

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:

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- 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 ¹	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			
					¹ 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.



299-44-36-395 CMP



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June 2008

299/44/36/395 CMP

Segment 1 - Arcata to Trinity County Line

NORTH
No Scale



Segment Projects/Improvements

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

In-Progress

Rehabilitate Culverts	Roadway Rehabilitation	R7.5/R28.8	2009	SHOPP	\$ 820,000	Caltrans
Culvert rehabilitation at nine locations in Humboldt County on Route 299 near Blue Lake from 2 miles east of Blue Lake Under Crossing #44-193 to west of Titlow Hill Road.						
Blue Lake Sink	Repair Storm Damage	R8.5	2009	SHOPP	\$ 3,265,000	Caltrans
Near Blue Lake at 1.8 miles east of Buckley Road and at 0.1 miles east of County Road 375 Three Creek Road						
Repair Slip-out	Repair Storm Damage	R21.5	2009	SHOPP	\$ 1,403,000	Caltrans
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						
Open Graded Bonded Wearing Course	Roadway Maintenance	R22.5/R29.2	2009	Maintenance	\$ 2,500,000	Caltrans
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

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

Future Post 20-Year

Name	Type	PM Location	Year	Program	Cost	Sponsor
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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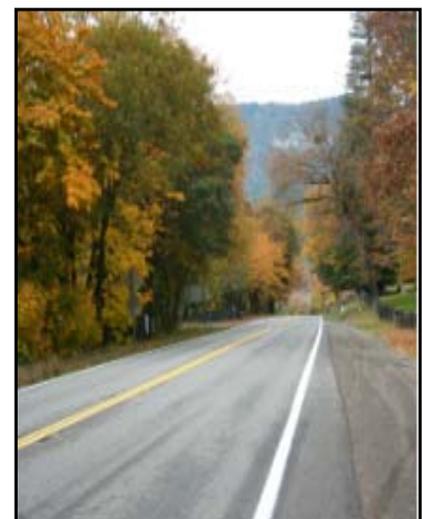
Segment Management

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).

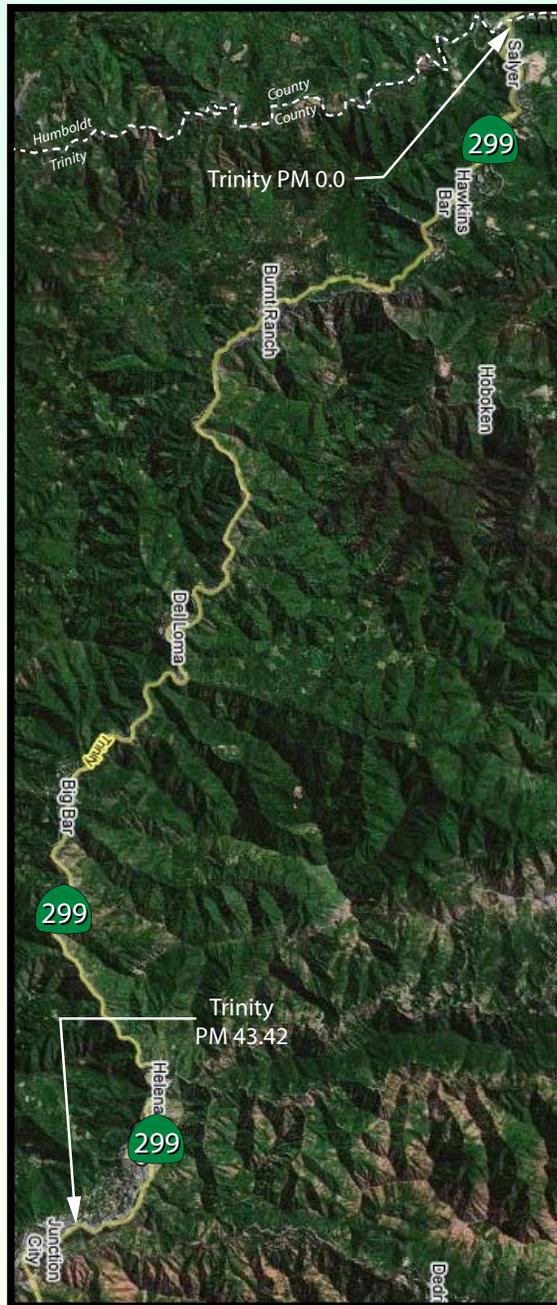
Context sensitive solutions principles and design features should be applied to any future projects developed within the community of Big Flat.



June 2008

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Segment 2 - Humboldt/Trinity County Line to Junction City



Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

AC overlay	Capital Maintenance	0.0/25.8	2000	SHOPP	\$4,500,000	Caltrans
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.						
Manzanita Passing Lanes	Capacity	29.4/30.2	2003	STIP (IIP)	\$2,900,000	Caltrans
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.						
Curve Improvement-Pigeon Point	Operational	36.1/36.4	2005	SHOPP	\$900,000	Caltrans
Increased curve radius to improve safety and corridor mobility.						
Curve Improvement-Del Loma	Operational	21.0/21.4	2006	SHOPP	\$1,206,000	Caltrans
Increased curve radius to improve safety and corridor mobility.						
Slide Repair	Storm Damage Repair	011.1/011.3	2007	SHOPP	\$1,947,750.00	Caltrans
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

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

Future 20-Year

Curve Improvement-Salyer	Operational	2.2/2.6	2009	Ten-Year SHOPP	\$2,690,000	Caltrans
Increase curve radius to improve safety and corridor mobility.						
Curve Improvement-China Slide	Operational	13.3/13.8	2009	Ten-Year SHOPP	\$3,300,000	Caltrans
Shoulder widening.						
Upgrade Bridge Rail	Operational	23.3	2011	Ten-Year SHOPP	\$1,627,000	Caltrans
(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
Hennessy Creek Add eastbound passing lane.	Capacity	9.4/10.0	TBD	TBD	TBD	TBD
Burnt Ranch Add eastbound and westbound passing lanes	Capacity	11.1/11.9	TBD	TBD	TBD	TBD
Rowdy Bar Creek Add eastbound passing lane.	Capacity	16.1/17.1	TBD	TBD	TBD	TBD
Del Loma Passing Lane Add eastbound and westbound passing lanes.	Capacity	21.5/22.3	TBD	TBD	TBD	TBD
French Bar New Alignment	Capacity	22.9/ 23.9	TBD	TBD	TBD	TBD
Big Bar Add eastbound passing lane	Capacity	26.8/27.4	TBD	TBD	TBD	TBD
Limestone Point Extend eastbound and westbound passing lanes	Capacity	27.9/29.4	TBD	TBD	TBD	TBD
West Big Flat Extend westbound passing lane.	Capacity	30.4/30.9	TBD	TBD	TBD	TBD
Limestone Point New Alignment.	Capacity	38.3/41.4	TBD	TBD	TBD	TBD
Helena Passing Lane Add eastbound passing lane.	Capacity	37.3/38.0	TBD	TBD	TBD	TBD
Junction City Campground 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.

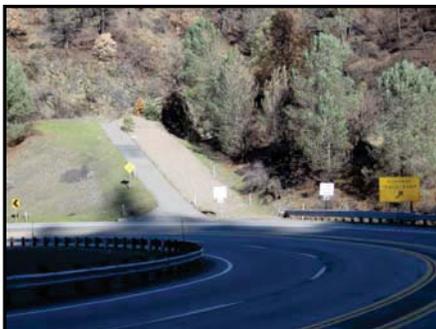
- One location in this segment is not STAA compliant. See Appendix O.

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.



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Segment 3 - Junction City to Weaverville

NORTH
No Scale



Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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						

Completed

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

Junction City	Capacity	44.1/45.5	TBD	TBD	TBD	TBD
Add Eastbound and westbound passing lanes.						
La Grange Marker	Operational	47.8/48.8	TBD	TBD	TBD	TBD
Extend eastbound truck climbing lane.						
Oregon Mountain	Operational	49.8/51.1	TBD	TBD	TBD	TBD
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	.88	2.0	.6	1.22
2015	600-1500	4200-14000	370-400	E	D				
2025	700-1750	5200-16100	430-460	F	D ¹				
¹ D with both East and West Connector projects, LOS E with only East connector 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 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.

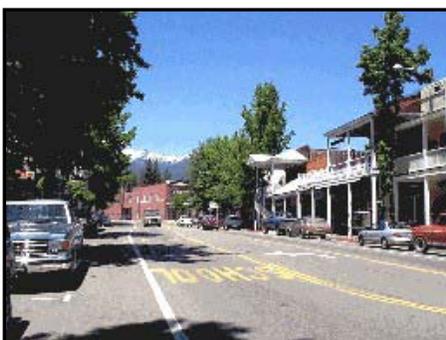
Segment Management

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.



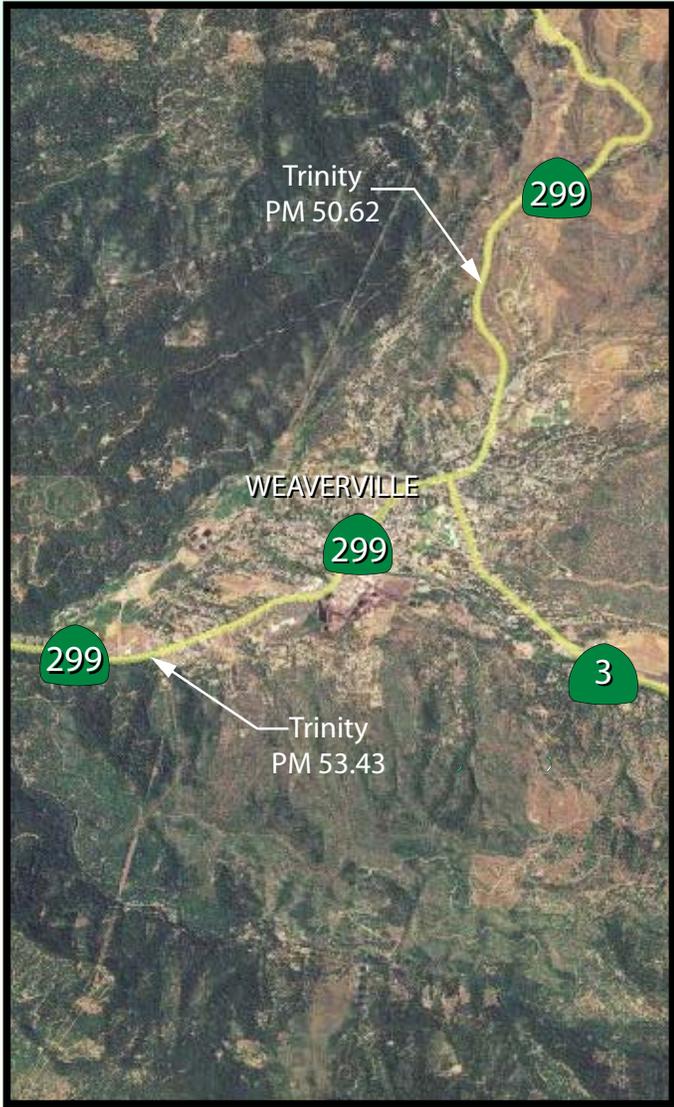
Segment Issues

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



Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Widen Highway and Bridge in Weaverville	Operational	51.9/52.4	2005	SHOPP	\$1,700,000	Caltrans
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

East Connector	New Local Road	Weaverville	2009	STIP (RIP)	\$6,070,000	Trinity County, Weaverville
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.						
West Connector	New Local Road	Weaverville	2008 (PAED)	STIP (RIP)	\$950,000	Trinity County, Weaverville
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

West Connector	Operational	50.7/53.4	TBD	STIP (RIP)	TBD	Trinity County, Weaverville
Construct a new two-lane collector roadway in western Weaverville from SR 299 west of Weaverville to SR 299 east of Weaverville.						
Weaverville Pedestrian Connector	TBD	52.1/52.7	TBD	TBD	TBD	TBD
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.

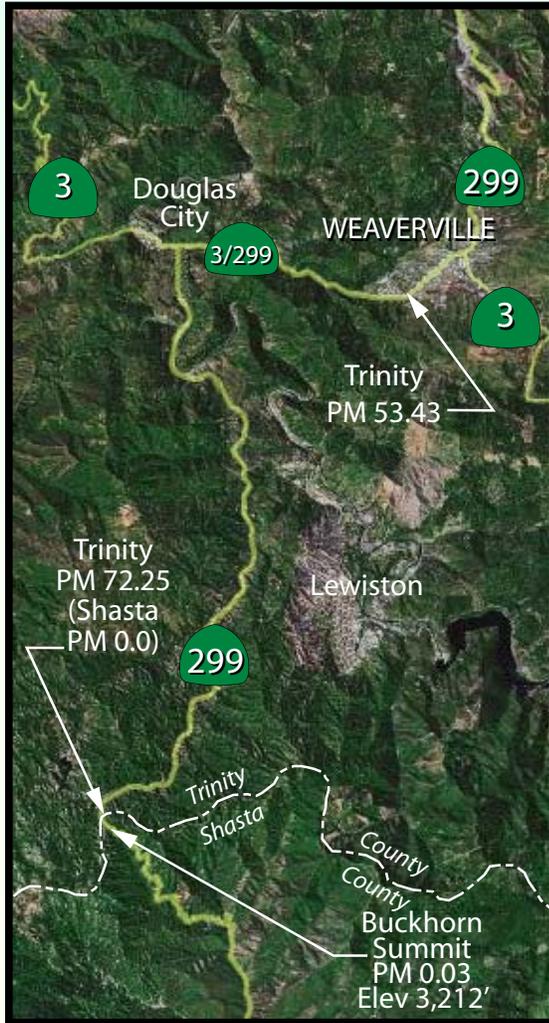


June 2008

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

In-Progress

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

Post Future 20-Year

Extend Existing EB and WB Passing Lanes	Capacity/Operational	67.43/66.80	TBD	TBD	TBD	TBD
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.

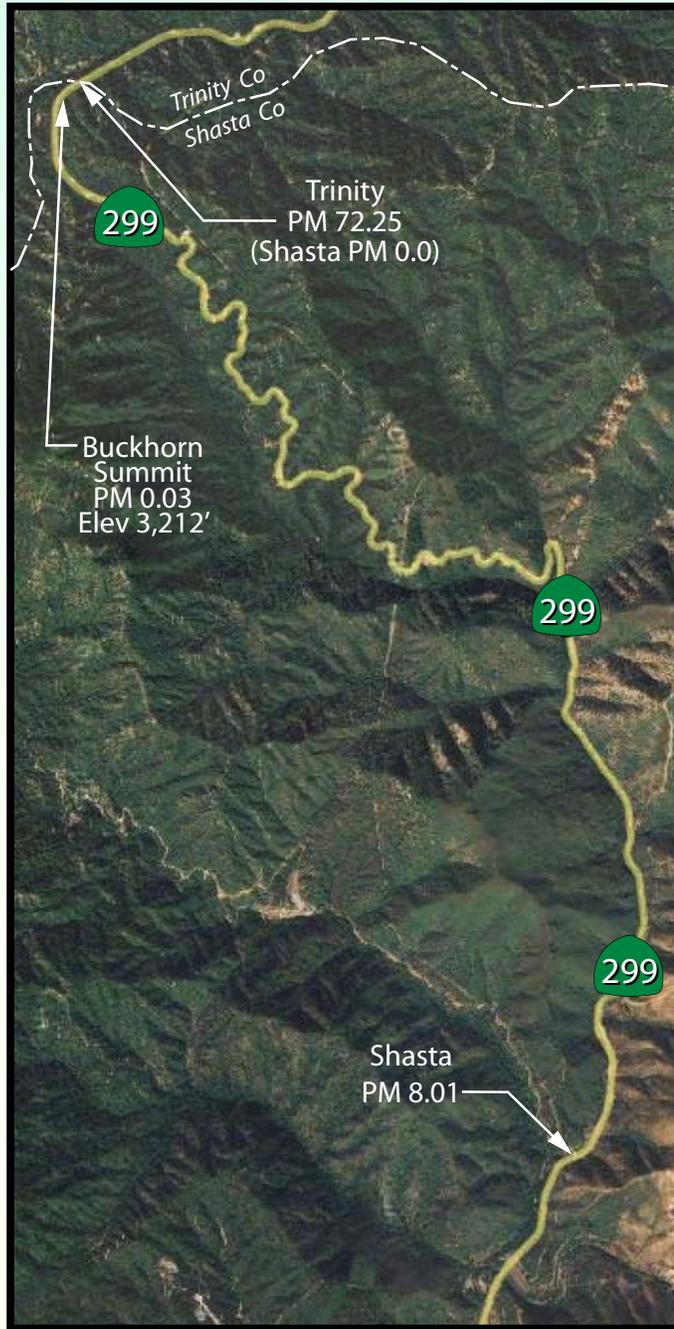
The Buckhorn Grade Improvement (BGI) project, EA 02-27031, is currently in preliminary design and environmental clearance. If constructed, it will improve design speed, safety, and accommodate STAA trucks. Recently, two of three stand-alone safety projects within the project limits (PMs TRI 72.0-SHA 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.



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299/44/36/395 CMP

Segment 6 - Buckhorn



NORTH
No Scale



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
Crystal Creek Road CAPM	Pavement Preservation	0.17.2	1999	SHOPP	\$1,370,000	Caltrans
Asphalt Concrete (AC) overlay in Shasta County From Trinity County to .8 miles west of Crystal Creek Road.						

Completed

In-Progress

Buckhorn Grade Improvement Project	Realignment / Environmental Document	0.0/R11.9	2009 PA&ED	STIP (RIP/IIP)	\$5,400,000	Shasta, Trinity and Humboldt Counties, Caltrans
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.						
Curve Improvement- Top of Buckhorn	Operational	0.0/0.6	2008	SHOPP/HPP	\$4,000,000	Shasta, Trinity and Humboldt Counties, Caltrans
Increase curve radius to improve safety and corridor mobility. Conforms to the design of the Buckhorn Grade Improvement Project.						
Curve Improvement- Bottom of Buckhorn	Operational	5.4/5.8	2009	SHOPP	\$2,700,000	Caltrans
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.						
Curve and Shoulder Improvement- Yankee Gulch	Operational	7.0/7.6	2009	SHOPP/HPP	\$5,300,000	Shasta, Trinity and Humboldt Counties, Caltrans
Increase curve radius to improve safety and corridor mobility. Conforms to the design of the Buckhorn Grade Improvement Project.						

Future 20-Year

Buckhorn Grade Improvement Project	Realignment	TRI 72.0/SHA 7.6	TBD	TBD	TBD	TBD
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.



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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.



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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
Chip Seal (Rubberized) 1.3 km west of Crystal Creek Road to Whiskey Creek Bridge.	Highway Maintenance	PM 7.2/14.2	2005	SHOPP	\$885,000	Caltrans

Completed

In-Progress

No capacity projects or significant operational projects in progress.

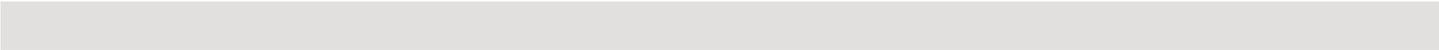
Future 20-Year

Crystal Creek Road AC Surfacing Asphalt concrete surfacing near Old Shasta from .5 miles west of Crystal Creek bridge.	Pavement Focus Rehabilitation	7.2/14.2	2012	Ten-Year SHOPP	TBD	Caltrans
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Post 20-Year

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

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Greater Redding Area

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299/44/36/395 Focus Route – Segment 8 (SHA 299/44)

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.

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).

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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Greater Redding Area

Sub-Segment Fact Sheets

Subsegment	Route	Description
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.

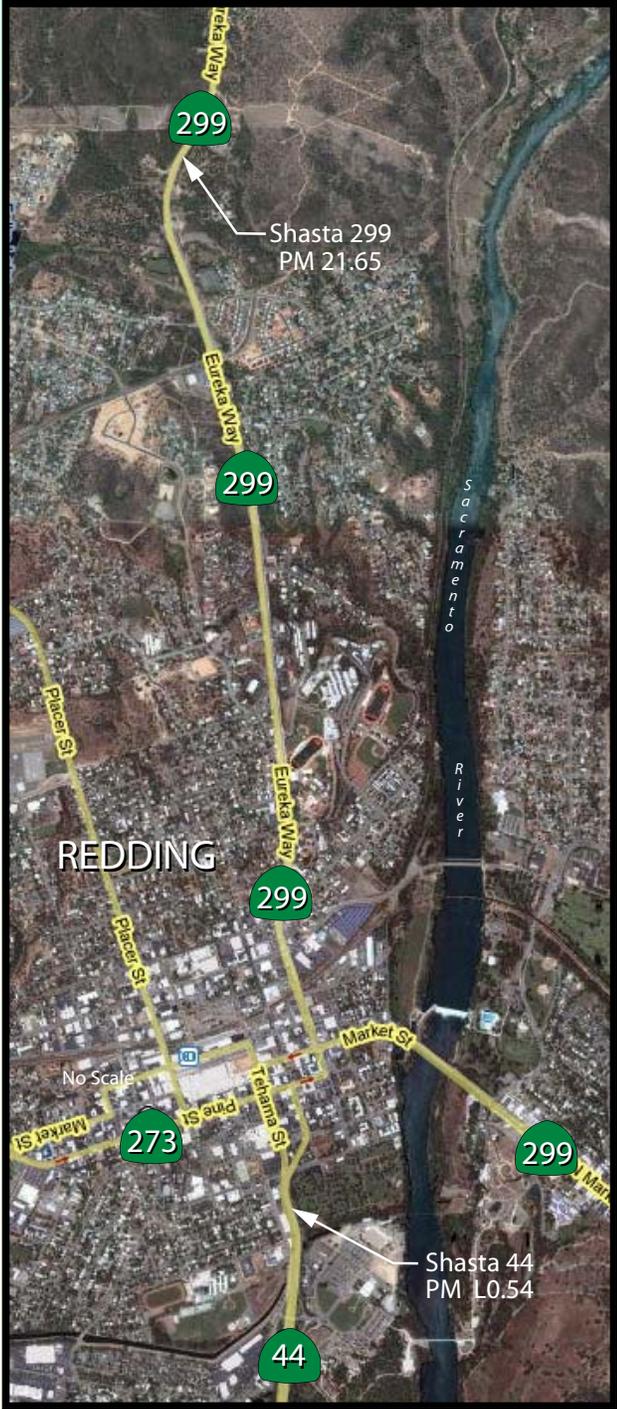


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Segment 8a - Buenaventura Blvd. to Continental St. (Begin Freeway)

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
Eureka Way	Roadway Rehabilitation	SHA 299 PM 20.3/27.7	2004	SHOPP	\$11,200,000	Caltrans
Portland Concrete Cement and Asphalt Concrete overlay from approximately .06 mi west of Iron Mountain Road to Court Street.						
Redding Downtown Improvement Project	Operational	SHA 273/16.7/17.0	2007	STIP (RIP/IIP)	\$2,100,000	Shasta County, Caltrans
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:
 - EB 44 at Auditorium Drive over crossing (14'11")
 - 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:

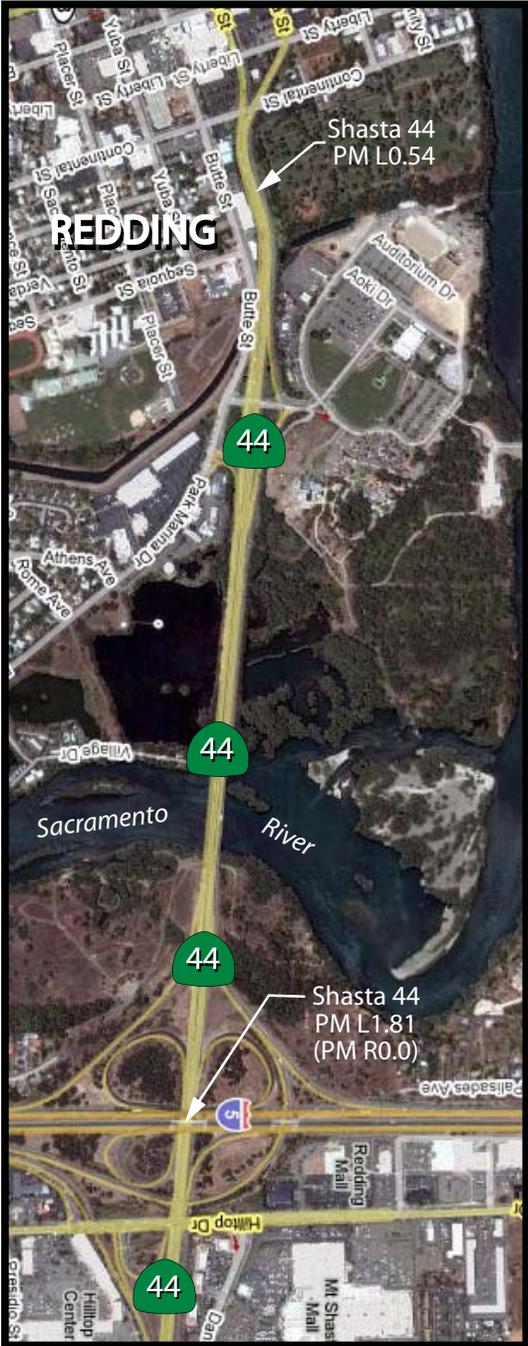
- Replace the Sacramento River Bridge and add westbound and eastbound auxiliary lanes from I-5 to the Auditorium Drive Interchange.
- Add a ramp from Dana Drive to westbound SR 44.
- Reconstruct the Auditorium Drive Interchange.
- Widen the Continental Street undercrossing.
- Add CCTV near Continental 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>Description: 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"> • Add an onramp from Dana Drive to SR 44. • Replace Sacramento River Bridge with a larger six-lane facility. • Construct a new bike/pedestrian path across the Sacramento River from Hilltop/Dana Drive intersection to Turtle Bay. • Replace Auditorium Drive with a wider, four-lane over-crossing. • Add a third eastbound lane between East Street and Park Marina Drive off-ramp. • Build a third lane in each direction between Auditorium Drive ramps and I-5 ramps. • Enhance lighting and aesthetics. 						

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: Peak Hour/Average Daily Traffic	SR 44: Peak Hour/Average Daily Traffic	AADT 5-Axle Truck Volumes	Overall Interchange LOS unimproved	Overall interchange LOS improved
2005	6,300 / 58,000	5,000 / 49,500	400	D	N/A
2015	7,700 / 77,000	4,300 / 44,000 ¹	470	E	C
2025	9,900 / 94,000	4,700 / 50,000 ¹	550	F	D
Source: Caltrans District 2, Office of System Planning and Traffic Census		¹ 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.

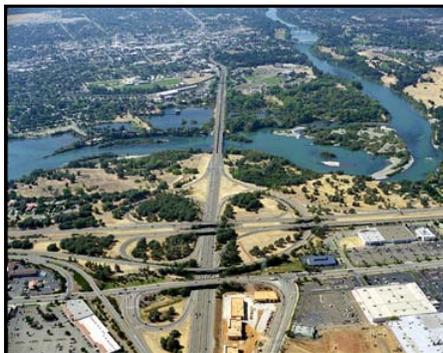
Segment Management

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)



NORTH
No Scale



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
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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 ¹	24300-37500 ¹	390-530	C
2025	3100-4500 ¹	26400-44000 ¹	475-615	D

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

¹ 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
AC Overlay	Roadway Rehabilitation	PM 0.0/7.5	2002	SHOPP	\$6,104,200	Caltrans
AC overlay from I-5 to 0.1 miles east of Cow Creek Bridge.						
Shasta View Median Barrier	Operational	PM R1.2/R4.2	2006	SHOPP	\$4,900,000	Caltrans
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).

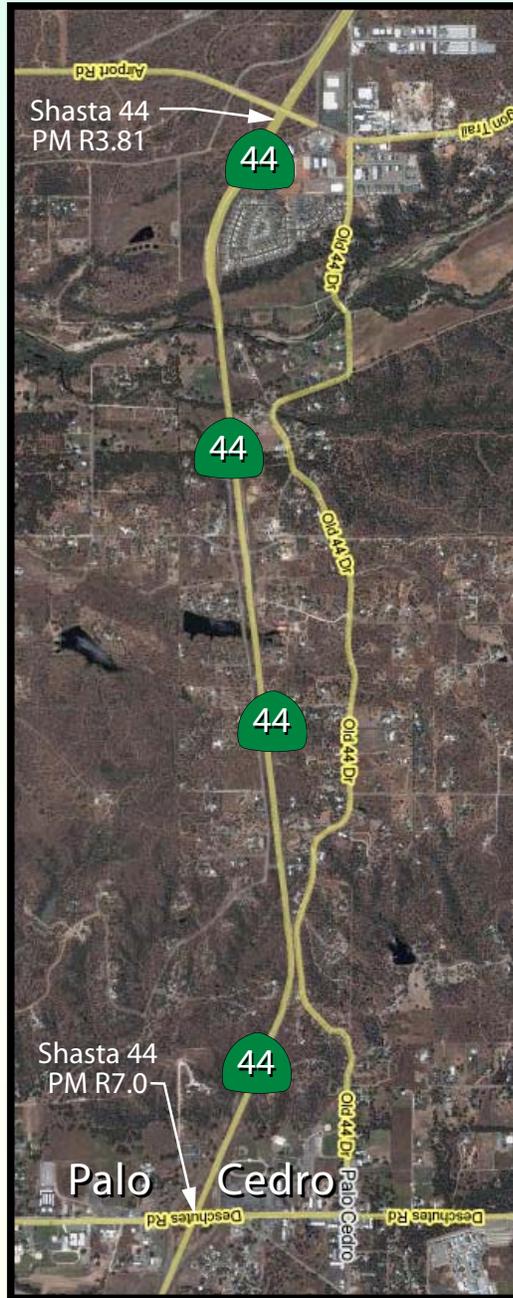
Highway Advisory Radio Signs are in place in two locations near this segment: PM 1.4 (Victor Avenue) and PM 8.0 (Silver Bridge Road). Planned elements for Deschutes Road area include Closed Circuit Television (CCTV) and two Changeable Message boards.



299/44/36/395 CMP

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
Completed						
AC Overlay	Roadway Rehabilitation	PM 0.0/7.5	2002	SHOPP	\$6,104,200	Caltrans
AC overlay from I-5 to 0.1 miles east of Cow Creek Bridge.						

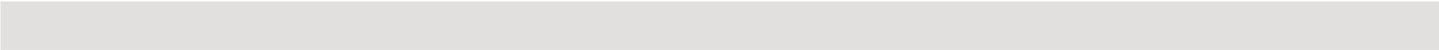
In-Progress

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.



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- 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.



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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
Curve Improvement- Miller's Curve	Operational	R25.2/R26.9	1999	SHOPP	\$3,900,000	Caltrans
Increased curve radii and improved vertical alignment to enhance safety and corridor mobility.						
Warranty Slurry Seal	Roadway Rehabilitation	14.4/43.3	2006	SHOPP	\$1,077,000	Caltrans
From Bear Creek bridge to .9 miles east of Deer Flat Road.						
Curve Improvement and Shoulder Widening- Dersch	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.						
Curve Improvement and Shoulder Widening- Ponderosa	Operational	24.2/25.2	2007	SHOPP	\$3,300,000	Caltrans
Vertical Curve correction and shoulder widening.						

Future 20-Year

Curve Improvement and Shoulder Widening	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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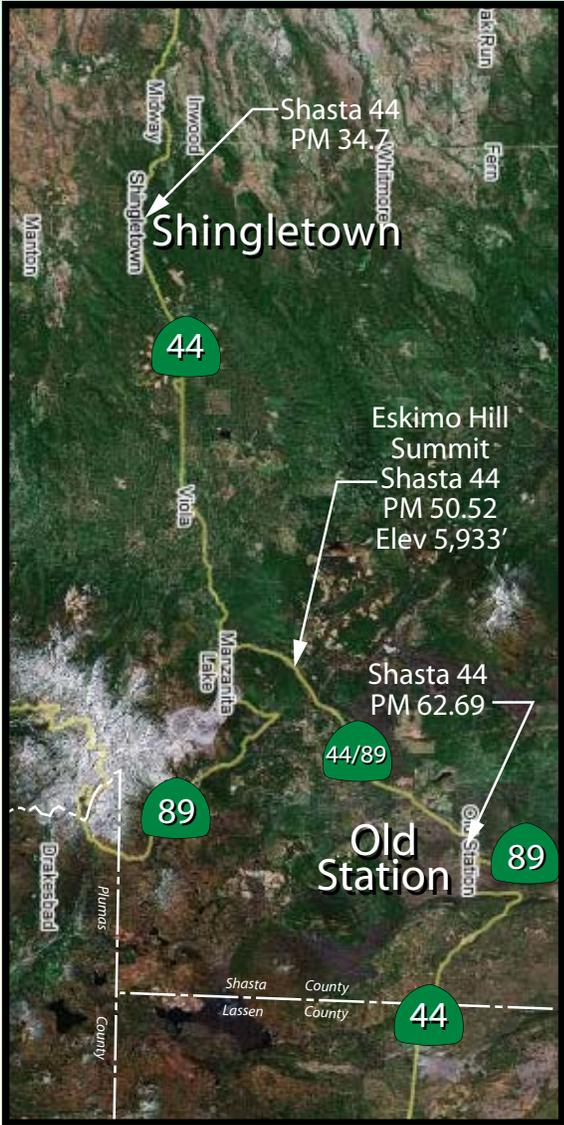


June 2008

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
Curve Improvement-Ashpan Curve	Operational	53.3/53.8	2001	SHOPP	\$650,000	Caltrans
Increased curve radius to improve safety and mobility.						

In-Progress

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

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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Segment 11 - State Route 89 to State Route 36



Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Curve Improvement-Hat Creek Rim	Operational	SHA 44 66.1/67.1	2007	SHOPP	\$1,900,000	Caltrans
Increased curve radius to improve safety and mobility.						
Bogard Rest Area	Maintenance	LAS 14.5	2006	SHOPP	\$2,873,000	Caltrans
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



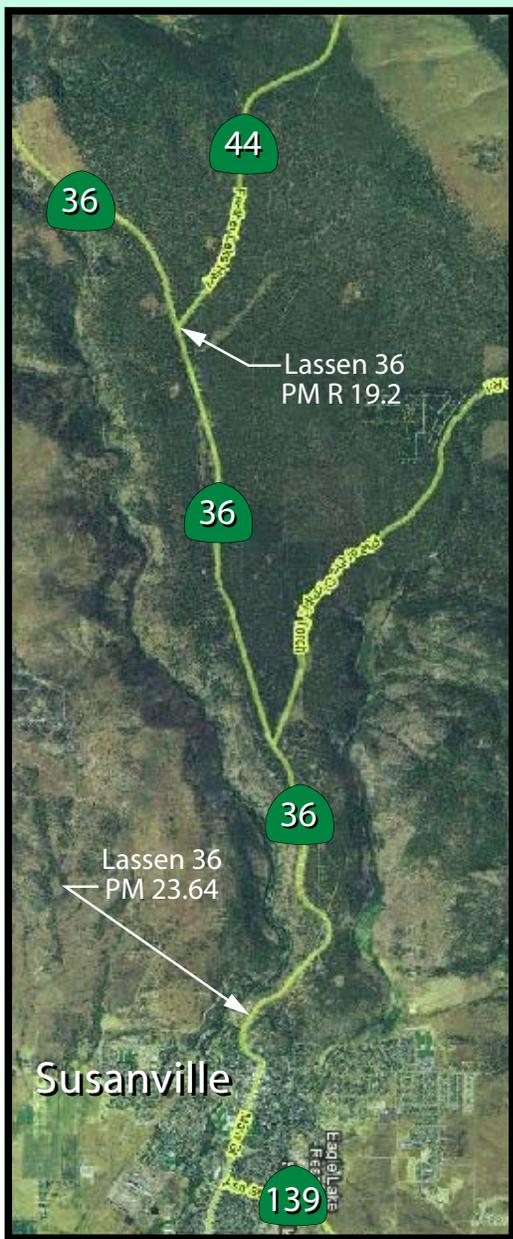
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June 2008

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
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Completed

No projects completed within the last 5 years.

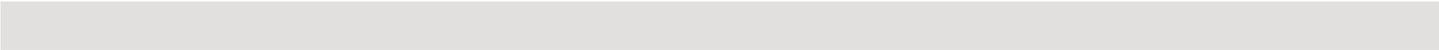
In-Progress

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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299/44/36/395 Focus Route Segment 13 (LAS 36)

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 ¹	510-650	E	D	.61	2.99	1.80	4.46
2025	2050-4550	17200-33600 ¹	580-780	E	E				

¹ 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.

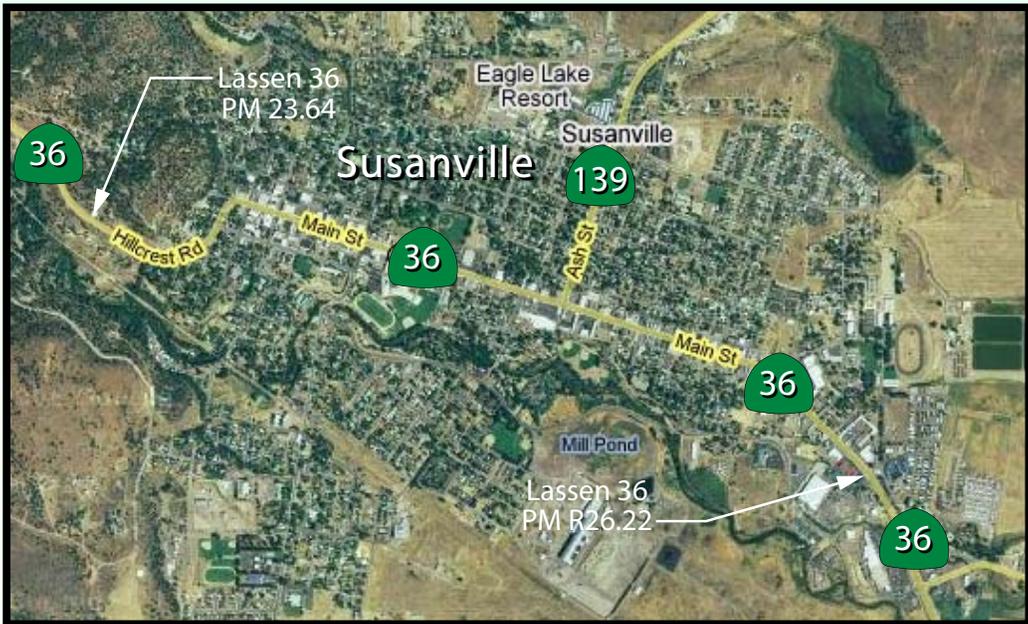
Efforts to resolve the Town Hill Grade issues are in progress. A project to widen shoulders along the Town Hill Grade is programmed. Also, Caltrans is implementing a near term modification through the minor program. Installation of a K-rail median near the bottom of the hill is scheduled for construction 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
Susanville Pothole Initiative	Roadway Preservation	LAS 24.5/26.0	2006	SHOPP	\$1,500,000	Caltrans
Mill and replace asphalt concrete.						
Susanville AC Overlay	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

Skyline East	New Local Road	Susanville	2006	STIP (RIP)	\$8,124,000	Lassen County, Susanville
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.						
Skyline Extension	New Local Road	Susanville	2008	STIP (RIP)	\$3,948,000	Lassen County, Susanville
Link Skyline Road East (at Johnstonville Road) to SR 36.						
Susanville Relief Route	Planning Study	Susanville	TBD	TBD	TBD	Lassen County, Susanville, Caltrans
Planning study undertaken jointly to evaluate potential parallel routes to SR 36 in the vicinity of Susanville.						
Town Hill	Shoulder Widening	LAS 22.5/24.4	2009	STIP (RIP/IIP)	\$6,129,000	Lassen County, Caltrans
Add westbound shoulder to accommodate a bicycle lane and reconfigure the Prattville Road/SR 36 connection.						

Future 20-Year

Town Hill	Operational	LAS 23.65/24.7	TBD	TBD	TBD	TBD
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
Susanville Pothole Initiative	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

Four-Lane from Susanville to US 395	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
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Completed

Redrock Rehabilitation	Roadway Rehabilitation	LAS 11.8/24.8	2005	SHOPP	\$10,900,000	Caltrans
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.						
Hallelujah Junction Rehab	Roadway Rehabilitation	LAS 5.8/9.0	2006	SHOPP	\$3,990,000	Caltrans
Widen Shoulders near Hallelujah Junction from 1.2 miles to 4.4 miles north of Route 70/395 Separation.						
Herlong Shoulder Widening	Operational	LAS 24.8/32.4	2007	SHOPP	\$9,600,000	Caltrans
Widen shoulders near Doyle from .12 miles north of Willow Ranch Creek Bridge to .87 miles north of Garnier Road.						
Milford Shoulder Widening	Operational	LAS 30.7/56.7	2007	SHOPP	\$32,660,000	Caltrans
Widen Shoulders and add rumble strips.						
Honey Lake Safety Roadside Rest Area	Operational	LAS 49.5	2007	SHOPP	\$2,921,000	Caltrans
Rehabilitate safety roadside rest area approximately 7.5 miles north of Milford.						

In-Progress

Automated Wind Warning System	Traffic Management System	LAS 4.8/R61.3	2008	SHOPP – Minor	\$650,000	Caltrans
Install automated wind warning system.						
US 395 at Johnstonville School	Operational	LAS 60.8/61.6	2009	STIP (RIP)	\$2,600,000	Lassen County, Caltrans
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.						
Honey Lake Expressway Master Plan	Access Management Study	LAS R4.6/R61.1	TBD	TBD	TBD	Lassen County, Caltrans
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

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



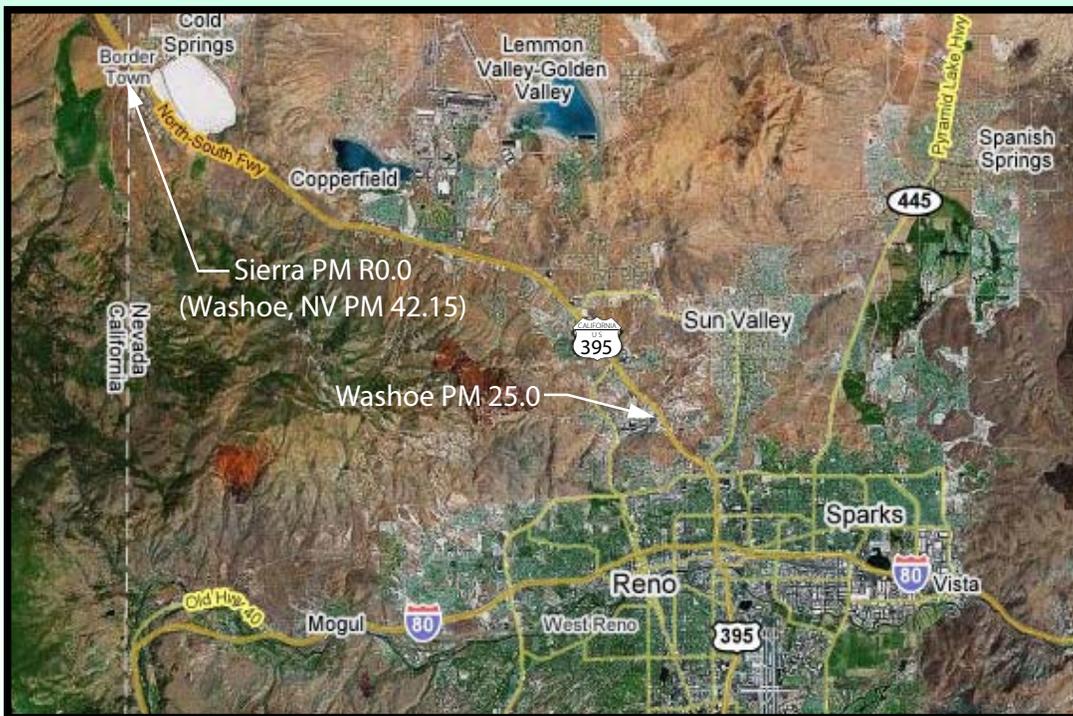
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June 2008

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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
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Completed

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

In-Progress

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

Future 20-Year

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