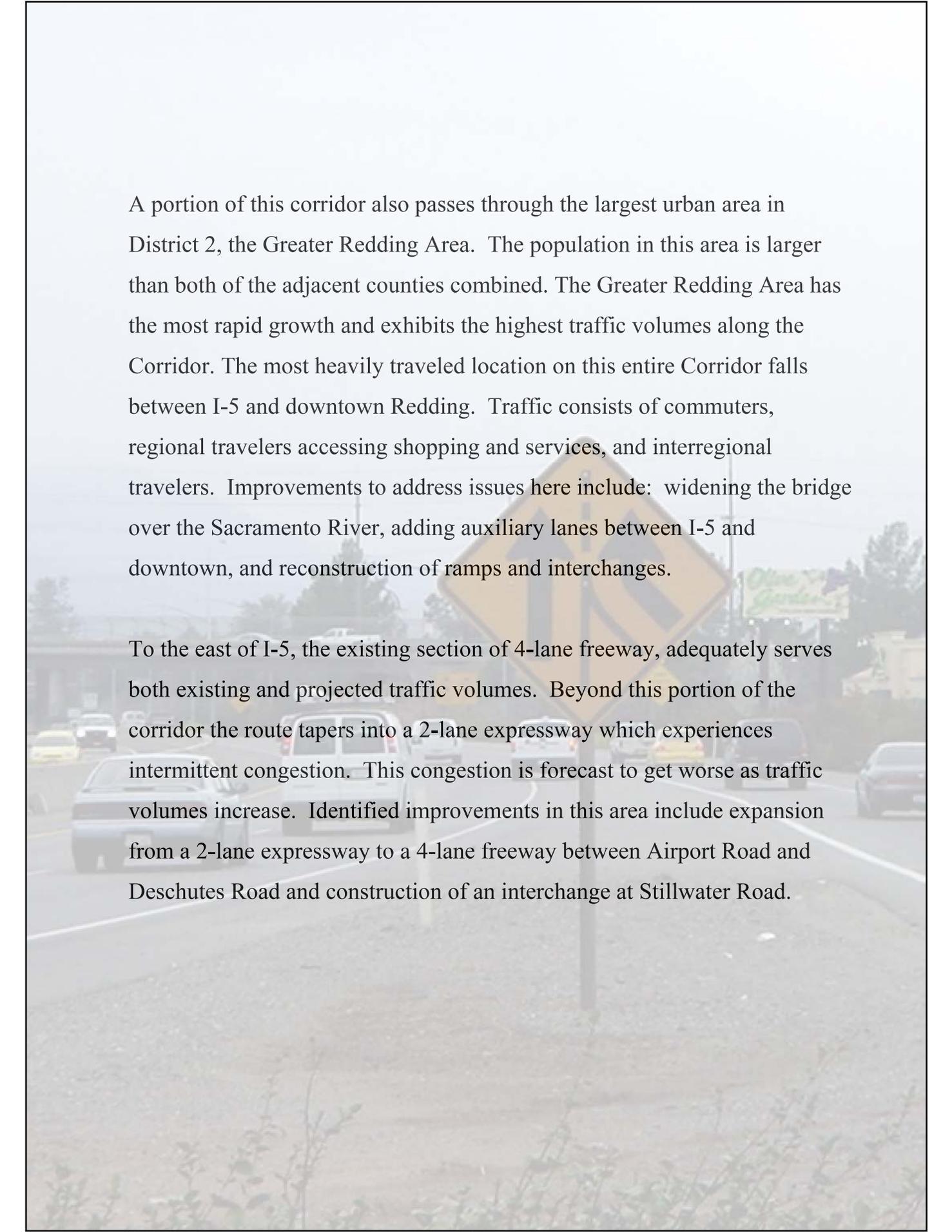
## *Executive Summary*

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 faded background image of a highway with traffic and a diamond-shaped road sign. The sign is yellow with a black border and a black arrow pointing up. The highway has several lanes with cars and a truck. There are trees and buildings in the background.

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.