

Corridor Definition

The Transportation Research Board offers the following definition of corridor:

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



SR 44 in Redding- Bridge over Sacramento River

Intent of Corridor Management Plan (CMP)

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

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

Corridor Description and Location

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

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

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

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

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

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



Buckhorn Grade
Shasta County SR 299

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

Corridor Function

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

Corridor “Regional” Settings

West of I-5

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

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



Lord Ellis Grade
Humboldt County SR 299

Greater Redding Area

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

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

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

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



Redding Urban Area
Shasta County – SR 44

Corridor “Regional” Settings (continued)

East of Redding to Susanville

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



Near Shasta/ Lassen County Boarder
SR 44

Susanville to Reno

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



Lassen County – US 395

Corridor Facility Type

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



Willow Creek
Humboldt County - SR 299

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

Corridor Features

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

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

Table 3
299-44-36-395 Route Designations

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

¹Federal Designation; ²State Designation

Source: California Department of Transportation.

Corridor Major Supporting Routes

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

The closest alternate east-west corridor:

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

The most comparable east-west facility:

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

However:

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

In the Greater Redding area:

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

In Weaverville and Susanville:

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

Other alternate routes:

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

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