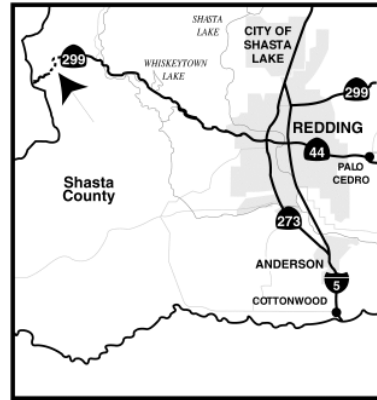


PROJECT TITLE

Buckhorn



Project Location: On SR 299 in Trinity and Shasta Counties from 0.4 km west of Shasta County line to 2.1 km west of Clear Creek Bridge

Co/Rte/KP/PM: TRI/299/72.0-72.2
SHA/299/0.0-7.4

Project Description: New alignment or realignment for the environmental component

Project Scope: Environmental component of a proposed improvement and/or realignment on SR 299 on Buckhorn Mountain.

Existing Funding: IIP: \$5,088,000
RIP: \$ 346,000

Future Funding Need: TBD
Total Estimated Cost: TBD

Project Schedule:

PA & ED	08/09
PS&E	N/A
R/W SUP	N/A
CON SUP	N/A
R/W	N/A
CON	N/A

Project funding constraints are currently being considered. Opportunities for downscoping, segmenting, and funding options require analysis and stake holder buyin. More analysis and coordination is expected. Federally Earmarked Funds (FEF) have been applied for and assumed to be near 10 million dollars. It is proposed that a supplemental financial plan be finalized with the Headquarters Division of Programming and Local Agencies prior to the development of the 2006 STIP.

PROJECT INFORMATION

Purpose & Need for the Project:

- Improve Route 299 safety, operation and capacity concerns associated with the Buckhorn Grade and its extremely curvilinear alignment (25 mph design speed, 50 plus curves), steep grades, inadequate sight distance, few passing opportunities, and limited recovery area.

Project Need:

- Buckhorn Grade starts at the Trinity/Shasta County line and descends for approximately 5 miles at roughly 5.5 percent grade with 25-MPH design speed. The most severe curves are signed for 20 MPH.
- Heavy truck and recreational vehicle traffic on SR 299 combined with substandard alignment, steep grades, and lack of passing opportunities create significant traffic delays and safety concerns.
- The large STAA class trucks and larger permits loads are not allowed on SR 299 between Redding and the deepwater port of Humboldt Bay due to Buckhorn's alignment and narrow cross section.

- Truck and vehicle accidents are common and often result in road closures on this **Focus Route**.
- Accidents are occurring at a rate 50% higher than the expected average for this type of roadway.

Project Purpose:

- The purpose of the project is to improve alignment, provide passing opportunities and improve errant vehicle recovery area.
- The proposed improvement will reduce congestion, improves safety and provides route continuity for the interregional traveler, recreation vehicles, large trucks, and extra long trucks.

Interregional Transportation Benefits

- This ITSP Focus Route is part of the east-west focus route in the northern portion of the **state connecting Interstate 5** in the Central Valley at Redding to **SR 101** on the Pacific Coast near Eureka.
- The route is the **backbone for the east-west movement of goods and recreational travel** in the North State.
- Strong partnerships with **local agencies have yielded shared funding responsibilities**.
- This project is identified in the **ITSP, Nearer Term Horizon**, to **upgrade the Route to realign/widen and provide passing opportunities** on the corridor.

Regional Transportation Plan Benefits

- The project is identified in Shasta, Trinity, and Humboldt Regional Transportation Plans as a high priority project.

Other:

- This is a multi-agency venture between Caltrans, Humboldt, Shasta, and Trinity County.

**PROJECT BENEFITS BASED ON
THEME CRITERIA**

Reduce Congestion

- Transportation Congestion Relief Program Project.
- Accelerated TCRP Project
- Congestion Mgmt Program Project

Livable Communities

The Region where the project is located:

- Enforces TDM and Trip Reduction.
- Expands Transit Service (specifically along congested State Route Corridors).
- Integrates CM Programs into project selection for their RTIP.
- Practices zoning for high-density housing, Commercial/Office Development adjacent to transit facilities.
- Develops local transportation systems that reduce local trips on the highway system
- Interrelates planning processes involving General/Habitat Conservation/Trans/Env etc. Plans
- Gets early involvement with environmental and regulatory agencies
- Effects planning practices with other agencies over jurisdictional boundaries

Improve Goods Movement Within Gateways

- Improves geometrics to accommodate STAA Trucks
- Adds capacity for 5 axle trucks
- Connectivity to Intermodal Transfer Facility
- Grade Separations
- Truck Climbing Lane

**PROJECT BENEFITS BASED ON
THEME CRITERIA**

Rural Partnerships

- Pooled funding from adjacent counties
- Bypass Project
- Passing Lane/Truck Climbing Lane
- ITSP Project
- Recreational/Tourism Access route

ITSP Focus Routes

- Project completes key segment or corridor
- Project completes key segment of Trunk System (Focus Route)
- Project completes linkage to Trunk System

Innovative Finance

- Project is funded through TIFIA
- Project utilizes GARVEE Bonds
- Public/Private Partnership Funding
- Local Government funding

Other benefits to Theme Criteria

Additional benefits applicable to Theme Criteria not listed above:

Improves safety and removes choke points for movement of goods and people

Reduces travel time, traveler delay, energy costs, and community noise and potential environmental impacts.