Table 5 Segments Below Concept Level of Service (LOS) by 2025								
Segment	**Description**	**County**	**Route**	**Begin PM**	**End PM**	**LOS 2005**	**LOS 2015**	**LOS 2025**
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/ 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	Improved 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 (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 (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 (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[1]	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				4’
TRI	299	0.00	50.62							
TRI	299	50.62	52.72			4C	30-45			8’
TRI	299	52.72	60.82			2C	50-65			
TRI	299	60.82	72.25	2E	2E	2E				
SHA	299	0.00	22.04	2C	2C	2C				
SHA	299	22.04	23.46	4C	4C	4C	40-60			
SHA	299	23.46	24.09				30-45			
SHA	44	L0.00	L0.40							
SHA	44	L0.40	R4.20	4F	4F	4F	55-80	30’		10’
SHA	44	R4.2	R10.78	2E						
SHA	44	R10.78	43.00	2C	2C	2C	50-65	20’		8’
SHA	44	43.00	71.39							4’
LAS	44	0.00	37.24							8’
LAS	36	R19.20	23.64	2C	2C	2C				
LAS	36	23.64	24.54				30-45			
LAS	36	24.54	R26.18	4C	4C	4C				
LAS	36	R26.18	R26.34	2C/2E						
LAS	36	R26.34	R29.40		4E	4E	55-80	30’ [3]		10’
LAS	395	61.00[2]	R5.21E		2C/2E					
LAS	395	R5.21E[2]	R2.10	4F	4F	4F		30’		
LAS	395	R2.10[2]	0.00	4E	4E	4E				
SIE	395	R3.12	R0.0							

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.

[1]When curbs and gutters are present the Caltrans Highway Design Manual standard of 1.6 ft clear recovery applies.

[2]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.

[3] 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’.