



US 395 Coalition and Implementation Plan

August 2020



COALITION

Prepared By:



Submitted to:



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Introduction

US 395 is the primary north-south corridor through eastern California and is the only north-south route through Southern Lassen County. US 395 from 20 miles north of Reno, NV to Susanville, CA is a conventional two-lane highway. This segment of US 395 is the focus of this plan and is herein referred to as the “Study Corridor” throughout the rest of this report.

The intent of the US 395 Coalition and Implementation Plan is to form a Coalition advocating for the improvement of US 395 Corridor from Hallelujah Junction to SR 36 near Susanville and provide a baseline project definition.

The planned improvements in the Study Corridor are supported by the Transportation Concept Report (TCR) completed by Caltrans District 2 in 2017 (see Attachment 2), which recommends widening US 395 to a four-lane divided expressway from Hallelujah Junction to the City of Susanville.

A map of the study area is shown below in *Figure 1 - US 395 Segment 1 Study Limits*, see Attachment 8 for a larger version.



Figure 1 - US 395 Segment 1 Study Limits

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Introduction

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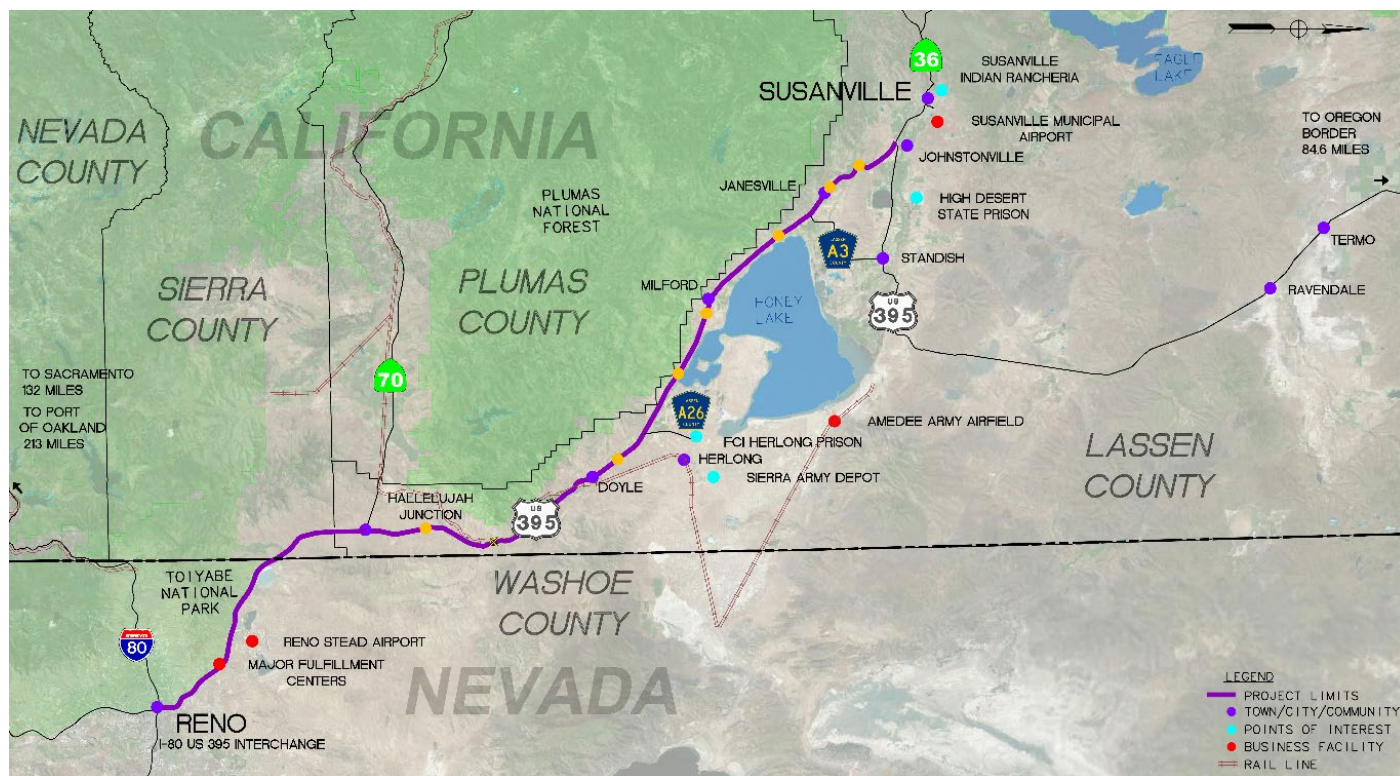


Figure 1 - US 395 Segment 1 Study Limits

Goals and Objectives

The purpose of this Coalition and Implementation Plan is to develop a strategy and a list of actions so that the Technical Advisory Committee (TAC) and stakeholder coalition members can methodically obtain the resources and complete each of the next steps. To develop this strategy, the US 395 Coalition and Implementation Plan will document existing data, build community support, identify a funding strategy, and generate political support for the project. Absent a similar effort to the tasks and strategies identified below, the LCTC believes the US 395 TCR will likely not be realized, at least for many years.

Coalition Members and Commitments

Mark Thomas, The Ferguson Group and Lassen County Transportation Commission (LCTC) have identified coalition members and TAC members throughout the development of this implementation plan. Potential members of the coalition include:

<i>Federal Partners</i>	<i>Regional Partners (Continued)</i>
U.S. Department of Defense	Economic Development Authority of Western Nevada
Federal Bureau of Prisons	<i>Local Partners</i>
Federal Highway Administration	County of Washoe
U.S. House of Representatives	County of Sierra
U.S. Senate	Count of Plumas
<i>State Partners</i>	County of Lassen
Caltrans	County of Modoc
Nevada DOT	Local fire agencies
Oregon DOT	<i>Tribal Partners</i>
California Department of Corrections	Susanville Indian Rancheria
California Department of Fish and Wildlife	<i>Private Businesses</i>
California National Guard	Tesla
California Governor's Military Council	UPS
California Highway Patrol	FedEx
Nevada Highway Patrol	Amazon
California State Assembly	Railroads
California State Senate	<i>Private Associations</i>
Nevada State Assembly	California Trucking Association
Nevada State Senate	Nevada Trucking Association
State fire agencies	California State Automobile Association
<i>Regional Partners</i>	American Automobile Association
RTC of Washoe County	
Sierra County Transportation Commission	
Plumas County Transportation Commission	
Lassen County Transportation Commission	
Modoc County Transportation Commission	

Existing Conditions

US 395 runs from Southern California to the northern US border with Canada. This implementation plan focuses within Caltrans District 2, in Lassen County. US 395 from Hallelujah Junction to SR 36 near Susanville is a conventional two-lane highway with limited passing lane opportunities. US 395 is critical to freight movement in northern California. California has only three north-south highways from I-80 to the Oregon border: US 101, I-5 and US 395. Due to geometric and environmental constraints, US 101 cannot accommodate STAA trucks. This leaves I-5 and US 395 as the only two STAA through routes. Any closure of I-5, such as the 2018 “Carr Fire” closures, leaves only US 395 to provide STAA truck access north of the border.

The Reno metropolitan area is growing fast, and a key market is the Pacific Northwest. US 395 provides a 9-hour travel time to Portland, OR versus a 10.5-hour travel time via I-5.

The landscape along the study corridor is predominantly open space, ranching and agriculture. Small communities are spaced along the segment with residences. The corridor is used as a commuter route between Susanville and Reno, connecting workers to employment centers. This includes large employers such as the Sierra Army Depot (SIAD), Federal Correctional Institute (FCI) Herlong, High Desert State Prison, California Correctional Center, multiple hospitals and healthcare facilities, distribution and fulfillment centers (Amazon and Sherwin-Williams), entertainment venues and casinos, and local government agencies. There are also National and State Parks adjacent to the highway that have recreational and logging use. In addition to single occupancy vehicles, there is also transit and vanpools that utilize the corridor. Lassen Rural Bus East County Route and Modoc County Sage Stage Reno Route use the highway. There are also approximately 80 vanpools that travel to the Sierra Army Depot. As the regional population grows, US 395 will become increasingly important to commuter and intraregional travel.

Outlined in the 2017 TCR there are several operating characteristics that can be enhanced. Currently, truck speeds are limited to 55 mph, causing queueing and backups of vehicles trying to pass. Heavy truck, Military truck, and employee commute traffic to FCI Herlong and SIAD causes backups along Garnier Road during peak commute times.

Finding an opportunity to pass large vehicles is the critical operational issues along the US 395 corridor. Within much of the study corridor, passing is achieved using the opposing travel lane when adequate passing sight distance is provided. However, with the increasing volumes of goods movements and passenger vehicles on the highway, legal and safe opportunities to pass are limited. There are currently ten passing lane segments installed from Hallelujah Junction to SR 36 throughout the 60-mile study segment (5 for northbound and 5 for southbound.)

Collision Data from the Statewide Integrated Traffic Records System (SWITRS) and the Injury Mapping System (TIMS) Databases from 2007 to 2017 are included in Attachment 9. From 2007 to 2016, there were 614 collisions and 8 fatalities within the study corridor. The types of collisions include head-on, side swipes, and hit objects as a result of passing or unsafe speeds. US 395 also has limited locations for protected pedestrian crossings, limiting mobility and access for non-motorized users. In addition to the documented collisions, there

are also vehicle and truck collisions with wildlife. Interstate deer herds cross US 395 due to the lack of fencing or defined wildlife crossings.

Just south of the study corridor from the Nevada state line to Hallelujah Junction, US 395 is a four-lane divided expressway. This segment carries the highest traffic volumes on US 395 in Caltrans District 2, approximately 9,000 vehicles per day (See Attachment 4). The four-lane expressway configuration for this segment south of the study corridor is the proposed improvement within the study limits extending north to Susanville.

The corridor operates at Level of Service (LOS) “C” with AADTs Varying from 5,600 to 7,300 in 2015. For future year 2035 it is expected the AADT will vary between 5,800 to 7,600 and will operate at LOS C. Caltrans District 2 seeks to improve LOS when highway segments are projected to fall below LOS C to LOS D, as discussed in the TCR. The recommendation to widen US 395 to a four-lane expressway is not primarily driven by LOS, but rather, providing more continuous passing opportunities.

Environmental Opportunities and Constraints

In the Preliminary Environmental Constraints Analysis report completed by GPA Consulting in October 2019 (see Attachment 3) environmental constraints are reviewed and identified. Constraints such as Air Quality, Biology, Special-Status Species, Cultural Resources, Floodplains, Hazardous Materials, Visual Resources, Hydrology and Water Quality were examined throughout the corridor study limits.

The Preliminary Environmental Constraints Analysis report recommends further environmental studies, major reports including an Environmental Impact Statement/Environmental Impact Report, Air Quality Assessment Report (AQAR), Natural Environment Study (NES), Initial Site Assessment (ISA), Paleontological Investigation Report/Evaluation Report (PIR/PER), Water Quality Assessment Report and Community Impact Assessment (CIA). The recommended studies are typical for projects with the potential scope and size of the proposed expressway.

Existing Right of Way and Potentials Needs

The existing right of way width varies along the corridor from 100’ to 500’ averaging 200’ in width. It is anticipated that right of way acquisitions will be required to complete this project through stretches with narrower right of ways. Right of way impacts vary with design options to widen to one side or widen symmetrically. Approximately 15% of the length of corridor would require right of way acquisitions. There is an average of 5.5 parcels per mile within the study corridor.

Cross Section and Highway Design

The proposed cross section shown in *Figure 2 - 4 lane Expressway Typical Section* below for a 4-lane expressway. The proposal to expand US 395 to a four-lane expressway is recommended by the TCR. Four-lane expressways operate well for AADTs between 5,000-15,000; which is currently the expected traffic volumes for US 395 through the study corridor.

The proposed expressway would have a minimum of two travel lanes in each direction, with climbing lanes and auxiliary lanes as necessary, and an unpaved median separating the north and southbound roadways. The

proposed minimum 146' width typical cross-section would have 2-12-foot Travel lanes, with 10-foot outside shoulders and 5-foot inside shoulders with a 62-foot center median. Additional width will be required in rolling terrain for retaining walls or roadside grading. Lane widths and were set per Caltrans Highway Design Manual Section 301.1, shoulder widths were set by Table 302.1. A 62' wide median is the minimum median width required per section 305.1(1)(b) for rural expressways.

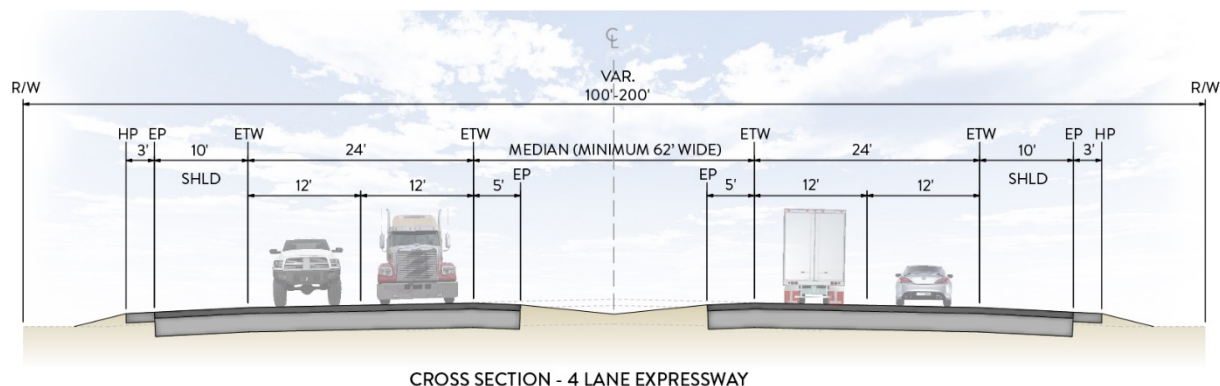


Figure 2 - 4 lane Expressway Typical Section

Cost Estimates for Project Development, Right of Way and Construction

The preliminary cost estimate to widen US 395 to a four-lane expressway through the study corridor is \$2.82 million per lane-mile. For the 60-mile segment, the project total is estimated to be \$678 million in un-escalated 2020 dollars. A summary of the costs from the preliminary estimate are shown in *Table 1 - Preliminary Cost Estimate* below. The preliminary cost estimate has been included as Attachment 6.

Table 1 - Preliminary Cost Estimate

Component	Current Year Cost (2020)
Construction	\$455 Million
Right of Way	\$50 Million
PA/ED Support	\$37 Million
PS&E Support	\$68 Million
Construction Support	\$68 Million
Total	\$678 Million

Preliminary estimates were prepared using standard Caltrans bid data and preliminary cost estimate format provided by in the Caltrans Project Development Procedures Manual. The estimated costs are based on the typical cross section shown in *Figure 2 - 4 lane Expressway Typical Section* above.

Financial Analysis

Securing funding for the planning and development of the project will take significant coordination between local sponsoring agencies as well as state and federal agencies. Potential also exists for investments from the private sector in the form of public-private partnerships to help support the project needs. TFG developed the

US 395 Corridor Grant Guide (see Attachment 7) in December of 2019 to provide information to coalition members on potential funding sources from the federal agencies as well as California and Nevada state agencies. The guide was updated in January of 2020 to reflect additional federal programs that had recently been announced.

The US 395 Grant Guide will serve as the framework from which the Coalition will work from as a full financial plan is developed for each phase of the project. As the Coalition works on a funding strategy, it will draw from the unique attributes of each of its members to identify the most efficient and effective mechanisms to secure financial support from federal and state agencies either through the direct grants or long-term financing. Identifying local cost share contributions as well as potential ways for private investment, will also be included in the development of the final funding strategy.

While seeking funding within existing programs, opportunities exist at the federal level for the coalition to engage in the development and implementation of transportation policy, including the creation of new lines of project funding. Congress is in the process of reauthorizing the federal transportation authorization bill, the Fixing America's Surface Transportation Act, which expires on September 30, 2020. Federal transportation authorizing bills traditionally outline transportation policy and program funding for the next six years. In addition, Congress is in the early stages of developing a potential economic stimulus and recovery legislation focused on public infrastructure to help the American economy recovery from the economic impacts of the on-going coronavirus pandemic. An economic stimulus/ public infrastructure package could also present opportunities for the US 395 project.

Political Analysis

Even the worthiest projects need a little extra help getting to the finish line, especially considering the highly competitive nature of the state and federal environment. One of the primary goals and focuses of the US 395 Coalition is generating substantial political support for the project at the local, regional, state, and federal levels. This will not only help shape the project in to one that all parties support, thus setting it up for the most success, but strong political support at all levels will become crucial to finding and securing state, federal, and private investment in the project.

While individual members of the Coalition have advocated for the project to their state and federal delegations, a coordinated effort on behalf of the entire Coalition will be needed. The Coalition will serve as the driving force for grass roots advocacy in support of the project as well as establishing a network of project partners and a framework for information sharing and data collection.

One of the tasks of the Coalition should be to develop a full-service advocacy strategy that draws upon the strengths of each member and partner of the Coalition and help them each become an advocate for the project. Federal and state transportation programs will most likely become a main target of funding for the US 395 project. In this regard, advocacy in Washington DC as well as Sacramento and Carson City will be critical. A cooperative team approach to advocacy, with Coalition members being integral parts of the education and advocacy processes at all levels, will ensure the most successful approach to securing political and financial support for the project.

To help promote the project and the development of the US 395 Coalition, TFG worked with LCTC and Mark Thomas to develop a double sided, large format leave behind document (see Attachment 10) that provided general background on the need for an improved corridor. The document was used in combination with project maps in advocacy meetings with federal and state representatives and serves to drive membership expansion for the coalition.

Community Workshops

During May of 2018 six community workshops were held throughout the corridor study region; community meetings were held in Johnstonville, Janseville, Herlong, Milford, Ravendale and Standish. The meetings highlighted the proposed widening of US 395 to four lanes, plotted exhibit boards (See Attachment 1) were made available at the community workshops for the public to view the project area and proposed typical section, along with communities and employment centers along the corridor. See Attachment 5 for Meeting Handout.

To help promote and build the coalition, stakeholder calls and meetings were held on a regular cadence starting with the original US 395 Coalition Kick-Off Meeting on December 6, 2018. During critical coalition building periods, organizational calls occurred between key original stakeholders on a monthly basis. In addition, in-person meetings were held at critical points in the development of the coalition and included:

- *January 24, 2019* – Organizational Meeting with Washoe County staff to discuss partnering as lead agencies on the development of the coalition.
- *February 26, 2019* – Presentation to the Washoe County Board of Commissioners on the coalition.
- *January 23, 2020* – US 395 Seminar which served as the official “launch” of the coalition.

Since the launch of the coalition in January 2020, monthly stakeholder meetings have been held to discuss the initial organization and goals of the coalition. Meetings are currently scheduled through July of 2020.

Coalition Branding

TFG worked with LCTC and Mark Thomas to establish a brand and face of the coalition including the development of custom logos. The logo and brand established the “face” of the Coalition and established it as its own entity. The development of the brand was a collaborative process in which the goals of the project and the history of the US 395 corridor were shared with the designed team. Early members of the Coalition worked to narrow the list of potential logos down to a list of three (see Attachment 11) from which the final logo was chosen. Below are examples of different versions of the logo and a full US 395 Coalition Brand Library is included as Attachment 12. The logo will be used in Coalition outreach materials, project background documents, and a website. The brand and logo will ultimately help establish the Coalition as an entity and will be used in grassroots advocacy efforts locally, regionally, at the state level, and in Washington, DC. A sample of the developed logos are shown below.



COALITION



Action Plan of Implementation and Near-Term Initiatives

The critical near-term objectives of the coalition should be focused on the organization and structure of the US 395 Coalition. The development of the coalition should be built from the ground-up, with the primary initial stakeholders driving decisions on how the coalition will function as whole. This will lead to the development of an efficiently managed and self driven coalition with a cohesive mission that draws on the assets and attributes of its members.

At the May 2020 US 395 Coalition Stakeholder Meeting, coalition members agreed to establish working subcommittees focused on key elements and tasks for the development and organization of the coalition. The committees will serve as the driving force for the coalition, coordinating activities between all members and reporting back to the group to develop an action plan of near- and long-term coalition goals and objectives. The committees and their functions include:

Membership Committee

- Establish mission of the US 395 Coalition.
- Define membership guidelines for the coalition including identifying what it means to be a member and roles and responsibilities of members.
- Develop recommendations for how the coalition will be managed and run and how decisions will be made.
- Create membership outreach materials and launch membership drive activities.
- Maintain coalition calendar of meetings and events.

Outreach and Advocacy Committee

- Develop advocacy strategy to promote project with regional, state, and federal officials.
- Coordinate outreach and advocacy activities for coalition members to target specific industries and audiences.
- Create advocacy materials and documents.
- Organize advocacy meetings and visits at the regional, state, and federal levels.
- Develop US 395 Coalition website.

Funding Strategy Committee

- Develop budget and funding strategy for the project.
- Seek funding assistance for different aspects and components of the project.
- Coordinate outreach to potential partners.
- Prepare and coordinate activities related to seeking and applying for assistance through loan and grant programs.

Technical Advisory Committee

- *Advise the coalition on technical approaches to the project.*
- *Provide engineering guidance.*

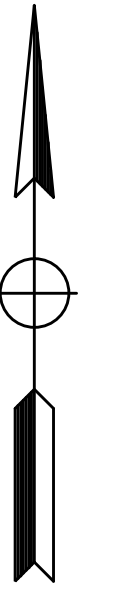
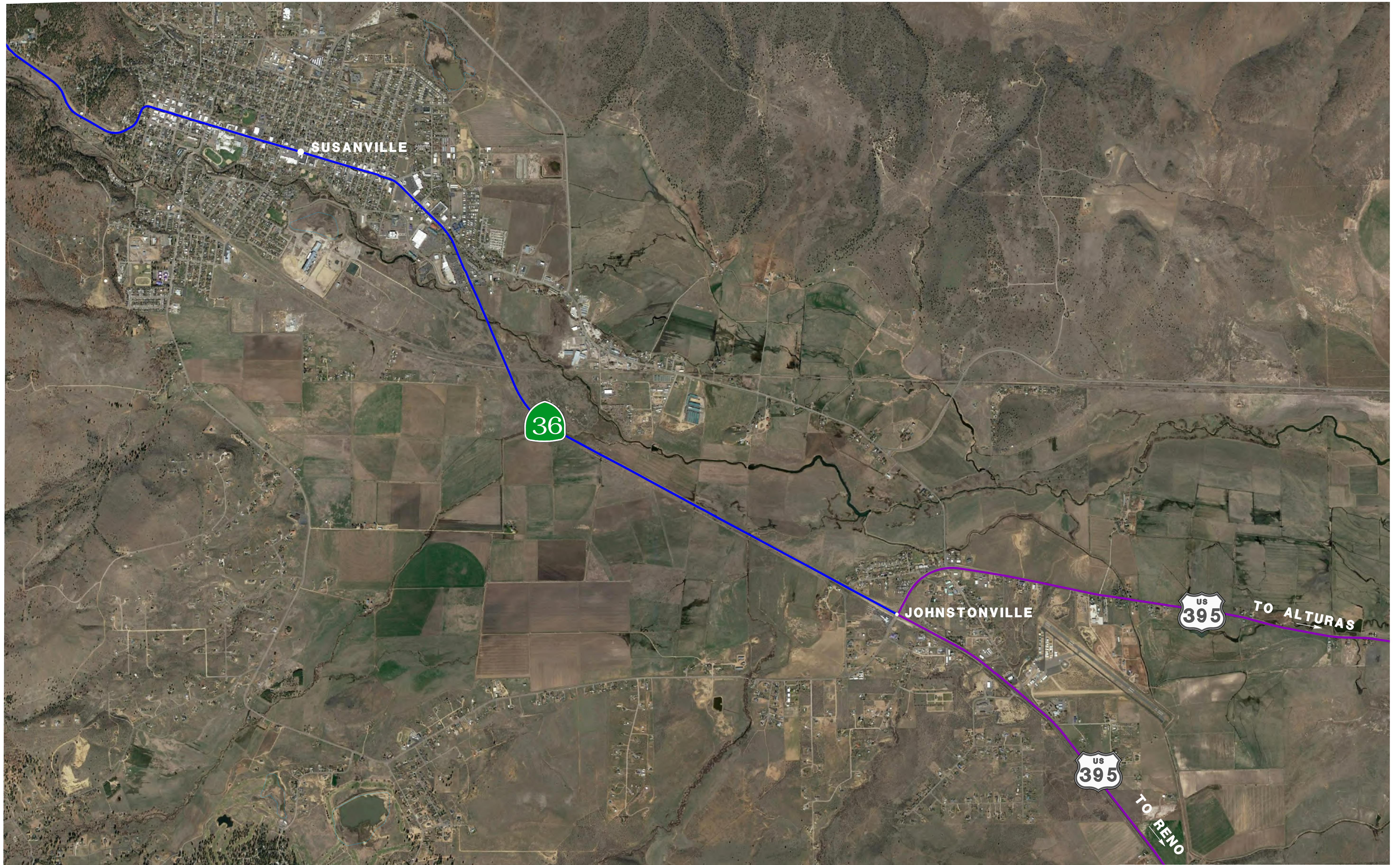
Conclusion

With the US 395 Coalition formed and the preliminary project defined, LCTC can continue the planning and development of the US 395 Corridor. The Coalition will continue providing advocacy for these much-needed improvements and seek financial opportunities to move the project forward.

List of Attachments

- Attachment 1. Route 395 Community Meeting Exhibits
- Attachment 2. Route 395 Transportation Concept Report (Caltrans) December 2017
- Attachment 3. Route 395 Constraints Analysis
- Attachment 4. Route 395 Traffic Volumes Exhibit AADT (2013-2017)
- Attachment 5. Route 395 Meeting Handout
- Attachment 6. Route 395 Preliminary Cost Estimate
- Attachment 7. Route 395 Grant Guide
- Attachment 8. Route 395 Project Map – Study Limits
- Attachment 9. Route 395 Collision Data 2007-2017
- Attachment 10. US 395 Coalition Place Mat
- Attachment 11. FUEL 395 Concept Report
- Attachment 12. US 395 Coalition Brand Sheet

Attachment 1



JULY 2018

**US ROUTE 395
COALITION AND IMPLEMENTATION PLAN**



**MATTHEW C
BOYER AND
ASSOCIATES**

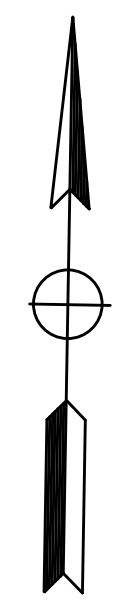


**LASSEN COUNTY
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**MARK
THOMAS**

NO SCALE



JULY 2018

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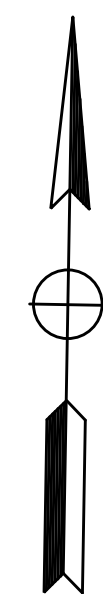


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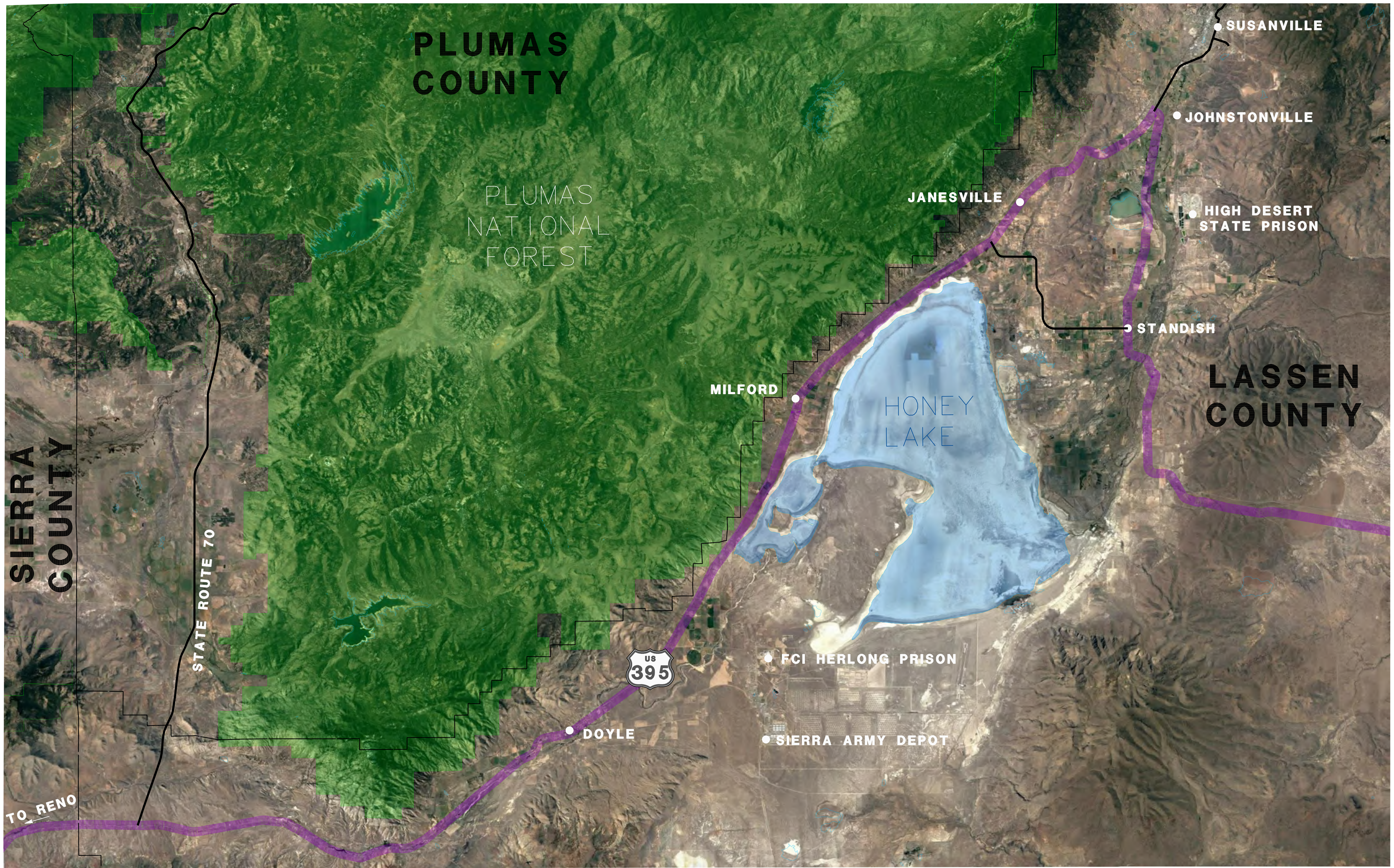
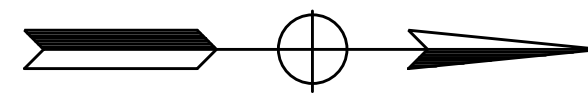


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MAY 2018

**US ROUTE 395
COALITION AND IMPLEMENTATION PLAN**



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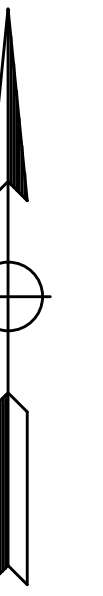


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MAY 2018

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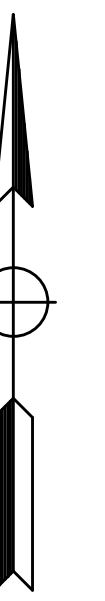


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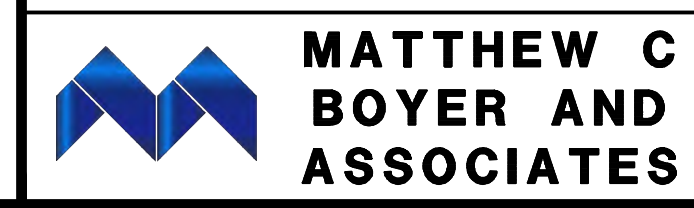
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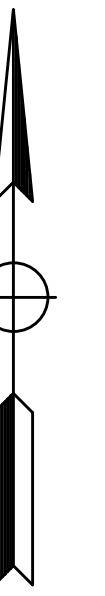


MAY 2018

**US ROUTE 395
COALITION AND IMPLEMENTATION PLAN**

NO SCALE





MAY 2018

**US ROUTE 395
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MAY 2018

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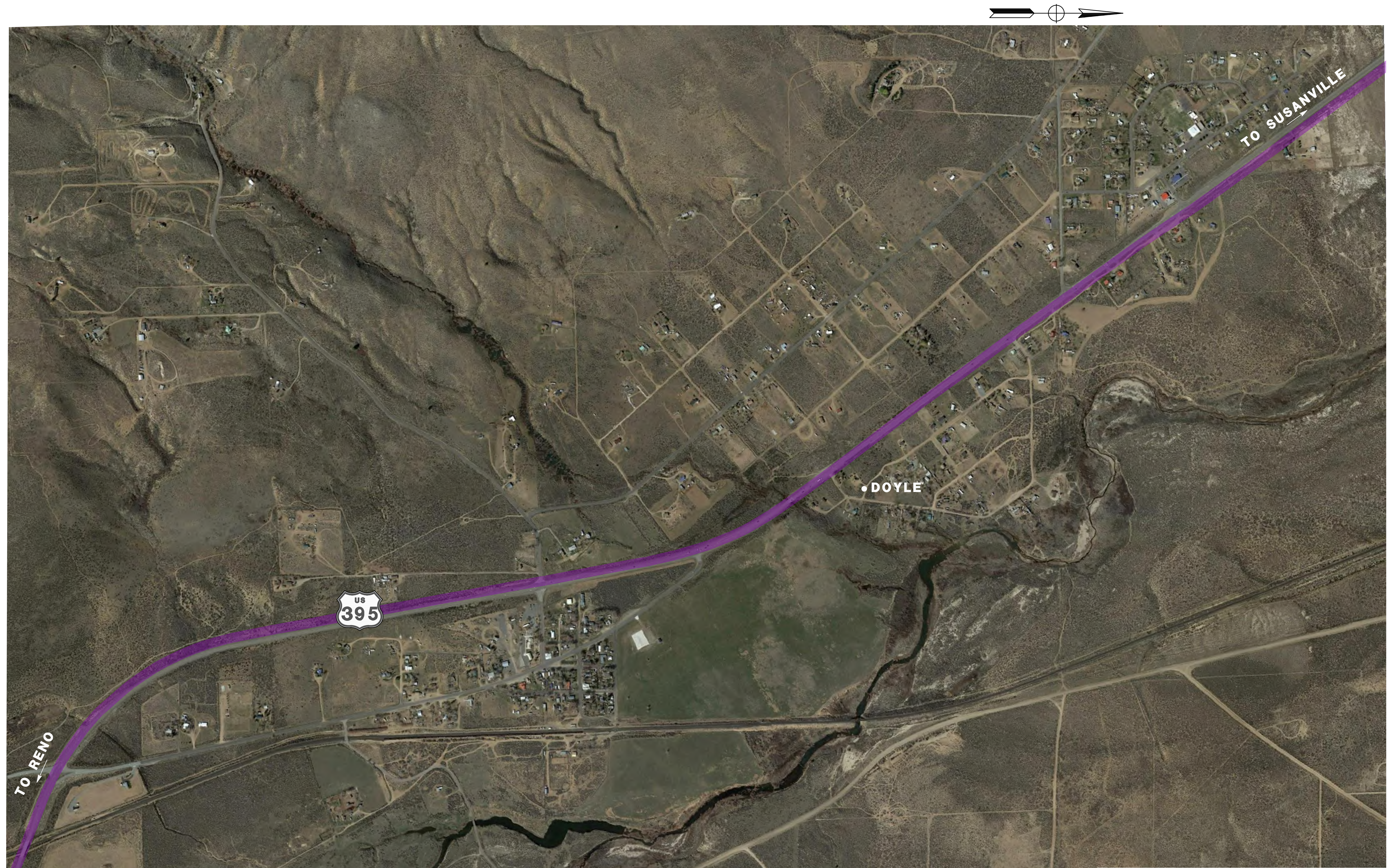


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MAY 2018

**US ROUTE 395
COALITION AND IMPLEMENTATION PLAN**



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NO SCALE

Attachment 2

DECEMBER 2017



UNITED STATES ROUTE 395 TRANSPORTATION CONCEPT REPORT

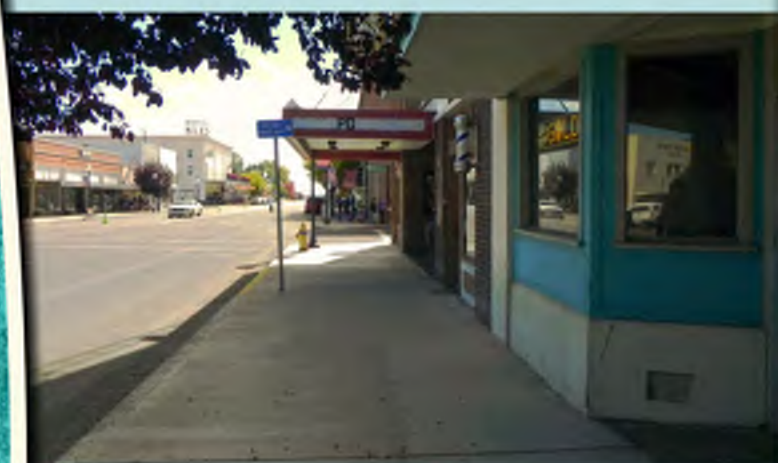


ROUTE
LOCATION

District 2



SYSTEM
PLANNING



United States Route 395 Transportation Concept Report December 2017 California Department of Transportation District 2

About System Planning and Transportation Concept Reports

System planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by identifying issues and proposing improvements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service. Development of System Planning products is part of the continuing, cooperative and comprehensive transportation planning process and provides an opportunity for public, stakeholder, and agency participation.

The Transportation Concept Report (TCR) is a California Department of Transportation System Planning Document that includes an analysis of a transportation route or corridor. A TCR establishes a 20-year consensus-based concept for how California State highways should operate and broadly identifies the nature and extent of improvements needed to attain that operating conditions. Caltrans District 2 endeavors to maintain a target Level of Service (LOS) at the transition between LOS "C" and LOS "D" on State highway facilities. A TCR identifies long-range objectives for a route and helps to guide short-term decisions for improvements.

The United States Route (US) 395 TCR is a collection of route information and data including current and projected operating characteristics of US 395 in Caltrans District 2. The plan evaluates operational conditions and identifies potential improvements. Many different elements are considered such as development and growth trends, land uses, and local road connections. The plan considers existing State, local and regional plans and studies, while emphasizing the importance of stakeholder involvement in the planning process. The TCR should be considered when developing other area plans and studies. Projects developed for US 395 need to be evaluated for consistency with this TCR.

The benefits of an adopted TCR include:

- Identifying, prioritizing, and addressing the greatest needs within the route.
- Protecting infrastructure.
- Logical sequencing of projects.
- Efficient use of available funding.
- A common vision for the future of the route.

Additional Information

For additional information on the US 395 Transportation Concept Report contact:

California Department of Transportation-District 2
Office of System Planning

Address:
1657 Riverside Drive (MS-3)
Redding, CA 96001
(530) 229-0518

Internet site: <http://www.dot.ca.gov/dist2/planning/concepttrpts.htm>

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, District 2 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation

Provide a safe, sustainable, integrated and efficient transportation system to enhance
California's economy and livability.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write:

Department of Transportation Attn: Equal Employment Opportunity Officer
1657 Riverside Drive
Redding, CA 96001
(530) 225-3055 Voice, 711 Statewide TTY

Caltrans is an Equal Opportunity agency. Federal law prohibits discrimination.

Traveler Information Links

Homepage - Caltrans District 2

Homepage: <http://www.dot.ca.gov/d2/index.html>

Visitors to the homepage can click on links that take them to websites such as QuickMap, Maps and Traffic Cameras, Cycling in District 2 and Highway Conditions & Planned Roadwork. A travel conditions map appears on the homepage, as well as links for mobile device viewing. Visitors to the page can check current highway conditions by entering a highway number into a search field in the travel conditions section.

Maps – Traffic Information

QuickMap: <http://quickmap.dot.ca.gov/>

This map-based platform shows site visitors real-time traffic information including traffic speed, lane closures, incidents, message signs, cameras and chain controls. Clicking on the different icons opens pop-up boxes with the information related to each icon. For example, clicking on a lane closure icon causes a box to open displaying information such as location, direction and time period. Clicking on a camera icon opens the image the camera is capturing for the chosen location. QuickMap applies to the entire state.

Maps – Construction

Construction Projects: <http://www.dot.ca.gov/dist2/projects.htm>

This page displays a map of locations of construction projects within District 2.

Maps – Weather & Chain Control

Traffic Cameras & Road Weather Information: <http://www.dot.ca.gov/dist2/travelmap.htm>

This link opens a map of District 2 that indicates CCTV, RWIS and CCTV/RWIS locations. Visitors to the site may click on a dot shown on the map to open the camera image of current roadway conditions, weather data, or both.

National Weather Service – Weather for Travelers:

<http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php>

A travel forecast for any location in the country can be accessed from this link. The page opens up to a map with different user selected layers, including radar, satellite, observation controls and webcams. The observation controls include wind and temperature data. The Travel Forecast is currently in an experimental phase.

Maps – Traffic Information, Construction and Weather

One Stop Shop: <http://oss.weathershare.org/>

One Stop Shop provides real-time roadway information for western states on a map. The types of information include traffic speed, active and inactive changeable message signs (CMSs), closed circuit television (CCTV) cameras, chain restrictions, construction, incidents, information, commercial vehicle information, road weather information systems (RWIS) and RWIS with road temperatures lower than 32°. Clicking on the different icons opens pop-up boxes with the information related to each icon. For example, clicking on an RWIS icon shows weather information such as temperature, wind direction and freezing point. Clicking on a construction icon shows information such as the location of the project, the start and end date, and any expected traveler delay.

Maps – District 2 Facilities

District 2 Facilities: <http://www.dot.ca.gov/dist2/pdf/d2map.pdf>

The above link opens a map of vista points, rest areas, park & rides and maintenance stations in District 2.

Highway Information (Non-map)

Maps & Traffic Cameras: <http://www.dot.ca.gov/dist2/maps.htm>

The Maps & Traffic Cameras page contains several links for web pages containing information such as rest areas, chain control, Construction Projects, Quick Map and One Stop Shop.

Cycling in District 2: <http://www.dot.ca.gov/dist2/rideurbike.htm>

The District 2 Cycling Resource Page contains links for bicycle organizations at the county, state and national levels. There are also links for the Caltrans District 2 Cycling Guide, local bike plans and bicycle facility guidance.

Highway Conditions & Planned Roadwork: <http://www.dot.ca.gov/dist2/roadinfo.htm>

This website provides links for current highway conditions, such as the Lane Closure System, current highway conditions, road conditions (in mobile device format), District 2 Highway Information Map and CHP traffic incident information. Also included is a listing of District 2 traffic alerts.

Rest Area Information: <http://www.dot.ca.gov/hq/maint/ra/>

Links for a listing of statewide rest areas and RV sanitation stations are provided.

Points of Interest & Scenic Info: <http://www.dot.ca.gov/dist2/scenic.htm>

Links for Scenic Highways information as well as points of interest by county in District 2 are provided on this website.

Local Bus/Train/Air Service: <http://www.dot.ca.gov/dist2/localbta.htm>

Web links, addresses and other contact information are listed for buses, passenger rail service and the Redding Airport.

Planned Lane Closures: <https://lcswebreports.dot.ca.gov/>

Site visitors can search for closures on state highways within California by clicking on a District. Users can then specify county, route, dates and time period. Search queries can be as narrow or as open as desired. Search results appear in report format in a new screen, and include information regarding whether the closure is in-progress, completed or canceled. The closure is listed as “no status” if it is for a future date.

California Highway Information: <http://www.dot.ca.gov/cgi-bin/roads.cgi>

Visitors to the site can check current highway conditions, such as traffic control, lane closures and wind advisories for any state highway in California by entering the highway number. Identical information can be obtained by calling the Caltrans Highway Information Network (CHIN): 800.427.7623.

California Highway Patrol (CHP) Traffic Incident Information Page: <http://cad.chp.ca.gov/>

Visitors to the site can select a CHP Communication Center anywhere in California and retrieve incidents within the jurisdiction. The screen refreshes every 60 seconds. Clicking on “details” will result in a display of information pertaining to the selected incident, such as time, status and location.

Highway Conditions Report: <http://www.dot.ca.gov/hq/roadinfo/Hourly>

This site lists highway information for every state highway in California. Information is presented in numerical order of the highways. For example, the first highway listed is State Route (SR) 1; the second highway is SR 2, followed by SR 3, SR 4, I-5 and so on through I-980. The site is updated hourly and provides information such as traffic control, lane closures, expected delays, detours and wind advisories.

Traveler Information Resources

	Statewide Information Available	Accessible from District 2 Homepage	Map Format	Chain Requirements/Weather-related Road Closures	Incidents	CMS	CCTV	RWIS	Real-Time Traffic Conditions (speed, for example)	Weather	Construction/ Planned Lane Closures
One Stop Shop: http://oss.weathershare.org/	•	•	•	•	•	•	•	•	•	•	•
QuickMap: http://quickmap.dot.ca.gov/	•	•	•	•	•	•	•		•		•
Construction Projects: http://www.dot.ca.gov/dist2/projects.htm		•	•								•
Traffic Cameras & Road Weather Information: http://www.dot.ca.gov/dist2/travelmap.htm		•	•				•	•		•	
Chain Control: http://www.dot.ca.gov/dist2/chainup/allcntys.htm		•	•	•							
National Weather Service: http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php	•	•	•							•	
Planned Lane Closures: https://lcswebreports.dot.ca.gov/	•	•									•
California Highway Information (800.427.7623): http://www.dot.ca.gov/cgi-bin/roads.cgi	•										•
CHP Traffic Incident Information: http://cad.chp.ca.gov/	•				•						
Highway Conditions Report: http://www.dot.ca.gov/hq/roadinfo/Hourly	•										•
District 2 Facilities: http://www.dot.ca.gov/dist2/pdf/d2map.pdf		•									
Highway Conditions & Planned Roadwork: http://www.dot.ca.gov/dist2/pdf/d2map.pdf											•

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EXECUTIVE SUMMARY

Route Description

US 395 is a route that begins in southern California, passes through four states and ends at the international border with Canada. This TCR focuses on the 204-mile-long portion of US 395 within District 2 which includes Sierra, Lassen and Modoc Counties. Two maps showing the route within District 2 are on the next two pages.

The setting of the route is high desert with the primary surrounding land uses being open space, ranching and agriculture. Most of the residences are located within communities, but some homes are located along rural stretches outside of communities.

The route's general attributes, such as volumes and route purpose can be discussed in terms of three sections: Nevada state line to the SR 36 junction, US 395 in Alturas and US 395 from the SR 36 junction to the Oregon state line (excluding Alturas).

Nevada State Line to the SR 36 Junction

This section of US 395 is mostly two-lane conventional with limited passing lanes. The section between the Nevada state line (SIE 0.0) and Hallelujah Junction (LAS R4.6) is a four-lane divided expressway. The highest volume along the route within District 2 is 9,000 vehicles per day just south of Hallelujah Junction. This section of the route serves several purposes including goods movement, commuting, and travel for errands. The route from the Nevada state line to the SR 36 junction is part of a Tier 3 Freight Route that extends to the Pacific Coast. There are two major employers located just off-route near Herlong: the Sierra Army Depot and the Federal Correctional Institution, Herlong. Many trips that use US 395 along this section either originate in or are destined for the Reno area.

Alturas

This section of US 395 is a four-lane conventional highway that serves as a Main Street through the city of Alturas. The highest bicycle and pedestrian volumes along US 395 in District 2 are located within Alturas. Modoc High School is located on US 395 in Alturas and many of the students walk or ride bicycles to school. AADT is 5,700 in Alturas and many of the trips are local or intra-regional. There are multiple employers and commercial establishments along the route in Alturas which attract trips. Many driveways are along the route and some sections allow on-street parking.

SR 36 Junction to the Oregon State Line (Excluding Alturas)

This section of US 395 is two-lane conventional. AADT along this section is low, ranging from 700 at the Oregon state line (MOD 61.6) to 3,650 near Johnstonville (LAS 61.1). Trips along this section of the route are for the movement of goods (such as locally-produced hay) or running errands (such as medical appointments in Susanville or Alturas).

Key Route Considerations

Below are the primary route considerations along sections of US 395 where a change in facility type and/or number of lanes is recommended. Other route considerations can be found in individual segment fact sheets.

Hallelujah Junction to the SR 36 Junction

- The differential speed limit of 55 mph for trucks and 65 miles per hour for passenger cars results in backups behind trucks and increases the demand for passing. Drivers sometimes do not follow passing laws.
- Heavy truck, military and commute traffic to and from Garnier Road (A26) leading to SIAD and FCI Herlong, especially during the morning and afternoon peaks. Queues form in the afternoon along Garnier Road due to high traffic flows onto southbound US 395.
- Numerous vehicles exceed the posted speed limit.
- Heavy truck and commute traffic to and from Herlong Access Road (A26) leading to SIAD and FCI Herlong, especially during the morning and afternoon peaks.
- Legacy of regional agency and community expectations of expanding US 395 between Hallelujah Junction and the junction with SR 36 to four lanes.

US 395 in Alturas

- Drivers sometimes exceed the posted speed limit through the community.
- Close proximity of residences, the high school, retail, offices and government facilities present opportunities for active transportation trips.
- Community member and agency interest in traffic calming.

Route Concept

Two major changes to the existing US 395 facility type are recommended along US 395:

- Upgrade the existing two-lane conventional highway to a four-lane divided expressway from Hallelujah Junction to the SR 36 junction (LAS R4.6-R61.1).
- Implement traffic calming measures in the City of Alturas.

UPGRADE TO FOUR-LANE DIVIDED EXPRESSWAY – HALLELUJAH JUNCTION TO CITY OF SUSANVILLE (LAS R4.6-R61.1):

Factors Supporting Action:

- Expansion to four-lane expressway has been the concept since the 1980's.
- There is significant public and agency support within Lassen County for expansion to a four-lane divided expressway.
- This portion of US 395 is a key part of the high priority networks for movement of people and freight within and through northern California.
- A four-lane divided expressway should provide significant safety benefits during both construction (separation of workers from traffic) and future operation (this facility type typically outperforms others in California in the 5,000-15,000 AADT range).
- Expansion to four-lane divided expressway will provide excellent performance (Level of Service).
- A four-lane expressway and accompanying intersection consolidations/improvements will significantly improve operations in the corridor.

Key Challenges to Implementation:

- It will take multiple decades of ongoing, consistent commitment and action by all levels of government (federal, state, local) and area residents to achieve 50-plus miles of new four-lane divided expressway.
- The level of funding needed to achieve a four-lane divided expressway exceeds reasonably foreseeable revenue.
 - ITIP
 - RTIP
 - SHOPP
 - Competitive (non-formula programs)

Actions that may be considered under existing guidance/policy:

- Access management, including maintenance of existing access control and careful consideration of encroachment permits.
- Use the “US 395 Expressway Impact Checklist” during review and development of every future transportation and land use project along US 395 between SR 70 and SR 36. The checklist encompasses topics for consideration such as:
 - Access point consolidation
 - Driveway closures
 - Purchase of access control
 - Right-of-way acquisition
 - Frontage road construction
 - Location of utilities within the right of way
 - Proximity to existing or proposed future communities
 - Wildlife crossings
 - Mitigation sites
- Utilize innovative rehabilitation strategies such as the “Local Partner - Safety Focused Rehab.”
- Do not build traditional passing lanes - achieve passing opportunities through development of “Expressway Passing Segments.”

Actions that may require a longer time frame and/or additional steps to achieve:

- As a possible interim measure while working toward the four-lane expressway, consider the potential safety and operational benefits of implementing a universal speed limit along US 395.
- Develop a partnership between Caltrans, Lassen County and the SIAD to explore various traffic management options such as staggered work shifts, freight delivery windows and innovative (non-traditional) sources of funds for highway improvements.

- Update the Lassen County General Plan to include specific policies and standards regarding development along and within the US 395 corridor.
- Update the Lassen Regional Transportation Plan to include specific policies and standards pertaining to upgrading US 395 to a four-lane divided expressway.
- Identify project team and funding to update and finalize the draft Honey Lake Expressway Study.
 - This study will develop more refined concept features, including facility layout, typical sections, right-of-way needs, staging areas, alignment near communities, frontage road locations, intersection/interchange locations and spacing, and animal crossings.
 - The community should be taken into consideration and study should reflect sensitivity to business and resident concerns.
- Seek funding for corridor-level mitigation and environmental management.
- Pursue competitive funding programs including, but not limited to:
 - Congressional High Priority Program
 - TIGER
 - Fast Act
 - Congested Corridor (SB1)
 - Freight Program (SB1)

IMPLEMENT TRAFFIC CALMING MEASURES IN THE CITY OF ALTURAS (MOD R21.0-22.8):

Factors Supporting Action:

- Four lanes are not required to maintain concept LOS.
- Two lanes with two-way turn lane, turn channelization and improved pedestrian and bicycle facilities can improve operations.
- Enhanced safety for bicyclists and pedestrians.
- It is a regional priority to improve active transportation in Alturas.

Key Challenges to Implementation:

- Implementation is likely to only be triggered when another project, such as re-paving is planned in Alturas.
- Traffic calming improvements will likely require some local participation in funding, such as STIP, city funds, etc.
- There may be resistance to change from some community members.

Possible actions to be taken:

Traffic calming features could include, but are not limited to, the following:

- Traffic signals
- Additional signage (speed, crosswalk, bike, etc.)
- Bulb-outs

- Bike lanes
- Thermoplastic decorative treatments in crosswalks
- Road diet (lane reduction)

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STAKEHOLDER PARTICIPATION

There are many opportunities for public input throughout the project development process. Caltrans solicits and records public input during the identification of a project need, during the environmental study process and at other relevant project milestones. Public involvement for route-specific planning offers unique opportunities for Caltrans to obtain and use region-wide community input about a route. Because routes like US 395 span multiple jurisdictions, planning efforts must take care to address individual community issues along with region-wide issues. These issues can include local traffic flow, economic/business development, multimodal opportunities, traveler information systems, regional mobility, and safety.

State and federal laws require public involvement to be a part of transportation decision-making. While such laws are meant to promote fairness and equity in decision making, Caltrans realizes that there are recognizable benefits to involving the public early and continuously. Some benefits from public engagement include increasing credibility, strengthening public support, and improving public trust. Involving the public early can result in using resources more efficiently to address public concerns and reduce the need to reevaluate decisions.

Caltrans District 2, in partnership with the Regional Transportation Planning Agencies for Sierra, Lassen and Modoc Counties, made the following outreach efforts during the TCR process:

Key elements of public outreach:

- Media outreach: press releases, emails, phone calls, flyers, announcement on electronic community calendars, community bulletin boards.
- Public workshops: Alturas (May 15, 2017), Doyle (May 24, 2017) and Janesville (May 25, 2017).
- Outreach to Native American tribes.
- Communication with RTPA staff to discuss key items to be included in the report such as issues along US 395.
- Internet website - Press releases about the workshops and announcement that the US 395 TCR is in progress. Included contact email link for TCR lead person.
- Local transportation commission meetings - Presented TCR updates and draft and final versions of the US 395 TCR.



Figure 1. Alturas
Monday, May 15, 2017



Figure 2. Doyle
Wednesday, May 24, 2017



Figure 3. Janesville
Thursday, May 25, 2017

The final step in the approval process for a TCR in District 2 includes seeking acceptance from regional partners, and District 2 staff who were directly involved in review/approval of the TCR. The report signature sheets document support for the planning and outreach process used, and serves to acknowledge that this TCR presents reasonable concepts for future development and management of the route within the subject jurisdictions.

See the following appendices for further information:

- **Appendix A: County Information**
- **Appendix B: Public Outreach Activities & Public Involvement**
- **Appendix C: Tribal Fact Sheets**

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REPORT SIGNATURE SHEETS
United States Route 395 Transportation Concept Report

PREPARED BY:

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US 395: INTERNATIONAL, NATIONAL AND STATEWIDE CONTEXT

US 395 is 1,300-mile-long south-to-north route that passes through four states before ending at the United States-Canadian border in Laurier, Washington. North of the Canadian border, the route becomes British Columbia provincial route 395 and ends after 2.5 miles at the junction with Route 3 near Cascade. Its purposes include goods movement, recreational travel and to serve local trips in the cities and communities through which it passes.

US 395 sometimes serves as a leg in long-distance interstate trips. One major connecting route includes I-15 (where the route begins) which runs east to Las Vegas, Nevada. Other major connecting routes include I-80 which runs west to Sacramento and the Bay Area and east across Nevada to Salt Lake City, Utah; 1-84 which runs west to Portland, Oregon and east to Boise, Idaho; and I-90 which runs west to Seattle, Washington.

US 395 passes through four states including California, Nevada, Oregon and Washington. The largest cities along the route are Reno, Nevada and Spokane, Washington. In Nevada, US 395 is 86 miles long and passes through Reno and Carson City. In Oregon it is 383 miles long and passes through Burns. In Washington, it is 274 miles long and passes through Kennewick and Spokane.

In California there are two separate lengths of US 395, separated by the Nevada portion. The more southern piece within California, between I-15 and the Nevada state line, is 355 miles long and the northern piece from the Nevada state line to the Oregon state line, across northeastern California, is 204 miles long. Cities in California through which US 395 passes include Victorville, Bishop and Alturas.

US 395 passes through five Caltrans Districts: 8, 6, 9, 3 and 2. It begins at the junction with I-15 in San Bernardino County (68.5 miles) in District 8. Its primary purpose in that district is interstate and interregional travel for recreation and goods movement. In District 6, the route passes through Kern County (36.8 miles) and the primary purpose is recreation followed by goods movement. The route passes through Inyo (129.5 miles) and Mono (120.5 miles) Counties within District 9 and serves the purpose of recreational travel and goods movement. It is also a life line for nearby residents. There are only 3 miles of US 395 within District 3 and those three miles are in Sierra County. Within District 2, the route passes through Lassen (139.0 miles) and Modoc (61.6 miles) Counties. Route purposes within Districts 2 and 3 are goods movement and recreation. Between the Nevada state line and SR 36 there is significant commute traffic on US 395 to the prisons and the Sierra Army Depot.

This TCR covers the portion of US 395 that passes through Sierra, Lassen and Modoc Counties within Districts 2 and 3.



CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2 • OFFICE OF SYSTEM PLANNING





GENERAL ROUTE INFORMATION

ROUTE DESCRIPTION

Nationally, United States Route 395 (US 395) is 1,300 miles long. It starts at the I-15 junction in San Bernardino County, heads northward into Nevada, back into California, continues north through Oregon and Washington and ends in Laurier at the border with Canada.

The portion of US 395 in District 2 is 204 miles long and begins at the Nevada state line near Cold Springs. The first county north from Cold Springs that the route passes through is Sierra County for about three miles. From there, it passes 140 miles through Lassen County followed by 60 miles in Modoc County. District 2's portion of US 395 ends at the Oregon state line in New Pine Creek. From there, the route continues northward to Lakeview, Oregon, 15 miles away.

Most of the route is a two-lane conventional highway. However, there is a four-lane expressway section for eight miles from the Nevada state line to just north of the SR 70 junction (Lassen post mile¹ R4.6). The route is a four-lane city street within the city of Alturas.

The 2-lane conventional section has many pieces that are striped for passing, and along some sections, there are additional passing lanes. Although some sections are striped for passing, at times, traffic volumes can be so high in some places that passing in the oncoming lane might not be possible.

Much of the route passes through rural, sparsely developed lands with agricultural uses. There are some roadside retail uses such as gas stations with convenience stores along the section between the Nevada state line and the SR 36 junction (LAS R61.1). Residences and public facilities such as post offices and fire stations are primarily located within the few small communities along the route.

There are three summits along US 395: an unnamed summit at LAS 101.6 (elevation 5,470 feet), Sage Hen Summit at LAS 133.3 (elevation 5,555 feet) and Sugar Hill Summit at MOD 50.9 (elevation 5,146 feet).

Facilities near the route that generate trips along US 395 include the Sierra Army Depot, the Federal Correctional Institution in Herlong, the High Desert State Prison, the California Correctional Center, and businesses lining



Figure 4. Sage Hen Summit (LAS 132.0)

¹ Using miles and counties, the post mile system identifies specific and unique locations in the California Highway System. Post Mile values increase usually from south to north or west to east depending on the general direction the route follows within the state. The post mile values increase from the beginning of a route within a county to the next county line. The post mile values start over again at each county line. Since US 395 passes through Sierra, Lassen and Modoc Counties, the post mile references appear using county abbreviations SIE, LAS and MOD.

US 395 (Main Street) in Alturas. Attractions include historic sites in Alturas, Modoc National Wildlife Refuge, the Warner Mountains, and Goose Lake State Park. The route passes through the XL Ranch Indian Reservation in northern Modoc County.

ROUTE TERRAIN

Elevation along US 395 ranges from 4,010-5,555 feet. The lowest elevation is just north of Litchfield and the highest is at Sage Hen Summit (LAS 132.2, elevation 5,555 feet).

US 395 is in northeastern California high desert terrain. From south to north, it is mostly flat to rolling with bitterbrush stands and other shrubs and grasses along the southern portion through Janesville. Honey Lake, an inland alkaline lake, is just east of the route for about 16 miles from LAS 34.7 to 50.8. Just north of Janesville is Bass Hill.

North of the US 395/SR 36 junction, Lake Leavitt (a lake created as part of the Honey Lake Valley irrigation system) is adjacent to the highway. Continuing north, the landscape is mostly flat, high desert terrain with low elevation hills dotting the horizon in the distance. Between Litchfield and Sage Hen Summit, it is very arid with scattered shrubs and transitioning from no trees to few trees closer to the summit.

The landscape is slightly greener north of the summit and into southern Modoc County. The vegetation between the summit and Alturas varies with some sections containing vegetation typical of arid high desert, but there are many more sections with more grasses, shrubs, some pines and scattered junipers. Some short sections of highway are lined with trees on both sides. Along this section and for the remaining part of US 395 within Modoc County, the Warner Mountain range is to the east.

Irrigated fields are along some of the lower-level, flat stretches, and there is a system of irrigation canals extending from several different forks of the Pit River. The largest river in this area, the Pit River, flows into Shasta Lake and is a tributary to the Sacramento River.

North of Alturas, the landscape is similar to that south of Alturas, with the exception that the base of the Warner Mountains to the east is much closer. There are some unique geological features lining the route in the vicinity of MOD 30.0-30.4. At MOD 30.2, the road cuts through a slight rise which consists of a white deposit. Another feature is at MOD 30.4, where a tall rock stack on the west side of the road appears to have been sliced vertically in order to construct the highway.

North of Davis Creek, Goose Lake is a large alkaline lake to the west of the highway that straddles the California/ Oregon state line. It is mostly dry with its size varying depending on levels of precipitation during the winter and spring.

ROUTE LOCATION

US 395 within District 2 is a south to north route in the northeastern portion of the state from the Nevada state line to the Oregon state line.

LEGAL DESCRIPTION

The California State Highway System consists of routes described in the California Streets and Highways Code. Division 1, Chapter 2, Article 3. (Section 610) describes US 395 as follows:

Route 395 is from:

- (a) Route 15 near Cajon Pass to the Nevada state line passing near Little Lake, Independence, Bridgeport, and Coleville.*
- (b) Nevada state line northwest of Reno to the Oregon state line near New Pine Creek via Alturas.*

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ROUTE DESIGNATIONS

A route's designation is adopted through legislation and identifies which designation(s) the route is associated with on the State Highway System. Typical designations include but are not limited to National Highway System (NHS) and Interregional Route System (IRRS).

Table 1: Route Designations

	Sierra County	Lassen County	Modoc County
State Highway System¹	Yes	Yes	Yes
Interregional Road System	Yes	Yes	Yes
High Emphasis	Yes	Yes	Yes
Strategic Interregional Corridor (2015 ITSP)	Yes	Yes; from the SIE/LAS County line to SR 36	No
Freeway & Expressway System	Yes	Yes (No) ²	Yes (No) ²
National Highway System	Yes	Yes	Yes
National Highway System Congressional High Priority Corridor³	Yes	Yes	Yes
Strategic Highway Network	Yes	Yes; SIE/LAS County line to Garnier Road (A26)	No
Federal Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial
Truck Designation	Terminal Access (STAA)	Terminal Access (STAA)	Terminal Access (STAA)
California Freight Mobility Plan - Tier 3	Yes	Yes; SIE/LAS County line to SR 36	No

¹The State Highway System was added to the California Streets and Highways Code (Sections 300-635) in 1964. The intent of the legislature was to identify a set of routes in the State Highway System that serve the state's heavily traveled rural and urban corridors, connect the communities and regions of the state, and support the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

²The Freeway and Expressway System is a state designation added to the California Streets and Highways Code in 1959 (Sections 253.1-253.8). It consists of California State Highways that were declared by the Legislature to be essential to the future development of California. Many of the highways that are included in the Freeway and Expressway System were designated shortly following passage of the legislation. US 395 was one such route, added in 1959.

California Streets and Highways Code section 252 allows for periodic review of the Freeway and Expressway System:

The Legislature recognizes that the dynamic growth of this State will require periodic review of the California Freeway and Expressway System. The Legislature recognizes further that all highway planning and construction work should be correlated with a plan to provide a comprehensive system of access-controlled freeways and expressways throughout the State, and that the California Freeway and Expressway System established by this article has been selected and developed as a result of scientific studies by all levels of government in the State of California.

This TCR provides the review of US 395 as required by the above code section. The analysis contained herein demonstrates that development of US 395 north of SR 36 near Susanville to either freeway or expressway standard is no longer necessary or feasible.

³US 395 from Reno to Canada was one of 21 corridors in the United States to be designated as a Congressional High Priority Corridor in the Intermodal Surface Transportation Efficiency Act (ISTEA, 1991). This designation qualified the Reno to Canada section of US 395 for certain types of funding through ISTEA, through the Transportation Equity Act for the 21st Century (TEA-21) and through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). No funding for Congressional High Priority Corridors was allocated in Moving Ahead for Progress in the 21st Century (MAP-21). Although the Canada to Reno section of US 395 was designated as a Congressional High Priority Corridor, it was not designated as a future interstate.

In Oregon, US 395 is designated as an Oregon Highway Plan (OHP) Freight Route.

The following table contains scenic designations for US 395:

Table 2: Scenic Designations	
National Scenic Byway – Volcanic Legacy Scenic Byway	No
State Scenic Highway	No
All American Road	No
Blue Star Memorial Highway	Yes- entire route
Three Flags Highway (Historical Usage Name)	Yes- entire route
Emigrant Trail Scenic Byway	Yes- Alturas to Oregon

For additional information on designations see **Appendix D**.

North of the state line, the portion of US 395 is designated as a piece of the Oregon outback Scenic Byway for about 40 miles to Valley Falls, Oregon.

LAND USE AND DEVELOPMENT

OPEN SPACE AND RECREATION

US 395 passes through a region with open space and recreational land uses, some being public lands and some privately owned. Of the federally managed lands, there are those managed by the Bureau of Land Management (BLM), United States Fish & Wildlife Service and the United States Forest Service (USFS). US 395 also passes adjacent to some state lands managed by the California Department of Fish and Game. Additionally, there are a few privately-owned campgrounds and retreats near the route. See **Appendix E** for more information about recreational



Figure 5. School Bus Turning Toward Johnstonville Elementary School (LAS 61.3)

land along US 395.

AGRICULTURE

Agriculture and ranching comprise much of the land uses surrounding US 395. Some of the primary crops grown include hay, alfalfa, barley, wheat, potatoes and onions. Other agricultural

uses include nurseries and tree farms. In the vicinity of seasonal or year-round water sources are the most irrigated lands, especially near the various forks of the Pit River.

There are several ranches along the route with cattle being the most commonly raised livestock. Sheep and horses are also raised in the vicinity. There are some guest ranches along the route, attracting tourism. In Modoc County, the entire county is open range and 25% of land in the county is used for grazing.

RESIDENTIAL

In Lassen County, there are several residences along the highway, some within communities and some scattered along the route. Along US 395, the density of residential development typically decreases with distance from communities. In recent years, some mobile homes have been permitted on land zoned for agriculture. Many of the residences have driveways which enter US 395 from private property.



Figure 6. Modoc High School in Alturas (MOD 22.5)

According to the Lassen County General Plan Housing Element, there are modest needs for additional housing units during the 2014-2019 period. Housing in the Johnstonville area has been and is expected to grow in the near future. Other parts of the county with the greatest potential for new housing units include the unincorporated area outside of Susanville, and Herlong. 4,383 acres from the Sierra Army Depot were transferred to Lassen County and are available for commercial, residential and industrial uses including multi-family housing development uses.

Like Lassen County, most of the residences in Modoc County are located within communities, with housing density decreasing with distance from the population centers. Also, there are several driveways with direct access to the highway.

According to the Modoc County Housing Element, the number of households in the unincorporated part of the county is expected to increase. This is primarily due to an expectation of an in-migration of retirees. The county's objective is to encourage 99 new housing units in the unincorporated part of the county within the period of time covered in the element. However, there are constraints such as limited sewer and water service. In the future, most of the new residential growth in the unincorporated part of the county is anticipated near Alturas.

COMMUNITY MIXED USE

Several small communities are located along the route. In Lassen County, the route passes through or close to Doyle, Herlong Junction, Milford, Janesville, Johnstonville, Lake Leavitt, Standish, Litchfield, Ravendale, Termo and Madeline. In Modoc County, the route passes through Likely, Alturas (the only incorporated city in District 2 that the route passes through), Davis Creek and Pine Creek.

UTILITIES

There are long stretches of US 395 with large electric transmission lines and gas pipelines running parallel to and/or crossing the highway. In addition, there are a few gas facilities, an electrical substation and an electrical transformer station. A biomass power plant is located three miles east of the route along Wendel Road (LAS R76.9). Public telephones have service and are available for use in some small communities such as Ravendale (LAS 108.4).

COMMERCIAL

Most of the commercial uses along US 395 outside of communities are highway-oriented commercial and include businesses such as gas stations, convenience stores, auto repair and restaurants.



Figure 7. Phone Booth in Ravendale (LAS 108.4)

Many of the small communities have a mixture of land uses such as gas stations, residences, offices, light industry, other commercial, RV resorts, motels, schools, churches, post offices, general stores, utilities (such as water towers), fire departments. Some of the buildings within the community are historic.

ALTURAS

Alturas, with a population of 2,872, is the largest community along the route and has the most varied mix of residences, businesses, and public facilities.

Through the community, houses, gas stations, shops, banks, government offices and hotels line US 395 on both sides. There are several historic buildings in town along or within a couple blocks of the highway. For more information about historic sites, see **Appendix F**.

Modoc High School is located on the east side of the highway near MOD 22.6. There are several other schools in town within a block or two of US 395. Also located off-route, but in the vicinity are the fire department, the airport and Rotary Fields (a baseball field complex).

INDUSTRIAL

Up through the 1990s, one of the primary industrial land uses in Lassen County was lumber mills. The number of mills has decreased significantly since that time. Other industrial uses include

mining, landfill and sand/gravel storage. The largest active industrial use is the Bass Hill Landfill solid waste facility (LAS 58.2). The pozzolan mine (LAS 8.4) is currently inactive, but can still be seen from the highway.

TRIBAL LANDS

US 395 passes near or through tribal lands of the Pit River Tribe. One long stretch of highway north of Alturas in Modoc County, passes directly through the XL Reservation (MOD 26.3-33.3). For more information about tribes whose ancestral lands are along or near the current location of US 395, see **Appendix C**.



Figure 9. Pt River Tribe XL Reservation (MOD 26.2)

FUTURE DEVELOPMENT

According to Lassen County's Draft Area Plan Update (2009), most of the future growth should be focused in the Johnstonville (LAS R61.2, more jobs) and Lake Leavitt (LAS 64.4, more residential) areas. Herlong Junction (LAS 34.8) is identified as a location for highway services, but limited residential growth west of the highway.

The draft plan also reported that Doyle community residents are interested in compact growth in the town center and that future development in Milford (LAS 42.3) and Janesville (LAS 54.4) west of Main Street is constrained by water, well, fire and/or septic issues.

LASSEN COUNTY PRISONS AND SIAD

Lassen County's largest industry is the prison system and largest single employer is Sierra Army Depot, built in 1942. Although the largest employer is SIAD, the largest employer of Lassen County residents is the High Desert State Prison. This implies that many of SIAD's employees commute from other counties. About half of the workers at SIAD live in Washoe County, Nevada and the other half live in Lassen County. The workers are government employees as well as contractors. There is a lot of temporary work on the base.



Figure 8. Afternoon Commute and Vanpools from Sierra Army Depot onto US 395 Southbound from Garnier Road (A26, LAS 29.8)

On January 1, 2001, the United States Army implemented the Mass Transportation Benefit Program which reimburses army employees for taking public transportation or carpooling to work, and has been in effect ever since. As of January 1, 2016, program participants receive up to \$255 per month for vanpool commute costs. It is estimated that a total of 40 vans carrying 250 workers commute to and from SIAD. Many of the vanpools originate in the Reno area.



Figure 10. Turnoff for the California Correctional Center and the High Desert State Prison (LAS 64.3)

In Lassen County, only a few large employers provide most of the jobs, including the Sierra Army Depot (SIAD, with 1,500 to 5,998 employees), California Correctional Center (1,000 employees), High Desert State Prison (1,250 employees), and the Federal Correctional Institution (FCI) Herlong (estimated 250-300 employees). Closure of any of these places or a reduction or expansion in workforce would probably have a very significant impact on commute trips along US 395.

COMMUNITY AND ECONOMIC CHARACTERISTICS

Demographic and Economic Characteristics

Table 3 displays 2010 US Census data for counties that US 395 passes through. Also included are data for Loyalton and Susanville (both off-route), Alturas, California, and three datasets for Nevada: Washoe County, Cold Springs and Reno.

Table 3: County, City and Census Designated Place Census Data

	California State	Sierra County	Loyalton	Lassen County	Susanville	Modoc County	Alturas	Washoe County, Nevada	Cold Springs, Nevada	Reno, Nevada
Total Population¹	37,253,956	3,240	769	34,895	17,947	9,686	2,827	421,407	8,544	225,221
Group Quarters	819,816	33	31	9,779	8,508	357	13	5,272	0	4,583
65+	4,246,514	676	151	3,474	1,184	1,905	432	50,879	628	26,246
Male Population	18,517,830	1,646	387	22,416	13,145	4,878	1,360	212,744	4,386	114,494
Female Population	18,736,126	1,594	382	12,479	4,802	4,808	1,467	208,663	4,158	110,727
White	21,453,934	3,022	722	25,532	11,269	8,084	2,430	324,070	7,265	167,179
Black or African American	2,299,072	6	2	2,834	2,249	82	15	9,814	151	6,429
American Indian and Alaska Native	362,801	44	37	1,234	612	370	81	7,209	98	2,835
Asian	4,861,007	12	3	356	198	78	45	21,790	170	14,232
Native Hawaiian and Other Pacific Islander	144,386	2	2	165	111	21	7	2,542	28	1,624
Hispanic or Latino	14,013,719	269	108	6,117	4,259	1,342	347	93,724	1,211	54,640
Median Household Income	\$61,094	\$39,009	\$45,333	\$53,107	\$50,735	\$36,212	\$27,500	\$53,040	\$63,106	\$46,770
Median House Value	\$366,400	\$231,400	\$122,900	\$185,500	\$171,400	\$164,100	\$135,400	\$203,300	\$125,000	\$202,100
Percent Unemployed	11.5%	10.2%	5.8%	13.6%	16.6%	10.7%	7.8%	11.1%	11.6%	11.3%
Population Projection, 2040	47,233,240	2,830	672	39,073	20,096	9,770	2,852	554,715	11,247	296,467
Population per Square Mile	238.9	3.4	2261.8	7.7	3041.9	2.5	1285.0	66.4	499.6	3258.9
Individuals Below Poverty Level	15.9%	19.4%	9.4%	16.9%	22.1%	21.0%	29.3%	15.1%	9.5%	18.6%

¹ Total Population includes individuals living in group quarters

As for future growth to 2040, Sierra County is projected to have negative growth. Modoc County is projected to grow by 1%, Lassen County is projected to grow by 12% and the state of California is projected to grow by 27%. The highest growth is 32% within Nevada.

Within the counties through which US 395 passes, there is a high proportion of government employees. This is especially true in Lassen County due to the prisons and SIAD and in the Alturas area.

About 20% of the population in Modoc County is 65 years or older, and is expected to continue to increase. According to the Modoc County Housing Element, this is due to the in-migration of retirees and the out-migration of young adults and families. However, it is believed that there could be some in-migration of working-age adults who perform consultancy work.

TRIP GENERATING FACILITIES AND TRAVEL PATTERNS

Commute data for counties US 395 passes through as well as for counties whose residents use US 395 in their commutes are presented in **Table 4**. Note that 3.5% of workers, or 6,945 total workers, in Washoe County commute to another state for work.

Table 4: Commute Data					
	Sierra County	Lassen County	Modoc County	Plumas County	Washoe County, Nevada
Population	3,240	34,895	9,686	20,007	421,407
Workers 16 years and over	1,134	9,423	3,500	7,297	198,420
Worked in county of residence	61.1%	91.8%	81.7%	81.6%	93.1%
Worked outside county of residence	25.0%	6.5%	13.6%	11.9%	3.4%
Worked outside state of residence	13.3%	1.7%	4.7%	6.5%	3.5%
Means of Transportation to Work: Carpool¹	8.0%	11.0%	13.3%	11.8%	10.9%
¹ The national carpool rate is 9.6%.					

One statistic that stands out in **Table 4** is that one in four Sierra County workers commutes to another county for work, and about half of that number commutes to another state, most likely Nevada. The routing they would use would depend on which part of the county they live in. Some would take SR 89 south to I-80 east; while others take SR 49 north to SR 70 east to US 395 south toward Reno.

Every county in the table has a higher rate of carpoolers than the national rate, with the exception of Sierra County.

Cold Springs, Nevada

Cold Springs is an unincorporated community in Nevada located along US 395 adjacent to the California state line. The population in 2010 was 8,544, an increase from 3,834 in 2000. It is a mostly residential subdivision with 3,400 housing units.



Figure 11. Cold Springs, Nevada

In the 1970s, there was a change from 5- and 1-acre lot subdivisions to 1/3-acre lot subdivisions. Immediately following the change in zoning, there was an accelerated increase in homes built in Cold Springs. See **Table 5** for a comparison of number of homes constructed by decade in Susanville and Cold Springs.

Table 5: Year Structure Built				
	Susanville		Cold Springs	
Total housing units	4,841	4,841	3,372	3,372
Built 2010 or later	0	0.00%	16	0.50%
Built 2000 to 2009	567	11.70%	1,675	49.70%
Built 1990 to 1999	604	12.50%	631	18.70%
Built 1980 to 1989	980	20.20%	543	16.10%
Built 1970 to 1979	603	12.50%	489	14.50%
Built 1960 to 1969	564	11.70%	18	0.50%
Built 1950 to 1959	423	8.70%	0	0.00%
Built 1940 to 1949	368	7.60%	0	0.00%
Built 1939 or earlier	732	15.10%	0	0.00%
Source: United State Census Bureau. DP04 Selected Housing Characteristics 2009-2013 American Community Survey 5-Year Estimates.				

Fifty percent of homes in Cold Springs were built in 2000 or later and most of the homes in Susanville were built between 1960 and 2010, representing a range of housing ages.

By 2025, population in Cold Springs is projected to climb to 11,378, with growth slowing due to land and resource constraints such as limited water supply. Over the next 20 years, growth will consist of more suburban residential development and light commercial. Growth is expected to be concentrated in the Cold Springs Suburban Character Management Area (CSSCMA), preserving land outside of CSSCMA.

MAJOR ROUTE CONNECTIONS

US 395 intersects with three other state highways: SR 70, SR 36 and SR 299

- SR 70 is a trans-northern Sierra west-to-east route that begins at the SR 99 junction in Sutter County and ends at the junction with US 395 in Lassen County. Most of the route is within Plumas County where it ascends into the mountains, over three summits, passes through some small communities, including Quincy, the Plumas County seat and then descends from Beckwourth Pass to its terminus at Hallelujah Junction at US 395. It is an important highway for recreational travel, but also some goods movement (primarily timber) and commuting/errand-running. It is an important lifeline for residents in the small communities that are along the route. For more information about SR 70, see the 2017 State Route 70 Transportation Concept Report: www.dot.ca.gov/dist2/planning/conceptrpts.htm



Figure 12. SR 70 Junction (LAS R5.0)



Figure 13. SR 36 Junction (LAS R60.9)

- SR 36 crosses west to east in northern California through six counties (Humboldt, Trinity, Shasta, Tehama, Plumas and Lassen) from US 101 to US 395. SR 36 is a High Emphasis Route, a Focus Route and is part of the North Coast-Northern Nevada Strategic Interregional Corridor, as defined in the 2015 Interregional Transportation Strategic Plan between SR 44 and US 395. For more information about SR 36, see the 2012 *State Route 36 Transportation Concept Report*. www.dot.ca.gov/dist2/planning/conceptrpts.htm

- SR 299 is a west-to-east highway from US 101 on the Pacific Coast to the Nevada border near Cedarville. SR 299 and US 395 join in Alturas and are coterminous for five miles north of Alturas, with that section identified as US 395. The part of SR 299 from US 101

to Redding is a High Emphasis Route, a Focus Route and is part of the North Coast-Northern Nevada Strategic Interregional Corridor, as defined in the 2015 Interregional Transportation Strategic Plan. For more information about SR 299, see the 2009 *State Route 299 Transportation Concept Report*: www.dot.ca.gov/dist2/planning/conceptrpts.htm



Figure 14. SR 299 South Junction (MOD 22.8)



Figure 15. SR 299 North Junction (MOD 28.2)

Table 6 and **Table 7** provide the location and functional classification of other major road connections along US 395 include:

Table 6: Major Road Connections in Lassen County

Name	Location	Functional Classification
Constantia Road	LAS R17.4 & R23.2	Minor collector
Garnier Road (A26)	LAS 29.8	Major collector
Herlong Access Road (A25)	LAS 34.5	Major collector
Standish Buntingville Road (A3)	LAS 51.8 & 70.1	Minor arterial
Janesville Road	LAS 52.6 & 55.3	Major collector
Bass Hill Road	LAS 57.6	Minor collector
Richmond Road	LAS R61.1	Major collector
Center Road (A27)	LAS 72.9	Major collector
Mapes Road	LAS 76.1	Minor collector
Wendel Road	LAS R77.3	Major collector
Smoke Creek Ranch Road	LAS 82.2	Minor collector
Mail Route Road	LAS 108.5	Minor collector
Termo Grasshopper Road	LAS 115.4	Minor arterial
Juniper Ridge Road	LAS 115.5	Minor collector
Ash Valley Road	LAS 129.1	Minor collector

Table 7: Major Road Connections in Modoc County

Name	Location	Functional Classification
CR64-Jess Valley Road	MOD 3.2	Rural minor collector
CR189	MOD 4.2	Rural minor collector
CR56-Parker Creek Road	MOD R21.0	Rural minor collector
Carlos Street (Alturas)	MOD 21.9	Rural major collector
Modoc Street (Alturas)	MOD 22.0	Rural major collector
4 th Street (Alturas)	MOD 22.3	Rural major collector
8 th Street (Alturas)	MOD 22.6	Rural major collector
East Street (Alturas)	MOD 22.9	Rural major collector
CR55-Pencil Road	MOD 24.1	Rural major collector
CR48-Westside Road	MOD 42.8	Rural major collector
CR9-Fandango Pass Road	MOD 55.9	Rural minor collector

ACCESS CONTROL

Access control is the ownership by the State of the right to cross the highway right of way line. Where the State has access control, the adjacent property owners have no right of access to that highway.

The state of California controls access along US 395 as follows:

Table 8: Access Control Along US 395		
Begin Post Mile	End Post Mile	Access Control¹
SIE 0.000	SIE R3.124	E
LAS R0.00	LAS R2.102	E
LAS R2.102	LAS T5.210E	F
LAS T5.210E	LAS 15.870	C
LAS 15.870	LAS R24.354	E
LAS R24.354	LAS 43.907	C
LAS 43.907	LAS 61.374E	E
LAS 61.374E	LAS R76.660	C
LAS R76.660	LAS 83.369	E
LAS 83.369	LAS 138.097	C
LAS 138.097	MOD 2.755	E
MOD 2.755	MOD 4.030	C
MOD 4.030	MOD R20.975	E
MOD R20.975	MOD 61.563	C
¹ Access Control • C – Conventional highway (no access control) • E – Expressway (partial control) • F – Freeway (full control)		

ROUTE OVERVIEW AND PURPOSE

Vehicles

Passenger vehicles are the primary user group along US 395, representing 70-90% of all traffic along US 395. The purpose of trips for passenger vehicles are mostly for commuting, for recreation and for running errands.

Commuting

There are four major employers near US 395. Two are near Herlong (about five miles east of US 395, along A25 or A26, LAS 29.8 & 34.5): the Sierra Army Depot (SIAD) and the Federal Correction Institution. And two are two miles north of Leavitt Lake (LAS 64.8): the High Desert State Prison and the California Correctional Center.

Commute patterns along US 395 are typically between population centers and major employers. A park and ride study was commissioned by the Lassen County Transportation Commission. The study revealed three major commute patterns along US 395:

- From Susanville/Janesville (LAS 53.0+/-) to SIAD (east of LAS 34.5)
- From Doyle (LAS R24.4), Herlong (east of LAS 34.5), Milford (LAS 42.3), Buntingville (LAS 51.9) and Janesville (LAS 53.0+/-) to Susanville.
- From Susanville, Janesville (LAS 53.0+/-), Buntingville (LAS 51.9), Milford (LAS 42.3), Herlong (east of LAS 34.5) and Doyle (LAS R24.4) to Washoe County (Nevada) southeast along US 395.

A fourth significant commute pattern exists along US 395: from Nevada to SIAD or the prisons

Recreation

US 395 is used for recreational travel to destinations along the route as well as its being used as a leg in trips to recreational destinations further away.

Running Errands

US 395 serves as an important route in trips made for the purpose of running errands. There are some small communities along the route that have limited medical, shopping and employment opportunities. Residents of these small communities often travel to Alturas, Susanville and/or Reno for errands.



Figure 16. Pick-Up Truck Towing Camper on US 395 (LAS 82.9)

Bicycles

Bicyclists are allowed on the entire US 395. Treated shoulder widths on the route range from zero to ten feet. There are few cyclists outside of communities. However, the city of Alturas has high bicycle volumes. The reason for the high volumes of cyclists in Alturas is due to density of schools, residences, jobs, shops and services along Main Street (US 395).

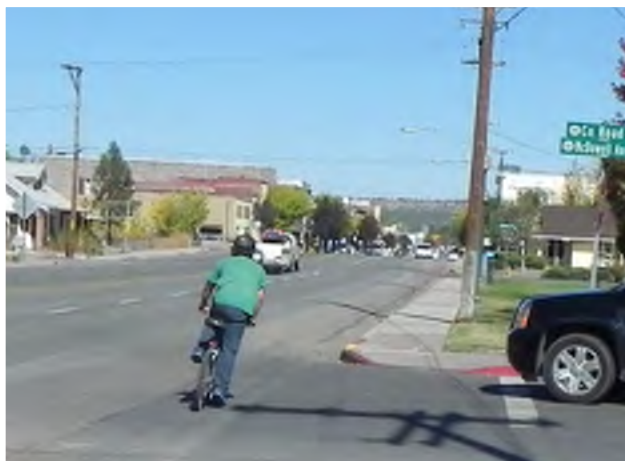


Figure 19. Bicyclist on Main Street in Alturas (MOD 22.0)

An unpaved multi-use trail; the Modoc Line Rail Trail; is located along the east side of US 395 from Wendel Road to LAS 82.9, the west side of US 395 from LAS 82.9 to LAS R115.1, and the east side of US 395 from LAS R115.1 to Likely. According to the Modoc Line Rail Trail website, portions of the trail are not yet complete. It has a posted speed limit of 25 mph and is open to bicycles, pedestrians, equestrians and off-highway vehicles. Motorized users yield to non-motorized.

The Lassen County Bikeway Master Plan proposes development of a new rail trail connecting Susanville to Wendel. Other destinations along the route include Johnstonville, the state prisons and Litchfield. Other Lassen County policies contained in various other plans, such as the RTP support expansion, development and maintenance of bicycle and pedestrian facilities. The county supports the use of abandoned rail lines as bicycle and pedestrian facilities.



Figure 18. Madeline Trailhead for the Modoc Line Rail Trail (Off-Route, Near LAS 128.9)

In Modoc County, the county has expressed a need for improved active transportation in Alturas; that it is a regional priority. Community members and regional agency staff support features and strategies to calm traffic and improve conditions for bicyclists and pedestrians along Main Street (US 395).

Pedestrians

Most pedestrians along the route use the highway within communities. The community with the greatest pedestrian volumes is the city of Alturas. Walk Score is a scoring of streets and neighborhoods according to their “walkability.” On the Walk Score website, the city of Alturas is scored 55 out of 100 and is considered somewhat walkable. Occasionally pedestrians outside of communities consist of drivers walking from disabled vehicles, long-distance pedestrians and hitchhikers.

Many of the pedestrians along US 395 are school children who sometime walk along or cross the highway to get to and from school or bus stops. Schools located on US 395 include Johnstonville Elementary School (LAS R 61.3), Shaffer Elementary School in Litchfield (LAS 73.0) and Alturas High School (MOD 22.6). In Alturas, there is an at-grade railroad crossing within the school zone of the high school. In Likely, school zone paint is on the highway even though the school in town has closed.

Transit Regional

The Lassen Rural Bus System operates three routes that use US 395:

- The East County Route that runs between Susanville and Herlong and offers several stops along US 395, including Johnstonville, Leavitt Lake, Litchfield, Standish and Milford.
- The South County Route runs from Susanville to Doyle and makes stops in Janesville, Milford and Herlong.
- Leavitt Lake Route runs Tuesdays and Thursdays from Susanville to Leavitt Lake.

Lassen Rural Bus also operates Dial-a-Ride service. Other services in the Lassen area include vehicle-for-hire vouchers for seniors and people with disabilities to ride taxis, Indian Elders Council for seniors, meal transportation, Mount Lassen Motor Transit between Red Bluff and Susanville, school buses and Lassen Community College buses. In Modoc County, Sage Stage offers Dial-a-Ride service within a 10-mile radius of Alturas.

Transit Interregional

Modoc Sage Stage offers daily service from Alturas to Reno, NV with stops in Likely, Madeline, Termo, Ravendale, Standish, Susanville, Janesville (at the park and ride), Doyle and Hallelujah Junction. The bus stops in Reno at the Greyhound station, the Amtrak station, the Airport and RTC Citicenter Transfer Station. The travel time between Alturas and Reno, Nevada is four hours. Travelers most likely to ride the Alturas to Reno line are typically transit-dependent and use this service for medical appointments and other services available only in larger cities.

The Plumas County Transportation Commission has identified a long-term need to develop a formal transit stop near Hallelujah Junction for transfers.

Freight

Trucks

Movement of freight in the vicinity of US 395 is accomplished primarily by truck and secondarily by rail. The truck designation along the entire length of US 395 within District 2 is STAA Terminal Access. The portion of US 395 from Nevada to SR 36 is part of an important northern California west to east Tier 3 Freight Route that extends to the Pacific Coast north of Arcata, California. According to the California Freight Mobility Plan (CFMP 2014), the 299/44/36/395 corridor is the only continuous east/west facility in Northern California for freight between US 101 and US 395.

The highest truck volumes along US 395 are 1,072 trucks per day, just north of the SR 70 junction (LAS R4.6). Truck volumes at other state highway junctions are included in **Table 9**.

US 395 Junction with...	Post Mile Location	Truck Volumes South of Junction	Truck Volumes North of Junction
SR 70	LAS R4.6	727	1072
SR 36	LAS R61.1	620	319
SR 299 (West)	MOD 22.8	279	173
SR 299 (East)	MOD 28.3	124	93

The highest percentage of trucks is around 30%, between Litchfield (LAS 72.9) and Likely (MOD 3.2). West of Susanville, many of the trucks travel to and from Redding, the Pacific Coast, or north along I-5. Very few trucks turn onto or from SR 70, or continue north along US 395 north of the SR 36 junction. Those that travel along US 395 north of the SR 36 junction typically transport locally-produced or -sourced goods such as alfalfa hay, livestock, dairy, potatoes, garlic, bees, vegetables, gravel and timber. Some trucks transport wood chips to a biomass electrical generation facility just off US 395, along Wendel Road (LAS R76.9).



Figure 20. Hay Truck Entering US 395 (LAS 108.4)

It is expected that truck volumes along US 395 will increase over the 20-year TCR horizon. In March 2016, the U.S. DOT projected a significant increase in its 30-year freight projections for the country. Nationally, the weight of goods moved by truck is projected to increase by 44% (from 11,513 to 16,529 million tons) over the next 30 years.

Interstate vehicles entering California are required to pass through border protection stations which inspect vehicles for plant materials that are in violation of plant quarantine laws, in an effort to prevent invasive species from entering the state. Vehicles entering California from Nevada pass through the Long Valley Station (LAS 1.5) and vehicles entering California from Oregon pass through the Alturas Inspection Station (MOD 27.0). More information about border protection stations can be found in **Appendix G**.

In addition to the inspection stations, there are four commercial vehicle enforcement facilities along US 395 in District 2. All four are mini-site weigh stations which are in operation occasionally. More information about weigh stations can be found in **Appendix G** and [online](#).



Figure 21. Sherwin-Williams Truck (SIE 2.4L)

Reno, Nevada is a major freight hub for some companies. For example, there is a 700,000 sq. ft. Sherwin-Williams Distribution Center north of Reno, off of US 395, near the airport, which is the nearest center to northern California north of Bakersfield. According to the Washoe Freeway Corridor Study, only 16% of the region's commercial tonnage is transported along US 395, compared with 77% of the tonnage being transported along I-80.

In addition to Sherwin-Williams trucks along US 395, semis owned by Walmart, UPS and Fed Ex are common. The Sierra Army Depot is a major customer of Fed Ex. The Sierra Army Depot also has goods shipped via other truck companies, military transports, railroad and air the Amedee Army Airfield located onsite.

Appendix H includes additional information about truck designations and a map of the truck freight network in District 2.

Considerations for Trucks

- Unofficial truck rest areas – there are many wide gravel locations along US 395 where trucks pull over.
- High wind events – There are frequent high wind events along US 395 between Nevada and Susanville which sometimes result in closures to high profile vehicles, when wind gusts exceed 50 mph. Advisories are posted when wind speed exceeds 25 mph.
- Develop additional truck parking areas in the vicinity of Susanville to accommodate trucks on US 395 during wind and other road closures (CFMP 2014).
- Modify at-grade intersection at the SR 36 & US 395 junction (CFMP 2014).

Railroad

Some goods movement in the vicinity of US 395 is achieved by rail. Union Pacific has a rail line that meanders roughly parallel to US 395 in the Red Rock Road/ Doyle area, then continues north to Herlong. The railroad north of Herlong has been abandoned and repurposed as a rail trail. Military goods are sometimes shipped to the Sierra Army Depot via rail.

Lake County Railroad, which meanders along 395 between Alturas and Lakeview, Oregon, carries agricultural, wood and mineral/ore products. The railroad crosses US 395 at-grade in downtown Alturas near the high school. Trains pass through Alturas about twice per week to and from Lakeview. It was reported by some community members at the Alturas public workshop that some railroad crossing elements such as the crossing lights or arms are sometimes broken.



Figure 22. At-Grade Railroad Crossing in Downtown Alturas (MOD 22.5)

Table 10: Railroad Crossings along US 395	
Post Mile	Name
LAS R23.0	Doyle OH
MOD R15.1	Juniper OH
MOD R20.8	Alturas OH
MOD 22.5	Lake County Railroad (at-grade, active line)

The Lassen County General Plan (2000) contains various policies supporting expanded freight rail use and reintroduction of passenger rail. If railroads are discontinued, the county supports alternative uses of rail lines including for burying utility corridors, trails and keeping the option open to redevelop rail in the future. Modoc County’s General Plan supports continued use of rail within the county.

Airports

The nearest international commercial airport is in Reno and is about 90 miles south of Susanville.

The Susanville Municipal Airport is a regional airport located near LAS 60.3. There is a limited use airport along the route in Ravendale (LAS 108.5).

ROUTE SEGMENTATION

For purposes of analysis, highways are divided into smaller pieces called segments. Each segment selected has one or more characteristics that distinguish it from other segments.

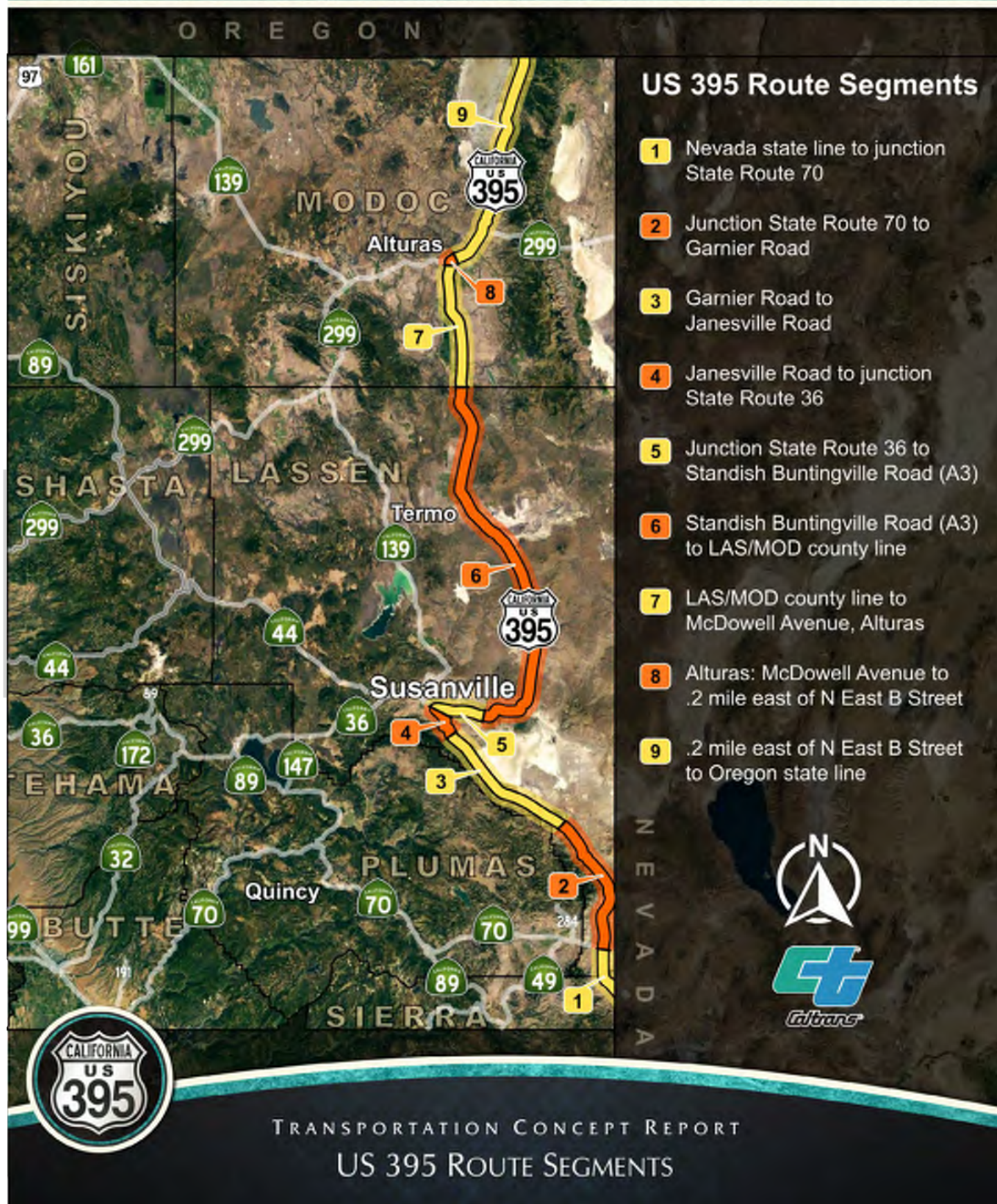
Criteria considered in the selection of segments for analysis include:

- Change in function or use of route.
- Significant changes in AADT.
- Significant changes in terrain or grade.
- Junction with or crossing of another highway or major facility.
- Urban or rural boundaries or other significant change in land use.
- District or county boundaries.

US 395 is broken down into nine segments for analysis purposes

Table 11: US 395 Route Segments						
SR 139 Route Segments						
Segment No.	Location Description	Begin		End		Segment Length (Miles)
		County	Post Mile	County	Post Mile	
1	Nevada state line to junction SR 70	Sierra	R0.0	Lassen	R4.6	7.7
2	Junction SR 70 to Garnier Road	Lassen	R4.6	Lassen	29.8	25.2
3	Garnier Road to Janesville Road	Lassen	29.8	Lassen	55.2	25.3
4	Janesville Road to junction SR 36	Lassen	55.2	Lassen	R61.1	5.9
5	Junction SR 36 to Standish Buntingville Road (A3)	Lassen	R61.1	Lassen	70.1	9.2
6	Standish Buntingville Road (A3) to LAS/MOD county line	Lassen	70.1	Lassen/Modoc	139.0/0.1	68.6
7	LAS/MOD county line to McDowell Avenue, Alturas	Lassen/Modoc	139.0/ 0.1	Modoc	21.0	21.0
8	Alturas: McDowell Avenue to .2 miles east of N East B Street	Modoc	21.0	Modoc	23.3	1.5
9	.2 miles east of N East B Street to Oregon state line	Modoc	23.3	Modoc	61.6	38.3

A map showing the location of the nine segments is located on the next page.



ROUTE PERFORMANCE

LEVEL OF SERVICE

Level of Service (LOS) is a qualitative measure used to analyze highway performance and to describe operating conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels are defined for each type of facility analyzed. Letters designate each level, from “A” to “F”, with LOS “A” representing the best operating conditions and LOS “F” the worst.

ROUTE PERFORMANCE TABLE

The Performance Table below provides current and future volume and LOS information for US 395. See **Appendix I** for further description of the methodology used for LOS determinations. See **Appendix J** for details of the traffic forecast.

Current Year 2015							AADT Growth Rate (Vehicles/Year)	Future Year 2035					
Segment Number	AADT	Peak Hour (PH)	Total Trucks	5+ Axle Trucks	DVMT	LOS ¹		AADT	Peak Hour (PH)	Total Trucks	5+ Axle Trucks	DVMT	LOS ¹
1	9000	1400	816	275	69651	A	15	9300	1447	843	284	71973	A
2	5800	550	1072	888	146409	C	12	6040	573	1116	925	152468	C
3	5600	720	768	589	141904	C	10	5800	746	795	610	146972	C
4	7300	710	758	578	43172	C	15	7600	739	789	602	44946	C
5	3650	390	319	218	33726	B	7	3790	405	331	226	35020	C
6	1400- 830	180	329	284	96058- 56949	B	3	1460- 890	188	343	296	100175- 61066	B
7	780- 1050	120	271	224	16358- 22021	B	5	880- 1150	131	306	253	18455- 24118	B
8	5700	620	282	191	8601	C	7	5840	635	289	196	8813	C
9	2800- 700	170	124	70	107136- 26784	B	5	2900- 800	176	128	73	110963- 30610	B

¹Differential speed limit (55 mph for trucks and 65 mph for passenger vehicles) is not accounted for in LOS determination.

Legend:

AADT – Annual Average Daily Traffic

PH – Peak Hour Volume, in both directions

Total Trucks – Total Truck Count

5+ Axle Trucks – Number of trucks with five or more axles

DVMT – Daily Vehicle Miles Traveled. Number of miles traveled daily on segment (AADT x Center Line Miles)

LOS – Level of Service during the peak hour.

AADT Growth Rate – The annual projected traffic growth rate expressed as “number of vehicles per year”

Concept LOS C/D Threshold

Caltrans District 2 seeks to implement improvements on US 395 when LOS is projected to fall below LOS C. This improvement standard is commonly referred to as the “C/D Threshold”. When a segment is forecast to fall to LOS D, then improvements should be considered.

The Concept LOS for US 395 within District 2 is the C/D Threshold.

US 395 meets concept LOS now and in the future.

INTERSTATE 11: A LONG-TERM PLANNING CONSIDERATION

In the Moving Ahead for Progress in the 21st Century Act (MAP-21), congress designated the US 93 corridor between Phoenix and Las Vegas as future Interstate 11 (I-11). In the 2015 Fixing America’s Surface Transportation Act, or “FAST Act,” congress extended the future I-11 north from Las Vegas to Reno by designating it as a High Priority Corridor on the National Highway System. No funding is set aside for the Las Vegas to Reno section, but prioritizing it increases the chances of obtaining federal funding in the future.

From 2012 to 2014, The Arizona Department of Transportation (ADOT) and Nevada Department of Transportation (NDOT) developed the I-11 and Intermountain West Corridor Study which included detailed corridor planning from Phoenix to Las Vegas. The study also included high-level visioning for extending the corridor north to Canada and south to Mexico. The initial screening process resulted in two alternatives north of Las Vegas for future study. One of the alternatives crosses into northeastern California and appears to follow the existing US 395 corridor and could include other California State Highways.

If there is a need for I-11 to extend north of Reno, then further studies will be conducted to select the best alignment. If any portion of US 395 in District 2 is designated and subsequently developed as an extension of I-11, then route performance and future concept will change. This TCR is written based on the assumption that US 395 in District 2 will not be designated as part of I-11 within the next 20 years. At this time, it is unknown when or if development of the Reno to Canada corridor will occur and funding has not been identified to pursue its development.

ROUTE CONCEPT

Route Concept (also known as Facility Concept) is a general term used to describe the intended number of through travel lanes and degree of access control for the entire route. The Route Concept provides an overall vision for the route to assist Caltrans and other agencies with current and future planning for US 395.

The existing route is a two-lane conventional highway. The route concept established for 2035 in this TCR is as follows:

US 395 Route Concept (20-Year)
SIE R0.0-LAS R61.1: 4-Lane Divided Expressway
LAS R61.1-MOD 61.6: 2-Lane Conventional Highway

Projects, actions and strategies necessary to achieve a 20-Year Route Concept that differs from the existing highway configuration (such as the expansion from two lanes to four lanes between LAS R4.6 – LAS R61.1 and the possible reduction from four lanes to two in Alturas between MOD R21.0 – 22.8) are discussed in the following section: Major Management Actions. All other potential projects, actions and strategies for the remainder of US 395 (including those that could provide value if implemented in the interim in the above areas) are included in the Segment Fact Sheets beginning on page 43.

MAJOR MANAGEMENT ACTIONS

UPGRADE TO FOUR-LANE DIVIDED EXPRESSWAY – HALLELUJAH JUNCTION TO CITY OF SUSANVILLE (LAS R4.6-R61.1):

Factors Supporting Action:

- Expansion to a four-lane divided expressway has been the concept since the 1980's.
- There is significant public and agency support within Lassen County for expansion to a four-lane divided expressway.
- This portion of US 395 is a key part of the high priority networks for movement of people and freight within and through northern California.
- A four-lane divided expressway should provide significant safety benefits during both construction (separation of workers from traffic) and future operation (this facility type typically outperforms others in California in the 5,000-15,000 AADT range).
- Expansion to four-lane divided expressway will provide excellent performance (Level of Service).
- A four-lane expressway and accompanying intersection consolidations/improvements will significantly improve operations in the corridor.

Appendix K contains a summary comparison of four options: no action, passing lane package, contiguous four-lanes, four-lane divided expressway.

Key Challenges to Implementation:

- It will take multiple decades of ongoing, consistent commitment and action by all levels of government (federal, state, local) and area residents to achieve 50-plus miles of new four-lane divided expressway.
- The level of funding needed to achieve a four-lane divided expressway exceeds reasonably foreseeable revenue.
 - ITIP
 - RTIP
 - SHOPP
 - Competitive (non-formula programs)

Actions that may be considered under existing guidance/policy:

- Access management (see **Appendix L** for further information), including maintenance of existing access control and careful consideration of encroachment permits.
- Use the “US 395 Expressway Impact Checklist” (see **Appendix M**) during review and development of every future transportation and land use project along US 395 between SR 70 and SR 36. The checklist encompasses topics for consideration such as:
 - Access point consolidation
 - Driveway closures
 - Purchase of access control
 - Right-of-way acquisition
 - Frontage road construction
 - Location of utilities within the right of way
 - Proximity to existing or proposed future communities
 - Wildlife crossings
 - Mitigation sites
- Utilize innovative rehabilitation strategies such as the “Local Partner - Safety Focused Rehab” (see **Appendix N**).
- Do not build traditional passing lanes - achieve passing opportunities through development of “Expressway Passing Segments” (see **Appendix O**).

Actions that may require a longer time-frame and/or additional steps to achieve:

- As a possible interim measure while working toward the four-lane divided expressway, consider the potential safety and operational benefits of implementing a universal speed limit along US 395 (see **Appendix P**).

- Develop a partnership between Caltrans, Lassen County and the SIAD to explore various traffic management options such as staggered work shifts, freight delivery windows and innovative (non-traditional) sources of funds for highway improvements.
- Update the Lassen County General Plan to include specific policies and standards regarding development along and within the US 395 corridor (see **Appendix Q**).
- Update RTP to include specific policies and standards pertaining to upgrading US 395 to a four-lane expressway (see **Appendix R**).
- Identify project team and funding to update and finalize the draft Honey Lake Expressway Study.
 - This study will develop more refined concept features, including facility layout, typical sections, right-of-way needs, staging areas, alignment near communities, frontage road locations, intersection/interchange locations and spacing, and animal crossings.
 - The community should be taken into consideration and study should reflect sensitivity to business and resident concerns.
- Seek funding for corridor-level mitigation and environmental management.
- Pursue competitive funding programs including, but not limited to:
 - Congressional High Priority Program
 - TIGER
 - Fast Act
 - Congested Corridor (SB1)
 - Freight Program (SB1)

IMPLEMENT TRAFFIC CALMING MEASURES IN THE CITY OF ALTURAS (MOD R21.0-22.8):

Factors Supporting Action:

- Four lanes are not required to maintain concept LOS.
- Two lanes with two-way turn lane, turn channelization and improved pedestrian and bicycle facilities can improve operations.
- Enhanced safety for bicyclists and pedestrians.
- It is a regional priority to improve active transportation in Alturas.

Key Challenges to Implementation:

- Implementation is likely to only be triggered when another project, such as re-paving is planned in Alturas.
- Traffic calming improvements will likely require some local participation in funding, such as STIP, city funds, etc.
- There may be resistance to change from some community members.

Possible actions to be taken:

Traffic calming features could include, but are not limited to, the following:

- Traffic signals

- Additional signage (speed, crosswalk, bike, etc.)
- Bulb-outs
- Bike lanes
- Thermoplastic decorative treatments in crosswalks
- Road diet (lane reduction)

DRAFT

SEGMENT FACT SHEETS

DRAFT



UNITED STATES ROUTE 395
SEGMENT 1

Fact Sheet for Segment Number 1

US 395 TCR

County:	Sierra/Lassen	Route:	395	Post Mile Limits	SIE R0.0/ LAS R4.6
Location:	Nevada state line to junction SR 70			Segment Length in miles	7.739

CURRENT HIGHWAY INFORMATION

Number of Lanes:	4	Percent Trucks:	9%
Terrain:	Rolling	Percent 5-Axle Trucks:	78%
Lane Width:	12 feet	Average Treated Shoulder:	10 feet

SYSTEM DESIGNATIONS


BICYCLE STATUS

Functional Classification: Principal Arterial

Allowed

Other Classifications

State Highway System; Interregional Road System; High Emphasis Route; Strategic Interregional Corridor; Freeway & Expressway System; National Highway System; Strategic Highway Network; Terminal Access (STAA); California Freight Mobility Plan (CFMP) Tier III; Blue Star Memorial Highway; Three Flags Highway

	Route Concept	Segment Concept	
Present:	4E	4E	
20-Year:	4E	4E	
Concept Level of Service		C/D Threshold	

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)
2015	1400	9000	A
2035	1447	9300	A

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

Segment Information

US 395	Segment Number 1	PM Limit SIE R0.0 to LAS R4.6
Segment Description <p>Segment 1 begins at the Nevada state line and ends at the junction with SR 70, which is also called “Hallelujah Junction.” The entire segment is a four-lane expressway with 12-foot lanes, 10-foot outside treated shoulders and five-foot inside treated shoulders and operates at LOS A. The posted speed limit is 65 mph. Travel along this section consists of commuter traffic during morning and afternoon peak hours, commercial goods movement and travel for recreational purposes. In addition, some residents of northeastern California use US 395 to get to and from Reno for medical appointments and other errands. The highest AADT along the entire route is along Segment 1. Daily truck volumes along this segment are around 800.</p> <p>Meandering roughly parallel to US 395 are a portion of the California National Historic Trail (from Nevada to LAS 0.9) and Long Valley Creek (from Nevada to LAS R17.6).</p> <p>Just east of the California/Nevada state line are the Bordertown Casino and Cold Springs, a residential subdivision with a population of 8,500. According the 2014 update to the Washoe Freeway Corridor Study, there are no capacity projects planned for US 395 east of the state line in Nevada. That section of the highway operates at LOS A.</p> <p>From south to north, there are a couple of locations where vehicles informally cross between the northbound and southbound lanes, however, official crossovers with left turn lanes are located at SIE R2.4, LAS R2.0. Informal crossovers are located just west of the state line, SIE R1.3, SIE R1.9, SIE R3.1, LAS R0.2, LAS R1.1, LAS R2.7, LAS R3.0, LAS R4.2 and LAS R4.5.</p> <p>One of the crossovers, Bringman Road (LAS R2.0), is located just north of Long Valley Agricultural Inspection Station (LAS R1.5). To the west, Bringman Road leads to a couple of small houses and farms.</p> <p>Deer fencing is currently installed near Hallelujah Junction. Under-crossings for deer, cattle, agricultural equipment and streams are located at the Long Valley Undercrossing (SIE R2.2), the Evans Canyon Undercrossing (LAS R0.1) and the Scott Undercrossing (LAS R1.1).</p> <p>There are a gas station with a mini-market and freeway on- and off-ramps located at the end of Segment 1 at LAS 4.6.</p> <p>Chain control areas are located in the northbound direction at the Nevada border and in the southbound direction at LAS 4.4, just south of Hallelujah Junction. This portion of the highway is maintained by the Beckwourth maintenance crew. A sand and salt storage facility is located just south of the SR 70 junction, at LAS 3.6.</p>		

Segment Considerations

- Snow and ice on highway at times.
- SIE R0.511R: trucks pull over-wide unpaved area.
- Increase in elk and big horn sheep crossing near Bordertown.
- Vehicles are delayed by having to slow down for the agricultural inspection station.
- Informal crossovers between northbound and southbound lanes (SIE R1.3, SIE R1.9, SIE R3.1, LAS R0.2, LAS R1.1, LAS R2.7, LAS R3.0, LAS R4.2 and LAS R4.5).
- LAS R1.5-R61.6: Periods of high winds can close US 395 to all high profile vehicles.
- Rumble strips along the shoulder.
- Agricultural vehicles along the highway at times, primarily from April to October.
- Portions of the highway in Segment 1 pass through Greater Sage-Grouse habitat management areas.

Segment Management

- Consider developing a rest area near the SR 70 junction or near the agricultural inspection station.
- Support external agency efforts to develop a formal transit stop near the Hallelujah Junction for transfers involving coordination among Sage Stage, Plumas Transit and RTC Public Transportation - Washoe.
- Consider providing highway crossings for all user groups, for example; agricultural, pedestrian and vehicle; in rural communities along the route, or where trails intersect the highway.
- Continue the improved mowing along the sides of the highway which helps drivers see deer, deer see vehicles and helps to prevent fires. When mowing, get the older, larger sage brush as well.
- Consider installing wildlife over- or under-crossings along migratory routes that cross US 395. Continue to repair existing wildlife crossings and fences, as necessary.
- Consider using “major deer crossing area ahead” signs in areas with a lot of deer.
- Explore opportunities to eliminate need for passenger vehicles to stop at the agricultural inspection station (LAS R1.5).
- Consider the use of signs to warn drivers of unexpected closures on US 395.
- Consider installing agricultural vehicle warning signs in areas with significant agricultural activity.
- Maintain existing HAR and HAR Flashers facing both directions at LAS 1.7
- Maintain existing CCTV at Hallelujah Junction (LAS 4.6).
- Continue coordinating with Nevada DOT on CMS signs on US 395 just east of the California/Nevada state line



Fact Sheet for Segment Number 2

US 395 TCR

County:	Lassen	Route:	395	Post Mile Limits	R4.6/29.8
Location:	Junction SR 70 to Garnier Road			Segment Length in miles	25.243

CURRENT HIGHWAY INFORMATION

Number of Lanes:	4-2	Percent Trucks:	18%
Terrain:	Rolling to Level	Percent 5-axle Trucks:	83%
Lane Width:	12 feet	Average Treated Shoulder:	4-10 feet


SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Allowed
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Other Classifications

State Highway System; Interregional Road System; High Emphasis Route; Strategic Interregional Corridor; Freeway & Expressway System; National Highway System; Strategic Highway Network; Terminal Access (STAA); CFMP Tier III; Blue Star Memorial Highway; Three Flags Highway

	Route Concept	Segment Concept	
Present:	2C/E	2C/E	
20-Year:	4E	4E	
Concept Level of Service		C/D Threshold	

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)
2015	550	5800	C
2035	573	6040	C*

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

*LOS A if improved to four-lane expressway

Segment Information

US 395	Segment Number 2	PM Limit LAS R4.6 to LAS 29.8
Segment Description		

Segment 2 begins at the SR 70 junction, also known as “Hallelujah Junction,” and ends at County Road A-26, also called Garnier Road. This segment is mostly two-lane conventional/expressway with 12-foot lanes and varying shoulder widths of at least four feet. The posted speed limit is 55 mph for trucks and 65 mph for other vehicles. Truck volumes just north of the SR 70 junction are 1,070, which are the highest truck volumes along the route.

Travel along US 395 within this segment consists of commuters, recreational travelers, interregional goods movement, military transports to and from the Sierra Army Depot (SIAD), and travel by residents of northeastern California to Reno for errands, appointments and shopping. Occasionally, agricultural vehicles enter the highway, as indicated by tractor warning signs, such as the one at LAS 6.7.

The most significant trip generator along the route is SIAD, adjacent to the community of Herlong (five miles from US 395, via Garnier Road). In the morning, during the peak hour, there are heavy traffic flows northbound from Nevada to Garnier Road (A-26), which is one of two roads from US 395 to get to SIAD. In the afternoon, the primary direction of travel along this segment is southbound to Nevada. Also adjacent to Herlong is the Federal Correctional Institution (FCI Herlong), another generator of US 395 trips.

There are two informal park and ride locations within this segment which some commuters to SIAD and FCI Herlong use. Those locations include the market at Hallelujah Junction and a dirt lot at Red Rock Road (LAS 14.3).

Approximately 55% of the segment is striped for passing. Passing lanes within this segment are located at LAS 9.0-10.0 (NB), LAS 11.7 R10.3 (SB), LAS 26.6-27.6 (NB) and LAS 29.8-28.8 (SB). Some sections of the segment have centerline buffer zones with rumble strips.

Table 12: Turn Lanes (Segment 2)

LAS 9.9	Dirt road to Pozzolan Mine	Left turn lane (NB)
LAS 14.3	Red Rock Road	Right turn lane (NB) and left turn lane (SB)
LAS R16.0	Scott Road	Right turn lane (SB)
LAS R17.4	Constantia Road	Right turn lane (SB)
LAS R22.0	Hall Road (W) and Bert Road (E)	Right turn lanes (NB & SB)
LAS R23.1	Constantia Road (W) and Doyle Loop (E)	Right turn lanes (NB & SB) and left turn lanes (NB & SB)
LAS R24.2	Doyle Grade Road	Right turn lanes (NB & SB) and left turn lanes (NB & SB)
LAS R24.5	Doyle Loop	Left turn lane (SB)
LAS 25.2	Riverview Drive	Left turn lane (SB)
LAS 25.3	Carol Drive/Old Highway 395	Right turn lane (SB) and left turn lane (NB)
LAS 25.6	Rachel Drive	Right turn lane (SB) and left turn lane (NB). An additional left turn lane is just to the south in the southbound direction into private property
LAS 26.6	Laver Crossing	Right turn lane (NB)
LAS 29.8	Garnier Road (A26)	Right turn lane (NB) and left turn lane (SB)

There are seven bridges and highway structures along this segment over which the highway passes water routes; deer, cattle and agricultural equipment crossings; and the railroad at Doyle Overhead. The locations of the structures include LAS 15.8 (Long Valley Creek), LAS 17.5 (Galeppi UC), LAS R21.3 (Long Valley Creek Overflow), LAS R23.0 (Doyle Overhead), LAS R24.7 (Willow Ranch Creek) and LAS 26.2 & 28.0 (Long Valley Creek).

Chain control areas are located in the northbound direction just north of Hallelujah Junction (LAS 4.8) and at Red Rock Road (LAS 14.3). In the southbound direction, they are located just south of Red Rock Road (LAS 14.0) and just north of Doyle (LAS 24.8).

The landscape is high desert and land use is mostly open space, agricultural and rural residential. Red Rock Road (LAS 14.3) connects to the highway from residential subdivision in Nevada called "Rancho Haven." Rancho Haven is located less than two miles east of US 395. There are several vacant lots for sale within the subdivision which could be developed in the future, potentially increasing traffic volumes along US 395 in the future.

The route passes through the community of Doyle (approximately LAS R23.2-26.0), with its main street, Doyle Loop, being the former US 395 highway alignment. Doyle was settled in 1907 following the establishment of the Doyle train station by the Nevada, California & Oregon Railroad. Today, it is a small rural community with residences, a school, a community park, senior/community center, forest service station, bar, emporium, RV/mobile home parks, gas station. According to the Draft Lassen County Area Plan Update, community members want compact commercial and civic growth in the town center area.

Sage Stage transit has a stop in Doyle at the Shell Station along its Alturas to Reno line. The stop is only provided for travel in the southbound direction, according to the Sage Stage website. Lassen Rural Bus has stops in Doyle along Doyle Loop, and off-route in Herlong.

North of Doyle is Laver Crossing (LAS 26.6) which leads to the Doyle Wildlife Area and the Fort Sage Special Recreation Management Area, an area popular for off-highway vehicles.

Segment Considerations

Commute Traffic, Differential Speed Limit and Passing

- The differential speed limit of 55 mph for trucks and 65 miles per hour for passenger cars results in backups behind trucks and increases the demand for passing. Drivers sometimes do not follow passing laws.
- Some community members expressed that they did not feel comfortable passing along some sections currently striped for passing.
- Heavy truck, military and commute traffic to and from Garnier Road (A26) leading to SIAD and FCI Herlong, especially during the morning and afternoon peaks. Queues form in the afternoon along Garnier Road due to predominately left turns onto southbound US 395.
- Numerous vehicles exceeding the posted speed limit, particularly commuters.
- Residents living near US 395 in the Doyle area have expressed concern about noise from commute traffic along US 395.

Weather

- Snow and ice on highway at times, which can result in closures for trucks.
- Periods of high winds can close US 395 from the Nevada state line to the SR 36 junction to all high profile vehicles.

- Flooding can be an issue during seasons with heavy precipitation (highway was closed one night in January 2017 from Hallelujah Junction to Laver Crossing, LAS 4.6-26.59)
- Blocked culverts near Doyle can sometimes be a cause of flooding along US 395.

Intersections

- No street sign or left turn pocket in the northbound direction for the Scott Road (LAS R15.97) intersection.
- Community members commented that the left turn lane at the north end of Constantia Road (LAS R23.1) might be too short and narrow.
- There is a small street name sign and no northbound left turn pocket at the southern connection of Constantia Road (LAS R17.4).
- There is no signage in the northbound or southbound direction at the southern connection of Riverview Drive (LAS R24.8).
- No southbound left turn pocket at Laver Crossing (LAS 26.6). Community members wanting to turn left onto Laver Crossing from southbound US 395 sometimes pull over on the right shoulder to wait for traffic behind them to pass.
- The Cowboy Joe Road (LAS 28.5) intersection is on a grade close to the crest. The intersection is skewed and there are no turn pockets.
- Northbound right turn pocket at Garnier Road (A-26, LAS 29.8) might be too short.

Other

- Multiple private driveways. Cars pull out onto US 395 and accelerate from slow speeds. Cars slow down in order to turn onto private driveways.
- Illegal dumping of trash and RV black water at the “shoe tree” (LAS 7.7).
- Less than eight foot shoulders in some locations.
- Rumble strips along the shoulder could impede bicycle travel.
- Deer along highway, particularly during migration periods. At night time, they can be difficult to see against the headlights of oncoming vehicles.
- Sometimes street lights at the northern intersection with Doyle Loop can be out of service.
- Residents who live close to the highway are concerned about their properties if the highway is expanded or re-aligned.
- Agricultural vehicles along the highway at times, primarily from April to October.
- Portions of the highway pass through Greater Sage-Grouse habitat management areas

Segment Management

Specific Locations

When projects are developed, consider the benefit of installing turn pockets and/or upgrading street signs at intersections with US 395, and in particular, the following improvements:

- Consider turn pockets and street signs for the Scott Road (LAS R15.97) intersection.
- At the southern connection with Constantia Road (LAS R17.4), consider installing a northbound left turn lane and replacing the existing small street sign with a larger one.

- Consider lengthening and widening the northbound left turn lane at the north end of Constantia Road (LAS R23.1).
- Consider placing the northbound sign for Doyle Loop (LAS R23.1) further in advance to provide more time to slow down for the turn.
- Consider installing street signage facing both directions at the southern connection of Riverview Drive (LAS R24.8).
- Consider installing a southbound left turn pocket at Laver Crossing (LAS 26.6)
- Consider turn pockets and/or reconfiguration of the skewed intersection at Cowboy Joe Road (LAS 28.5).
- Consider lengthening the northbound right turn pocket at Garnier Road (LAS 29.8).
- Consider the opportunity to widen the section between Constantia Road (LAS R17.4) and Doyle (LAS R23.1) to a four-lane divided expressway because of favorable terrain and existing pavement widths.

ITS and Other Traveler Information

- Maintain existing RWIS and CCTV at LAS 21.9 in Doyle.
- Consider installing signs with blinking lights at A-26 (LAS 29.8), to caution drivers along US 395 during heavy commute times.
- Consider installing additional high wind signs and HAR Flashers.
- Consider the use of signs to warn drivers of unexpected closures on US 395.

Commute Travel Management

- Coordinate with external agencies such as SIAD, Lassen County and the prisons to expand the use of carpooling.
- Coordinate with external agencies to establish formal park and ride lots. Consider security of vehicles and other property while planning the lots, particularly if one is to be developed at the A3/US 395 junction (LAS 51.9).
- Coordinate with SIAD to stagger employee start and end times.

Deer

- Continue the improved mowing along the sides of the highway which helps drivers see deer, deer see vehicles and helps to prevent fires. Mow the older, larger sage brush as well.
- Consider installing wildlife over- or under-crossings along migratory routes that cross US 395. Continue to repair existing wildlife crossings and fences, as necessary.
- Consider using “major deer crossing area ahead” signs in areas with a lot of deer.

Other

- Consider installing more signage notifying drivers of passing lanes ahead.
- Consider providing highway crossings for all user groups, for example; agricultural, pedestrian and vehicle; in rural communities along the route, or where trails intersect the highway.

- Consider options to minimize noise impacts to residents living in the Doyle area.
- Continue coordinating with power companies that maintain street lights along US 395, such as Plumas Sierra Rural Electric.
- Explore opportunities to inform motorists that the “turn on headlights” signs are regulatory and consider installing more signs along the route.
- Consider installing agricultural vehicle warning signs in areas with significant agricultural activity.
- Achieve standard shoulder widths.
- During future projects, consider the impact of rumble strips on cyclists.
- During development of future projects along US 395 between LAS R4.6 and LAS R61.1, complete the “US 395 Four-Lane Divided Expressway Impact Checklist.” See **Appendix M** for checklist.

DRAFT



CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2 • OFFICE OF SYSTEM PLANNING



Fact Sheet for Segment Number 3

US 395 TCR

County:	Lassen	Route:	395	Post Mile Limits	29.8/55.2
Location:	Garnier Road to Janesville Road			Segment Length in miles	25.340

CURRENT HIGHWAY INFORMATION

Number of Lanes:	2	Percent Trucks:	16%
Terrain:	Rolling to Level to Rolling	Percent 5-axle Trucks:	77%
Lane Width:	12 feet	Average Treated Shoulder:	4-8 feet


SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Allowed
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Other Classifications

State Highway System; Interregional Road System; High Emphasis Route; Strategic Interregional Corridor; Freeway & Expressway System; National Highway System; Terminal Access (STAA); CFMP Tier III; Blue Star Memorial Highway; Three Flags Highway

	Route Concept	Segment Concept	
Present:	2 C/E	2C/E	
20-Year:	4E	4E	
Concept Level of Service		C/D Threshold	

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)
2015	720	5600	C
2035	746	5800	C*

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

*LOS A if improved to four-lane expressway

Segment Information

US 395	Segment Number 3	PM Limit LAS 29.8 to LAS 55.2
Segment Description		

Segment 3 begins at Garnier Road (A26) and ends at Janesville Road, which is toward the northern end of Janesville. This segment is two-lane conventional/expressway with 12-foot lanes and treated shoulder widths of four to eight feet. The posted speed limit is 55 mph for trucks and 65 mph for other vehicles. Travel along this segment consists of interregional and intraregional goods movement, commute traffic, recreational travelers and errand/appointment traffic to Susanville or Reno.

Peak hour volumes are heavily influenced by commute traffic. Commute traffic along Segment 3 consists of residents of Susanville and other communities such as Janesville, Milford and Johnstonville on their way to work at SIAD, FCI Herlong or the prisons located just north of the SR 36 junction, or businesses or offices in Susanville. Herlong Access Road (A25) is the primary route for Lassen County residents traveling to SIAD and FCI Herlong. Since commute traffic from the Susanville area to SIAD uses A25, there is very little commute traffic between A25 and A26 (LAS 29.8-34.8).

Standish-Buntingville Road (A3, LAS 51.9) connects US 395 in Buntingville to US 395 in Standish. Taking this short cut eliminates the need to travel to the SR 36/US 395 junction and saves 10 miles, or approximately 10 minutes. There is a 65 foot truck limit on A3. Some Sherwin Williams trucks, among others, are within the limit and they frequently use A3 as a cutoff.

Approximately 60% of the segment is striped for passing. Passing lanes within this segment are located at LAS 35.1-36.3 (NB), LAS 41.4-40.5 (SB), LAS 46.0-46.7 (NB), LAS 49.8-48.9 (SB) and LAS 54.3-55.4 (NB).

Table 13: Turn Lanes (Segment 3)

LAS 34.5	Herlong Access Road (A25)	Right turn lane (NB) and left turn lane (SB)
LAS 34.8	Tucker Road	Left turn lane (NB)
LAS 35.1 34.8	Tucker Road	Right turn lane (SB)
LAS 34.9-35.0	Just north of Herlong Junction	Center left turn lane
LAS 38.5	Flux Road	Right turn lane (SB)
LAS 41.8	Milford Grade	Right turn lane (SB) and left turn lane (NB)
LAS 48.8	Lakecrest Road (CR 353)	Right turn lane (NB) and left turn lane (SB)
LAS 49.5	Honey Lake Rest Area	Right turn lane (NB) and left turn lane (SB)
LAS 50.3	Hicks Road	Left turn lanes (NB & SB)
LAS 51.9	Standish Buntingville Road (A3)	Right turn lane (NB) and left turn lane (SB)
LAS 52.7	Janesville Road	Right turn lane (SB) and left turn lane (NB & SB)
LAS 53.1	Sears Road (CR 209)	Right turn lane (NB & SB) and left turn lane (NB & SB)
LAS 54.1	Church Street	Right turn lane (NB & SB) and left turn lane (NB & SB)
LAS 55.2	North junction Janesville Road	Right turn lane (SB) and left turn lane (NB & SB)

There are three informal and one formal park and ride located along this segment. The formal park and ride at LAS 52.6 in Janesville is the only formal park and ride located along US 395. The informal gravel park and ride locations are at A25 (LAS 34.5), Milford (LAS 42.3) and Hicks Road (LAS 50.4). Lassen Rural Bus has stops in Milford, at the Janesville Park & Ride and in Janesville along Main Street (off-route).

Honey Lake Rest Area (LAS 49.5) is the southernmost of two rest areas located along US 395. North of the Honey Lake Rest Area are mini weigh station sites at LAS 49.8 and a chain control area in the southbound direction (LAS 50.6).

Like Segments 1 and 2, Segment 3 is in a high desert setting. A few farms and ranches are along the route with density of development increasing in the vicinity of communities. Honey Lake is a large alkaline lake located just east of US 395 and provides important migratory bird nesting and brood-rearing habitat.

From south to north, there is a small community located at Herlong Junction (LAS 34.8) with a few residences and a gas station. According to the Draft Lassen County Area Plan Update, Herlong Junction has been identified for improvement and expansion of highway-traveler-oriented commercial services, but to not establish a new town center.

The community of Milford, with a population of about 70 is spread over about a mile near LAS 42.0. In the community are homes, a post office, a park and an RV park just to the north. Further to the west are horse ranches and the Plumas National Forest. Occasionally logging trucks pass through the area from the forest. Future development in the Milford area is constrained by water supply.

The community of Janesville, population 1,400, is located just west of the route at the northern end of Segment 3. The community is concentrated along Main Street, which is a loop road to the west of US 395 from LAS 52.6-55.2. The first structure in Janesville was a hotel built in the mid-19th century. In the 1970s, the pace of home construction increased, with many residents working in Susanville, SIAD, the prisons, or Reno. Janesville has an elementary school, pizza parlor, residences, businesses, community center, food mart, gas station, ball field and fire department. Little future development is expected in the Janesville area due to well, fire and septic constraints.

Segment Considerations

Commute Traffic, Differential Speed Limit and Passing

- The differential speed limit of 55 mph for trucks and 65 miles per hour for passenger cars results in backups behind trucks and increases the demand for passing. Drivers sometimes do not follow passing laws.
- Some community members expressed that they did not feel comfortable passing along some sections currently striped for passing.
- Heavy truck and commute traffic to and from Herlong Access Road (A26) leading to SIAD and FCI Herlong, especially during the morning and afternoon peaks.
- Numerous vehicles exceeding the posted speed limit, particularly commuters.

Weather

- Snow and ice on highway at times, which can result in closures for trucks.
- Periods of high winds can close US 395 from the Nevada state line to the SR 36 junction to all high profile vehicles.

Other

- Multiple private driveways. Cars pull out onto US 395 and accelerate from slow speeds. Cars slow down in order to turn onto private driveways.
- Less than eight foot shoulders in some locations.
- Rumble strips along the shoulder could impede bicycle travel.
- Deer along highway, particularly during migration periods. At night time, they can be difficult to see

against the headlights of oncoming vehicles.

- Residents who live close to the highway are concerned about their properties if the highway is expanded or re-aligned.
- Informal park and rides along the route.
- Honey Lake Fault is east of US 395 between Doyle and Janesville (on 8/4/16, 4.0 and 4.5 magnitude earthquakes occurred with the epicenters just northeast of US 395 [LAS 33.6], and just southeast of Honey Lake).
- Prolonged closure of Honey Lake Rest Area for maintenance and upgrades can pose an inconvenience for travelers and local business-owners.
- Closing the Honey Lake Rest Area at the same times as the Secret Valley Rest Area can be an inconvenience for travelers.
- Neither the Lassen County Transportation Commission (LCTC) nor community members support the use of A3 as a short cut between Buntingville (LAS 51.9) and Standish (LAS 70.1). The LCTC is concerned about excessive wear on the road if it were to be designated for trucks. Community members do not want an increase in traffic.
- Vandalism and other security concerns at the park and ride in Janesville (LAS 52.6).
- Agricultural vehicles along the highway at times, primarily from April to October.

Segment Management

ITS and Other Traveler Information

- Maintain existing HAR Flasher at Buntingville Road (LAS 51.7) and CCTV and HAR Flasher at Sears Road (LAS 53.1) in Janesville.
- Consider installing additional high wind signs and HAR Flashers.
- Consider the use of signs to warn drivers of unexpected closures on US 395.

Commute Travel Management

- Coordinate with external agencies such as SIAD, Lassen County and the prisons to expand the use of carpooling.
- Coordinate with external agencies to establish formal park and ride lots. Consider security of vehicles and other property while planning the lots, particularly if one is to be developed at the A3/US 395 junction (LAS 51.9).
- Coordinate with SIAD to stagger their employee start and end times.

Deer

- Continue the improved mowing along the sides of the highway which helps drivers see deer, deer see vehicles and helps to prevent fires. Mow the older, larger sage brush as well.
- Consider installing wildlife over- or under-crossings along migratory routes that cross US 395. Continue to repair existing wildlife crossings and fences, as necessary.
- Consider using “major deer crossing area ahead” signs in areas with a lot of deer.

Other

- Consider installing more signage notifying drivers of passing lanes ahead.
- Consider providing highway crossings for all user groups, for example; agricultural, pedestrian and vehicle; in rural communities along the route, or where trails intersect the highway.
- Explore opportunities to inform motorists that the “turn on headlights” signs are regulatory and consider installing more signs along the route.
- Support Lassen County and other agencies’ efforts to prevent vandalism and other security concerns at the park and ride in Janesville (LAS 52.6).
- Try not to close the Honey Lake and Secret Valley Rest Area at the same time.
- Consider strategies to decrease cut-through traffic along Standish-Buntingville Road.
- Consider installing signs with blinking lights at A-25 (LAS 34.5) to caution drivers along US 395 during heavy commute times.
- Consider installing agricultural vehicle warning signs in areas with significant agricultural activity.
- During closures of the Honey Lake Rest Area, consider providing alternative facilities and using a CMS to inform drivers of the closure.
- Support Lassen LTC’s efforts to develop a Visitor Information Center at the US 395 Honey Lake Rest Area (Lassen RTP).
- Achieve standard shoulder widths.
- During future projects, consider the impact of rumble strips on cyclists.
- During development of future projects along US 395 between LAS R4.6 and LAS R61.1, complete the “US 395 Four-Lane Divided Expressway Impact Checklist.” See **Appendix M** for checklist.



CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2 • OFFICE OF SYSTEM PLANNING



UNITED STATES ROUTE 395
SEGMENT 4

Fact Sheet for Segment Number 4

US 395 TCR

County:	Lassen	Route:	395	Post Mile Limits	55.2/R61.1
Location:	Janesville Road to junction SR 36			Segment Length in miles	5.914

CURRENT HIGHWAY INFORMATION

Number of Lanes:	2	Percent Trucks:	10%
Terrain:	Rolling	Percent 5-axle Trucks:	77%
Lane Width:	12 feet	Average Treated Shoulder:	4-8 feet


SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Allowed
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Other Classifications

State Highway System; Interregional Road System; High Emphasis Route; Strategic Interregional Corridor; Freeway & Expressway System; National Highway System; Terminal Access (STAA); CFMP Tier III; Blue Star Memorial Highway; Three Flags Highway

	Route Concept	Segment Concept	
Present:	2 C/E	2 C/E	
20-Year:	4E	4E	
Concept Level of Service		C/D Threshold	

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)
2015	710	7300	C
2035	739	7600	C*

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

*LOS A if improved to four-lane expressway

Segment Information

US 395	Segment Number 4	PM Limit LAS 55.2 to LAS R61.1
Segment Description		

Segment 4 begins at Janesville Road, at the north end of Janesville, and ends at the signalized junction with SR 36. This segment is two-lane conventional/expressway with 12-foot lanes and treated shoulder widths of four to eight feet. The posted speed limit is 55 mph for trucks and 65 mph for other vehicles. Travel along this segment consists of interregional and intraregional goods movement, commute traffic, recreational travelers and errand/appointment traffic to Susanville or Reno.

Peak hour volumes are heavily influenced by commute traffic. Commute traffic along Segment 4 consists of residents of Susanville and other communities such as Janesville, Milford and Johnstonville on their way to work at SIAD, FCI Herlong or the prisons located just north of the SR 36 junction, or businesses or offices in Susanville.

The highest volumes between SR 70 and SR 36 are within this segment. About 1300 vehicles per day turn on to and off of Janesville Road (LAS 55.3). At Janesville Road, AADT to the north is 7300 and to the south it is only 5600. Most Janesville traffic is oriented toward Susanville.

At the junction with SR 36, most traffic, passenger vehicles as well as trucks, continue westbound along SR 36 toward Susanville and destinations further west, as opposed to north along US 395 toward Standish and Litchfield.

Approximately 50% of the segment is striped for passing. Passing lanes within this segment are located at LAS 57.2-57.7 (NB) and LAS 58.0-57.4 (SB).

Table 14: Turn Lanes (Segment 4)

LAS 56.3	Sunnyside Road	Right turn lane (NB) and left turn lane (SB)
LAS 57.6	Bass Hill Road	Left turn lane (NB)
LAS 58.3	Johnstonville Dump Road	Left turn lane (SB)
LAS R60.3	Diane Drive (west)/Airport Road (east)	Right turn lane (NB & SB) and left turn lane (NB & SB)
LAS R61.1	SR 36 Junction	Dedicated right turn lane (NB & SB) and left turn lane (NB & SB)

Land use is primarily agricultural and open space with very little development until just south of the SR 36 junction. Traveling north from Janesville Road, the route climbs over Bass Hill (LAS 57.6), which has a summer camp for boys and girls nearby. From there, the route descends and passes by the Johnstonville Dump (LAS 58.2), a permitted solid waste facility, along the east side of the highway. Further north, the density of houses, industrial facilities, government buildings and commercial establishments increases. The Susanville Airport, a regional airport, is located east of the route at LAS R60.3.

Residential development in the vicinity of the SR 36 junction is increasing, as Susanville expands to the east and within the Johnstonville area. According to the Draft Lassen County Area Plan Update, the future land use preference is to promote employment growth in the area surrounding the airport.

Across the highway from the airport and off-route a short distance is the Susanville Maintenance Station. The Johnstonville Commercial Vehicle Enforcement Facility “mini-site” is located at LAS 60.7, and there is a chain control location in the southbound direction at the SR 36 junction (LAS R61.1). There is an informal park and ride located at the SR 36 junction (LAS R61.1). Lassen Rural Bus service has a stop at the informal park and ride.

Segment Considerations

Commute Traffic, Differential Speed Limit and Passing

- The differential speed limit of 55 mph for trucks and 65 miles per hour for passenger cars results in backups behind trucks and increases the demand for passing. Drivers sometimes do not follow passing laws.
- Some community members expressed that they did not feel comfortable passing along some sections currently striped for passing.
- Heavy truck and commute traffic to and from Herlong Access Road (A26) leading to SIAD and FCI Herlong, especially during the morning and afternoon peaks. There is also commute traffic to Susanville and the prisons north of Johnstonville.
- Numerous vehicles exceeding the posted speed limit, including commuters.
- The Bass Hill Road intersection (LAS 57.6) has no right turn lane and the left turn lane could be longer. A community member expressed having difficulty seeing to the north and to the south when pulling out onto US 395 from Bass Hill Road.

Weather

- Snow and ice on highway at times, which can result in closures for trucks.
- Periods of high winds can close US 395 from the Nevada state line to the SR 36 junction to all high profile vehicles.

Other

- Multiple private driveways. Cars pull out onto US 395 and accelerate from slow speeds. Cars slow down in order to turn onto private driveways.
- Less than eight foot shoulders in some locations.
- Rumble strips along the shoulder could impede bicycle travel.
- Deer along highway, particularly during migration periods. At night time, they can be difficult to see against the headlights of oncoming vehicles.
- Residents who live close to the highway are concerned about their properties if the highway is expanded or re-aligned.
- Informal park and ride at the junction with SR 36 (LAS R61.1).
- Agricultural vehicles along the highway at times, primarily from April to October.
- Rock slide area (LAS 57.2).
- A right turn lane to the dump might be needed (LAS 58.3).

Segment Management

ITS and Other Traveler Information

- Maintain existing HAR, HAR Flasher, CMS and CCTV (LAS 60.0-61.1).

Commute Travel Management

- Coordinate with external agencies such as SIAD, Lassen County and the prisons to expand the use of carpooling.
- Coordinate with external agencies to establish formal park and ride lots. Consider security of vehicles and other property while planning the lots.
- Coordinate with SIAD to stagger their employee start and end times.

Deer

- Continue the improved mowing along the sides of the highway which helps drivers see deer, deer see vehicles and helps to prevent fires. Mow the older, larger sage brush as well.
- Consider installing wildlife over- or under-crossings along migratory routes that cross US 395. Continue to repair existing wildlife crossings and fences, as necessary.
- Consider using “major deer crossing area ahead” signs in areas with a lot of deer.

Other

- Consider installing more signage notifying drivers of passing lanes ahead.
- Consider a right turn pocket (SB) and extending the left turn lane (NB) at Bass Hill Road (LAS 57.6).
- Consider a right turn lane to dump (LAS 58.3).
- Consider providing highway crossings for all user groups, for example; agricultural, pedestrian and vehicle; in rural communities along the route, or where trails intersect the highway.
- Explore opportunities to inform motorists that the “turn on headlights” signs are regulatory and consider installing more signs along the route.
- Develop additional truck parking areas in the vicinity of Susanville to accommodate trucks on US 395 during wind and other road closures.
- Modify at-grade intersection at the SR 36 & US 395 junction.
- Consider installing agricultural vehicle warning signs in areas with significant agricultural activity.
- During closures of the Honey Lake Rest Area, consider providing alternative facilities and using a CMS to inform drivers of the closure.
- Achieve standard shoulder widths.
- During future projects, consider the impact of rumble strips on cyclists.
- During development of future projects along US 395 between LAS R4.6 and LAS R61.1, complete the “US 395 Four-Lane Divided Expressway Impact Checklist.” See **Appendix M** for checklist.



Fact Sheet for Segment Number 5

US 395 TCR

County:	Lassen	Route:	395	Post Mile Limits	R61.1/70.1
Location:	Junction SR 36 to Standish Buntingville Road (A3)			Segment Length in miles	9.240

CURRENT HIGHWAY INFORMATION

Number of Lanes:	2	Percent Trucks:	9%
Terrain:	Rolling	Percent 5-axle Trucks:	68%
Lane Width:	11-12 feet	Average Treated Shoulder:	0-4 feet


SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Allowed
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Other Classifications

State Highway System; Interregional Road System; High Emphasis Route; National Highway System; Terminal Access (STAA); Blue Star Memorial Highway; Three Flags Highway

	Route Concept	Segment Concept	
Present:	2C	2C	
20-Year:	2C	2C	
Concept Level of Service		C/D Threshold	

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)
2015	390	3650	B
2035	405	3790	C

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

Segment Information

US 395	Segment Number	5	PM Limit	LAS R61.1 to LAS 70.1
Segment Description				

Segment 5 begins at the signalized intersection with SR 36 and ends at Standish-Buntingville Road. US 395 in this segment is two-lane conventional with varying lane widths between 11 and 12 feet and the average treated shoulder between zero and four feet. AADT decreases from 3,650 vehicles/day at the SR 36 junction to 1,800 vehicles/day at Standish-Buntingville Road (A3). Most of the segment is signed with a 55 mph speed limit, with a few exceptions within communities. There is a school zone with a 25 mph speed limit in Johnstonville for .3 miles. Daily truck volumes are 319.

Travel along this segment consists of commute and school traffic, recreational and goods movement and it is mostly intra-regional. Most of the interregional travel along US 395 south of the SR 36 junction continues west along SR 36 toward Susanville and the Central Valley. Very little interregional traffic continues north along US 395 from the SR 36 junction.

Johnstonville Road (A27) crosses the highway in Johnstonville. To the west of US 395, it connects with SR 36 on the east side of Susanville, at SR 36 postmile LAS R26.5. To the east, Johnstonville Road connects with US 395 south of the SR 36 junction via Airport Road. A third piece of A27, called Center Road, runs east-west north of US 395 between Johnstonville and Litchfield (LAS 72.9). This third piece runs past the High Desert State Prison and California Correctional Center north of Leavitt Lake.

Approximately 40% of the segment is striped for passing. There are no passing lanes in this segment.

Table 15: Turn Lanes (Segment 5)

LAS R61.1	SR 36 Junction	Dedicated right turn lane (NB & SB) and left turn lane (NB & SB)
LAS R61.3	Bangham Lane/ Theatre Road	Right turn lane (SB) and left turn lane (NB & SB)
LAS R61.3-R61.5	Bangham Lane/ Theatre Road to Johnstonville Road	Center left turn lane
LAS R61.5	Johnstonville Road	Right turn lane (SB) and left turn lane (NB & SB)
LAS R61.5-LAS 61.4	Johnstonville Road to .1 miles north of Johnstonville Road	Center left turn lane
LAS 64.3	Buffum Lane	Right turn lane (NB)
LAS 64.5	Cottonwood Road	Right turn lane (NB) and left turn lane (SB)
LAS 64.8	Leavitt Lane	Left turn lane (NB)
LAS 70.1	Standish-Buntingville Road	Right turn lane (NB) and left turn lane (NB & SB)

There are three communities along Segment 5: Johnstonville, Lake Leavitt and Standish. The density of land uses such as residential and commercial thins out with distance from the communities. Land use is mostly agricultural between the communities.

Johnstonville, which is at the SR 36 junction, has a general store, gas station, other businesses and residences. There is also an elementary school located along US 395 in the community. During the school year, about 200 students attend classes at the school. A pedestrian crosswalk to the school is located at Johnstonville Road (LAS R61.5). Just north of town is an electrical transformer station (LAS 61.9).

There is a bridge located at the Standish Irrigation Canal (LAS 62.2).

Lake Leavitt is a small, mostly residential subdivision located east (south) of US 395 between Buffum Lane and Cottonwood Road (LAS 64.3-64.7). The community's namesake, Leavitt Lake, was engineered in the 19th

century as part of the Honey Lake Valley irrigation system, and is southeast of the community. According to the Draft Lassen County Area Plan Update, the preferred future is to expand services in the area in order to accommodate residential growth. Just north of the community is Leavitt Lane which goes to the California Correctional Center and the High Desert State Prison.

Segment 5 ends at the intersection with Standish-Buntingville Road in the community of Standish. Within Standish, the primary land uses are residential and commercial. There are several homes, a gas station, general store, post office, churches and an RV park. Standish Hall (LAS 70.1), located with little setback from the highway, is listed on the National Register of Historic Places.

Lassen Rural Bus has stops in Johnstonville, Leavitt Lake and Standish.

Segment Considerations

- No pedestrian crosswalk at Bangham Lane/Theatre Road (LAS R61.3) in Johnstonville at the school.
- Some sections have no shoulder.
- Neither the Lassen County Transportation Commission (LCTC) nor community members support the use of A3 as a short cut between Buntingville (LAS 51.9) and Standish (LAS 70.1). The LCTC is concerned about excessive wear on the road if it were to be designated for trucks. Community members do not want an increase in traffic.
- Multiple private driveways. Cars pull out onto US 395 and accelerate from slow speeds. Cars slow down in order to turn onto private driveways.
- Agricultural vehicles along the highway at times, primarily from April to October.

Segment Management

- Consider providing highway crossings for all user groups, for example; agricultural, pedestrian and vehicle; in rural communities along the route, or where trails intersect the highway.
- Consider installing agricultural vehicle warning signs in areas with significant agricultural activity.
- Achieve standard shoulder widths.
- Consider a pedestrian crossing at Bangham Lane/Theatre Road in Johnstonville (LAS R61.3).
- Support county efforts to develop the proposed Susanville to Wendel rail trail. The Lassen County Bikeway Master Plan indicates that it would connect Susanville, Johnstonville, the state prisons, Litchfield and Wendel.
- Consider options to minimize traveler inconvenience of closures during roadwork.
- Consider strategies to decrease cut-through traffic along Standish-Buntingville Road (A3; LAS 70.1).
- Maintain existing radar feedback sign in Johnstonville (LAS R61.5).



Fact Sheet for Segment Number 6

US 395 TCR

County:	Lassen	Route:	395	Post Mile Limits	70.1/139.0
Location:	Standish Buntingville Road (A3) to Modoc county line			Segment Length in miles	68.613

CURRENT HIGHWAY INFORMATION

Number of Lanes:	2	Percent Trucks:	31%
Terrain:	Level to Rolling	Percent 5-axle Trucks:	87%
Lane Width:	11-12 feet	Average Treated Shoulder:	0-8 feet

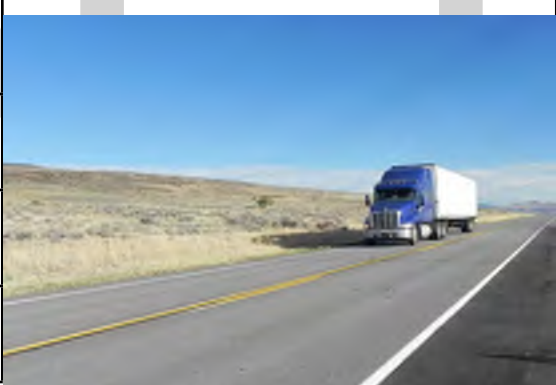
SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Allowed
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Other Classifications

State Highway System; Interregional Road System; High Emphasis Route; National Highway System; Terminal Access (STAA); Blue Star Memorial Highway; Three Flags Highway

	Route Concept	Segment Concept	
Present:	2C	2C/E	
20-Year:	2C	2C/E	
Concept Level of Service		C/D Threshold	

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)
2015	180	1400-830	B
2035	188	1460-890	B

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

Segment Information

US 395	Segment Number	6	PM Limit	LAS 70.1 to LAS 139.0
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Segment Description

Segment 6 begins at Standish-Buntingville Road in Standish and ends at the Modoc County line. Lane widths are 12 feet with no treated shoulders. Volumes are very low within this segment and range from 1400 in Standish down to 830 at the Modoc County line. The proportion of trucks is roughly a third of AADT. The trucks are interregional, for example, UPS semis and gas tankers, as well as locally-generated, such as trucks carrying hay or agricultural goods.

Most of Segment 6 has a 55 mph speed limit with some slower locations through communities or along curves. There is a school zone with a 25 mph speed limit in Litchfield for .3 miles.

Travel along this section is for goods movement, recreation, and local residents traveling home, to work, or to town for errands and appointments. Goods movement along Segment 6 is mostly inter-regional commercial trucks and trucks transporting agricultural goods, such as hay. There are also about 35 trucks per day transporting wood chips to the 40-megawatt wood-burning power plant that employs 40 workers along Wendel Road (LAS R76.9)

Approximately 75% of Segment 6 is striped for passing. There are no passing or truck climbing lanes within Segment 6

Table 16: Turn Lanes (Segment 6)

LAS R76.9	Wendel Road	Right turn lane (NB) and left turn lane (SB)
LAS 82.1	Bert Drive	Left turn lane (SB)
LAS 96.9	Secret Valley Roadside Rest Area	Right turn lane (SB)

There are three bridges along this segment, primarily at the southern end near Litchfield: Dill Slough (LAS R71.2), Susan River Overflow (LAS R71.9) and Susan River (LAS 72.3). Chain control locations are located at LAS 92.2 (NB), LAS 129.3 (NB) and LAS 138.3 (SB). The Secret Valley Roadside Rest Area is located at LAS 96.9. There is one weigh station along this segment: the Termo Commercial Vehicle Enforcement Facility “mini-site” (LAS 114.8). Also in Termo is a sand and salt storage facility (LAS 115.2).

Lassen Rural Bus has a stop in Litchfield (LAS 72.5) and Sage Stage transit has a stop in Madeline (LAS 128.8) at the Old Chevron along its Alturas to Reno line.

This segment transitions from arid high desert to somewhat less arid high desert with rolling hills. There is one summit along this segment located at LAS 132.1, and known as Sage Hen Summit. Land use is mostly open space outside of communities, with the exception of irrigated agriculture north of Termo and ranches.

Much of the surrounding land is managed by public resource agencies such as the United States Forest Service (USFS) and the Bureau of Land Management (BLM). Near the southern part of Segment 6, the route passes the entrance to the Fleming Unit of the Honey Lake Wildlife Area (LAS 76.0) which offers wildlife viewing, birdwatching and hunting. Just north of there is BLM’s Litchfield Wild Horse and Burro Corrals and the Skedaddle Mountain Wilderness Study Area. Off-route along Karlo Road (LAS 92.7) is the entrance to the Biscar Wildlife Area, offering wildlife viewing, bird watching and hunting. BLM manages the Ramhorn Springs Campground and native plant garden along US 395 at LAS 100.0.

Trails

Some historic trails are located in the vicinity of US 395 along Segment 6. A segment of the California National Historic Trail runs parallel to US 395 from Litchfield to Viewland (LAS 72.4-82.2) and crosses the highway at LAS 72.5, 76.5, R77.6. A historic marker commemorating The Noble Emigrant Trail is located along the side of the highway at LAS 80.4. More information about historic landmarks can be found in **Appendix F**.

The Modoc Line Rail trail is a former north-south railroad bed that has been converted to an 86 mile-long off-road gravel trail that currently runs from Wendel (four miles east of LAS R76.9) to Likely (MOD 3.2). It is mostly parallel to the highway, and crosses in this segment at LAS 82.0 and R114.8.

An abandoned east-west railroad bed runs parallel to US 395 for about 2 miles and crosses the highway in Litchfield at LAS 72.8. The railroad was at one time owned by Quincy Railroads and the line ran from Wendel to Susanville. According to the 2011 Lassen County Bikeway Master Plan, the railroad bed is a planned to become a paved rail trail from Susanville to Wendel including connections with the California Correctional Center and the High Desert State Prison.

Communities

From south to north, US 395 passes through four small communities: Litchfield, Ravendale, Termo and Madeline. Litchfield is a small community with a population of about 200. Within the community are some residences and Shaffer Elementary School. County Road A27 ends in Litchfield at US 395 (LAS 72.9).

Ravendale (LAS 108.5) is a small community of 20 residents and is located equidistant between Susanville and Alturas. The town was established in 1909 as a stop along the railroad. Today, there is a motel, post office, a limited use airport and a BLM fire station.

Termo (LAS 115.4) is a small community of 26 that was the northern terminus of the railroad in the late 1890s. Passengers and freight with destinations to the north were transferred to stagecoach to continue northbound. Termo-Grasshopper Road is an 18-mile long road that connects US 395 with SR 139 to the west. Interregional travelers frequently use Termo-Grasshopper Road as a cutoff to SR 299 west or SR 139 north to avoid additional miles by traveling through Alturas. Juniper Ridge Elementary School is located 3 miles west of the route along Termo Grasshopper Road.

Similar to Termo, Madeline (LAS 128.8) was at one time the northern terminus of the railroad. Madeline has a population of 60 and has a water tower, post office, small general store with gas pumps, and other businesses. A trailhead for the Modoc Line Rail Trail is located just east of US 395.

Segment Considerations

- Ice and snow can impact operations along US 395 in locations at higher elevations, along north-facing slopes and on bridges.
- Multiple private driveways in the Standish-Litchfield area. Cars pull out onto US 395 and accelerate from slow speeds. Cars slow down in order to turn onto private driveways.
- Some sections have no shoulders.
- Narrow travel lanes at Sage Hen Summit (LAS 133.3)
- The Lassen County Transportation Commission (LCTC) does not support the use of Termo Grasshopper Road as a short cut avoiding Alturas. The LCTC is concerned about excessive wear and tear on county roads.
- Long distances between places for trucks to rest and for services such as fuel, food and lodging.

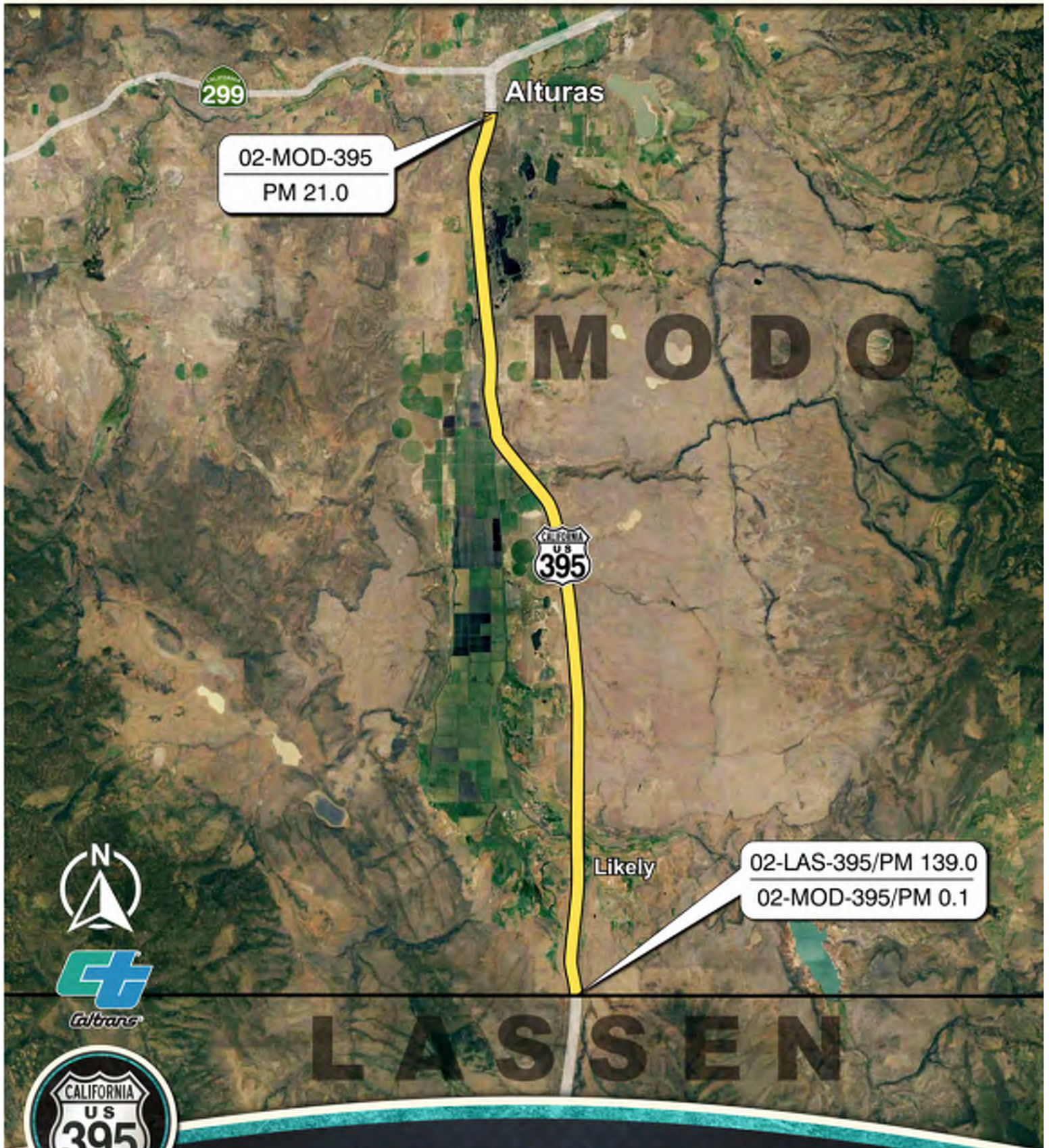
- Sometimes trucks park in unpaved, unofficial pull-outs (LAS 79.8, 97.6, 99.5, 103.8, 134.0).
- Agricultural vehicles along the highway at times, primarily from April to October.
- US 395 experienced a closure during winter of 2016-2017 from LAS 70.2-115.4 due to flooding.
- Rockslide areas (LAS 95.8 and 97.0).
- Closing the Honey Lake Rest Area at the same times as the Secret Valley Rest Area can be an inconvenience for travelers.
- Secret Valley Rest Area (LAS 96.9) is not developed to a standard typical of a rest area. Due to utility and water constraints, the Secret Valley Rest Area has pit toilets and no potable water.
- Culvert pipes extend out beyond the sides of the highway at Sage Hen Summit (LAS 133.3).
- Portions of Segment 6 fall within Greater Sage-Grouse habitat management areas.
- Deer are present in the Smith Reservoir (LAS 134.3) area.
- The Modoc Line Rail trail crosses US 395 at LAS 82.0 and R114.8.

Segment Management

- Achieve standard shoulder widths.
- Maintain existing access control.
- Consider providing highway crossings for all user groups, for example; agricultural, pedestrian and vehicle; in rural communities along the route, or where trails intersect the highway.
- Consider the Modoc Line Rail Trail crossings during future projects that involve US 395 at LAS 82.0 and R114.8.
- Support county efforts to develop the proposed Susanville to Wendel rail trail. According the Lassen County Bikeway Master Plan, the proposal would connect Susanville, Johnstonville, the state prisons, Litchfield and Wendel.
- Should funding become available, consider a year-round rest area with running water and electricity near Likely (MOD 3.2) or Ravendale (LAS 108.5).
- Provide 24-hour, ADA-accessible alternative locations when roadside rest areas are closed.
- Consider options to minimize traveler inconvenience of closures during roadwork.
- Consider strategies to decrease cut-through traffic along Termo-Grasshopper Road.
- Continue the improved mowing along the sides of the highway which helps drivers see deer, deer see vehicles and helps to prevent fires. Mow the older, larger sage brush as well.
- Consider installing wildlife over- or under-crossings along migratory routes that cross US 395. Continue to repair existing wildlife crossings and fences, as necessary.
- Consider using “major deer crossing area ahead” signs in areas with a lot of deer.
- The deer zone in the vicinity of Sage Hen (LAS 133.3) needs to be better marked.
- Consider installing agricultural vehicle warning signs in areas with significant agricultural activity.
- Consider deepening the Susan River under the Old Bridge (LAS 72.3) to provide a closer water source for firefighting purposes and potentially improving flood control during the winter months.
- Achieve standard lane and shoulder widths at Sage Hen Summit (LAS 133.3). Fix culvert pipes if necessary.
- Possible future ITS elements: an RWIS in Termo (LAS 115.2) and a CCTV and an RWIS at Sage Hen Summit (LAS 133.3).



CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2 • OFFICE OF SYSTEM PLANNING



UNITED STATES ROUTE 395
SEGMENT 7

Fact Sheet for Segment Number 7

US 395 TCR

County:	Modoc	Route:	395	Post Mile Limits	0.1/R21.0
Location:	Lassen county line to McDowell Avenue, Alturas			Segment Length in miles	20.972

CURRENT HIGHWAY INFORMATION

Number of Lanes:	2	Percent Trucks:	29%
Terrain:	Rolling to Level	Percent 5-axle Trucks:	83%
Lane Width:	12 feet	Average Treated Shoulder:	2-8 feet


SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Allowed
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Other Classifications

State Highway System; Interregional Road System; High Emphasis Route; National Highway System; Terminal Access (STAA); Blue Star Memorial Highway; Three Flags Highway

	Route Concept	Segment Concept	
Present:	2C	2C/E	
20-Year:	2C	2C/E (maintain existing access control)	
Concept Level of Service		C/D Threshold	

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)
2015	120	780-1050	B
2035	131	880-1150	B

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

Segment Information

US 395	Segment Number 7	PM Limit MOD 0.1 to MOD R21.0
Segment Description		

Segment 7 begins at the Lassen-Modoc county line and ends at the southern end of the city of Alturas at McDowell Avenue. Most of the segment has two lanes with the exception of .1 mile at the northern end into Alturas, which has four lanes. Most of the segment's access control is "expressway," meaning partial control. The segment also has a short length of "conventional," meaning no access control. Lane widths are 12 feet and shoulder widths range from two to eight feet. Traffic volumes are lowest near the county line and increase to an AADT of 1050 near Alturas. Truck percent in this segment is 29%. Travel within Segment 7 consists of interregional and local agriculturally-oriented goods movement, recreational travel, and traveling to Alturas from outlying areas for work and running errands.

The posted speed limit is typically 55 mph within Segment 7 with the exception of a 40 mph limit in Likely and a decrease to 35 mph close to Alturas.

There are five bridges within Segment 7: Flournoy Equipment UC (MOD R1.9), South Fork Pit River (MOD 3.7), Juniper OH (MOD R 15.1), South Fork Pit River (MOD R16.5), South Fork Pit River (MOD R19.6), Alturas OH (MOD R20.8). A vista point is located within the Modoc National Wildlife Refuge (MOD R20.4).

There are .2-mile-long truck-climbing lanes in both directions from MOD 4.6-4.8. About 80% of the segment is striped to allow for passing.

Table 17: Turn Lanes (Segment 7)

MOD R15.0	CR 115 (road to Modoc National Wildlife Refuge)	Right turn lane (NB)
MOD R15.3	Jone Ln (CR 61)	Right turn lane (SB)

The land use surrounding most of this segment is agricultural and open space. Most of the agricultural uses include ranching and horse pastures. There are some farmed fields irrigated with water from the Pit River, which flows into Shasta Lake and is a tributary to the Sacramento River.

This segment also passes through lands managed by the USFS and through the Modoc National Wildlife Refuge (MOD R19.7-R20.8), which hosts 45-50 breeding pairs of Sandhill Cranes. There is a wildlife viewpoint in the refuge along the highway (MOD R20.4). To the east in the distance are the Warner Mountains.

This segment passes through the community of Likely (population 99, MOD 2.7) which has a post office, a café, a general store, a cemetery and a fire department. CR 65 heads east from Likely and leads to the Likely Rancheria and a golf and RV resort. Just north of Likely, the Modoc Line Rail Trail crosses US 395 (MOD 4.0). Sage Stage Transit has a stop in Likely at the general store along its Alturas to Reno line.

Near the northern end of this segment, density increases in proximity to Alturas. The Modoc County Museum (MOD R21.0) is located along the route between Glen Street and McDowell Avenue. Just east of the route along McDowell Avenue are an RV park and the Alturas Indian Rancheria. According to the Modoc County Housing Element, one area in unincorporated Modoc County that is experiencing the highest growth is the five-mile radius around Alturas.

Segment Considerations

- Snow and/or ice can be present on the highway surface during the winter months.
- The posted speed limit seems to be violated frequently in Likely.
- Limited services south of Likely and no advisory signs for southbound travelers on the north end of town. Currently, there is a sign at the south end of town (MOD 2.0) which reads "Next Services 70 Miles."
- Curves at bridges (MOD R19.6 and 26.2) and north and south of Fitzhugh Creek Road (MOD 11.9 and MOD 13.1).
- Travelers sometimes use unofficial places to pull over and use as a restroom near Likely (MOD 3.2).
- All of Modoc County is in open range.
- Deer are present along the highway at times.
- Trucks park along the southbound shoulder in Likely in the vicinity of the café (MOD 3.2).

Segment Management

- Achieve standard shoulder widths.
- Community members would like a sign on US 395 directing users toward the Modoc Line Rail Trail (to the east along Dons Road, MOD 3.2), and signage and parking at the two trail heads. They are also interested in additional connections to the trail.
- Continue the improved mowing along the sides of the highway which helps drivers see deer, deer see vehicles and helps to prevent fires. Mow the older, larger sage brush as well.
- Explore opportunities for traffic calming through Likely (MOD 3.0).
- Consider relocating the "Next Services" sign from the south end to the north end of Likely so southbound travelers have an opportunity to stop for services before leaving town.
- Maintain existing HAR Flasher at Glen Street (MOD R20.9). Possible ITS element: CMS south of Alturas (MOD R20.9).
- Should funding become available, consider a year-round rest area with running water and electricity near Likely or Ravendale.



UNITED STATES ROUTE 395
SEGMENT 8

Fact Sheet for Segment Number 8

US 395 TCR

County:	Modoc	Route:	395	Post Mile Limits	R21.0/23.3
Location:	Alturas: McDowell Avenue to .2 miles east of N East B Street			Segment Length in miles	1.509

CURRENT HIGHWAY INFORMATION

Number of Lanes:	2-4	Percent Trucks:	16%
Terrain:	Level	Percent 5-axle Trucks:	68%
Lane Width:	11-13 feet	Average Treated Shoulder:	6-8 feet


SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Allowed
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Other Classifications

State Highway System; Interregional Road System; High Emphasis Route; National Highway System; Terminal Access (STAA); Blue Star Memorial Highway; Three Flags Highway

	Route Concept	Segment Concept	
Present:	2C	2-4C	
20-Year:	2C	TBD	
Concept Level of Service		C/D Threshold	

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)
2015	620	5700	C
2035	635	5840	C

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

Segment Information

US 395	Segment Number	8	PM Limit	MOD R21.0 to MOD 23.3
Segment Description				

Segment 8 covers the part of US 395 that is in Alturas (population 2,827), the largest community and only incorporated city along the route. US 395 serves as Alturas' Main Street, and bears the name "Main Street" from Mc Dowell Avenue (MOD R21.0) to the SR 299 junction (MOD 22.8). The route is coterminous with SR 299 from US 395 MOD 22.8 to the turnoff of SR 299 toward Cedarville (US 395 MOD 28.2), but carries the US 395 name along that section. Part of US 395 that is coterminous with SR 299 within the city of Alturas is called 12th Street (from MOD 22.8-22.9).

US 395 in this segment is four-lane conventional from Mc Dowell Avenue to SR 299 (MOD 22.8). The section that has four lanes has sidewalks and on-street parking is allowed along most of the section. North of SR 299, the highway is two-lane conventional with a center left turn lane to MOD 23.2. Lane widths are 11-13 feet and the average treated shoulder is 6-8 feet.

The speed limit varies within this segment, but it is primarily 25 mph from Mc Dowell Avenue to the SR 299 junction. North of the SR 299 junction, the speed limit increases to 35 mph and then to 45 mph near the northern end of the segment.

Volumes in Alturas are 5700, which is much higher than the other parts of US 395 in Modoc County. AADT tapers down to 2800 toward the northern end of the segment. The percent of trucks is 16%. Segment 8 has the highest bicycle and pedestrian volumes, due to the presence of the high school and the compact mixture of land uses such as residential, office and commercial.

The route purpose within this segment is mostly local trips for commuting to work or school, shopping and appointments. On Fridays, some employees do not work and there is a noticeable decrease in traffic on roadways. There is some recreational travel and goods movement as well. Trucks transporting produce, hay or livestock from the surrounding farms and ranches are some of the primary goods movement users of US 395 through Alturas.

A couple of times per year, portions of US 395 in this segment serve as a parade route for community events. The community values the opportunity for parades and other events to occur along US 395.

Alturas hosts a variety of land uses and has a relatively higher density of development than the surrounding areas. Main Street (US 395) is lined with residences and a variety of commercial establishments, such as gas stations, hotels, restaurants, shops and banks, some of which are housed within historic structures. The Nevada-California-Oregon Railway Headquarters (MOD 22.5) is on the National Register of Historic Places. (See **Appendix F** for further information regarding historic monuments).

There is a high proportion of government employees in the Alturas area: USFS, Cal Fire, Modoc County, city of Alturas, high school and seasonal employees. Government offices, such as those used for the Modoc County Transportation Commission, and schools are also positioned on US 395. Modoc High School is on the east side of Main Street (MOD 22.6). There are no vehicular entrances to Modoc High School from US 395, but there is pedestrian access about mid-block to the main entrance.

Within a couple of blocks of Main Street are additional commercial uses, offices, schools, parks and a fire department. The 1st Street intersection (MOD 22.1) has a double yellow flashing light above the center of the intersection with a sign attached that says “Fire Truck Exit.”

Table 18: Turn Lanes (Segment 8)

MOD 22.8	SR 299 junction	Right turn lane (NB) and left turn lane (SB)
MOD 22.8-23.2	.1 miles north of N East B Street	Center left turn lane

At the junction with SR 299 (MOD 22.8), there is a four-way stop sign with overhead flashing red lights. The Alturas Maintenance Station is located at MOD 23.0. The bridge over the North Fork Pit River is located at MOD 21.9.

There is one at-grade railroad crossing (MOD 22.5) within the school zone of the high school, which crosses at roughly 30 degrees to the highway. Trains pass through town about twice per week to and from a lumber mill and gravel operation in Lakeview, Oregon.

The Alturas to Reno transit service provided by Sage Stage originates at the Rite Aid in Alturas.

Segment Considerations

- High volumes of pedestrians and bicyclists.
- Parked drivers might open their car door into the travel lane while a bicyclist is riding past.
- Active railroad tracks cross the highway at-grade at a skewed angle to the highway within the school zone. Riding over tracks at a skewed angle can be difficult for bicyclists, especially when the tracks are wet.
- Various railroad crossing elements are frequently broken, for example, the lights or the arm.
- The public has commented that there are 30 second delays for vehicles at 4th, 8th and 10th Streets during school start and end times, lunch time and at 5:00 PM.
- Community members have voiced concerns about Alturas Main Street lighting being too bright and excessive; that it impedes the ability to see pedestrians at and in the crosswalks at night.
- Numerous driveways.
- Trucks park in lots owned by local businesses.
- Community members expressed opposition to I-11 in this area because of the potential impacts to the small town lifestyle and impacts to public lands and wildlife (in areas outside of Alturas).
- Stacking plowed snow in the middle of the road can make it difficult to see lane striping.
- The region sees a need for improved active transportation in Alturas; it is a regional priority.

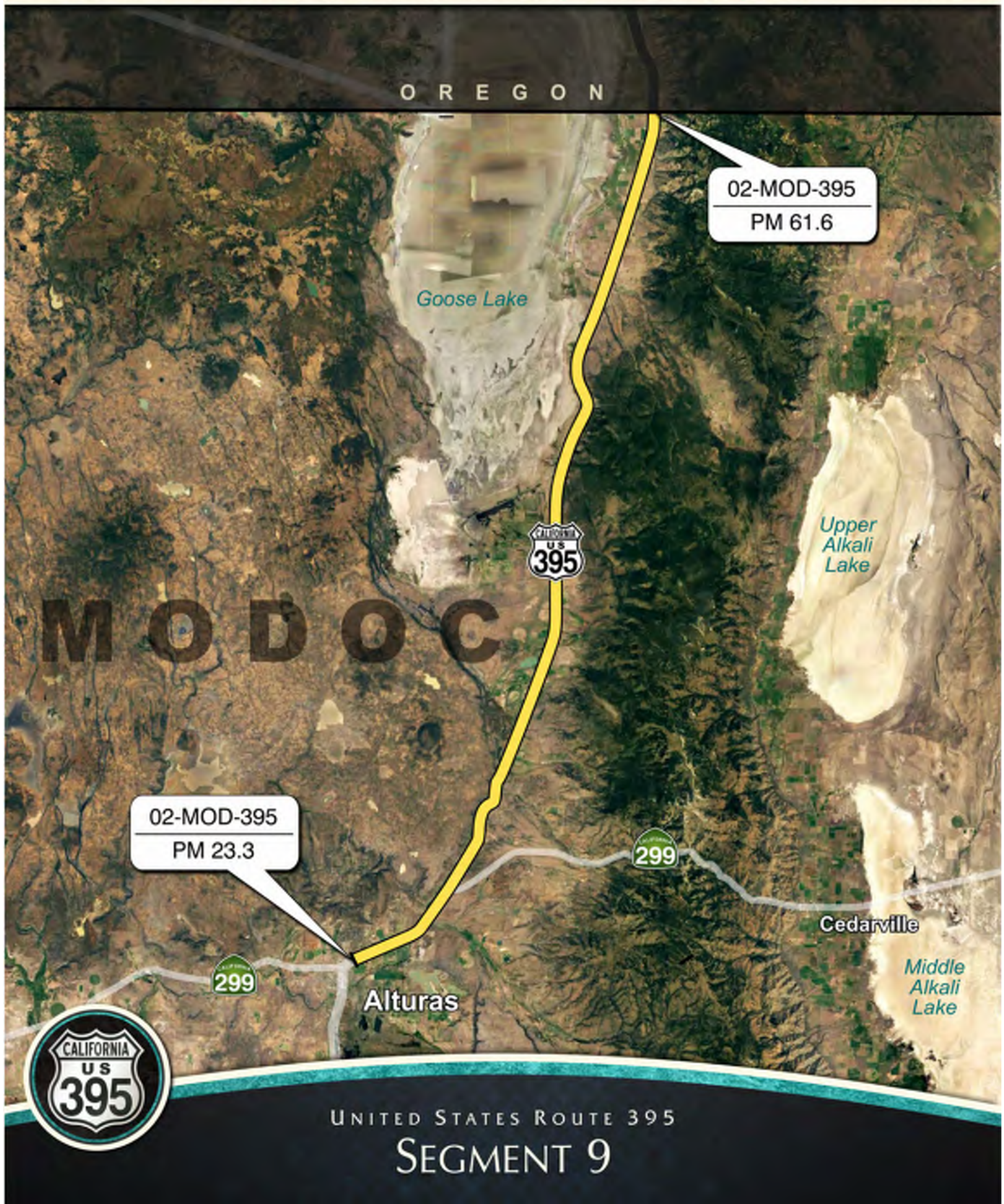
Segment Management

- Support railroad owner efforts to remove the tracks (MOD 22.5), should they ever express interest in doing so.
- Consider various traffic-calming and visibility-improving strategies (not an exhaustive list):
 - Add more speed limit signs and make more visible
 - Upgrade signs to fluorescent yellow green, as needed.

- Thermoplastic decorative treatment in crosswalks
- Bulb-outs at corners
- Stop signs
- Solar-powered motion-detection bicycle/ pedestrian beacons.
- Bicycle buffer
- Bicycle lanes
- Road diet (two vehicular lanes with a center left turn lane plus bike lanes or paths)
- Although the current level of service is C, according to case studies performed by the Federal Highway Administration, “road diets have the potential to improve safety, provide operational benefits and increase the quality of life for all road users.”
- Consider “the door zone” when placing bicycle facilities adjacent to parking stalls.
- Support city of Alturas efforts to decrease delays at intersections in Alturas.
- Support city of Alturas efforts to improve street lighting along Main Street.
- Support city and school efforts to improve student and driver education regarding the rights and responsibilities of bicycles and pedestrians.
- Aesthetic street design elements, such as decorative lampposts, signs, flags, should be considered during future projects. Existing examples in Alturas include lighting, trees and planters, as shown in **Figure 23**.
- Consider truck parking.
- Consider community opposition to I-11 in Modoc County near Alturas if I-11 is ever extended into northeastern California.
- Maintain existing HAR at the Alturas Maintenance Station (MOD 23.1). Possible ITS element: CCTV at the SR 299/ US 395 junction (MOD 22.8).



Figure 23. Decorative Planter in Alturas along US 395 (MOD 22.1)



Fact Sheet for Segment Number 9

US 395 TCR

County:	Modoc	Route:	395	Post Mile Limits	23.3/61.6
Location:	.2 miles east of N East B Street to Oregon state line			Segment Length in miles	38.263

CURRENT HIGHWAY INFORMATION

Number of Lanes:	2	Percent Trucks:	13%
Terrain:	Level	Percent 5-axle Trucks:	71%
Lane Width:	12 feet	Average Treated Shoulder:	0 feet


SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Allowed
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Other Classifications

State Highway System; Interregional Road System; High Emphasis Route; National Highway System; Terminal Access (STAA); Blue Star Memorial Highway; Three Flags Highway

	Route Concept	Segment Concept	
Present:	2C	2C	
20-Year:	2C	2C	
Concept Level of Service		C/D Threshold	

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

Year	Peak Hour (PH)	Annual Average Daily Traffic (AADT)	Level of Service (LOS)
2015	170	2800-700	B
2035	176	2900-800	B

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

Segment Information

US 395	Segment Number	9	PM Limit	MOD 23.3 to MOD 61.6
Segment Description				

Segment 9 begins at the eastern boundary of the city of Alturas, which is .2 miles east of N East B Street. Along this segment, the highway is two-lane conventional with 12-foot lanes and no shoulders. Volumes range in this segment from a low of 700 at the Oregon state line to a high of 2800 at the southern end of the segment. The truck percent is 13% along this segment. Posted speeds are 40 mph in communities to 65 mph outside of communities. US 395 is coterminous with SR 299 from MOD 22.8 to MOD 40.6.

Many of the trucks along this segment are locally-generated, agriculturally-oriented and seasonally transport farm products such as hay and livestock. An active railroad meanders roughly parallel to the west side of the highway along this segment. Distance from the highway to the railroad is between .25-2.0 miles. About 80 rail cars per month run along this line and carry wood and mineral products to and from Lakeview, Oregon (15 miles north of the state line).

US 395 is also used for recreation and there are some RVs and campers along the route. There are also vehicles traveling from nearby residences to larger population centers such as Lakeview and Alturas for work and running errands.

There are five bridges on this segment: North Fork Pit River (MOD 26.2), Parker Creek (MOD 26.7), Toms Creek (MOD 32.6), Joseph Creek (MOD 34.1) and Willow Creek (MOD 54.5).

The Alturas agricultural inspection station is located at MOD 27.0. The Goose Lake Vista Point is at MOD 51.9 and the Davis Creek Commercial Vehicle Enforcement Facility “mini-site” is at MOD 54.0.

About 80% of this segment is striped to allow for passing.

Table 19: Turn Lanes

MOD 24.1	Pencil Road	Right turn lane (SB) and left turn lane (NB)
MOD 27.7	Unnamed driveway	Left turn lane (SB)
MOD 28.3	SR 299	Dedicated right turn lane (NB) and dedicated right turn lane (from SR 299 onto US 395)

Density of development decreases with distance from Alturas; almost all of this segment is rural with very few residences. US 395 passes through two communities along this segment: Davis Creek (MOD 42.6) and New Pine Creek (MOD 61.3). The primary land uses north of Alturas are agriculture, ranching and open space. Sections of this segment pass through lands managed by the U.S. Forest Service and to the east is the Warner Mountain Range. Sugar Hill Summit (elevation 5146) is located at MOD 50.9.

This segment passes directly through the Pit River Tribe XL Reservation for about seven miles (approximately MOD 26.2-33.3). More information about the Pit River Tribe can be found in **Appendix C**.

There are two historical landmarks and one historic trail along or near this segment. Chimney Rock is located at MOD 29.9 and the historical site of Willow Ranch is located off-route near MOD 54.0. From Alturas to approximately MOD 50.6 near Goose Lake, portions of the California National Historic Trail, known as the Applegate/Lassen cutoff in this section, run parallel to and cross US 395 in multiple locations. See **Appendix F** for more information about historical markers.



Figure 24. School Bus Stop in Davis Creek (MOD 42.6)

Davis Creek (population 53, MOD 42.6) and New Pine Creek (population 129, MOD 61.3) are located along US 395. They have a limited variety of uses, including post offices, general stores and fuel pumps. New Pine Creek is situated along the state line and is partially in California and partially in Oregon.

Goose Lake is located west of US 395 for the northern half of the segment. The lake extends into Oregon and the Goose Lake State Recreation Area can be accessed via State Line Road in New Pine Creek.

North of the California/Oregon border, the route is a two-lane conventional highway and is designated as a piece of the Oregon Outback Scenic Byway. Fifteen miles north of the state line is Lakeview, Oregon, the “Hang Gliding Capital of the West.”

Segment Considerations

- Informal gravel turnouts.
- Shaded areas limit the melting of ice and snow.
- Deer and other wildlife such as antelope can be present along the highway.
- No shoulders.
- Open range.
- Rock slide area (MOD 31.2).
- Route passes through tribal lands (approximately MOD 26.2-33.3). The Pit River Tribe has inquired about bilingual signage while traveling through Tribal land.
- After 10pm, no truck parking facilities are available.
- North and south of the east junction with SR 299, the speed limit is 65. Vehicles turning onto US 395 are accelerating from zero, if headed southbound, and from a slow speed if headed northbound. Vehicles traveling at 65 mph on US 395 come up on them quickly. Most community members at the Alturas workshop were opposed to having a roundabout at the SR 299 junction.

Segment Management

- Continue the improved mowing along the sides of the highway which helps drivers see deer, deer see vehicles and helps to prevent fires. Mow the older, larger sage brush as well.
- Coordinate with the Pit River Tribe regarding their request for bilingual signs along US 395.
- Consider installing guard rails in the Goose Lake curve/ Sugar Hill area (MOD 47.0-51.0) when they can be incorporated into a project. Support the region’s efforts to install guardrail at the location, should they

choose to do so with regional funds.

- Achieve standard shoulders.
- Some community members who attended the public workshop in Alturas would like a rest area with running water, electricity and heat to be installed about halfway between Lakeview and Alturas.
- Some community members who attended the public workshop in Alturas would like a sign telling SB travelers at the Oregon state line that US 395 into California is the scenic byway known as “The Emigrant Trails Scenic Byway”
- Maintain existing HAR flasher at Pencil Road (MOD 23.7). Possible ITS element: CMS north of Alturas (MOD 27.1).

DRAFT

APPENDIX A: COUNTY INFORMATION



Lassen County

Lassen County is located in the northeastern region of California. It is bordered by four northern California counties and the Nevada State Line on the east side of the county. Lassen County is the fourth largest of California's 58 counties. In this county the Sierra Nevada and Cascade mountains, meet the desert of the Great Basin, its lower valleys generally above 4,000 feet and Susanville peak rising over 6,500 ft. above sea level. This county has the Eagle Lake, Caribou Wilderness and the Mountain Meadows Reservoir. To the west is Lassen Volcanic National Park and Lassen National Forest.

The U.S. Census Bureau county population is 34,895*. The only incorporated city in the county is Susanville, which is also the County Seat. Lassen County has total area of 4,720.4 square miles. Water area is 163.1 square miles and land area is 4,557.3 square miles, of which approximately 63% is publicly-owned.

Lassen County has five major Highways, State Routes 44, 36 and 299 running east west, and US 395 and SR 139 run north south. State Highways are 17% of maintained public roads mileage in the County, but account for 49% of Daily Vehicle Miles Traveled (DVMT).

*2010 Census - United States Census Bureau



Modoc County

Modoc County is located in the extreme northeast corner of California. Modoc County is located in the far northeast corner of the U.S. state of California, bounded by the state of Oregon to the north and the state of Nevada to the east. A large portion of Modoc County is federal land. Several federal agencies, including the United States Forest Service, Bureau of Land Management, National Park Service, Bureau of Indian Affairs, and the United States Fish and Wildlife Service have employees assigned to the area, and their operations are a significant part of the economy and services in this rural area.

The U.S. Census Bureau county population is 9,686* and the county seat is Alturas. Modoc County has a total area of approximately 4,203.4 square miles. Water area is 259.3 square miles and land area is 3,944.1 square miles.

The County has 3 major highways. SR 299 traverses in a northerly direction from the Lassen County line in the southwest portion of the county, and continues eastward through the middle of the county to the Nevada State line. SR 139 extends from the northwest corner of the county and connects to the eastern portion of SR 299. US 395 extends north south from Lassen County line to the Oregon state line. State Highways are 11% of maintained public roads mileage in the County, but account for 39% of DVMT.

*2010 Census - United States Census Bureau

APPENDIX B: PUBLIC OUTREACH ACTIVITIES & PUBLIC INVOLVEMENT

Table 20: Public and External Stakeholder Involvement		
Date	Contact	Action/Progress
March 2017	Lassen and Modoc Local Transportation Commissions	Kick-off announcement for the US 395 TCR.
April 2017	See next page ¹	Email and US Postal Mailing of Alturas workshop flyer.
April 2017	Sierra Local Transportation Commission	Kick-off announcement for the US 395 TCR.
April 2017	Website	Added US 395 TCR is in progress to the Caltrans website, which included an email link to the TCR lead person.
Spring 2017	Nevada Department of Transportation (NDOT)	Outreach with the Nevada Department of Transportation.
5/8/17	Lassen County Transportation Commission	Presented information about the US 395 TCR and sought comments from commissioners.
May 2017	Media releases	Press releases announcing public workshops.
May 2017	See next page ¹	Email and US Postal Mailing of Doyle and Janesville workshop flyers.
May 2017	Plumas Local Transportation Commission	Kick-off announcement of the US 395 TCR.
5/15/17	Public Workshop: Alturas	See Summary of Comments — Alturas Public Workshop on page page 116.
5/24/17	Public Workshop: Doyle	See Summary of Comments — Doyle Public Workshop on page page 121.
5/25/17	Public Workshop: Janesville	See Summary of Comments — Janesville Public Workshop on page page 125.
6/13/17	Lassen County Board of Supervisors	Presented information about the US 395 TCR and sought comments from the supervisors.
TBD	Website	Posted Draft US 395 TCR on the District 2 website.
TBD	Partner agencies, media, workshop participants	Provided notice of website posting of Draft US 395 TCR.
TBD	Lassen County Transportation Commission	Presented Draft TCR.
TBD	Modoc County Transportation Commission	Presented Draft TCR.
TBD	Lassen County Board of Supervisors	Presented Draft TCR.
TBD	Lassen County Transportation Commission	Presented Final TCR for concurrence.
TBD	Modoc County Transportation Commission	Presented Final TCR for concurrence.

¹Recipients of workshop announcements included: Lassen LTC, Modoc LTC, Sierra LTC, Plumas LTC, State Line Elementary School, Alturas Border Station, Oregon Department of Transportation, BLM Applegate Field Office, Devil's Garden Ranger District (USFS), Modoc National Wildlife Refuge, Modoc High School, Holiday Market, Rite Aid, Alturas Chamber of Commerce, KLMS Working Group, City of Alturas, Alturas Rotary Club, Lake County Road Department, South Central Oregon Area Commission on Transportation, Modoc County, California Department of Fish and Wildlife, CalFire, California Highway Patrol, Lassen County, City of Susanville, Leavitt Lake Community Services District, Lassen County Chamber of Commerce, Susanville Municipal Airport, BLM Eagle Lake Field Office, Sierra Army Depot, Federal Correctional Institution Herlong, Johnstonville Elementary School, Shaffer Elementary School, Hallelujah Junction Market, Shell (Doyle), 76 Gas Station (Herlong), Chevron (Janesville), Susanville Auto Center, Johnstonville Quality Foods, Every Bloomin Thing, Shell (Standish), Heard's Market, Point Horizon Institute, Lassen Land and Trails Trust, Lassen LAFCo, High Desert State Prison, California Correctional Center, Long Valley Boarder Station, Washoe Regional Transportation Commission, Washoe County, Nevada Department of Transportation, Post Offices (Doyle, Herlong, Milford, Janesville, Standish, Litchfield, Ravendale, Madeline, Likely, Alturas, Cedarville, Davis Creek, and New Pine Creek), American Trucking Association, and Doyle Senior Center.

²District 2 has a maintenance agreement for the three-mile portion of US 395 in Sierra County. The District is not proposing a major change in facility for the portion of US 395 in Sierra County.

DRAFT



TRANSPORTATION CONCEPT REPORT

UNITED STATES ROUTE 395



PUBLIC WORKSHOP

— CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2 —

The purpose of the event is to provide the public the opportunity to discuss the future of United States Route 395. There will be a brief presentation followed by an opportunity to talk about your interests. Please attend this workshop and share your views with us.

- Monday, May 15th • 4:00-5:00 pm
- Alturas City Hall Council Chambers
200 North Street • Alturas • Ca
(BETWEEN S RINE AND N HOWARD ST)

FOR MORE INFORMATION:

CALTRANS PUBLIC INFORMATION OFFICE • 530.225.3426
PROJECT MANAGER TRINA BLANCHETTE • 530.225.3478



TRANSPORTATION CONCEPT REPORT

UNITED STATES ROUTE 395



PUBLIC WORKSHOP

CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2

The purpose of the event is to provide the public the opportunity to discuss the future of United States Route 395. There will be a brief presentation followed by an opportunity to talk about your interests. Please attend this workshop and share your views with us.

- Wednesday, May 24th • 6:00-7:00 pm
- Doyle Senior Center
- 434685 Doyle Loop • Doyle • CA

FOR MORE INFORMATION:

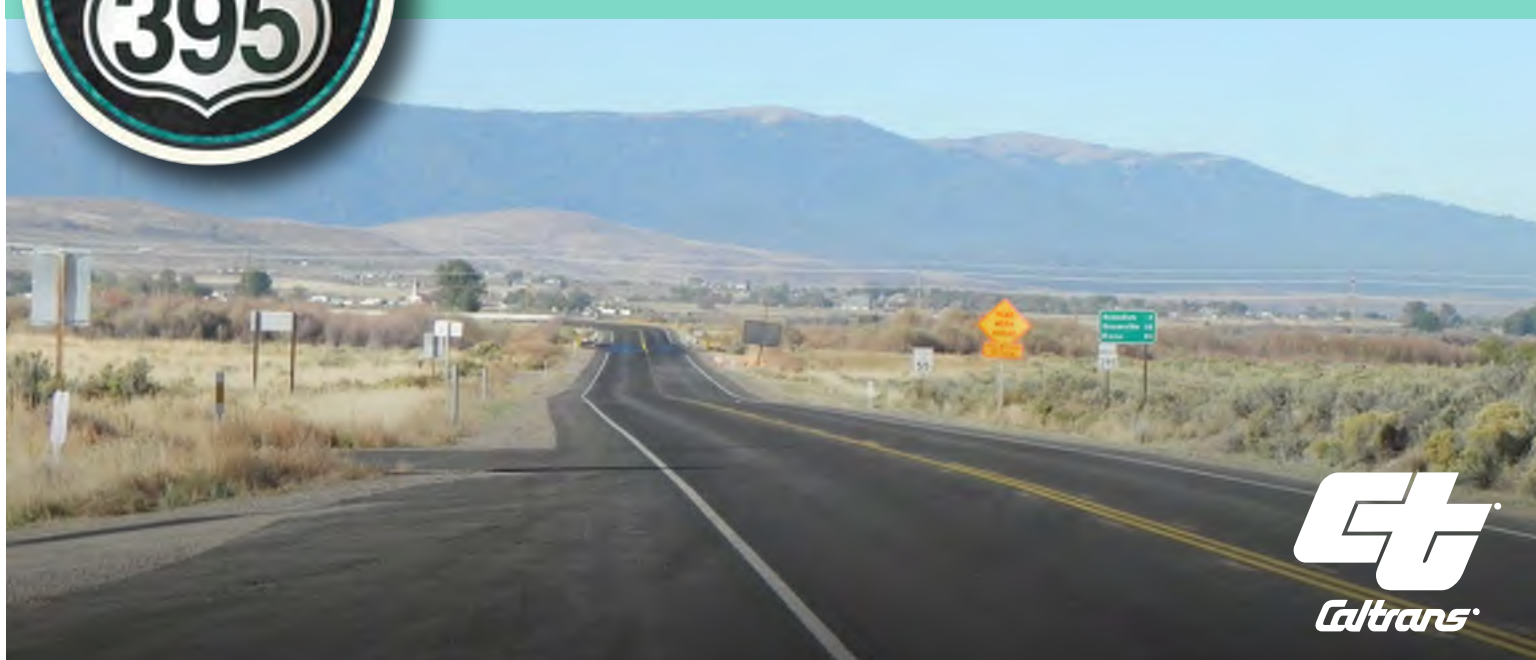
CALTRANS PUBLIC INFORMATION OFFICE • 530.225.3426
PROJECT MANAGER TRINA BLANCHETTE • 530.225.3478

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TRANSPORTATION CONCEPT REPORT

UNITED STATES ROUTE 395



PUBLIC WORKSHOP

CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2

The purpose of the event is to provide the public the opportunity to discuss the future of United States Route 395. There will be a brief presentation followed by an opportunity to talk about your interests. Please attend this workshop and share your views with us.

● Thursday, May 25th • 7:00-8:00 pm

● Janesville Fire Hall

● 463390 Main St • Janesville • CA

(AT THE CORNER OF MAIN & SEARS)

FOR MORE INFORMATION:

CALTRANS PUBLIC INFORMATION OFFICE • 530.225.3426

PROJECT MANAGER TRINA BLANCHETTE • 530.225.3478

For individuals with disabilities, we will provide assistive services such as assistive listening devices, sign-language interpreting, real-time captioning, note-takers, reading or writing assistance, or training/meeting materials in Braille, large print, on audiocassette, or on computer disk. To obtain such services or copies in one of these alternate formats, please call or write a minimum of 20 working days prior to the public review end date to request these reasonable modifications: Department of Transportation, Attn: Equal Employment Opportunity Officer, 1657 Riverside Drive, Redding, CA 96001, (530) 225-3163 Voice, TTY 711 • CALTRANS IS AN EQUAL OPPORTUNITY EMPLOYER

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State of California - Department of Transportation



NEWS RELEASE

Date: May 1, 2017
 District: 2-Redding
 Caltrans Contact: Trina Blanchette (530) 225-3478

FOR IMMEDIATE RELEASE

PUBLIC WORKSHOP REGARDING US HIGHWAY 395 IN ALTURAS

REDDING – The California Department of Transportation (Caltrans) will host a public workshop in Alturas on May 15, 2017 from 4 to 5 p.m. at the Alturas City Hall Council Chambers, 200 W. North Street, Alturas. The purpose of this event is to provide the public the opportunity to discuss the future of US Highway 395. This input will assist Caltrans in developing a long-range planning document for the route called a Transportation Concept Report, a plan that will address the next 20 years.

Representatives from Caltrans will be available to take comments and answer questions. The workshop will provide an opportunity for the public to talk about their ideas on what they want US Highway 395 to look like in the future.

Comments or questions may be submitted at these meetings, by telephone, email or by mail. Comments can be provided to Trina Blanchette by phone at (530) 225-3478, e-mail address (trina_blanchette@dot.ca.gov) or sent to Caltrans District 2, Attention: Trina Blanchette, Office of Systems Planning, 1657 Riverside Drive, MS 3, Redding, CA 96001.

State of California - Department of Transportation



NEWS RELEASE

Date: May 10, 2017
 District: 2-Redding
 Caltrans Contact: Trina Blanchette (530) 225-3478

FOR IMMEDIATE RELEASE

PUBLIC WORKSHOPS REGARDING US HIGHWAY 395 IN DOYLE AND JAMESVILLE

REDDING – The California Department of Transportation (Caltrans) will host public workshops in Lassen County at the following locations:

Doyle: May 24, 2017 from 6 to 7 p.m. at the Doyle Senior Center, 43455 Doyle Loop, Doyle.

Jamesville: May 25, 2017 from 7 to 8 p.m. at the Jamesville Fire Hall, 463390 Main Street, Jamesville.

The purpose of these events is to provide the public the opportunity to discuss the future of US Highway 395. This input will assist Caltrans in developing a long-range planning document for the route called a Transportation Concept Report, a plan that will address the next 20 years.

Representatives from Caltrans will be available to take comments and answer questions. The workshop will provide an opportunity for the public to talk about their ideas on what they want US Highway 395 to look like in the future.

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KRCR News Channel 7 GET THE FACTS RIGHT

HOME NEWS ▾ LOCAL NEWS ▾ WEATHER ▾ STUFF THE BUS COMMUNITY ▾

KRCRTV.com Community Calendar

Today ◀ ▶ **Monday, May 15** ▾ [Print](#) [Week](#) [Month](#) [Agenda](#)

3:00pm **The Door Between the Worlds**

Monday, May 15

4:00pm PUBLIC WORKSHOP REGARDING US HIGHWAY 395 IN ALTURAS

When Mon, May 15, 4pm – 5pm

Where Alturas City Hall Council Chambers, 200 W. North Street, Alturas ([map](#))

Description PUBLIC WORKSHOP REGARDING US HIGHWAY 395 IN ALTURAS

REDDING – The California Department of Transportation (Caltrans) will host a public workshop in Alturas on May 15, 2017 from 4 to 5 p.m. at the Alturas City Hall Council Chambers, 200 W. North Street, Alturas. The purpose of this event is to provide the public the opportunity to discuss the future of US Highway 395. This input will assist Caltrans in developing a long-range planning document for the route called a Transportation Concept Report, a plan that will address the next 20 years.

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[more details»](#) [copy to my calendar](#)

5:30pm **National University- Redding Campus Information Session**

Tuesday, May 16

SESAME STREET LIVE "ELMO MAKES MUSIC"

Wednesday, May 17

Events shown in time zone: Pacific Time [+ Google Calendar](#)

← → ↻ <http://www.lassennews.com/wp-content/uploads/2017/05/Times5-16-17.pdf> [lassennews.com](http://www.lassennews.com) x

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Doyle Seniors Bingo

The Doyle Senior Building hosts an evening of bingo at 6:30 p.m. Saturday, May 20.

Doyle Senior Building Ladies Tea

The Doyle Senior Building hosts a Ladies Tea at the Doyle Community Center at 2 p.m. Saturday, May 20.

Everyone is welcome.

Plumas Audubon Society Spanish Ranch Bird Walk, Meadow Valley

Meet at 6669 Buck's Lake Road in Meadow Valley at 7 a.m. Saturday, May 20. When coming from Quincy, the house on the right side, two houses past the Pineleaf intersection. The walk will go until about 10:30 a.m.

For more information, visit plumasaudubon.org/calendar.

Third Saturday Breakfast

The Friends of the Lassen-Janesville Masonic Lodge No. 149 host the Third Saturday Breakfast from 8 to 11 a.m. Saturday, May 20 at the Masonic Hall on Lassen Street in Susanville.

For more information, call Ric Nunnellee at 310-6097.

Susanville Symphony Society Pops Concert

The Susanville Symphony will play some of the greatest popular music of all time including Grammy winning artists like Adelle, Bruno Mars and more at 2:30 p.m. Sunday, May 21 at the Susanville Assembly of God Church.

Tickets are available at Axia Home Loans, Margie's Book Nook or by calling the Symphony Hotline at 310-8111.

For more information, go to susanvillesymphony.com.

Susanville Indian Rancheria Eighth annual Memorial Pow Wow

The Susanville Indian Rancheria hosts the eighth annual Memorial Pow Wow Sunday, May 21 at the Lassen County Fairgrounds.

For more information, call Amelia Luna at 249-7192 or visit sir-powwow.com.

Tuesday, May 23

Liam Kyle Cahill at Lassen Ale Works

Liam Kyle Cahill from Reno, appears at Lassen Ale Works from 6 to 8 p.m. Tuesday, May 23.

Jaycee Whitlock, with her mom inflatable balls during the Chil

Caltrans hosts workshops

The California Department of Transportation District 2 will host workshops to provide the public the opportunity to discuss the future of U.S. Highway 395.

- Doyle: May 24, 2017 from 6 to 7 p.m. at the Doyle Senior Center, 434685 Doyle Loop, Doyle.
- Janesville: May 25, 2017 from 7 to 8 p.m. at the Janesville Fire Hall, 463390 Main Street, Janesville.

Comments or questions may be submitted at these meetings, by telephone, email or by mail. Comments can be provided to Trina Blanchette by phone at 225-3478, e-mail address trina_blanchette@dot.ca.gov or sent to Caltrans District 2, Attention: Trina Blanchette, Office of System Planning, 1657 Riverside Drive, MS 3, Redding, CA 96001.

THINK Local FIRST
INVEST IN LASSEN COUNTY



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Lassen County Times, Westwood PinePress

Caltrans works on 395 plan

Makenzie Davis
News Editor
mdavis@lassennews.com

Caltrans is working to put together a plan for the future of Highway 395.

After holding works shops in Janesville and Doyle, and another in Alturas, Caltrans is working to put together a transportation concept report for the future development and projects of Highway 395.

According to Trina Blanchette, from the systems planning at Caltrans, the biggest takeaway from the community meetings was that nobody was really happy with the road; they each had something they would've liked to see changed.

Those inputs, along with studies conducted on traffic volumes, vehicle and truck growth rates, transportation modes, economic conditions, land use, demographics and possible environmental issues, will be put into the transportation concept report.

The report is a long-range report that serves as a plan of potential projects and identifies possible issues and for the next 20 years.

A public draft of the report will be available by late summer, with the completed report expected by the end of the year.

Most notably, Blanchette said the comments received from residents who use Highway 395 noted issues with passing capabilities, longer and more passing lanes throughout the stretch of roadway and there were suggestions of making the highway four lanes. However, the discussion of making the road four lanes caused some concern with property owners who were unsure of how the expansion would effect their land.

Additionally, the speed deferential between regular vehicles and trucks was another concern of meeting attendees.

Supervisor Jeff Hemphill thanked Blanchette and Caltrans for working on the plan, and suggested that the road should be four lanes.

"We need to come to the realization that we're a bedroom county to Reno," Hemphill said, noting how much traffic comes and goes from the Nevada city.

During the meeting, Supervisor Chris Gallagher brought up the concern that both rest areas, the one in Surprise Valley and the other near Janesville, were closed at the moment. He suggested Caltrans look at the potential to add another rest area.

The transportation concept report is not an official plan, but provides direction to planners for the years to come on some areas that need improvement, or potential projects.

Caltrans is still accepting comments on the report through Friday, June 23.

To submit comments, call Blanchette at 225-3478 or email trina_blanchette@dot.ca.gov.

Car talk: Caltrans Collects Comments to Improve a High Desert Highway – anewscafe.com

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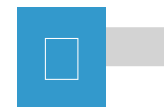
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EVENTS

TALENT



Car talk: Caltrans Collects Comments to Improve a High Desert Highway

By H.A. Silliman May 30, 2017 16  [Share / Save](#)   

Highway 395 runs along California's eastern side—a backbone highway figuratively—and a lonely one, too. Not as lonely as Nevada's Highway 50—the so-called “Loneliest Road in America,” but Highway 395 travels a route through country that is high desert and scrub, shuttered towns and isolated cattle ranches with those sweeping, circular wheel lines that water the heck out of alfalfa fields.

Car talk: Caltrans Collects Comments to Improve a High Desert Highway – anewscafe.com



It actually slices through four states—California, Nevada, Oregon and Washington—serving as a route for goods movement, commuters and vacationers: some 1,300 miles that can be traversed at highway speeds in 23 hours.

At night—especially warm summer evenings when the stars are out full-bore—you can have that all-American road-trip experience: windows down, freedom flying in your hair. Unless you're listening to *Coast-to-Coast AM* radio show with George Noory. Then the dark side emerges: You suddenly realize—the highway is great place for an alien abduction.



The old railroad water tank in Madeline on Highway 395 is a landmark for travelers. Photo by Hal Silliman.

In the northern part of California's Outback, Highway 395 runs 203 miles, through Lassen and Modoc counties and a snippet of Sierra County. The state highway office is now studying the route to create a 20-year plan to make improvements. Caltrans District 2 officials are currently holding workshops—four are

<http://anewscafe.com/2017/05/30/car-talk-caltrans-collects-comments-to-improve-a-high-desert-highway/>[6/12/2017 8:16:19 AM]

Car talk: Caltrans Collects Comments to Improve a High Desert Highway – anewscafe.com

planned—in cities along the road—seeking citizens' comments.

Two Caltrans transportation planners, Trina Blanchette and Laura Rose, were recently dispatched to Alturas for one of the workshops, held in the city council chambers that had been decorated with aerial images of sections of Highway 395. To loosen tongues, the duo also brought a pan of homemade brownies for folks to munch on.

The workshop attended by 15 local residents—including elected and agency officials—was chockfull of happily-relayed comments as the group studied the road, north from near Susanville to New Pine Creek, at the California-Oregon border. In the workshop, three basic questions were asked: What works well? What works not-so-well? How can it be improved?

As Blanchette said, “We want to hear your ideas about the route—since you travel it a lot.”



A windmill south of Madeline on Highway 395 reminds motorists that agriculture still thrives in the high desert. Photo by Hal Silliman.

After collecting public comments and doing other information gathering and analysis, Blanchette said Caltrans plans to issue a final “transportation concept report” in December.

“We’ll identify potential improvements to make along the route,” she said.

Between Susanville and New Pine Creek, Highway 395 more or less parallels the old Nevada-California-Oregon railroad line—originally a narrow-gauge railroad that has gone through numerous owners since track was laid over a century ago and that helped establish now decayed towns like Litchfield, Ravendale, Terno and Madeline.

<http://anewscafe.com/2017/05/30/car-talk-caltrans-collects-comments-to-improve-a-high-desert-highway/>[6/12/2017 8:16:19 AM]



Ghost towns are still in the making along Highway 395. Photo by Hal Silliman.

Only the small settlements of Likely and Davis Creek—along with the busy Modoc County seat Alturas—remain with going businesses. And the basic fact that Highway 395 in these parts is truly a lonely road puts a premium on safety, services, information and way-finding needed by travelers—evident from the consensus of comments made during the hour-long meeting. Among improvements needed, according to the locals are:

- Consistent width to the roadway in parts north of Alturas. The road widens and constricts and widens again, without notice, and this is a hazard for motorists.
- More web-accessible cameras to show highway conditions—especially at the higher elevation mountain passes like Sugar Hill north of Davis Creek, and Sage Hen Summit, south of Likely.
- Signs that denote what services are available and where.
- The old-fashion “cinders” used on icy spots—rather than whatever Caltrans is using nowadays.
- Rest stops with bathrooms that have water—not the smelly “vault” toilets—and are open year-round. There is only one rest stop in 203 miles—chemical toilets located on a downgrade that’s not very safe, participants said.
- Warnings for motorists that they are passing through “open range”—where the cows have the right-of-way. “People hit them and have died,” noted one participant.
- Signs that indicate where people can access the rail trail—the alignment of the NCO Railroad from Susanville to near Likely that has been turned into recreation asset.
- In Alturas, 25 MPH signs through downtown, as traffic has a tendency forget the speed limit.
- Red zones at downtown Alturas intersections so it’s easier for cross traffic to see oncoming autos on the highway.
- More pedestrian-activated crossing signals and well-marked crosswalks. These could even be solar

<http://anewscafe.com/2017/05/30/car-talk-caltrans-collects-comments-to-improve-a-high-desert-highway/>[6/12/2017 8:16:19 AM]

talk: Caltrans Collects Comments to Improve a High Desert Highway – [anewscafe.com](#)

powered as in other parts of the state.

One little bit of information eeked out—from a participant and was augmented by Caltrans staff: Their longstanding plan to transform the Highway 395 alignment from the Arizona-Mexico border to the Washington-Canada border into a super highway akin to Interstate 5. It even has a name: I-11

“Not going to happen in our lifetime,” was the general consensus from the group. Still, the idea of a future interstate knifing through Eastern California creates wild surmise, and Blanchette said she will include a notation about I-11 that “the proposal is out there” in the new report being created. A draft of the report will be available by fall 2017 [here](#).

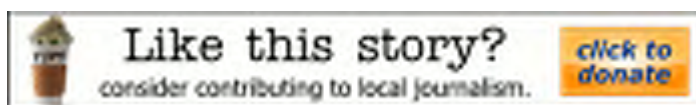
H.A. Silliman is a freelance writer and communications consultant. He served as the VP of Communications for the San Jose Silicon Valley Chamber of Commerce and holds a B.A. from the University of the Pacific and an M.A. from Sacramento State University.

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All photos by H.A. Silliman



H.A. Silliman is a freelance writer and communications consultant. He served as the VP of Communications for the San Jose Silicon Valley Chamber of Commerce and holds a B.A. from the University of the Pacific and an M.A. from Sacramento State University.



Comment Policy: We welcome your comments, with some caveats: Please keep your comments positive and civilized. If your

US 395 TRANSPORTATION CONCEPT REPORT (TCR)

Public Workshops
Alturas, Doyle, and Janesville, California
May 15, 24, and 25, 2017

1

Agenda

- What is a TCR?
- TCR timeline
- Characteristics of US 395
- Input from you

2

What is a TCR?

- 20-year transportation plan
- Looks at other plans (regional transportation plans, for example)
- Includes data analysis
- Multi-modal
- Identifies issues and potential improvements
- Includes involvement of:
 - Public
 - Local transportation commissions
 - Tribes
 - Other governmental agencies
- Helps in selection of projects or project features

3

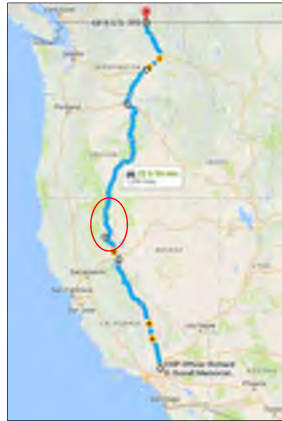
US 395 TCR Timeline



4

Characteristics of US 395

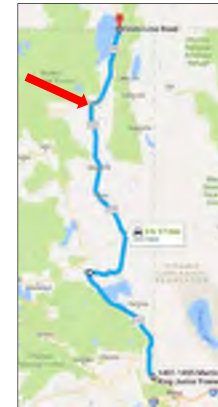
- Goes through 4 states: California, Nevada, Oregon and Washington
- 1,300 miles long
- Serves many purposes:
 - Recreational travel
 - Goods movement
 - Commuter route



5

US 395 in District 2

- Goes through Sierra, Lassen and Modoc Counties
- 203 miles long (3 in Sierra, 140 in Lassen, 60 in Modoc County)
- Serves many purposes:
 - Goods movement
 - Commuter route
 - Recreational route



6

US 395 in District 2

US 395 has different characteristics, depending on location



Nevada state line to the SR 36 junction



SR 36 junction to Alturas



Alturas

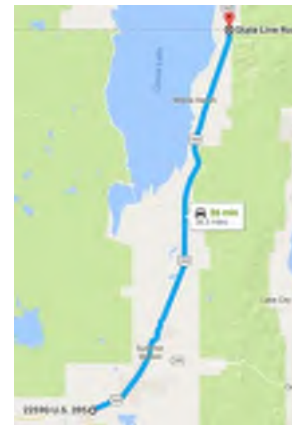


Alturas to the Oregon state line

7

1. Oregon State Line to Alturas

What works well?
What works not-so-well?
How can it be improved?



8

New Pine Creek



Davis Creek

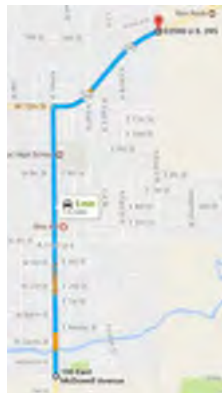


9

SR 299 Junction



10



2. US 395 in Alturas

- What works well?
- What works not-so-well?
- How can it be improved?

11

Alturas (North)



12

Alturas (South)



10th Street to 5th Street



5th Street to 1st Street



1st Street to Glen Street

13



3. US 395 FROM ALTURAS TO THE SR 36 JUNCTION

What works well?

What works not-so-well?

How can it be improved?

14

Likely



Madeline



15

Termo



Ravendale



16

Litchfield



17

Standish



Leavitt Lake



18

4. SR 36 Junction to the Nevada State Line

- What works well?
- What works not-so-well?
- How can it be improved?



19

SR 36 Junction



20



Any additional comments?

Any questions?

Next Steps

- More outreach
- Draft TCR (end of summer)
- Final TCR (end of year)

25

Contact Information

Trina Blanchette
Caltrans District 2
1657 Riverside Drive, MS 3
Redding, CA 96001

Phone: (530) 225-3478

Email: trina_blanchette@dot.ca.gov

Website:

<http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>



26

US 395 SUMMARY OF COMMENTS

This section contains a summary of comments received during the public outreach period for the US 395 TCR. Below is a list of acronyms used within the section.

Acronyms:

ADA – Americans with Disabilities Act of 1990
CA MUTCD – California Manual on Uniform Traffic Control Devices
CCTV – Closed-Circuit Television
CHP – California Highway Patrol
CMS – Changeable Message Sign
CR – County Road
FCI – Federal Correctional Institution
HAR – Highway Advisory Radio
HWY – Highway
ITS – Intelligent Transportation System
LAS – Lassen
LCTC – Lassen County Transportation Commission
MCTC – Modoc County Transportation Commission
MOD – Modoc
NB – Northbound
RTC – Regional Transportation Commission
RTP – Regional Transportation Plan
RWIS – Road Weather Information System
SB – Southbound
SIAD – Sierra Army Depot
SR – State Route
US – United States

SUMMARY OF COMMENTS – LASSEN COUNTY TRANSPORTATION COMMISSION

US 395 Transportation Concept Report

Existing Conditions

Traffic and Passing

- From 4-6 PM, there is significant commute activity along the route: to and from SIAD, the prisons, Susanville and Reno.
- The speed differential (55 mph for trucks, 65 mph for vehicles) impacts operations and increases the demand for passing.
- Some drivers are unfamiliar with the route and there are many recreational travelers.
- Long flat stretches with heat waves in the summer and dips in highway may be problematic for passing decision-making. Drivers might be using poor judgment.
- The LCTC's primary concerns are traffic violations and user safety.

Goods Movement on US 395

- US 395 in Lassen County is identified as a major truck route on the National Highway System.
- Freight traffic along US 395 consists of military equipment, heavy haul, oversized, agricultural/dairy, commercial (such as Walmart), delivery and wide load.
- Agricultural commodities are transported along the route. Agricultural vehicles enter and exit the highway from and to adjacent farms.
- SIAD is a major freight trip generator and is a major customer for Fed Ex on the west coast.
- There are military transports to and from SIAD.
- Reno is a major distribution hub.
- Sometimes incidents, work zones, farm vehicles, pedestrians, etc. can impede efficient flow of freight on the existing two-lane facility.
- Termo-Grasshopper Road is a cutoff for trucks because it is shorter than continuing to Alturas, then heading west on SR 299. Wear and tear on county roads adds cost to the county.
- CR A3 in Janesville is also used as a cutoff for trucks.

Other Comments on Existing Conditions

- US 395 serves as an alternative to the I-5 corridor. This past winter, when I-5 was closed, US 395 was used as an alternative. Also when I-80 is closed, US 395 is sometimes an alternative.
- Along some sections, the pavement is in poor condition.
- There is demand for park and ride facilities along the route.
- There is no alternative location during the current closure of the Honey Lake Valley Roadside Rest Area.
- US 395 is sometimes impacted by inclement weather such as snow, ice and/or high winds.

Suggestions for US 395

- Lassen County's 2012 RTP identifies the long-term vision of the route as a four-lane expressway from SR 70 to SR 36.
- Four lanes would improve operations and reduce the need for passing to occur into the opposing lane.
- There is economic benefit to having four lanes. It will create opportunities for this area.
- "Every person in the County wants four lanes."
- We want four lanes. We've just been waiting for Caltrans to do it.
- There have been discussions about four lanes since 1970s/1980s. The "turn on headlight section" was implemented in the meantime. Now it's 40 years later and we still need four lanes. Headlights are not a sufficient solution.
- Don't wait another 20 years. Expansion needs to happen sooner than 20 years from now.
- Four lanes has been the concept for a long time, is this plan really going to make a difference?
- If we say OK to passing lanes, then you do passing lanes and you forget the four lanes concept. Passing lanes takes pressure off of Caltrans.
- It would be best to have four lanes, if not, then let's do passing lanes and left turn pockets.
- Interim measures such as lengthening existing passing lanes are also appropriate.
- Need more passing lanes.
- Improve US 395 to support additional volumes of freight traffic.
- If more solid yellow lines are painted, then vehicles would get stuck for long periods behind trucks. *Passing opportunities are based on sight distance.*
- Provide accommodations for cross traffic (agricultural, pedestrian and vehicle) in rural communities along the route.
- We want more park and rides, and we want Caltrans to pay for it¹.
- Well-lit parking areas for freight trucks to "over-night" during periods of inclement weather are needed.
- Provide 24-hour, ADA-accessible alternative locations when roadside rest areas are closed.

¹ Local, county and regional agencies are the responsible parties for park and rides. They partner with Caltrans for right-of-way and encroachment permits.

**SUMMARY OF COMMENTS – LASSEN COUNTY BOARD OF SUPERVISORS
MEETING**

TUESDAY, JUNE 13, 2017

US 395 Transportation Concept Report

The following is a summary of comments made by county supervisors and county staff.

- The speed differential between cars and trucks creates a conflict.
- Thank you for holding a workshop in Janesville. This area serves as a bedroom community to Reno. It would help tremendously if it was four lanes. It would help make the County prosper.
- There are vehicle vs. game animal conflicts along US 395. Consider preventive measures such as fences or over- or under- passes. The presence of deer is most pronounced during migration periods.
- US 395 is the most direct route for commerce. Expanding it to four lanes would be ideal. If four lanes are not possible, then adding passing lanes would be necessary.
- Honey Lake Rest Area and Secret Valley Rest Area are both closed right now. Try not to close them at the same time. Add more rest areas along the route as there are long distances without facilities. Consider constructing one near the SR 70 junction or near the agricultural inspection station.
- One of the supervisors asked, “What is the common theme from the Doyle and Janesville public workshops?” Staff responded that the general public sentiment is that US 395 needs to be improved, mostly that the public has expressed an interest in making the highway four lanes or adding passing lanes. Community members have expressed concern over the speed differential between vehicles and trucks.

SUMMARY OF COMMENTS – ALTURAS PUBLIC WORKSHOP

MONDAY, MAY 15, 2017

US 395 Transportation Concept Report

General Comments

Rest Areas and Truck Parking

- There are long stretches between Susanville and Alturas and between Lakeview and Alturas without a designated place for fire service trucks, other trucks or passenger vehicles to rest.
- Truck parking used to occur in the veterans park but it is no longer open.
- After 10pm, no truck parking facilities are available.
- There is a rest area near Madelaine Plains.
- Provide real rest stops – With running water and power, keep heated in the winter, and keep them open year-round. Include truck parking so that trucks won't park in Alturas business' parking lots¹.
 - Two locations preferred: about halfway between Lakeview and Alturas, and near Likely or Ravendale (consider the area near the airport in Ravendale).
 - The rest area near Burney on SR 299 should be open year-round and have water and flush toilets².
 - Honey Lake Rest Area works well. Can there be something similar north?

Traveler Information

- There is no traveler information north of Susanville³. There might be an RWIS, or a HAR sign in Alturas.

Note: There is a HAR sign and flasher north of Alturas at the Maintenance Station in both directions of travel (MOD 23.7). There is no RWIS in Alturas. There is a possible future CCTV at the SR 299/US 395 Junction (MOD 22.8). There is an existing HAR flasher for both directions of travel at the south end of Alturas (MOD 20.9). There are possible future CMSs facing southbound traffic north of Alturas and south of Alturas (MOD 27.1 and 20.9). In northern Lassen County, there are possible future RWIS elements at Termo (LAS 115.2) and Sage Hen (LAS 133.3). There is also a possible future CCTV for Sage Hen Summit (LAS 133.3).

- Provide better traveler information from Madelaine (LAS 129.3) to Susanville (LAS R61.1) to show weather.
- Would like advanced warning for icy conditions because there is sometimes ice in the

¹ According to the state's Joint Economic Development Plan for Rest Areas, funding constraints currently prevent consideration of new rest areas that are not located on the major interstate highways, including Interstates 5, 10, 15, 40 and 80. Rest areas in remote areas are targets for crime and vandalism. The department's goal is to provide a safe, clean, accessible and economical facility. These areas make it difficult to balance the goals of the program.

² Many of the older rest areas in higher altitude areas such as the one near Burney do not have the capability of operating during the winter due to the freezing temperatures and winter conditions. Major rehabilitation of the water, electrical and septic systems would be needed.

³ Public input is welcome for specific locations. New locations are based on TMC operational needs, maintenance needs and public input.

Madeline Plains area (LAS 112.0-130.0)⁴.

- Provide additional CCTV elements between Susanville and Oregon that the public can view on their phones. Suggested locations include Sage Hen Summit (LAS 133.3) and in the Sugar Hill area (MOD 47.0-50.0).
- US 395 in Oregon is designated and signed at the border as “The Oregon Outback Scenic Byway.” Install a sign telling SB travelers from Oregon that US 395 into California is the scenic byway known as “The Emigrant Trails Scenic Byway”?
- Appreciate the radar feedback speed sign before the Litchfield School (LAS 73.2) – it works well. It slows people down.

Limited Services

- Would like emergency call boxes along highway between Litchfield and Alturas.
- Likely Mountain cuts off some cellular reception on US 395 in Likely, depending on carrier. Able to receive some radio station signals.
- No services south of Likely (MOD 3.0) for the next 70+ miles. There should be a sign at the north end of Likely warning southbound travelers, rather than at the south end, so they have an opportunity to get fuel or other services before exiting town.

Winter Travel

- Snow and ice can be present in Likely (MOD 3.0) during the winter months.
- Moisture on bridges can create ice when there is cold air underneath.
- The cinders that Caltrans used to use on ice were more effective than the new ice melt.
- Pit River crossings (MOD R16.5, R19.6, 21.9, 26.2) can be icy and used to be cleared more effectively with cinders.

Road Geometry and Features

- Would appreciate warning signs for different conditions
 - Signs for icy conditions, such as north and south of Fitzhugh Creek Road (MOD 11.9 and MOD 13.1).
 - Curves at bridges (MOD R19.6 and 26.2) and north and south of Fitzhugh Creek Road.
- Heading southbound in Litchfield (LAS 72.9), US 395 curves left, while county road A27 goes straight. It would be helpful to install chevrons or warnings at curve. *Currently, two 40 mph curve warning signs are installed along both sides of the highway facing southbound traffic and three chevron signs.*
- US 395 has an inconsistent width. It seems to be narrower at the top of passes and wider at lower elevations. Recommend consistent lane widths from Canada to Southern California especially in Modoc County.
- MCTC staff suggested installing guard rails in the Goose Lake curve/ Sugar Hill area (MOD 47.0-51.0).

⁴ An ice detection and warning system is not currently planned for that area. In general it is difficult to detect and warn motorists over that long of a stretch. Studies researching the effect of driver behavior for long distance ice-detection systems are limited; anecdotal evidence says they aren't very effective. If there are recurring problems at very specific areas, generally less than 1-mile in length, an icy curve warning system is an option. We have been involved in research that concludes these site specific systems do reduce incidents.

- North and south of the north junction with SR 299 (MOD 28.3), the speed limit is 65 mph. Vehicles turning onto US 395 are accelerating from zero, if headed southbound, and from a slow speed if headed northbound. Vehicles traveling at 65 mph on US 395 come up on them quickly. Slowing down traffic on US 395 at SR 299 might be appropriate.
 - A couple of meeting participants mentioned a roundabout, but most were opposed to having a roundabout at the SR 299 junction.

I-11

- Would be opposed to I-11 in this area because it would have impacts to the small town lifestyle. Very opposed to it going straight through the center of town.
- Other concerns about I-11 include impacts to public lands and wildlife.
- The east side of the Warner Mountains would be a better option, and more economical.

Speeds through Communities

- Concerned that monitoring speed will result in a higher posted speed limit. Recommend that speed is not monitored if there is risk of raising the posted limit.
- Maintain speed no higher than 25 mph through communities. Do not allow to go higher, as it has in other communities following speed studies.
- Speeds should be in the 25 mph range for the one-mile stretch through Likely (MOD 3.1), even though the school is no longer open. Pedestrians are present in the community.

Other

- Would like a sign on US 395 directing users toward the Modoc Line Rail Trail, and signage and parking at the two trail heads. Additional connections to the trail would be desirable (*existing trailheads are a block or two off-route in Madeline and Likely: LAS 129.1 and MOD 3.1*).
- Install cattle warning signs to inform drivers that the area around Madeline Plains (LAS 117.4-131.0) is open range and slow them down. *There is an open range sign facing NB traffic at LAS 115.5.*

Alturas

Slow speeds down in Alturas

- Make the speed limit signs more visible on Main Street.
- Need more speed limit signs. Post a 25 mph sign every 2-3 city blocks to remind drivers to slow down. Also, people not familiar with the area are not seeing the existing speed limit signs.
- Railroad overpass (MOD R20.8) should have a 25 mph sign in a visible location (current location is not very visible).
- Good locations for speed limit signs would be in the vicinity of the grammar school, Alturas elementary schools, and the high school (MOD 22.6) on Main Street.
- Upgrade the school signs to the fluorescent high visibility color.
- NB and SB radar feedback signs are recommended to help slow speeds.

Bicycles and Pedestrians in Alturas

- There should be more bicycle and pedestrian education in the schools and for drivers. School kids and drivers are not always aware of the rights and responsibilities of bicycles and pedestrians.
- There are fewer bicycles along Main Street in the summer because school is not in session.
- Improve visibility of bicycles and pedestrians for drivers. Lots of bicycle and pedestrian activity along Main Street due to proximity of schools.
- Consider the following bicycle and pedestrian features at all Main Street intersections and concentrations of pedestrians near schools:
 - Thermoplastic decorative treatment in crosswalks, bulb-outs at corners, stop signs, and solar-powered motion-detection bicycle/ pedestrian beacons.
 - One example of a actuated pedestrian beacon in Colusa was shown to Caltrans representatives at the workshop (see picture below):



- Examples of other locations in California with successful pedestrian beacons are in Redding near the Enterprise High School and in the old town of San Dimas (it is solar-powered and activated through motion detection of bikes and pedestrians and lights the crosswalk).
- New street lights were installed in Alturas. It is too bright and now the pedestrians don't stand out. The street lights are so bright it looks like an airport runway.
- Make Main Street two lanes with a center turn lane and bike lane or bike path, like Los Molinos. Back in the 1920s, Main Street was two lane with angled parking in the middle.

Lake Railway Crossing in the Center of Town (MOD 22.5)

- Various crossing elements are frequently broken, for example, the lights or the arm.
- Trains pass through about twice per week to and from Lakeview, Oregon (*town in Oregon about 15 miles north of the state line*).

Alturas – Other

- Alturas Community Events
 - Like using Main Street for community events and parades. Would like to have parades on entire road, not just one lane. Keep the ability to hold events and the ability to detour around the events. Bear this in mind if changes are made to US 395 (for example, if I-11 is constructed through town).
 - Decorating Caltrans trucks and having them participate in the Christmas parade was popular with the community. Caltrans should do it again. Good for public relations.
- Create snow recovery areas because the current process results in stacking of snow in the middle of the road, which can make it difficult to see the lane striping.
- There is a high proportion of government employees in the Alturas area: USFS, Cal Fire, High School and seasonal employees. On Fridays, many public employees do not work and there is a noticeable decrease in traffic on roadways.
- The times when a signal might be needed on Main Street are on weekdays at 8AM, noon and 4PM.
- At the cross streets in Alturas, drivers can't see onto Main Street until they edge out onto Main Street, for example, at 1st Street (MOD 22.1).

DRAFT

SUMMARY OF COMMENTS – DOYLE PUBLIC WORKSHOP

WEDNESDAY, MAY 24, 2017

US 395 Transportation Concept Report

Existing Conditions

Passing/Speed

- The differential speed limit of 55 mph for trucks and 65 mph for other vehicles results in getting stuck behind trucks and drivers violating passing laws. It is a public health issue.
- CHP receives multiple calls daily about drivers near Herlong and Doyle. There is only one CHP unit for this area.
- Some community members expressed that they did not feel comfortable passing within some sections currently striped for passing.
- Many drivers make poor passing decisions.
- When the workshop participants were asked, who had at some point been passed by a vehicle passing on a double or single solid yellow line on US 395, every person in the room raised their hand.
- Shoulders have been widened along some sections of US 395, which has helped in some situations where drivers are passing illegally. Also helpful is that the local community members are familiar with the road.

Turn Pockets and Signage

- Roads that might need turn pockets (right or left) and/ or signage *(the following day, System Planning staff looked at the intersections indicated by the community. In addition to turn pockets, staff looked at signs for street names. Staff observations are provided in italics below. There could be additional intersections not on the list below that have small street name signs below the yellow intersection sign).*
 - Scott Road (LAS R15.97) – Road heads west from US 395. *In the southbound direction, there is a right turn pocket. In the northbound direction, there is no left turn pocket. No sign for the road.*
 - North end Constantia (LAS R23.1) – left turn lane should be lengthened and widened. *Road enters and exits US 395 along the west side of the highway. The north connection has left and right turn pockets in both directions. The southern connection (LAS R17.4) has a right turn pocket, but no left turn pocket and the sign is very small.*
 - Southern Connection Riverview Drive (LAS R24.8) – No signage in the northbound or southbound direction. *Road enters and exits US 395 along the east side of the highway.*
 - Laver Crossing (LAS 26.6) – Has no left turn pocket. Community members wanting to turn left onto Laver Crossing from southbound US 395 sometimes pull over on the right shoulder to wait for traffic behind them to pass. The speeds approaching them from behind are very high. Disappointed that reflectors and other features residents installed at the intersection were removed. *(Road heads east from US 395).*
 - Old Highway at top of hill Cowboy Joe Road (LAS 28.5 – Road to Bernice, also called CR 342). *Road heads west from US 395. Skewed intersection located at the end of the southbound passing lane. No turn pockets.*

- A-26 (LAS 29.8, Garnier Road- south entrance to SIAD/FCI Herlong) – Lengthen the right turn pocket (coming down the hill). Drivers turning southbound onto US 395 from A-26 jump into the left turn lane to start passing. *Road heads east from US 395.*
- The sign facing northbound traffic for Doyle Loop should be located further back to provide more time to slow down for the turn (LAS R23.1).

Weather

- Improve culvert cleaning in the Leavitt Lake area to prevent ditches flooding into Leavitt Lake.
- Winds¹
 - High winds in the Doyle area.
 - High winds can blow trucks over. They might tip over into the oncoming lane.
 - Highway should get closed before trucks tip over.
- When thinking about expanding the highway, consider that the greater the surface area of the roadway, the more work it would be to clear the ice.
- Ice and Snow
 - During the last two years the plowing has gotten better, in general.
 - Increase the frequency of snow plowing between the SR 70 junction and Doyle.
 - Shaded sections of the route tend to be icy. Cut all the trees in the right of way to minimize the shade.

Highway and Roadside Maintenance

- There is a noticeable improvement in maintenance and pavement quality when crossing into Nevada.
- Appreciate the improved mowing along the sides of the highway during the last few years. It helps drivers see deer, deer see vehicles and helps to prevent fires. When mowing, get the older, larger sage brush as well.
- Across the highway from the Pozzolan rendering plant (LAS 9.9) there are two big holes in the deer fence along the northbound side. It looks like someone drove through it.

Trip Generating Facilities and Travel Patterns

- SIAD (*six miles northeast of US 395 along A-26, Garnier Road, LAS 29.8*) is the largest employer and it is growing. There are a lot of trucks to SIAD.
- Residents whose houses are near US 395 are woken up at 5:30 am Mon-Fri when commuters to SIAD and the prisons drive past their homes. Also, the prisons are 24-hour facilities and traffic occurs during the shift changes.
- Commuters leaving SIAD for the day accelerate to highway speeds on the county roads, then they turn onto US 395 and accelerate to above the posted speed limit to get home as quickly as possible. This applies to the vanpools, too.
- CR A-25 (LAS 34.5) and A-26 (LAS 29.8) are the roads that lead to SIAD.

¹ While the department currently has processes in place to detect high wind events and closes the highway when necessary, there are occasions when trucks may already be in the closure area when the event is triggered.

- About half of the workers at SIAD are from Washoe County and the other half are from Lassen County. Commuters from Washoe County approach from the south and turn right onto A-26 (LAS 29.8) in the morning and left from A-26 onto US 395 to head back to the south. Commuters from Lassen County generally come from the north and turn left in the morning from US 395 onto A-25 (LAS 34.5). During the afternoon commute, they turn right onto US 395 from A-25.
- When I-80 closes, traffic can increase on US 395. If I-80 is closed, some drivers use SR 70. If I-80 and SR 70 are both closed, drivers use US 395.
- It is critical that US 395 is not closed by incidents so that people can be transported to emergency medical care. If there is a serious medical problem, patients in Doyle are airlifted to hospitals in either Susanville or Reno (which are both equidistant from Doyle).

Suggestions

Expansion

- Widen US 395 to four lanes between SR 70 and SR 36 and install a barrier.
- Consider that there are lots of road connections and people living next to the highway when making decisions for US 395's future.
- Can a funding partnership be created with SIAD to help fund highway expansion? Since they are federal, there could be federal money for expansion. Is there any way that congressional representatives from Lassen and Washoe Counties can help?
- How much traffic is required for the highway to be expanded?
- There were plans to expand to four lanes, but it never happened.

Traveler Information

- Install more high wind signs.
- HAR Flashers
 - Are located at SR 36 and SR 70 only.
 - Provide some in between too, at Doyle and at the access roads to SIAD. If there is important highway information, SIAD and FCI employees do not get the information when an advisory is released during their shift.
 - Especially important for wind warnings.
- Radio stations
 - HAR does not work well in some areas since the AM signal is blocked by the hills².
 - Internet service is available, and smartphones get reception, but there is no radio signal.
- Use signs to warn drivers when there is an unexpected closure on US 395. There is no warning for drivers when US 395 is closed due to an incident³. Sometimes it takes hours for traffic to start moving again.

² The signal range is set by the FCC not to exceed a specified signal strength beyond a coverage radius of 1.9 miles. These types of systems are designed for short range traveler information only. The department is required to operate within the legal broadcast limit for Traveler Information Stations (TIS), per the FCC (see 47 CFR 90.242).

³ There are currently CMS and HAR systems that warn motorists of closures to US 395, with additional fixed closure signs planned for deployment.

- Consider providing warning for drivers on US 395 near A-25 (LAS 34.5) and A-26 (LAS 29.8) during heavy commute times, perhaps with warning signs and blinking lights⁴.

DRAFT

⁴ Public input for specific locations is welcome for CMS and/or HAR solutions to warn motorists of closures at other decision-making points. Input from the public contributes to the District's procedures to determine strategic locations.

SUMMARY OF COMMENTS – JANESVILLE PUBLIC WORKSHOP

THURSDAY, MAY 25, 2017

US 395 Transportation Concept Report

Existing Conditions

Speeds and Passing

- Since trucks and trailers are limited to 55 mph, it causes backups and poor passing. It is better if trucks can go 65 mph.
- On the east coast, trucks can travel at 70 mph.
- In Nevada, the speed limit is 80 mph on I-80.
- Oregon recently increased the speed limit for trucks. Along US 97 in Oregon, the truck speed limit is 60 and the vehicular speed limit is 65.
- Other states allow drivers to exceed the posted speed limit while passing. *It is believed that this was an opinion as System Planning staff was unable to find evidence to substantiate this claim.*
- Some passing lanes should be lengthened.
- CHP has a limited number of officers between the Nevada state line and Susanville.
- US 395 was recently repaved in the Bass Hill area (LAS 57.5). The merge sign at the end of the passing lane in the northbound direction might be placed too soon. If so, it causes people to merge back early even though there is still room to pass. *The pavement delineation for Bass Hill was restriped as part of a paving project to comply with the current guidelines provided in the CA MUTCD. The lane drop design in CA MUTCD provides a longer transition area to allow vehicles more time to merge before the pavement width reduces down to a single lane.*
- Heading north from Milford, there are double yellow lines, then it is striped for passing and there is a slight rise. Some workshop attendees expressed feeling uncomfortable passing, even though it is striped for passing.

Community Concerns

- Residents who live close to the highway are concerned about their properties if the highway is expanded or re-aligned. *Caltrans staff commented that a project like re-routing US 395 or expanding it to four lanes would require a full federal and state environmental review, including a community impact assessment.*
- People pull out onto US 395 from private driveways. Would prefer a by-pass and to make US 395 a county road.
- Residents along A3 are opposed to truck traffic along A3 and also opposed to relocating US 395 onto the existing A3 alignment. They have organized against it in the past. There is a 65 foot truck limit on A3. Sherwin Williams trucks are within the limit and they frequently drive along A3.

US 395 North of the SR 36 Junction

- Standish (LAS 70.1) and Litchfield (LAS 72.9) have lower posted speed limits.
- Traffic volumes are very low past Litchfield, except there are still many trucks to the

biomass plant on Wendel Road (LAS R76.9).

- There was recently a long roadwork closure between SR 36 (LAS R61.1) and Standish (LAS 70.1). Now another long closure will happen with a repave project.

Other

- Consider local road alternatives for detours, to avoid long closures and delays.
- Few bikes south of SR 36 or to the north.
- Emergency vehicles on 395 (high speed chases too).
- Event and holiday traffic to Reno.

Suggestions

Expansion and Realignment

- Expand the highway to four lanes because SIAD is expanding and there is increasing activity and employment.
- The CHP officer in attendance stated that two lanes should be provided in each direction. Install a center divider/distance barrier.
- Between Doyle (LAS R23.1) and Constantia Road (LAS R17.4), there is enough pavement width to make the highway four lanes and the terrain is good.
- Re-align US 395 around the east side of Honey Lake and through SIAD.
- Harmonize the truck and vehicular speeds instead of increasing the number of lanes

Passing

- Add passing lanes and turnouts and install signs stating that slower traffic must use turnouts.
- Install more signage notifying drivers of passing lane ahead. This can help calm people and they will choose to wait for the passing lane to pass.
- Consider lengthening passing lanes because it is challenging for a platoon of vehicles to pass a truck. If a truck passes in a passing lane section, then there usually is not enough remaining distance for any vehicles to pass after the truck has passed.
- At Bass Hill (NB: LAS 57.2-57.7 and SB: LAS 58.0-57.4), the passing lanes in both directions should be lengthened. Drivers get to the end quickly and there is a bottleneck.
- Lengthen the passing lane near Eagle Ranch (LAS 42.0).
- *Below is a table showing locations and lengths of all passing/ truck climbing lanes along US 395, for reference:*

Table 21: Passing and Truck Climbing Lanes on US 395			
Start PM	End PM	Length	Travel Direction
LAS 9.0	LAS 10.1	1.1	Northbound
LAS 11.7	LAS R10.3	1.4	Southbound
LAS 26.6	LAS 27.6	1.0	Northbound
LAS 29.8	LAS 28.8	1.0	Southbound
LAS 35.1	LAS 36.3	1.2	Northbound

Table 21: Passing and Truck Climbing Lanes on US 395

LAS 41.1	LAS 40.2	0.9	Southbound
LAS 45.7	LAS 46.5	0.8	Northbound
LAS 49.7	LAS 48.8	0.9	Southbound
LAS 54.3	LAS 55.3	1.0	Northbound
LAS 57.2	LAS 57.7	0.5	Northbound
LAS 58.0	LAS 57.3	0.7	Southbound
MOD 4.6	MOD 4.8	0.2	Northbound
MOD 4.8	MOD 4.6	0.2	Southbound

Turn Lanes

- Improve left turns from US 395. Sometimes need to wait on the shoulder on the right side of the road for the traffic to clear before making a left turn. This applies to connections to homes and county roads.
- Right turn lane to the dump is needed (LAS 58.3).

Enforcement

- More enforcement is needed when trucks travel above 60 mph which results in all vehicles speeding up.
- Issue more tickets to drivers who don't pull over when there are five or more vehicles following. Another workshop participant stated that a ticket can't be issued unless the driver fails to use a turnout.
- A lot of people do not know that the "turn on headlights" signs are regulatory. Change the wording to say that it is required and enforce headlight use. Headlights help a lot; install more "turn on headlights" signs along the route.

Wildlife

- Deer are present through Janesville (LAS 52.6-LAS 55.5), A-25 to Milford (LAS 34.5-42.0) and in the Sage Hen/Smith Reservoir (LAS 133.3-134.3) area. Use "major deer crossing area ahead" signs like those in Plumas County. Improve existing signage of deer zone in Sage Hen/Smith Reservoir area. *Caltrans regularly receives comments from the public about deer. The above locations have been noted and included in our regular process to evaluate for wildlife crossing activity.*
- The sides of the highway should be mowed back to the right of way, and especially to remove the buck brush.
- It is difficult to slow down for deer because the drivers behind you are traveling at high speeds.

Rest Area and Inspection Station

- Many travelers use the facilities at the Honey Lake Rest Area (LAS 49.5). Why will it be closed this summer? The Honey Lake Rest Area on HWY 395 in Lassen County near Janesville, CA, will be CLOSED starting at 7:00 AM, May 31, 2017. *Closure of the rest area is necessary in order to transition to the new wastewater system. Both the water and*

wastewater systems will not be functional during this transition. The project is anticipated to be completed by July 31, 2017.

- It is inefficient to stop or slow down most of the vehicles at the agricultural inspection station (LAS R1.5), when they are usually just waved through. There should be a way for non-agricultural vehicles to be unaffected by the inspection station.

Other

- See if SIAD can stagger their start and end times to spread out the commute traffic. When the state prisons opened, they were required to stagger shift times.
- Need tractor or agricultural vehicle signs. The time of the year with the most agricultural activity is from April to October.

DRAFT

SUMMARY OF COMMENTS – SUBMITTED VIA EMAIL OR TELEPHONE APRIL-JUNE 2017

US 395 Transportation Concept Report

The following is a summary of comments the Office of System Planning received during the public outreach period for the US 395 TCR.

Nevada State Line to the SR 36 Junction – Existing Conditions Traffic Volumes, Passing and Speed Differential

- The truck speed limit is only 55 mph and the vehicular speed limit is 65 mph, resulting in vehicles passing the trucks in the opposing lane and congestion.
- If passenger vehicles are exceeding the posted speed limit when approaching trucks, it causes backups quickly due to the speed differential.
- When trucks get to a passing lane, they tend to speed up with the other traffic.
- US 395 seems to be a major truck route, so there are a lot of trucks, which exacerbates issues stemming from the speed differential.
- Need enough passing lanes because of speed differential.
- Bass Hill Road (LAS 57.6) has no right turn lane (SB) and the left turn lane (NB) seems too short. The community member feels the passing lanes in both directions should be longer and it is difficult to see to the north and to the south when turning onto US 395 from Bass Hill Road.
- Drivers pass illegally, often these are drivers from other states.
- Some drivers begin to pass in advance of the presence of a passing lane, anticipating the ability to complete the passing maneuver within the passing lane.
- Drivers tailgate and use poor judgment when passing. Sometimes it is necessary to drive on shoulder or pull over to avoid an oncoming vehicle that is passing.
- Drivers sometimes pass on a solid yellow line because they get impatient waiting behind trucks for legal passing opportunities. Sometimes drivers pass, even when there is a “passing lane ahead sign.”
- Improvements such as passing lanes and highway widening have helped.
- Some sections with a curve or a hill are striped for passing. Sometimes people not familiar with the highway pass at these sections. One location is the south end of Long Valley.
- Many years ago, the local newspaper reported that the state had acquired enough land to build a 4-lane freeway between Susanville and Reno, to be completed by 2000. Although traffic volumes have increased significantly over the last couple decades¹, the only four-lane section today is from Hallelujah Junction to Reno.
- There has been a big increase in traffic between Reno and Susanville over the last ten years¹.

¹ AADT has increased since 1985, but peaked around the mid- to late- nineties. Since then, it has decreased slightly. For example, along Segment 2 (LAS R4.6-29.8), AADT was 3,950 in 1985, 6,200 in 1995, 5,500 in 2005 and 5,800 in 2015.

Travel Patterns

- Long-distance, multi-state, north-south drivers sometimes use US 395 when I-5 is closed.
 - For example, travelers originating in the state of Washington used US 395 to get to Tulare County, California during the 2016-17 winter because I-5 in northern California was closed.
- Traffic from other highways in the area, such as SR 139, SR 36 and SR 44 all funnel into US 395, which increases volumes along US 395.
- Reno is a major goods movement hub
 - Sherwin Williams – 40 loads per day leave Reno and head north on US 395 through Lassen County.
 - UPS is another company with a lot of trucks along US 395.
- Trucks use County Road A3 (LAS 51.9 to 70.1) as a cutoff to Alturas
- There has been and continues to be a lot of development in the Reno area.
- Every day many people make the trip between Reno and Susanville for work, appointments, errands, etc.
- Some people go to Reno every day for medical treatment (such as daily cancer treatment). Even less specialized medical care (such as routine eye appointments) needs to be done in Reno.
- The following example illustrates how services are limited in the Susanville area: There is no windshield repair company in Susanville area. Every day, 3-4 vehicles drive from the Reno area in anticipation of the need to replace windshields in Lassen County. Other types of businesses do the same thing.
- The heaviest traffic seems to be on Fridays and Sundays because people travel between Reno and Susanville for weekend trips.
- Many vehicles on the road are from Oregon and other parts of northern California.
- More traffic in the summer – RVs and people traveling for recreational purposes.

SIAD

- SIAD is one of FedEx's biggest customers.
- SIAD will be hiring 500 more people. The current number of employees is 1200-1500, consisting of both government employees and contractors.
- There is a lot of temporary work on the base; for example, construction.
- Some commuters from SIAD and FCI Herlong speed along US 395 during their commute home.
- Morning and evening traffic noticeably increased² after FCI Herlong was built and SIAD employment increased.

² *Actually, peak hour volumes are at the lowest they have been for at least 15 years. Construction started at FCI Herlong in 2002 and SIAD missions and employment increased in 2005 and 2007, respectively. At Hallelujah Junction (LAS 4.6), peak hour in both directions was 831 (2000), 909 (2003), 640 (2010) and 606 (2015). At Standish Road (LAS 51.87, B), peak hour in both directions was 760 (2004), 622 (2005), 689 (2010) and 575 (2015). (The reason for seemingly random years reported in this footnote is due to limited availability of data).*

Park and Rides near Janesville³

- There is vandalism and other security concerns at the park and ride in Janesville (LAS 52.6). Many commuters choose to park in the Chevron lot instead because they feel like their vehicles are more secure.
- There is discussion about putting a park and ride at the A3/US 395 junction (LAS 51.9), but there is no business there at all and therefore less security for vehicles.

Wildlife

- Wildlife near the highway have included deer, antelope, mountain lion, raccoons, bear, beavers, badgers, coyotes, hawks, owls and other small animals.
- Deer can be present at any location along US 395, but particularly from Chevron to Church Street (LAS 52.6-54.1).
- Another area where deer seem to be present in the areas near US 395 passing lanes. One example is near the Bass Hill Wildlife Area (LAS 55.0-59.0). *Caltrans regularly receives comments from the public about deer. Locations identified by the public have been noted and included in our regular process to evaluate for wildlife crossing activity.*
- At night, there is so much traffic it is difficult to see deer on the road.
- If deer are in the vicinity of US 395, sometimes a CHP officer will park along the side of the road to warn drivers of the deer about to cross the highway.
- In the 1980s and 1990s there were studies to track vehicle-deer collisions. Might be helpful to continue tracking.
- Caltrans is doing well clearing tall grass from the side of the roadway. You can see the deer.
- Deer fencing currently is installed near Hallelujah Junction (LAS 4.6), near the passing lanes south of Milford (LAS 40.6) and near Red Rock Road (LAS 14.3).

Other

- There are limited opportunities for bicyclists and equestrians to cross US 395.
- When the sun is setting to the west, it is difficult to see southbound cars when pulling out from Church Street (LAS 54.1) or Sears Road (LAS 53.1) onto the highway.

Nevada State Line to the SR 36 Junction – Suggestions

Capacity

- Expand US 395 from SR 70 to SR 36 to four lanes. The number of semis and personal traffic should warrant an upgrade. Median widths would not need to be as wide as the four-lane section south of Hallelujah junction.
- The section of US 395 in southern California between Bishop and Lancaster improved when it was expanded to four lanes.
- Community members living adjacent to US 395 in the Milford area have expressed

³ Local agencies are the responsible parties for park and rides and then partner with Caltrans for right-of-way and encroachment permits.

concern over losing homes/ property if US 395 is expanded to four lanes.

- Need four lanes between Reno and Susanville, regardless of what adjacent property owners want.
- Even though money is tight, expanding to four lanes should be a priority.
- Keep the highway two lanes and do not expand to four lanes. Instead add passing lanes and left turn lanes between Susanville and the Nevada state line.
- Traffic volumes do not justify expansion, and expansion would encourage more traffic. More traffic could impact air quality, noise and wildlife.
- At least, there should be alternating passing lanes every two miles in each direction, so slower traffic (semis, personal vehicles towing trailers, etc.) can be passed.
- Re-align highway along the east side of Honey Lake. The shorter distance would save time, fuel and maintenance expenses. If this not possible, then make Susanville to Herlong four lanes.

Other

- Lower the speed limit to 55 mph in order to help drivers avoid deer on the highway, and because there is a lot of cross traffic due to driveways and road connections.
- Prioritize installation of additional methods to keep deer and other big game off the highway. Consider methods such as eight-foot fencing, overpasses and/or underpasses to accommodate migratory wildlife. In studies, overpasses seem to perform better.
- Consider a pathway for pedestrian, horse and bicycle traffic separated from the vehicles.
- Consider providing space for a future light rail line along the right of way. Many people today cannot afford a car and rely on alternative modes of transportation, a trend which could increase into the future.

Susanville to Alturas

- In the Litchfield area, when turning left off the highway, drivers approaching from behind travel at high speeds and try passing on the right side, even though there is no passing lane or shoulder. Consider extending the solid yellow line from LAS 73.4 to LAS 74.0.
- Consider deepening the Susan River under the Old Bridge (LAS 72.3). There was recently a fire nearby and fire fighters had to bring water all the way from Honey Lake. If the river channel were deepened, it could provide a closer source for firefighting purposes and it might improve flood control during the winter months.
- Improve condition and maintenance of the Secret Valley Rest Area (LAS 96.5).
- Human waste along the route near Likely (MOD 3.2).
- Sage Hen Summit (LAS 133.3)
 - Travel lane is narrow and needs to be wider with paved shoulders.
 - Culvert pipes extend out beyond the sides of the highway.
- Widen the lanes and shoulders along the section between Alturas and the SR 299 junction (MOD 23.3-40.6).

Alturas

- Along the southern approach into town, provide more warning for drivers to slow down to the reduced speed through town. *The county has a proposed project to install a radar feedback sign on the south end of town.*
- There are 30 second delays at 4th, 8th and 10th Streets during lunch time, school start, lunch break, and end or at 5:00 PM. Recently the Alturas Planning Commission expressed concerns and the need for a traffic signal at 8th and US 395 (at the high school).
- The public has expressed to the MCTC their interest in Main Street traffic calming in Alturas. Some traffic calming suggestions include thermoplastic crosswalk application (like Trinity County), bicycle buffer and bicycle lanes.
- The public has commented to the MCTC about Alturas street lighting being too bright and/or excessive. It impedes the ability to see pedestrians at and in the crosswalks at night.

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PLUMAS COUNTY TRANSPORTATION COMMISSION COMMENTS

- Long-term need to develop a formal transit stop near the Hallelujah Junction for transfers involving coordination among Sage Stage, Plumas Transit and RTC Public Transportation - Washoe.
- When I-80 closes due to winter storms, truck traffic comes up US 395 to get to SR 70 and then to the Central Valley.

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Public Involvement Website Links

Public involvement is an important part of the transportation planning process in California. The number and type of public involvement opportunities depend on the needs of a given transportation plan, program, or project. Through public workshops, hearings, open houses, task forces, citizen committees, commission meetings, and the media, the public is informed of transportation planning issues and given opportunities to comment on such plans or programs. These occur at the local, regional, or state agency levels.

The following websites provide more information about how Caltrans develops projects and links that can be used to get involved in the process.

Caltrans Website Links:

District 2

Public Information: <http://www.dot.ca.gov/d2/contactus.html> or call **(530) 229-0511**

Caltrans Program/Project Management: <http://www.dot.ca.gov/dist2/ppm.htm>

Caltrans News Releases: <http://www.dot.ca.gov/dist2/roadinfo.htm#newsrelease>

Information for How Caltrans Builds Projects:

http://www.dot.ca.gov/hq/oppd/proj_book/

Other Websites:

Environmental document summaries that have been prepared and posted during the project development stage can be found on the State Clearinghouse website (<http://www.ceqanet.ca.gov/QueryForm.asp>). The site includes environmental documents submitted to meet the California Environmental Quality Act (CEQA) requirements and some federal National Environmental Policy Act (NEPA) documents. The information can be searched for by county or city, and will include project title, project location, lead agency name, contact information and project description.

How Speed Limits are set. The process for setting speed limits is in the California Legislative Code-Vehicle Code (Sections 22348-22366). The California Department of Transportation and Sierra, Lassen and Modoc Counties must follow the applicable government code when setting speed limits and cannot arbitrarily set speed limits. See the following website for additional information:

<http://www.dot.ca.gov/trafficops/camutcd/docs/california-manual-for-setting-speed-limits.pdf>

APPENDIX C: TRIBAL FACT SHEETS

In Progress

The Tribal Fact Sheets identify Native American communities located within the three counties that US 395 passes through. These include federally recognized and non-federally recognized tribes. The fact sheets also provide information about tribes that have identified tribal/ancestral land(s) near the US 395 corridor. Although it is difficult to pinpoint exactly where the boundaries begin and end, Caltrans worked with the identified tribes to put together the information contained in this appendix.

Caltrans' Director's Policy DP-19 affirms the importance of working with Native American communities to foster and maintain positive government-to-government relationships. As defined by DP-19, "Native American communities include lands held in trust by Tribal Governments, communities of non-federally recognized tribes, tribal members of California tribes living outside the exterior boundaries of a reservation or rancheria, and Native Americans that are not part of a California tribe living in California."

STATUS: Non-Federally Recognized Tribes

Along with the federally recognized tribes that are identified, many non-federally recognized tribes are an important part of the history and cultural significance of the area. Some of these tribes are currently seeking federal recognition status. These tribes often represent distinct and separate cultures from federally recognized tribes and they continue their cultural traditions and their interest in protecting cultural resources throughout their indigenous territories. Caltrans' Director's Policy DP- 19 affirms the importance of working with Native American communities to foster and maintain positive government-to-government relationships. "Native American communities include lands held in trust by Tribal Governments, communities of non-federally recognized tribes..., as well as, tribal members living outside the boundaries of a reservation or Rancheria."

The following Non-Federally Recognized Tribes are located within the vicinity that US 395 passes through.

XXX County

APPENDIX D: ROUTE DESIGNATIONS

FEDERAL DESIGNATIONS

National Highway System (NHS)

Added: 1995

Legislation: National Highway System Designation Act

The purpose of the NHS is to provide an integrated national highway system that serves both urban and rural America; to connect major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations; to meet national defense requirements; and to serve interstate and interregional travel.

Strategic Highway Network (STRAHNET)

Added: 1990

Legislation: Federal Defense Act

The purpose of STRAHNET is to provide a network of highways that are important to the United States strategic defense policy and provide defense access, continuity, and emergency capabilities for defense purposes.

Surface Transportation Assistance Act (STAA) Network

Added: 1982

Legislation: Surface Transportation Assistance Act (STAA)

The STAA Act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). The NN is comprised of the Interstate System plus the non-Interstate Federal-aid Primary System. "Larger trucks" includes (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle (KPRA) distance, (3) unlimited length for both vehicle combinations, and (4) widths up to 102 inches. STAA trucks are limited to the NN, Terminal Access Routes, and Service Access routes (STAA Network). For further information, regarding truck classifications, please see State Classifications-California Truck Route Classifications.

National Network (Federal): The National Network (NN) is primarily comprised of the National System of Interstate and Defense Highways, for example I-5. STAA trucks are allowed on the NN.

Terminal Access (State, Local): Terminal Access (TA) routes are portions of State Routes, or local roads, that can accommodate STAA trucks. TA allows STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

Service Access (State, Local): STAA trucks may exit the NN to access those highways that provide reasonable access to terminals and facilities for purposes limited to fuel, food, lodging, and repair, when that access is consistent with safe operation. The facility must be within one road mile of an exit from the NN and that exit must be identified by signage.

National Highway Freight Network

Added: 2015

Legislation: Fixing America's Surface Transportation Act (FAST Act)

The Fixing America's Surface Transportation Act (FAST Act), signed into law December 4, 2015, repealed both the Primary Freight Network and National Freight Network from Moving Ahead for Progress in the 21st Century Act (MAP 21), and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system.

The National Highway Freight Network (NHFN) will be used to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN will include four subsystems of roadways: the Primary Highway Freight Network (PHFN), other interstate portions not on the PHFN, Critical Urban Corridors and Critical Rural Freight Corridors. These networks are currently under development and the designations are expected to be finalized by the end of 2017. After the initial designation, FHWA must re-designate the PHFS every five year, with up to three percent growth each time.

STATE CLASSIFICATIONS

State Highway System

Added: 1964

Legislation: California Streets and Highways Code-Sections 300-635

The intent of the legislature was to identify a set of routes in the State Highway System that serve the state's heavily traveled rural and urban corridors, connect the communities and regions of the state, and support the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

The Interregional Road System is a subset of the State Highway System.

Interregional Road System (IRRS):

Added: 1989

Legislation: California Streets and Highways Code-Sections 163-164.2 (Transportation Blueprint for the Twenty-first Century)

The IRRS was conceived as part of a larger effort to address the critical transportation funding and development needs of the state. The legislation required the California Department of Transportation to define IRRS routes and create an interregional road system plan. IRRS is a series of interregional state and highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreation areas, and urban and rural regions. In 1989 the IRRS plan identified 81 state highway routes, or portions of routes, that serve the interregional movement of people and goods. Most interstates were included in the system, and all major interregional routes (conventional, expressway and freeway). Six additional routes have been added to the system since that time by locally sponsored legislation, so there are currently 87 IRRS routes in statute.

Strategic Interregional Corridors:

Added: 2015 Interregional Transportation Strategic Plan (ITSP)

Legislation: Not in statute

The term Strategic Interregional Corridor is a phrase specific to the 2015 ITSP which identifies 11 strategic interregional corridors as the most significant in California for interregional travel. The vision and objectives in the 2015 ITSP are significantly different than the objectives of the 1998 ITSP. While the 1998 ITSP objective focused on connecting all urban, urbanizing, and high-growth areas to the trunk system at expressway or freeway standards, the 2015 ITSP focused on improving the interregional movement of people and freight in a safe and sustainable manner that supports the economy.

There are two Strategic Interregional Corridors identified in the 2015 ITSP within District 2:

Sacramento Valley - Oregon Corridor

The Sacramento – Oregon Strategic Interregional Corridor links the Sacramento Valley to the North State and the Oregon border. This is an important connection between California and the states to the north and ultimately provides an international connection to Canada. The corridor supports the movement of people and freight, including recreational travel, and provides important connection for emergency response and resiliency for the region. Much of the Sacramento Valley is utilized for agricultural purposes and is dependent on this corridor for exporting products and importing farming and ranching supplies. In the north south direction, Interstate 5 and SR 99 are identified in the plan as Priority Interregional Facilities within the Sacramento Valley Oregon Corridor.

North Coast - Northern Nevada Connections Corridor

The North Coast – Northern Nevada Connections corridor consists of two separate east-west northern California highway corridors between the coast to the eastern part of California and Nevada one of which is within District 2. This corridor extends from Humboldt County to Lassen County and on to Reno, and it includes State Route 44 in its entirety and portions of SR 299, 36 and US 395. These routes are identified in the plan as Priority Interregional Facilities that provide access to communities throughout the region, support the regional economy and provide connection to emergency services and vital health and human services.

Life Line Routes

Added: California Department of Transportation Strategic Plan-1994.

Legislation: Not in Statute

A Lifeline Route is a route of the State Highway System that is deemed critical to emergency/life safety activities of a region or the state. The route must remain open immediately following a major earthquake, or can be reopened fairly quickly by following a predetermined disaster response plan. The focus is on highly critical routes that allow for immediate movement of emergency equipment and supplies into a region or through a region.

Freeway and Expressway System (F & E)

Added: Statues of 1959

Legislation: California Streets and Highways Code-Sections 253.1-253.8

The Statewide system of highways declared by the Legislature to be essential to the future development of California.

California Truck Route Classifications

Added: AB 66 (1983) and SB 2322 (1986)

Legislation: California Vehicle Code-Sections 35400-35414

“California Legal” trucks can use the STAA Network and California Legal routes. The route classifications are listed below and see additional STAA designations under “Federal Designations”.

California Legal (State): California Legal routes are State routes that allow California Legal-size trucks. STAA trucks are not allowed on these routes because of limiting geometrics, such as sharp curves and/or lack of turn-around space.

California Legal-Advisory (State): California law allows regulatory prohibition of a 38-foot KPRA or greater where posted in black-on-white. However, many California legal routes cannot safely accommodate California Legal-size trucks with a KPRA less than 38 feet, due to limiting geometrics such as sharp turns and limited highway width. Although California Legal trucks may travel on these segments, the driver is legally responsible for unsafe offtracking (crossing the centerline or driving on shoulders and sidewalks).

Restricted (Federal, State, Local): Some route segments have restrictions on certain truck or loads, such as gross weight, number of axles or hauling of flammable materials or explosives. Restrictions on federal or State routes are listed on the Caltrans Truck Route List.

Intermodal Corridor of Economic Significance (ICES)

Added: Statues of 1994

Legislation: California Streets and Highways Code-Sections 2190-2191

The ICES is a subset of the National Highway System corridors that links intermodal facilities most directly, conveniently, and efficiently to intrastate, interstate, and international markets. To be included in the ICES system, a route should provide access between major freight intermodal facilities and serve freight traffic with the NAFTA countries of Canada and Mexico, as well as the Pacific Rim and other U.S. trade markets.

California Freight Mobility Plan 2015:

The California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) developed the California Freight Mobility Plan (CFMP) to comply with provisions of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which encouraged each state to develop a freight plan. Additionally, California Assembly Bill 14 (Lowenthal, 2013) requires a comprehensive freight plan that informs the immediate and long-range planning activities and capital investments of the state consistent with Map-21. The primary purpose of the plan was to identify freight routes and transportation facilities that are critical to California's economic growth and that are of high priority for investment to meet federal and state transportation and air quality goals.

The California Freight Mobility Plan (CFMP) established three tiers of major freight routes to help prioritize freight investments. Tier 1 is the highest priority, Tier 2 second highest, and Tier 3 third highest. All three tiers are of higher priority for freight funding than the much larger balance of the transportation system. It is expected that the preponderance of freight funding will be applied to projects along Tier 1 network segments and the gateways, hubs, and last mile connectors they serve.

Tier designated routes within District 2 include:

Tier 2 - Interstate 5

Tier 3 - SRs 44, 99, and portions of SRs 89 and 299

APPENDIX E: ENVIRONMENTAL CONSIDERATIONS

Caltrans strives to maintain, operate, and improve the highway in a manner sensitive to the environmental setting. Environmental issues are addressed in the system planning process and the project planning and development process as early as feasible. Known environmental issues and concerns are included in a TCR so that planners, engineers, and other project development staff can incorporate environmental factors into project design from the outset.

Some of the key environmental considerations along US 395 are:

Recreational Land (Section 4(f))



Figure 25. Modoc Wildlife Refuge (MOD R20.4)

Table 22 shows post mile limits where pieces of US 395 pass through or are adjacent to Section 4(f) lands and the management agency responsible for those lands.

Table 22: Recreational Land (Section 4(f)) Along US 395		
Management Agency	Name	Post Mile Limits
Bureau of Land Management	BLM	<p>In Lassen County: R1.8-6.9, 7.9-8.8, 9.4-9.7, 9.9-R10.7, R11.0-R11.5, 13.4-14.6, 15.1-15.4, 58.0-59.0, R77.7-84.1, 89.5-104.8, 106.8-107.1, 115.7-117.8, 129.3-138.2</p> <p>In Modoc County: 4.0-R15.9, 28.1-28.4, 40.0-40.4, 41.5-41.8 and 50.4-50.6</p> <ul style="list-style-type: none"> Fort Sage Off-Highway Vehicle Area (five miles east of LAS 26.6). Litchfield Wild Horse and Burro Facility (at LAS R77.7) Biscar Wildlife Management Area (seven miles west of LAS 92.7)
U.S. Fish and Wildlife Service	Modoc National Wildlife Refuge	MOD R15.9-R20.8
U.S. Forest Service	Modoc National Forest	MOD 47.8-47.9, MOD 48.9-49.2
California Department of Fish and Wildlife	Hallelujah Junction Wildlife Area	SIE R0.0-LAS R1.5
	Doyle Wildlife Area	LAS 26.6-29.3
	Bass Hill Wildlife Area	LAS 56.3-58.9
	Biscar Wildlife Area	Seven miles west of LAS 92.7
California State Lands Commission	VAR	LAS 12.2-13.4, LAS 86.7-87.7, MOD 33.2-33.8
City of Alturas	Rachel Dorris Pioneer Park	MOD R20.98-R21.03

Table 23 shows campgrounds located along US 395 and the entities responsible for their operation.

Table 23: Campgrounds Located near US 395		
Campground Name	Location	Responsible Entity
Meadow View Equestrian Campground	Seven miles west of LAS R 24.1	Plumas National Forest
Black Mountain Lookout	Seven miles southwest of LAS 42.1	
Laufman Campground	Three miles south of LAS 42.1	
Conklin Park Campground	12 miles south of LAS 42.1	
Antelope Lake	18 miles south of LAS 52.6	
Mountain Meadow Ranch (boys and girls summer camp)	Two miles west of LAS 57.6	Privately owned
Ramhorn Springs Campground	Two miles east of LAS 100.3	Bureau of Land Management
Dodge Reservoir	25 miles northeast of LAS 108.5	
Plum Valley Campground	Five miles east of Davis Creek (MOD 42.8)	Modoc National Forest
Lassen Creek Campground	Five miles southeast of MOD 54.0	
Goose Lake State Recreation Area (Oregon)	One mile west of MOD 61.6	Oregon State Parks

Farmland/Timberland

From SIE R0.0 to approximately LAS 10.0, the route passes through farmlands of local importance and grazing lands. Important farmland along US 395 within Lassen County north of LAS 10.0 has not been mapped.

The entire length of US 395 within Modoc County, with the exception of Alturas, passes through areas having prime farmlands, farmlands of statewide importance, unique farmlands, farmlands of local importance and grazing lands.

Community Impacts/Environmental Justice

The percent of the non-institutionalized population in Lassen and Modoc Counties that is above the age of 65 is higher than that within the state of California. Median household income for residents living in Lassen and Modoc Counties is much lower than income in the rest of the state. The percentage of individuals below poverty level is also higher in Lassen and Modoc Counties than the average for the state. It will be important to consider potential community impacts when projects are planned along US 395 in the future.

Visual Aesthetics

Most of US 395 passes through a mostly undeveloped, high desert landscape. Aesthetics should be considered during future projects along US 395.

Cultural Resources

US 395 is considered sensitive for cultural resources. A cursory archaeological survey of the US 395 right of way was conducted approximately 15 years ago and has been supplemented by numerous project specific surveys since that time. As of 2017 there are approximately 350 cultural resources recorded along this alignment. These cultural resources include both prehistoric and historic resources. Historic trails such as the Applegate and Lassen Trails follow the alignment in Modoc County while the Nobles Trail follows the alignment north of Honey Lake in Lassen County. It is possible that additional sites will be found when surveys are done for individual projects as the entire roadway has not been completely surveyed for cultural resources. In addition, geoarchaeological studies done for District 2 show evidence that the highway corridor within both northern Modoc and southern Lassen Counties has moderate to very high probability for both surface and buried cultural resources.

Floodplain

Table 24 shows where US 395 passes through, or is adjacent to a floodplain, as identified in FEMA Flood Insurance Rate Maps.

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Table 24: Flood Zones Along US 395

Post Mile Limits	Water Body	Zone Category ¹
LAS 11.6-14.1, 15.0-R16.9, R18.6-R21.6, R22.3-R22.7	Long Valley Creek	A
LAS 14.1-14.3	Red Rock Canyon Creek	A
LAS 55.9-56.2	Baxter Creek	A
LAS R61.3-62.2	Lake Leavitt Inlet Canal/Susan River	A
LAS 62.5-64.8	Susan River	A
LAS 65.3-65.8	Leavitt Lake	A
LAS 71.2-72.7	Susan River, Dill Slough and Woodstock Canal	A
LAS 75.0-76.1	Tanner Slough	A
LAS 84.5-86.3	Unidentified water body	A
LAS 89.6-90.0	Deep Creek	A
LAS 92.7-93.5, 94.8-94.9	Secret Creek	A
LAS 104.5-128.6	Unidentified water body	A
MOD 3.4-3.8, R16.2-R17.1	South Fork Pit River	A
MOD 6.4	Romero Creek	A
MOD 9.3	Big Juniper Creek	A
MOD 10.6	Little Juniper Creek	A
MOD 12.1	Fitzhugh Creek	A
MOD R19.1-20.8	North Fork and South Fork of the Pit River	A
MOD 20.8-21.9	North Fork Pit River	X
MOD 22.1, MOD 35.8	North Fork Pit River	A
MOD 26.2-34.1	North Fork Pit River, Parker Creek, Thoms Creek and Joseph Creek (the Zone A flood areas, flood discharge contained in culvert)	A and D
MOD 53.6	Lassen Creek	A
MOD 54.5	Willow Creek	A

¹ Zone A-Special Flood Hazard Areas (SFHAs). Subject to Inundation by the 1% Annual Chance Flood. The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. No base flood elevations determined.

Zone X-Other Flood Areas. Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

Zone D- Other Areas. Areas in which flood hazards are undetermined, but possible. [Zone D boundary coincident with reservation boundary].

Note: Since there is no flood map printed for the portion of US 395 that runs from LAS 135.0-138.9, that section of US 395 was not evaluated for the potential for flooding.

Climate Change

According to climate modeling, the regions surrounding US 395 could experience an increase in annual average temperatures by around five degrees, could experience more wildfires and less precipitation. The effects of climate change should be considered while developing future projects along US 395.

Geology/Soils/Seismic

Rock types along US 395 include Pleistocene-Holocene nonmarine sedimentary rocks, Pliocene-Pleistocene nonmarine sedimentary rocks, Tertiary volcanic rocks and Quaternary volcanic rocks.

Mineral and Geothermal Resources

Lassen County contains Pozzolan deposits, which is used to create cement-like compounds. Semi-precious stones such as crystals, petrified wood, rose quartz and opals are known to occur in Lassen County. The county also contains geothermal energy resources.

Mineral resources in Modoc County include volcanic cinders, pumice and pumicite, and crushed stone. Some small amounts of gold and mercury have been known to occur in Modoc County. Lakebed deposits include peat, diatomia and salt. The county also contains geothermal resources for energy production.

Seismic

- From the Nevada state line to south of Doyle, (LAS R22.0), there are a series of PreQuaternary and Quaternary faults associated with Diamond Mountains and Upper Long Valley that run parallel and to the west of US 395. US 395 crosses a series of unnamed PreQuaternary and Quaternary faults from LAS R 11.5-R17.0. In 1950, there was a 5.6 magnitude earthquake along the Fort Sage fault, which is just north of the route at Doyle.
- US 395 runs through the Honey Lake fault zone, which runs along most of the section between Doyle (LAS R24.0) and Janesville (LAS 53.5).
- In the vicinity of Bass Hill, the route passes through a series of unnamed PreQuaternary and Quaternary faults (LAS 56.0-59.0).
- From the SR 36 junction to Mud Flat, the route crosses unnamed PreQuaternary and Quaternary faults near Lake Leavitt (LAS 66.0), in Litchfield (LAS 74.0), and from LAS 78.5-83.0.
- In northern Lassen County, US 395 crosses the Nelson Corral fault (Las 120.0-124.0) and the Likely fault (LAS 131.5-134.5). In addition, US 395 crosses a series of unnamed Quaternary faults from LAS 125.5 to LAS 130.0.
- In Modoc County about halfway between the Lassen County line and Alturas, the route crosses a series of unnamed PreQuaternary and Quaternary faults. North of Alturas, the route crosses unnamed faults near the east end of Alturas (MOD 23.0), near Valley View Road (MOD 36.0), and from Davis Creek (MOD 46.0) to Willow Ranch (MOD 52.5). The route also crosses the Davis creek fault (MOD 46.0) and Goose Lake fault (MOD 59.5-61.0).
- The regions through which US 395 pass are likely to experience only mild to moderate shaking from anticipated future earthquakes.

Hazardous Materials

There is a California Department of Toxic Substances Control (DTSC) Cleanup Site located about one mile west of US 395 on Scott Road (LAS 9.9).

The Sierra Army Depot (six miles northeast of US 395 LAS 29.8, along Garnier Road) has two active hazardous waste and substances cases with the California Department of Toxic Substances Control. One opened in 1986 and the other in 1995. Past uses that caused contamination include a degreasing facility; fire training areas; artillery, small arms and other firing range; fuel; illegal dumping; incinerator; construction landfill; domestic, hazardous and industrial treatment facility waste, maintenance and cleaning; paint and depaint facility; pesticide, insecticide and rodenticide storage; recycling; warehousing; vehicle maintenance; and open burn and detonations. Potential contaminants of concern include explosives (8330 nitroaromatics, UXO, MEC), metals, nitrate, organochlorine pesticides (8081 OCPS), PCBs (unspeciated mixture, high risk, E.G. Aroclor 1254), petroleum, semi-volatile organics (8270 SVOCS), volatile organics (8260B VOCS), lead and munitions debris (MD). Potential media affected include aquifer used for drinking water supply, other groundwater and soil.

There is a Leaking Underground Storage Tank (LUST) cleanup site about .5 miles west of US 395 off Church Street (LAS 54.2). Potential contaminant includes gasoline and potential media of concern is a well used for drinking water supply.

There are two LUST cleanup sites along the east side of US 395 in Standish (LAS 70.1).

There are two LUST cleanup sites near US 395 in Litchfield (LAS 72.7).

Just west of US 395 in Ravendale (LAS 108.5), there is a land disposal site that has an open cleanup status.

Just east of US 395 in Madeline (LAS 129.0), there is a land disposal site that has an open cleanup status.

In Alturas, there are open LUST cleanup sites near the SR 299 junction and near 4th Street.

Naturally Occurring Asbestos (NOA)

No portions of US 395 are located in areas likely to contain naturally occurring asbestos.

Air Quality

The three counties through which US 395 passes are unclassified or in attainment with state and national standards for all criteria pollutants, with the exception of all three counties having nonattainment status for state standards for PM₁₀.

Noise

Projects that generate significant levels of noise may require evaluation for impact on adjoining areas. Given the proximity to Honey Lake and the Modoc National Wildlife Refuge, noise studies may be required for some categories of projects. Although the majority of US 395 passes through a rural landscape with few sensitive noise receptors, some houses and schools are located along US 395, primarily in towns along the route. The greatest population densities along US 395 are

within the city of Alturas, and consideration of noise impacts on nearby residences, schools and businesses should be made.

Waters and Wetlands

Long Valley Creek meanders roughly adjacent to US 395 from about the Nevada state line to near the agricultural inspection station just north of the Sierra-Lassen county line, where the waterway diverges from the route to the west. It is also close to the route from LAS 11.6-28.0. US 395 crosses over Long Valley Creek at LAS 15.8, LAS 26.2 and LAS 28.0. Wetlands associated with Long Valley Creek include freshwater emergent wetland, freshwater forested/ shrub wetland and riverine.

Table 25 lists additional wetlands along US 395.

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Table 25: Wetland Locations and Types

Location Description	Post Miles	Freshwater Emergent Wetlands	Freshwater Forested/Shrub Wetlands	Freshwater Ponds	Riverine Wetlands	Other Wetlands Varieties
Just south of Doyle	LAS R17.6-R21.9	•	•	•		
Near Honey Lake, Milford and Janesville (spaced intermittently)	LAS 29.8-53.8	•	•			
Leavitt Lake Area (intermittently present)	LAS 62.4-65.7	•	•			
Dill Slough and Susan River (between Standish and Litchfield)	LAS R71.3-72.3	•	•			
Tanner Slough (east of Litchfield)	LAS 74.0-75.7	•	•			
Both sides of highway	LAS 84.5-86.2	•	•			
Secret Creek	LAS 92.8-95.1	•	•			
Cherry Creek (scattered areas)	LAS 96.5-96.9	•				
South of Ravendale to south of Termo, and north of Termo (intermittent)	LAS 101.5-116.6	•	•			
Small patches along US 395	LAS 1332.2-134.5	•	•			
South Fork of Pit River (just north of Likely, intermittently spaced)	MOD 3.4-4.1	•	•			
Small areas	MOD 7.0-8.0	•				
Adjacent to both sides of US 395	MOD 12.1-12.6	•				
South Fork of the Pit River	MOD 16.5				•	
Modoc National Wildlife Refuge (adjacent to several portions of US 395)	MOD R17.5-R20.9	•		•	•	
North Fork of the Pit River (Alturas)	MOD 21.9				•	
Few areas adjacent to US 395	MOD 24.7-25.6	•				
North Fork of the Pit River	MOD 26.3-33.8	•	•	•		•
Joseph Creek	MOD 34.1-24.6	•				
Adjacent to US 395 (intermittent)	MOD 36.6-40.9	•				
Davis Creek (intermittent)	MOD 42.1-43.8	•				
Intermittent areas near US 395	MOD 44.2-45.2	•				
Intermittent areas	MOD 46.2-47.0	•	•	•		
Small area	MOD 48.5	•				
Small area just west of US 395	MOD 49.1		•			
Small area east of US 395	MOD 49.6		•			
A few areas on the east side of US 395	MOD 50.3-50.4	•				
Lassen Creek	MOD 52.5		•			
Willow Creek	MOD 54.4-54.7	•	•			
Intermittent areas along the east and west side of US 395	MOD 57.0-60.2	•				

Wild and Scenic Rivers

No National Designated, National Study, California Designated, or California Special Rivers lie within the US 395 corridor.

Species Considerations

The following tables shows threatened, endangered, candidate and rare species within or near Lassen and Modoc Counties. Exact locations would require additional studies at the time of future projects.

Table 26: Status of Species Known or Believed to Occur in Lassen and Modoc Counties					
Group	Name	Federal Status	State Status	CDFW Status	County
Amphibians	Cascades Frog	-	-	SSC	Lassen
	Northern Leopard Frog	-	-	SSC	Modoc
	Oregon Spotted Frog	FT	-	SSC	Modoc
	Western Spadefoot	-	-	SSC	Lassen
Birds	American Peregrine Falcon	Delisted	Delisted	FP	Lassen & Modoc
	American White Pelican	-	-	SSC	Lassen & Modoc
	Bald Eagle	Delisted	SE	FP	Lassen & Modoc
	Bank Swallow	-	ST	-	Lassen & Modoc
	Black Tern	-	-	SSC	Lassen & Modoc
	Burrowing Owl	-	-	SSC	Lassen & Modoc
	California Gull	-	-	WL	Modoc
	California Spotted Owl	-	-	SSC	Lassen & Modoc
	Columbian Sharp-Tailed Grouse	-	-	SSC	Lassen & Modoc
	Common Loon	-	-	SSC	Lassen
	Cooper's Hawk	-	-	WL	Modoc
	Double-Crested Cormorant	-	-	WL	Modoc
	Ferruginous Hawk	-	-	WL	Modoc
	Golden Eagle	-	-	FP; WL	Lassen & Modoc
	Great Gray Owl	-	SE	-	Lassen & Modoc
	Greater Sage-Grouse	-	-	SSC	Lassen & Modoc
	Greater Sandhill Crane	-	ST	FP	Lassen & Modoc
	Lesser Sandhill Crane	-	-	SSC	Lassen
	Loggerhead Shrike	-	-	SSC	Lassen & Modoc
	Long-Billed Curlew	-	-	WL	Modoc
	Long-Eared Owl	-	-	SSC	Lassen & Modoc
	Mountain Plover	-	-	SSC	Lassen
	Northern Goshawk	-	-	SSC	Lassen & Modoc
	Northern Harrier	-	-	SSC	Lassen & Modoc
	Olive-Sided Flycatcher	-	-	SSC	Lassen & Modoc
	Osprey	-	-	WL	Modoc

Table 26: Status of Species Known or Believed to Occur in Lassen and Modoc Counties

Group	Name	Federal Status	State Status	CDFW Status	County
	Prairie Falcon	-	-	WL	Modoc
	Purple Martin	-	-	SSC	Modoc
	Sharp-Shinned Hawk	-	-	WL	Modoc
	Short-Eared Owl	-	-	SSC	Modoc
	Swainson's Hawk	-	ST	-	Lassen & Modoc
	Tricolored Blackbird	-	-	SSC	Lassen & Modoc
	Western Snowy Plover	FT	-	SSC	Modoc
	White-Faced Ibis	-	-	WL	Modoc
	Willow Flycatcher	-	SE	-	Lassen & Modoc
	Yellow Warbler	-	-	SSC	Lassen & Modoc
	Yellow-Breasted Chat	-	-	SSC	Modoc
	Yellow-Headed Blackbird	-	-	SSC	Lassen & Modoc
Fish	Blue Chub	-	-	SSC	Modoc
	Cow Head Tui Chub	-	-	SSC	Modoc
	Eagle Lake Rainbow Trout	-	-	SSC	Lassen
	Eagle Lake Tui Chub	-	-	SSC	Lassen
	Goose Lake Lamprey	-	-	SSC	Modoc
	Goose Lake Redband Trout	-	-	SSC	Modoc
	Goose Lake Sucker	-	-	SSC	Modoc
	Goose Lake Tui Chub	-	-	SSC	Modoc
	Hardhead	-	-	SSC	Modoc
	High Rock Spring Tui Chub	-	-	SSC	Lassen
	Lahontan Lake Tui Chub	-	-	SSC	Lassen
	Lost River Sucker	FE	SE	FP	Modoc
	Modoc Sucker	FE	SE	FP	Lassen & Modoc
	Pit Roach	-	-	SSC	Lassen & Modoc
	Sacramento Perch	-	-	SSC	Modoc
	Shortnose Sucker	FE	SE	FP	Modoc
Insects	Carson Wandering Skipper	FE	-	-	Lassen
Mammals	American Badger	-	-	SSC	Lassen & Modoc
	California Wolverine	-	ST	FP	Lassen & Modoc
	Fisher - West Coast DPS	FPT	SC (T)	SSC	Lassen
	Gray Wolf	FE	SE	-	Lassen & Modoc
	Oregon Snowshoe Hare	-	-	SSC	Lassen & Modoc
	Pallid Bat	-	-	SSC	Lassen & Modoc
	Pygmy Rabbit	-	-	SSC	Lassen
	Sierra Nevada Bighorn Sheep	FE	SE	FP	Modoc
	Sierra Nevada Mountain Beaver	-	-	SSC	Lassen
	Sierra Nevada Red Fox	-	ST	-	Lassen & Modoc
	Sierra Nevada Snowshoe Hare	-	-	SSC	Lassen

Table 26: Status of Species Known or Believed to Occur in Lassen and Modoc Counties

Group	Name	Federal Status	State Status	CDFW Status	County
	Townsend's Big-Eared Bat	-	SC (T)	SSC	Lassen & Modoc
	Western Red Bat	-	-	SSC	Lassen
	Western White-Tailed Jackrabbit	-	-	SSC	Lassen & Modoc
Reptiles	Western Pond Turtle	-	-	SSC	Lassen & Modoc
CDFW – California Department of Fish & Wildlife FE – Federally listed as endangered FP – Fully protected FPT – Federally proposed (threatened) FT – Federally listed as threatened SC – State candidate (T or E) SE – State listed as endangered SSC – Species of special concern ST – State listed as threatened WL – Watch list					

In consideration of widening US 395, early scoping and planning will be necessary to avoid and minimize adverse impacts to significant cultural resources and endangered species throughout the corridor. In addition, over/under crossings must be considered at strategic locations for various large mammals that migrate throughout the region, including but not limited to, antelope, deer, elk, and big-horn sheep.

Fish Passage

There are no known fish passageway barriers along the route.

Habitat Connectivity

Natural Landscape Blocks are large areas that tend to be mostly natural and ecologically intact, relatively well conserved and are high in biological resource values. Essential Connectivity Areas are areas essential for ecological connectivity between Natural Landscape Blocks. The route passes through essential connectivity areas from Long Creek (LAS 15.9) to LAS R22.2 (.9 miles south of Doyle Road). There is another essential connectivity area from Doyle (LAS R24.1) to LAS 44.0.

APPENDIX F: HISTORICAL MARKERS NEAR US 395



Figure 26. Standish Hall (LAS 70.1)

The following table lists historic places near US 395 that are contained in the National Register.

Table 27: National Register of Historic Places: Listed Properties Near US 395				
County	City	Post Mile	Name	Address
Lassen	Standish	LAS 70.1	Standish Hall	718-820 US 395 E
Lassen	Litchfield	LAS 72.8	Willow Creek Rim Archaeological District	Address Restricted
Modoc	Alturas	MOD 22.2 (off-route)	NCO Railway Depot	East and 3rd Streets
Modoc	Alturas	MOD 22.3 (off-route)	Sacred Heart Catholic Church	507 E. 4th Street
Modoc	Alturas	MOD 22.5	Nevada-California-Oregon Railway Company General Office Building	619 North Main Street



Figure 27. Nevada-California-Oregon Railway Company General Office Building (MOD 22.5)

CALIFORNIA HISTORICAL LANDMARKS

Modoc County

NO. 16 INFERNAL CAVERNS BATTLEGROUND, 1867 - This is the site of the battle between U.S. troops and Shoshone, Paiute, and Pit Indians on September 26 and 27, 1867. The Indians took refuge in a series of caverns located at the top of a rocky slope. Over a third of the command was killed or wounded in the battle, six soldiers were buried at the foot of the slope.
Location: Ferry Ranch on Co Rd 60, site is 1 mi SW of Ranch, 6.5 mi NW of Likely

NO. 109 CHIMNEY ROCK - The chimney was cut out of the solid rock by Thomas L. Denson, who came west by the way of the Santa Fe Trail in 1852. In 1870 Denson built his cabin, the second building to be erected in the Pit River Valley, alongside a pyramid-shaped rock, cutting the fireplace and flue out of the solid rock itself.
Location: Beside RR track along State Hwy 395 (P.M. 30.3), 77 mi N of Alturas

NO. 546 APPLGATE-LASSEN EMIGRANT TRAIL (FANDANGO PASS) - This spot marks the convergence of two pioneer trails used by emigrants during the years 1846-1850. The Applegate Trail, established in 1846, led from the Humboldt River in Nevada to the Willamette Valley in Oregon. The Lassen Cutoff, established by Peter Lassen in 1848, turned south at Goose Lake to the northern mines and settlements of California.
Location: Fandango Pass, 10.8 mi E of State Hwy 395 on Fandango Pass Rd (Co Rd 9), 9.2 mi W of Fort Bidwell

Lassen County

NO. 565 PETER LASSEN GRAVE - In memory of Peter Lassen, the pioneer who was killed by the Indians April 27, 1859, at 66 years of age.

Location: 2550 Wingfield Rd via Richmond Rd, 5 mi SE of Susanville



Figure 28. Noble Emigrant Trail Sign (LAS 81.2)

NO. 677 NOBLE EMIGRANT TRAIL - This route was first used in 1852 by emigrants to Northern California seeking to avoid the hardships of the Lassen Trail. It crossed the desert from the Humboldt River in Nevada, passed this point, and proceeded over the mountains to the town of Shasta. Later, 1859-1861, it was known as the Fort Kearney, South Pass and Honey Lake Wagon Road. On October 4, 1850, while hunting for Gold Lake, Peter Lassen and J. G. Bruff saw Honey Lake from this point.

The following is text printed on an interpretive sign at the historical marker:

Before the Nobles Trail

American Indians, including the Kammu Tukadu and Wadakhut bands of the Northern Paiute peoples, played a key role in the Euro-American overland migration. Although some of the emigrant trails were new, many mirrored earlier Indian routes that followed major river systems and crossed imposing mountain ranges.

Initially American Indians assisted and guided explorers and emigrants. However, as time progressed and the number of travelers increased, conflict and confrontations escalated.

Nearly 500,000 emigrants and their thousands of cattle, horses, and sheep, traveled west of the Mississippi River into and across American Indian traditional homelands from 1840 to 1860.

Negative impacts, including loss of traditional lifestyles, undermined the American Indians' political and economic independence. Today, the local Indian peoples use natural resources near the Nobles Trail to continue aspects of their traditional culture.

Another historical marker at the location:

Nobles Trail – Paved with Cobble Stone

"It is the worst road we have traveled on the whole route... It is completely paved with cobble stone. The wagon would roll for a mile at a time without touching the ground." –William Gregg McPherson, Sep 23, 1859.

Location: On State Hwy 395 (P.M. 80.5), 76 mi N of Litchfield

NO. 758 FORT JANESVILLE - Thoroughly terrified by 'The Ormsby Massacre,' the people of Honey Lake valley built themselves a stockade for protection from an Indian attack that never materialized.

Location: 0.1 mi N of Janesville Elementary School, Main St, Janesville

Other Historical Markers

Willow Ranch

Location: Marker is near Willow Ranch, California, in Modoc County. Marker is at the intersection of Willow Ranch Road and South Willow Ranch Road on Willow Ranch Road.

Inscription: This monument was erected in honor of all the people who were part of what once was a thriving community when the Crane Creek and Willow Ranch Lumber Companies were in operation here from 1929 to 1959. The land was given to Modoc County by the family of Mary Louise Dougherty in her memory.

In the early 1940's Willow Ranch was a thriving lumber mill. Logs were cut on the west side of Goose Lake. The logs were formed into rafts of 200,000 board feet and towed across the lake by boats like this one. It took five hours to cross on a calm day. This boat is 8' wide and 26' long and is protected by metal with steel "teeth" at its bow.

Erected: 1988 by Alturas Parlor 159 N.D.G.W., Modoc County Historical Society, Supervisor Melvin "Andy" Anderson July 17, 1988.

Trails West Inc. Markers

Lassen Trail – Pit River Ford

Location: In Alturas, California in Modoc County. Marker is setback from, but along Main Street (US 395) between McDowell Avenue and Water Street.

Inscription: "We crossed the creek here running between high banks, and drove a short distance down the north west side and encamped" – Elijah Preston Howell, Sep 6, 1849.

Lassen Trail – Conical Rocks

Location: Near California Historical Landmark No. 109 Chimney Rock, off US 395 near MOD 30.3.

Inscription: "Striking the river this morning I noticed a cluster of singular shaped rocks sticking up in spires of a conical shape 20 to 30 feet high" – Andrew Lopp Murphy, Sep 26, 1849.

APPENDIX G: ROUTE INVENTORY

BRIDGES AND HIGHWAY STRUCTURES

There are 32 Bridges and Structures on US 395.

Table 28: Bridges and Highway Structures

Post Mile	Bridge Number	Structure Name	Structure Type	Bridge Length	Width	Num Spans	Min VC over Rdway	Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/ Ext
SIE R002.19	13 0018R	Long Valley UC	105	21.3	12.8	1	0			1976	n/a
SIE R002.23	13 0018L	Long Valley UC	105	21.0	12.8	1	0			1976	n/a
LAS R000.10	07 0072L	Evans Canyon UC	105	18.3	12.8	1	0			1976	n/a
LAS R000.10	07 0072R	Evans Canyon UC	105	20.4	12.9	1	0			1976	n/a
LAS R001.09	07 0075L	Scott UC	105	17.1	12.9	1	0			1976	n/a
LAS R001.09	07 0075R	Scott UC	105	19.2	12.9	1	0			1976	n/a
LAS R004.60	07 0076L	Route 395/70 Separation	505	42.7	12.5	1	6.32			1976	n/a
LAS R004.60	07 0076R	Route 395/70 Separation	505	38.7	12.5	1	4.93			1976	n/a
LAS 015.87	07 0023	Long Valley Creek	101	23.4	12.9	1	0			2004	n/a
LAS R017.51	07 0068	Galeppi UC	201	20.7	12.8	3	0			1969	n/a
LAS R021.34	07 0052	Long Valley Creek Overflow	201	34.7	12.8	4	0			1969	n/a
LAS R022.97	07 0025	Doyle Overhead	204	54.9	12.8	3	7.14			1969	n/a
LAS R024.69	07 0053	Willow Ranch Creek	201	19.5	12.8	3	0			1969	n/a
LAS 026.19	07 0057	Long Valley Creek	119	12.2	13.1	3	0			1946	n/a
LAS 028.00	07 0056	Long Valley Creek	119	12.2	0.0	3	0			1946	n/a
LAS 062.19	07 0030	Standish Irrigation Canal	119	8.5	15.0	2	0			1936	1990
LAS R071.17	07 0080	Dill Slough	201	91.4	13.3	10	0			1992	n/a
LAS R071.92	07 0081	Susan River Overflow	201	91.4	13.3	10	0			1992	n/a
LAS 072.29	07 0034	Susan River	204	36.6	9.9	6	0			1954	1982
LAS R114.25	07 0074	South Termo Ditch	119	7.9	0.0	3	0			1971	n/a
MOD R001.93	03 0058	Flournoy Equipment UC	319	4.6	0.0	1	0			1965	n/a
MOD 003.73	03 0019	South Fork Pit River	201	28.0	9.9	4	0			1947	n/a
MOD R015.06	03 0055	Juniper OH	205	47.9	12.8	3	7.14			1971	n/a
MOD R016.52	03 0052	South Fork Pit River	201	51.8	12.8	6	0			1971	n/a
MOD R019.64	03 0053	South Fork Pit River	201	49.4	12.8	5	0			1971	n/a
MOD R020.77	03 0054	Alturas OH	205	50.3	12.8	3	7.04			1971	n/a
MOD 021.88	03 0023	North Fork Pit River	501	18.9	23.2	1	0	1.5	1.5	1971	n/a
MOD 026.23	03 0009	North Fork Pit River	201	41.8	13.5	5	0	0.2	0.2	1982	n/a
MOD 026.71	03 0010	Parker Creek	201	10.7	13.7	3	0			1954	n/a
MOD 032.62	03 0013	Toms Creek	101	4.3	0.0	1	0			1951	n/a
MOD 034.08	03 0014	Joseph Creek	101	5.9	13.8	1	99.99			1951	1954
MOD 054.46	03 0016	Willow Creek	811	5.2	15.1	1	0			1949	n/a

TRAFFIC CONTROL

Table 29 identifies locations on US 395 that have traffic signals or other traffic control devices.

Table 29: Traffic Control		
Post Mile	Location	Description of Device
LAS 61.58	Junction 36/395	Traffic signal
MOD 22.070	First Street	Flashing dual yellow signal for US 395 in both directions
MOD 22.480	Between Fifth and Eighth Streets	At-grade railroad crossing
MOD 22.764	Junction SR 299 south	Four-way stop with overhead flashing red lights

AGRICULTURAL INSPECTION STATIONS



Figure 29. Long Valley Station (LAS R1.5)

An agricultural inspection station conducts agricultural inspections on all private and commercial vehicles near major borders. The California Department of Food and Agriculture operates the stations. Legal authority for inspection stations is found in the California Food and Agricultural Code, Sections 5341-5353 and 6301-6465.

Table 30: Agricultural Inspection Stations			
County	Route	Post Mile	Name
Lassen	US 395	R1.5	Long Valley Station
Modoc	US 395	27.0	Alturas Inspection Station

CHAIN CONTROL LOCATIONS

Snow Chain Signs are traffic signs mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic concerning snow conditions. The Department of Transportation reserves the right to prohibit any vehicle from entering a chain control area when it is determined the vehicle will experience difficulty in safely traveling the area. See **Table 31** for chain control locations.

Specific details about chain requirements can be found on the Caltrans website:

<http://www.dot.ca.gov/cttravel/chain-controls.html>. To help keep you informed of changing conditions, Caltrans operates the Caltrans Highway Information Network (CHIN). Phone 1-800-427-ROAD (7623)

Table 31: Chain Control Locations

County & Route	Chain Sign #	P.M.	Location
SIE-395	1-N	R0.4	Nevada Border
LAS-395	2-S	R4.4	.2 miles south of Hallelujah Junction
LAS-395	3-N	R4.8	.2 miles north of Hallelujah Junction
LAS-395	4-S	14.0	.3 miles south of Red Rock Road
LAS-395	5-N	14.3	Red Rock Road
LAS-395	6-S	R24.8	.6 miles north of Doyle
LAS-395	7-S	50.6	1.1 miles north of Honey Lake Rest Area
LAS-395	8-S	R61.1	Junction SR 36
LAS-395	9-N	92.2	.5 miles south of Karlo Road
LAS-395	10-N	129.3	.2 miles south of Madeline
LAS-395	11-S	138.3	1.7 miles south of Modoc county line

MAINTENANCE FACILITIES

Maintenance Stations

The State Highway System represents a substantial taxpayer investment. State Statute mandates for the Department of Transportation to maintain the state highways, thus preservation of the existing system is a top priority for Caltrans. Maintenance Stations are facilities used by Caltrans to maintain the highway year-round. Field crews are responsible for daily maintenance of their assigned highway segments. Annual activities include snow removal, pothole patching, culvert cleaning, litter removal, paving, shoulder and weed maintenance. Caltrans maintenance staff also responds to highway incidents including traffic accidents, landslides, falling rocks, and hazardous material spills. The maintenance stations listed in **Table 32**, lists those stations that are responsible for US 395.



Figure 30. Susanville Maintenance Station (LAS R60.3)

Table 32: Maintenance Stations

Number	Name	County	Route	PM	Facility
671	Beckwourth	Plumas	SR 70	81.3	Highway Maintenance Station
662	Susanville East	Lassen	Just off US 395	R60.3	Area Superintendent, Highway Maintenance Station
667	Alturas	Modoc	US 395	23.0	Highway Maintenance Station



Figure 31. Termo Sandhouse (Near LAS 115.4)

Sand and Salt Storage

Sand houses are storage facilities for abrasives and deicers. Sand houses are located in areas where temperatures are consistently low in the winter. See **Table 33: Sand and Salt Storage**.

Table 33: Sand and Salt Storage

Route	Post Mile
SR 70	LAS 3.6
US 395	LAS 115.2
SR 299	MOD 50.2

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) consists of a broad range of wireless and wire line communications-based information and electronics technologies used to address existing transportation problems. These technologies can be used to provide early warning and real-time information, and often offer the potential to improve safety and efficiency relatively quickly and at a reasonable cost. In addition, ITS elements are used to provide advanced warning about adverse road conditions or incidents, giving travelers the option to adjust their travel plans. Road and traffic information may be obtained via Caltrans' highway conditions website <http://www.dot.ca.gov/cgi-bin/roads.cgi> Caltrans maps and traffic cameras may be accessed here: <http://www.dot.ca.gov/dist2/maps.htm>

Some of the ITS technologies include: Closed Circuit Televisions (CCTV), Changeable Message Signs (CMS), Highway Advisory Radios (HAR), and Roadway Weather Information Systems (RWIS). CCTV and RWIS are used as surveillance and traveler information devices, for monitoring

road and weather conditions. Weather conditions can be found at the following websites: <http://www.dot.ca.gov/cgi-bin/roads.cgi> and <http://www.weathershare.org/>

Informing the driver ahead of time enables them to make travel decisions necessary to have a safe and efficient trip. Information obtained via the internet may be used for pre-trip planning to change travel plans or routes. ITS elements are often strategically located along the state highways before major traveler “decision points,” to transmit roadway conditions ahead, and can be especially useful for areas that are remote or at higher elevations. These devices provide additional details such as information about road closures, or delays due to adverse weather conditions. See **Table 34** for a list of Existing ITS Elements and **Table 35** for a list of Possible Future ITS Elements.

Table 34: Existing Intelligent Transportation Systems (ITS)

County	Route	Post Mile	Type	Location	Status
Lassen	US 395	R1.6	HAR	Long Valley Inspection Station	Existing (Upgrade)
Lassen	US 395	R1.7	CMS	Long Valley Inspection Station	Existing
Lassen	US 395	R1.7	HAR	North of Long Valley Inspection Station	Existing
Lassen	US 395	R21.9	RWIS	Doyle (Hall Road)	Existing
Lassen	US 395	R21.9	CCTV	Doyle (Hall Road)	Existing
Lassen	US 395	51.7	HAR FLASHER	Buntingville Road	Existing
Lassen	US 395	53.1	RWIS	Janesville (Sears Road)	Existing
Lassen	US 395	53.1	CCTV	Janesville (Sears Road)	Existing
Lassen	US 395	R60.0	HAR FLASHER	Diane Drive	Existing (Upgrade)
Lassen	US 395	R60.1	HAR	Susanville	Existing
Lassen	US 395	R60.9	CMS	US395/SR36 S/B Wind Warning	Existing
Lassen	US 395	R61.1	CCTV	SR36-US395 (Susanville)	Existing
Modoc	US 395	R20.9	HAR FLASHER	Glenn Street (south of Alturas)	Existing
Modoc	US 395	23.1	HAR	Alturas (at maintenance station)	Existing
Modoc	US 395	23.7	HAR FLASHER	Pencil Road (north of Alturas)	Existing
Source: California Department of Transportation, District 2 Division of Traffic Management (Month Year)					
CCTV = Closed Circuit Television			HAR FLASHER = Highway Advisory Radio Sign		
CMS = Changeable Message Sign			RWIS = Roadside Weather Information System		
HAR = Highway Advisory Radio					

Table 35: Possible Future Intelligent Transportation Systems (ITS)					
County	Route	Post Mile	Type	Location	Status
Washoe (Nevada)	US 395		CMS	9 miles from California/ Nevada state line	Possible
Lassen	US 395	R4.61	CCTV	Hallelujah Junction	Possible
Lassen	US 395	R60.9	RWIS	US 395/SR 36	Possible
Lassen	US 395	115.2	RWIS	Termo	Possible
Lassen	US 395	133.3	CCTV	Sage Hen Summit	Possible
Lassen	US 395	133.3	RWIS	Sage Hen	Possible
Modoc	US 395	R20.9	CMS	South of Alturas	Possible
Modoc	US 395	22.8	CCTV	SR299/US395 (Alturas)	Possible
Modoc	US 395	27.1	CMS	North of Alturas	Possible
Source: California Department of Transportation, District 2 Division of Traffic Management (Month Year)					
CCTV = Closed Circuit Television CMS = Changeable Message Sign HAR = Highway Advisory Radio			HAR FLASHER = Highway Advisory Radio Sign RWIS = Roadside Weather Information System		



Figure 32. Janesville Park and Ride (LAS 52.6)

VISTA POINTS

Vista Points are paved areas beyond the shoulder, which permit travelers to safely exit the highway to stop and view a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water, and telephones may be provided. See **Table 36**.

Table 36: Vista Points			
County	Route	Post Mile	Location
Modoc	US 395	R20.4	Modoc National Wildlife Refuge
Modoc	US 395	MOD 51.9	Goose Lake Vista Point

PARK AND RIDE LOTS

Park & Ride lots are locations where patrons drive private automobiles or ride bicycles to a transit station or carpool/vanpool waiting area, and park the vehicle. They then ride the transit system, take a carpool, or vanpool to their destinations. Agencies other than Caltrans may operate Park & Ride lots. Official park and ride lots on US 395 are listed in **Table 37**.

Table 37: Park and Ride Lots			
County	Route	Post Mile	Name
Lassen	US 395	52.6	Janesville

PASSING LANES AND TRUCK CLIMBING LANES

Passing lanes are portions of the roadway provided for weaving, passing, speed change, or for other purposes supplementary to through traffic movement.

Truck climbing lanes are additional lanes added to improve traffic movement around slow moving vehicles on a grade. See **Table 38**.

Table 38: Passing and Truck Climbing Lanes on US 395				
Begin	End	Location Description	Type	Direction
LAS 9.0	LAS 10.0	From 4.5 miles north to 5.6 miles north of the SR 70 junction	P	Northbound
LAS 11.7	LAS R10.3	From 2.6 miles south of Red Rock Road to 5.8 miles north of the SR 70 junction	P	Southbound
LAS 26.6	LAS 27.6	From Laver Crossing to .4 miles south of Long Valley Creek	P	Northbound
LAS 29.8	LAS 28.8	From Garnier Road to .8 miles north of Long Valley Creek	P	Southbound
LAS 35.1	LAS 36.3	From .6 miles north of A25 to 1.8 miles north of A25	P	Northbound
LAS 41.4	LAS 40.5	From .7 miles south of Milford Grade to 1.5 miles south of Milford Grade	P	Southbound
LAS 46.0	LAS 46.7	From four miles north of Milford to three miles south of the Honey Lake Rest Area	P	Northbound
LAS 49.8	LAS 48.9	From .2 miles north of the Honey Lake Rest Area to .7 miles south of the Honey Lake Rest Area	P	Southbound
LAS 54.3	LAS 55.4	From .2 miles north of Church Street to .2 miles north of Janesville Road	P	Northbound
LAS 57.2	LAS 57.7	From .4 miles south of Bass Hill Road to Bass Hill Road	P	Northbound
LAS 58.0	LAS 57.4	From .5 miles north of Bass Hill Road to .1 mile south of Bass Hill Road	P	Southbound
MOD 4.6	MOD 4.8	From .4 miles north of CR 189 to .6 miles north of CR 189	T	Northbound
MOD 4.8	MOD 4.6	From .6 miles north of CR 189 to .4 miles north of CR 189	T	Southbound
P= Passing lanes T= Truck climbing lanes Turnout locations are included in the appropriate fact sheets.				

ROADSIDE REST AREAS



Figure 33. Secret Valley Rest Area (LAS 96.9)

Safety Roadside Rest Areas (SRRA) area roadside areas provided for motorists to stop and rest for short periods. State facilities usually include paved parking areas, drinking water, toilets, tables, benches, telephones, and information panels. Other agencies may also operate roadside rest areas with different ranges of amenities.

Table 39: Roadside Rest Areas

County	Route	PM	Name	Which side of highway?
Lassen	US 395	49.7	Honey Lake Safety Roadside Rest Area	Northbound
Lassen	US 395	96.9	Secret Valley Safety Roadside Rest Area	Southbound

WEIGH STATIONS

California's "Commercial Vehicle Enforcement Facilities" are commonly called weigh stations or truck scales. These facilities are operated by the California Highway Patrol (CHP). **Table 40** lists weigh stations located on US 395.

Table 40: Weigh Stations

Route	County & Post Mile	Location	Name	Facility Type	Status
US 395	LAS 49.9	15 miles south of Susanville	Honey Lake Commercial Vehicle Enforcement Facility	Mini-site	Active
US 395	LAS 60.7	South of Susanville	Johnstonville Commercial Vehicle Enforcement Facility	Mini-site	Active
US 395	LAS 114.8	Termo	Termo Commercial Vehicle Enforcement Facility	Mini-site	Active
US 395	MOD 54.0	Six miles south of the Oregon border	Davis Creek Commercial Vehicle Enforcement Facility	Mini-site	Inactive

California Vehicle Code Section 2813 outlines who must stop at weigh stations and inspection stations:

2813. Every driver of a commercial vehicle shall stop and submit the vehicle to an inspection of the size, weight, equipment, and smoke emissions of the vehicle at any location where members of the California Highway Patrol are conducting tests and inspections of commercial vehicles and when signs are displayed requiring the stop. Every driver who fails or refuses to stop and submit the vehicle to an inspection when signs are displayed requiring that stop is guilty of a misdemeanor.



Figure 35. Weigh Station Mini-Site (LAS 49.9)

AIRPORTS



Figure 34. Susanville Airport (LAS R60.3)

Municipal airports typically serve as transfer points for commercial delivery services, such as: United Parcel Service (UPS) and Federal Express (FedEx), as bases for fighting wild land fires, and used for general business and recreational flying.

General Aviation Airports often include both commercial and non-commercial aviation activities, including air ambulance, air charter flights, aircraft rental, sale of aviation petroleum products and aircraft parts, aircraft repair and maintenance.

Table 41 lists airports along or in close proximity to US 395.

Table 41: Airports near US 395			
Name	Location	Owner	Type
Herlong	Five miles north of route in Herlong, Lassen County	County of Lassen	Limited Use
Amedee AAF	Fifteen miles east of route in the Sierra Army Depot, Lassen County	U.S. Army Aeronautical Services Agency	Military
Susanville Municipal Airport, (SVE)	Along route near LAS 60.3	City of Susanville	Regional
Ravendale	Along route in Ravendale, LAS 108.5	County of Lassen	Limited Use
California Pines	Ten miles southwest of Alturas	California Pines Community Services District	Limited Use
Alturas Municipal Airport, (AAT)	Just west of Alturas	City of Alturas	Community

APPENDIX H: TRUCK INFORMATION

TRUCK MAP LEGEND TRUCK LENGTHS & ROUTES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION



Click here for the [Truck Network Map](#)

..... CALIFORNIA LEGAL ROUTES California Legal trucks (black trucks) can travel on STAA routes (green and blue routes), CA Legal routes (black routes), and Advisory routes (yellow routes). CA Legal trucks have access to the entire State highway system except where prohibited (some red routes).



California Legal Truck Tractor - Semitrailer

Semitrailer length : no limit
 KPRA* : 40 feet maximum for two or more axles,
 38 feet maximum for single-axle trailers
 Overall length : 65 feet maximum *(KPRA = kingpin-to-rear-axle)



California Legal Truck Tractor - Semitrailer - Trailer (Doubles)

Option A
 Trailer length : 28 feet 6 inches maximum (each trailer)
 Overall length : 75 feet maximum
 Option B
 Trailer length : one trailer 28 feet 6 inches maximum
 other trailer may be longer than 28 feet 6 inches
 Overall length : 65 feet maximum



CA LEGAL ADVISORY ROUTES - CA Legal trucks only; however, **travel not advised** if KPRA length is over posted value. KPRA advisories range from 30 to 38 feet.

STAA ROUTES The STAA Network allows the "interstate" STAA trucks which are the green trucks shown below. The STAA Network consists of the National Network (green routes, primarily interstates) and Terminal Access routes (blue, primarily State routes). ("STAA" = federal Surface Transportation Assistance Act of 1982.)

(Click here for the [Truck Network Map](#).)



Interstate "STAA" Truck Tractor - Semitrailer

Semitrailer length : 48 feet maximum
 KPRA* : no limit
 Overall length : no limit *(KPRA = kingpin-to-rear-axle)



Semitrailer length : over 48 feet up to 53 feet maximum
 KPRA : 40 feet maximum for two or more axles,
 38 feet maximum for single-axle trailers
 Overall length : no limit



Interstate "STAA" Truck Tractor - Semitrailer - Trailer (Doubles)

Trailer length : 28 feet 6 inches maximum (each trailer)
 Overall length : no limit



Terminal Access - Interstate "STAA" trucks may travel on State highways that exhibit this sign.



Service Access - Interstate "STAA" trucks may travel up to one road mile from the off ramp to obtain services (food, fuel, lodging, repairs), provided the route displays this sign.

..... SPECIAL RESTRICTIONS - Route restricted for vehicle length or weight, cargo type, or number of axles. Click here for the list of [Special Route Restrictions](#).

TRUCK NETWORKS on California State Highways

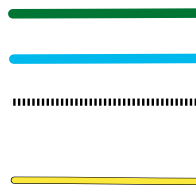
DISTRICT 2

Map 2 of 12

Not to scale

Last revised October 16, 2017

LEGEND



30



P

(CLICK HERE FOR MORE DETAILED LEGEND)

National Network (STAA)

Terminal Access (STAA)

65' California Legal Route

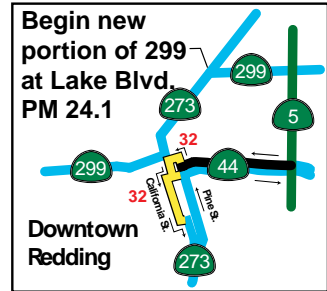
65' Ca Legal KPRA*

Advisory

KPRA* Advisory

Airport

Rest Area



Begin new
portion of 299
at Lake Blvd.
PM 24.1

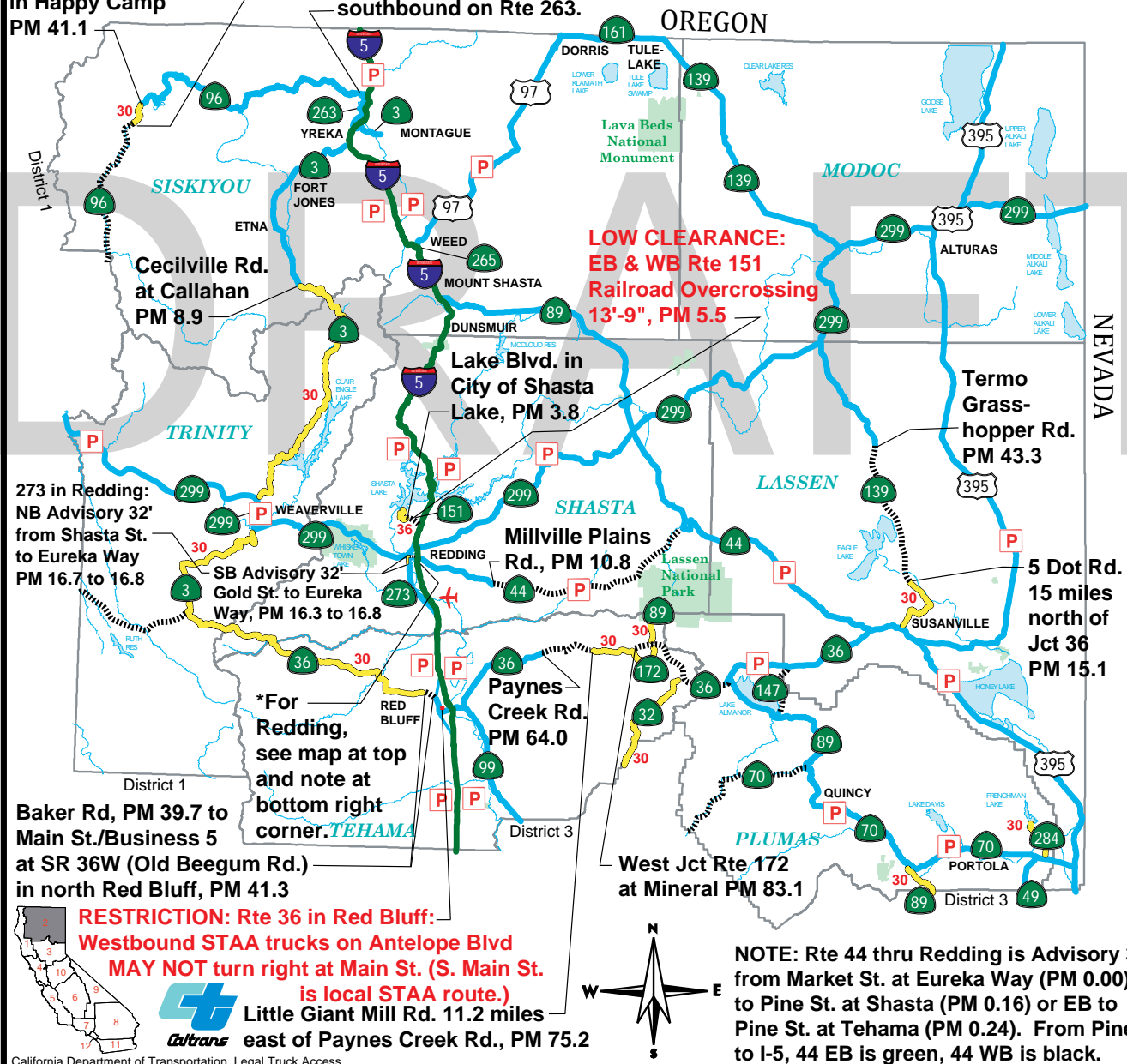
Downtown
Redding

~30' wide turn-around at
PM 36.88, 2.5 miles north
of Oak Flat Creek Bridge

Main St. at
Indian Creek Rd.
in Happy Camp
PM 41.1

NOTE: Eastbound
STAA trucks on Rte 96
prohibited from turning
southbound on Rte 263.

*KPRA = kingpin-to-rear-axle distance



APPENDIX I: CAPACITY ANALYSIS AND LEVEL OF SERVICE

Methodology:

The standard reference in highway capacity analysis is the **Highway Capacity Manual** prepared by the Transportation Research Board (National Research Council, Washington, D.C.). The Highway Capacity Manual is a collection of the state-of-the-art techniques for estimating the capacity and determining the level of service for transportation facilities. It represents a systematic and consistent basis for evaluating transportation facilities with procedures that are applicable nation-wide.

Capacity Analysis:

The set of procedures and methodologies used for estimating the traffic-carrying ability of various transportation facilities is broadly referred to as capacity analysis. ***A principal objective of capacity analysis is to estimate the number of vehicles that a facility can accommodate during a specified period of time. Capacity analysis is also used to estimate the maximum amount of traffic that a facility can accommodate while maintaining a prescribed level of operation.*** Common outputs of capacity analysis are estimates of the quality of operation (level of service) for a given facility.

Capacity:

The capacity of a facility is the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or uniform section of lane or roadway during a given time period under prevailing roadway, traffic and control conditions. It represents the flow rate that can be achieved during peak periods of demand. Capacity is affected by a number of factors such as lane and shoulder widths, density of access points, interchange spacing, grade, and types of vehicles in the traffic stream. Capacity values are determined differently by mode (auto, bus, pedestrian, bicycle) and by facility (freeway, highway, urban street, intersection, etc.).

Level of Service:

Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six LOS are defined for each type of facility analyzed. Letters designate each level, from “A” to “F”, with LOS “A” representing the best operating conditions and LOS “F” the worst.

Methodologies:

The HCM contains analytical methodologies for the following situations: urban streets, signalized intersections, unsignalized intersections, pedestrians, bicycles, two-lane highways, multilane highways, freeway facilities, basic freeway segments, freeway weaving, ramps, interchanges and transit. Capacity and level of service is determined differently for each facility type, so direct comparisons across facility types should not be made.

Two-Lane Highway Methodology – Chapter 15, HCM 2010:

A two-lane highway is an undivided roadway with two lanes, one for use by traffic in each direction. On a two-lane undivided highway, traffic flow is affected by a number of factors, including geometric conditions (curvature, lane widths, shoulder widths, etc.), sight distance and grade. Traffic flow in one direction is also influenced by traffic flow in the other direction. Travel speeds fall and time spent following other vehicles rises as volumes increase and traffic in the opposing direction reduces opportunities to pass.

The performance measures used to determine level of service for two-lane highways are percent time spent following, average travel speed and percent of free-flow speed. Percent time spent following is the average percentage of travel time that vehicles must travel in platoons behind slower vehicles due to the inability to pass. Average travel speed is the average of the travel time of all vehicles over a designated interval. Percent of free-flow speed is the ratio of average travel speed to free flow speed (approximately equal to posted speed) over a designated interval.

For purposes of analysis, two-lane highways are divided into three classes based on the primary type of use and driver expectations:

Class I –

These are two-lane highways on which motorists expect to travel at relatively high speeds. Two-lane highways that are major inter-city routes, primary arterials connecting major traffic generators, or primary links in state or national highway networks generally are assigned to Class I.

Class II –

These are two-lane highways on which maintaining high travel speeds are not necessarily the most important objective of motorists. Two-lane highways that serve as scenic or recreational routes, are not primary arterials, or pass through rugged terrain generally are assigned to Class II.

Class III –

Class III is applicable in situations where a two-lane highway passes through a small town, recreational area or other location with posted speed limits less than 55 mph. In these situations motorists primarily want to proceed at a reasonable speed and generally do not expect to have an opportunity to pass.

The level of service (LOS) for Class I highways is defined in terms of both percent time spent following and average travel speed. For Class II facilities, the LOS is defined only in terms of percent time spent following. The LOS on Class III segments is defined in terms of percent of free-flow speed. The tables below provide the criteria (break-points) for level of service for each facility type.

Table 42: Level of Service Criteria for Two-Lane Highways in Class I		
LOS	Percent Time Spent Following	Average Travel Speed (mi/h)
A	< 35	> 55
B	> 35-50	> 50-55
C	> 50-65	> 45 –50
D	> 65-80	> 40-45
E	> 80	< 40
F	Vehicle flow rate exceeds capacity	

Table 43: Level of Service Criteria for Two-Lane Highways in Class II	
LOS	Percent Time Spent Following
A	< 40
B	> 40-55
C	> 55-70
D	> 70-85
E	> 85
F	Vehicle flow rate exceeds capacity

Table 44: Level of Service Criteria for Two-Lane Highways in Class III	
LOS	Percent of Free-Flow Speed
A	> .92
B	> .83-.92
C	> .75-.83
D	> .67-.75
E	< .67
F	Vehicle flow rate exceeds capacity

Source: Highway Capacity Manual 2010.

APPENDIX J: TRAFFIC FORECAST

Basis of forecast

Twenty-two factors were examined to determine their future impact on the route. Some of these included were historic traffic volumes; historic and potential development; historic and future national, state, and regional trends; emerging transportation technologies; and induced demand.

Two properties of each factor was considered: the probability of the factor occurring and what impact the factor would have should it occur. An example of a factor that could increase volumes significantly, but has an unknown chance of occurring, is expansion of operations at the Sierra Army Depot. Other factors with unknown chances of occurring include redevelopment of Herlong, emerging technologies such as autonomous vehicles, migration to Nevada to avoid road charging while continuing to work in California, and whether I-11 will be constructed on the US 395 alignment. Factors such as these were assigned a low weight in determining growth rate, even though, should they occur, there could be an increase in volumes much higher than the forecast in this TCR.

Below is a list of some other factors that were considered in developing the forecast.

Historic Traffic Growth Rates

AADT records extend back to 1968. The increase in AADT along some sections was as high as 135 vehicles per year for the period from 1968 to 2010. During the period from 1990 to 2010, AADT increased by about half the rate. During the last ten years, volumes along some segments decreased, suggesting that using historic volume changes alone could not be the only criteria used in forecasting volumes for US 395.

Historic volumes were, however, still considered in developing this forecast. The evaluation of historic AADT involved exploring which events had an impact on traffic volumes and measuring how volumes increased or decreased. The analysis also involved considering the likelihood of those events occurring in the future.

Lumber Mill Closures

In the 1990s and 2000s, there was a decrease in growth rate along US 395. During those two decades, lumber mills in nearby communities, such as Alturas and Susanville, closed. Future volumes are unlikely to be affected by mill closures because there are no mills remaining in the vicinity of US 395.

Changes in Land Use

Historic and potential future development and changes in land use were also considered. One example of development that had an impact on volumes is the construction and expansion of three prisons (California Correctional Center, High Desert State Prison and Federal Correctional Institution (FCI), Herlong) near US 395 from the 1960s-2000s. The prisons, which are among the top employers in Lassen County, also generate many trips along US 395. A review of county and city general plans and regional transportation plans helped to inform the US 395 volume forecast.

National, State, and Regional Trends

National, state, and regional trends were also considered in developing this forecast. Some of the trends considered include population, vehicle ownership, rural/urban in- and out- migration and changes in type of employment. Emerging and future technologies were also considered.

Cold Springs, Nevada

There are multiple variables whose impacts are difficult to foresee. For example, changes in land use and cross-state-border development. The analysis strongly suggests that new development from 2000-2010 in Cold Springs, Nevada; just east of the California state line; contributed to increases in AADT along US 395. During the decade from 2000 to 2009, 1,757 new homes were constructed in Cold Springs, which is over half of the total housing units in the community. Although the population of Cold Springs is projected to increase, the rate of growth is expected to slow due to resource and land constraints.

Induced Travel

For many years, the future concept for US 395 was to expand the section from SR 70 to SR 36 to a four-lane expressway. Evidence suggests that adding capacity to highways can lead to increased VMT through induced travel, even along rural highways. However, the impacts of capacity expansion might not be detectable within the first 20 years. Therefore, this factor did not influence the forecast as much as some of the other factors, since the TCR horizon is 20 years into the future.

Growth Rate: Conclusion**South of Susanville**

Most of the factors with an unknown potential for occurring are along the section of US 395 south of Susanville. Many of those factors could have a substantial impact on traffic volumes, should they occur. Since the methodology applied little weight to the unknown factors, the forecast included in the Route Performance Table is lower than that which could materialize.

North of Susanville

Although there are several factors with an unknown chance of occurring, if they did occur, they would probably have only a small impact on volumes. For example, gas price is difficult to forecast. But extreme changes to the price of gas would probably not have a significant impact on volumes in the short term because many of the trips are made by automobile-dependent residents, who are already making trips sparingly.

APPENDIX K: ALTERNATIVES CONSIDERED

Alternative A No Action	Alternative B Two-Lane Concept with Passing Lanes Package	Alternative C Contiguous Four Lanes	Alternative D (Recommended) Four-Lane Divided Expressway
<p>Advantages</p> <ul style="list-style-type: none"> No need to change how business is currently conducted on US 395 Probably the lowest <u>initial</u> cost 	<p>Advantages</p> <ul style="list-style-type: none"> Lower cost than Alternatives C and D Less environmental impact than Alternatives C and D Improvement to operations compared to Alternative A Within existing right-of-way 	<p>Advantages</p> <ul style="list-style-type: none"> Lower cost than Alternative D Less environmental impact than Alternative D Improvement to operations compared to Alternatives A and B Mostly within existing right-of-way It meets public and LCTC expectation of four lanes 	<p>Advantages</p> <ul style="list-style-type: none"> Best addresses need for increased safety Best operational outcome It meets public and LCTC expectations of four lanes Substantially lower traffic control costs¹
<p>Disadvantages</p> <ul style="list-style-type: none"> This approach has led to disappointment from LCTC and public Makes little progress toward future goal Likely to result in lowest performing future outcome 	<p>Disadvantages</p> <ul style="list-style-type: none"> Difficulty obtaining capacity funding Weak argument to satisfy safety needs It would be against public and LCTC expectations Requires multiple and complex implementation actions Components such as median barriers and turn prohibitions could limit access to properties and communities. Remaining two-lane sections will still have operational issues 20-40% higher traffic-control associated costs than Alternative D¹ 	<p>Disadvantages</p> <ul style="list-style-type: none"> Difficulty obtaining capacity funding Weak argument to satisfy safety needs Need to increase field maintenance forces Wildlife over- and under- crossings would be needed 20-40% higher traffic-control associated costs than Alternative D¹ 	<p>Disadvantages</p> <ul style="list-style-type: none"> Highest cost Will be challenging to secure level of funding needed Longest time-frame to implement More right-of-way needed Wildlife over- and under- crossings would be needed Requires innovative implementation strategies Need to increase field maintenance forces
<p>¹Cost savings result from reducing or eliminating the need for lane closures and the physical separation between construction activities and live traffic. The contractor has greater flexibility to perform activities (especially earthwork and structure construction), fewer staging restrictions, fewer traffic control items (such as K-rail and flaggers), and fewer work window restrictions (such as limiting work to nights-only). Total time related overhead costs are also lower when fewer work restrictions allow a project to be completed in fewer construction seasons.</p>			

APPENDIX L: ACCESS MANAGEMENT

Access management relates to coordinated efforts by the state and local agencies to manage exit from- and entrance to- highways to provide optimum safety, cost effectiveness, efficiency, comfort, and convenience for the traveling public. It involves strategic placement of new access, or managing existing access to improve traffic operations. Points of entry and exit are necessary for business and residential access, but also result in cross traffic and potential conflict between vehicles, bicyclists and pedestrians. A comprehensive access management program normally involves legislative, technical and enforcement components.

Access management should not be confused with access control nor should access management be confused with access openings, which are simply public or private rights to access through the access control line as long as State requirements are met. Both access control and access openings can be incorporated into an access management program.

Well-managed and designed access can encourage business investment, improve aesthetics and reduce adverse social, economic and environmental impacts. The benefits of access management may include:

- Improving safety
- Lowering collisions involving pedestrians and cyclists
- Reducing traffic congestion
- Maintaining efficiency of mainline operations
- Enhancing the environment by reducing fuel consumption and emissions
- Improving the appearance and quality of the built environment for communities

Methods to manage access may include:

- Eliminating access points near major intersections
- Spacing signals uniformly
- Consolidating access points to reduce frequency and increase spacing (create joint or shared access)
- Applying left and right-turn channelization
- Implementing non-traversable medians or directional median openings for left turns and u-turns
- Utilizing continuous two-way left turn lanes
- Developing local streets and roads that parallel the arterial and serve abutting properties

Potential strategies:

- Strategy 1: Work with agencies during General Plan development to establish access management policies in the circulation element
- Strategy 2: Consider access management objectives during the Local Development Review (LDR) process
- Strategy 3: Check for consistency with access management objectives during review and approval of encroachment permits
- Strategy 4: Maintain areas of existing access control

- Strategy 5: Undertake access management studies in cooperation with local and regional partners
- Strategy 6: Identify areas where focused access management strategies or acquisition of access control may have significant operational benefits

Access management has been a key priority along US 395, particularly along the section between Hallelujah Junction and the SR 36 junction, as documented in previous studies and reports for the highway. In 1984, a draft access management study was developed by Lassen County and Caltrans. The study recommended several strategies:

1. Limiting or reducing the number of access openings
2. Setting a minimum distance between openings
3. Converting private openings which serve more than two parcels to public openings
4. Establishing an equitable cost-sharing procedure for developers
5. Settling maintenance responsibility for road connections onto the highway
6. Requiring development of frontage road to prevent need for additional access openings that exceed thresholds in number 2 above
7. One foot grant: requiring adjacent property owners, at the time of a land division proposal, to deed a one-foot strip of right of way in order to deny future access to abutting lots
8. Relinquish right of ingress and egress: adjacent properties could be relinquished of the right to enter and exit directly onto or off of US 395 when a land division is proposed
9. Frontage road buffers: frontage roads could be required as a condition of approval of a land division proposal
10. County plans could identify acceptable locations for roads which would feed into intersections with the through highway

In 1985, the Lassen County Board of Supervisors passed Resolution No. 85/86-41, requesting that District 2 prepare a master controlled access highway agreement showing a plan for location and spacing of future public road connections along US 395 from Hallelujah Junction to the junction with SR 36.

In 1989, an access management status report was developed. The status report identified locations along US 395 between SR 70 and SR 36 that exceeded the optimum of two access openings per mile. The two areas having the greatest density of access openings were near Milford and Herlong Junction. Doyle was identified as an “area of concern.”

In 2007, studies were conducted to determine the purpose and need for the Honey Lake Expressway Corridor Master Plan; a plan to expand US 395 between Hallelujah Junction and the SR 36 junction from a two-lane conventional highway to 4-lane divided expressway. The plan would address the need for access control, improved circulation, improved safety, identification of access points and an upgrade to a four-lane divided expressway.

APPENDIX M: US 395 FOUR-LANE DIVIDED EXPRESSWAY IMPACT CHECKLIST

This checklist is to be used during review and development of every transportation and land use project along US 395 between SR 70 (Halleluiah Junction) and SR 36 (east of Susanville). The purpose of the checklist is to foster consideration of the relationship and impact of the proposed project to the future goal of a four-lane divided expressway. The list is intended to help avoid actions that will negatively impact achievement of that goal and encourage actions that will help attain that goal.

US 395 Four-Lane Divided Expressway Impact Checklist	
How will the proposed project positively or negatively affect progress toward attainment of a four-lane divided expressway?	
Issue: Access Point Consolidation	Discussion:
Considered:	Decision:
Issue: Driveway Closures	Discussion:
Considered:	Decision:
Issue: Obtain Access Control	Discussion:
Considered:	Decision:
Issue: Obtain Right-of-Way	Discussion:
Considered:	Decision:
Issue: Frontage Road Const.	Discussion:
Considered:	Decision:
Issue: Utility – New/Relocation	Discussion:
Considered:	Decision:
Issue: Wildlife Crossings	Discussion:
Considered:	Decision:
Issue: Mitigation Sites	Discussion:
Considered:	Decision:

Issue: Proximity to Communities	Discussion:
Considered:	Decision:
Issue: Building Setbacks	Discussion:
Considered:	Decision:
Issue: Access Onto Frontage Road	Discussion:
Considered:	Decision:
Issue: Noise Attenuation	Discussion:
Considered:	Decision:
Issue:	Discussion:
Considered:	Decision:
Issue:	Discussion:
Considered:	Decision:
Issue:	Discussion:
Considered:	Decision:

APPENDIX N: LOCAL PARTNER – SAFETY FOCUSED REHAB

The Local Partner – Safety Focused Rehab is one way to achieve a 4-lane divided expressway. The concept is to leverage SHOPP funds with STIP and other funds during a rural major rehab project (3R) on the existing 2-lane roadway. The intent is to improve construction safety during a typical rural rehab by keeping the contractor away from traffic without increasing SHOPP spending, all the while progressing towards the four-lane divided expressway.

Features:

- Build new lanes separate from the existing lanes in-lieu of repairing the existing lanes
- Close the old lanes when done
- Acquire new right of way as needed
- Innovative funding
 - Determine the cost to rehabilitate existing section. Apply that amount to new lane construction.
 - Use local partner, non-SHOPP funds (STIP and others) for costs above that of a regular 3R rehab
- Implement as each highway segment is scheduled for a 2R/3R rehab (typically 5 to 10 miles or so at a time)

Benefits:

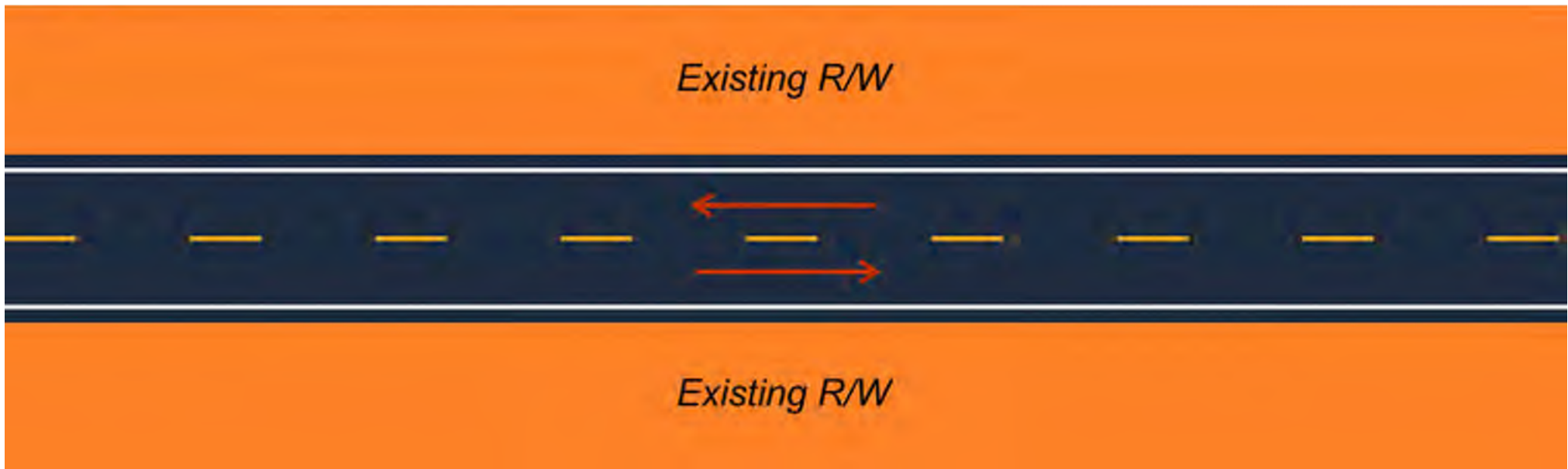
- Increase construction safety for the public and the contractor
- Obtain right of way for four-lane divided expressway
- Advancing the goal of a four-lane divided expressway
- Eventually use non-SHOPP funds to upgrade the old lanes to create a 4-lane divided expressway

Based on department pavement management systems, approximately half of US 395 between SR 70 and Susanville will be eligible for rehabilitation within the next 10-15 years.

LOCAL PARTNER/SAFETY FOCUSED REHABILITATION

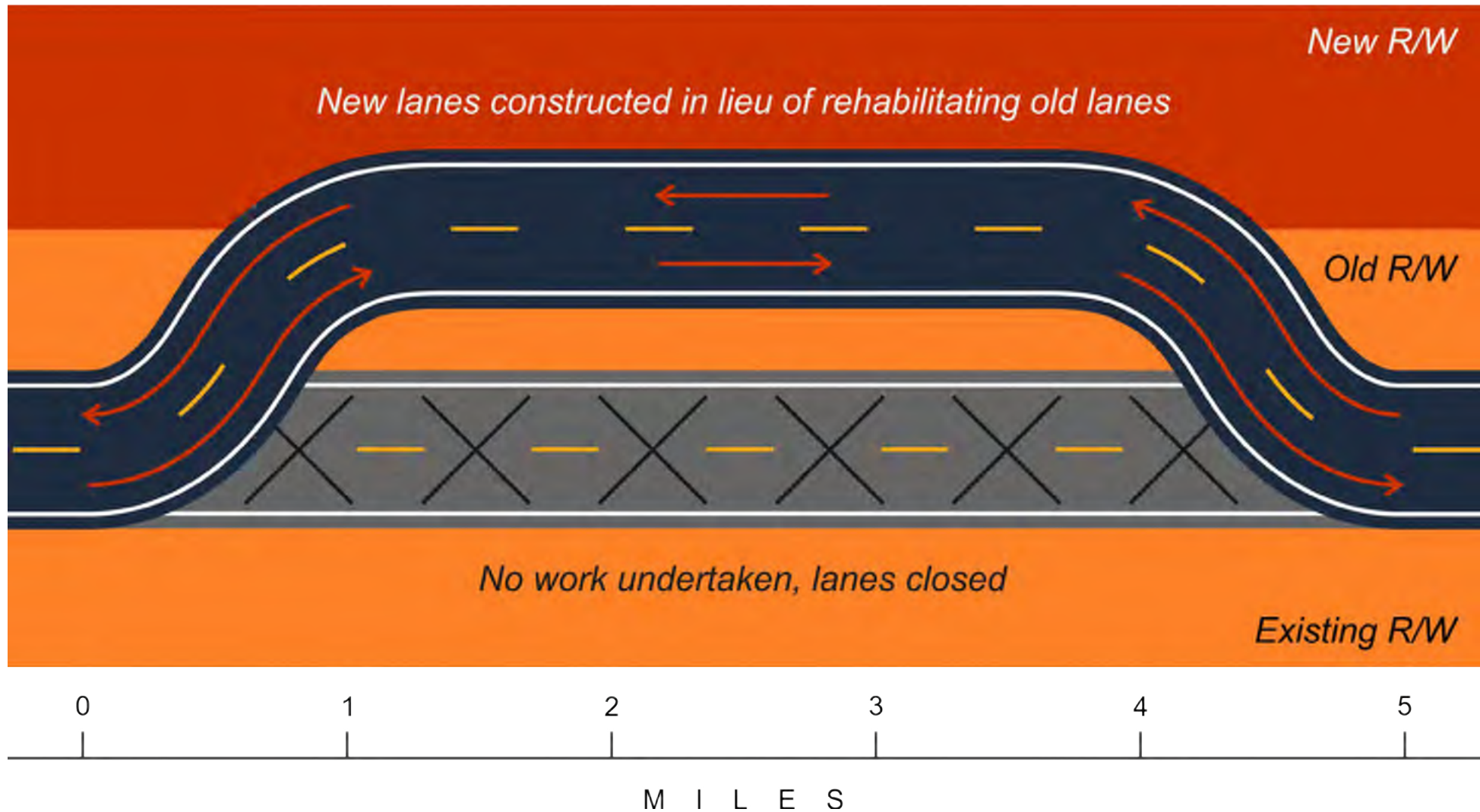
Conceptual Sequence

1 Existing Condition



LOCAL PARTNER/SAFETY FOCUSED REHABILITATION Conceptual Sequence

2 Rehabilitation Phase (*Interim Condition 1*)

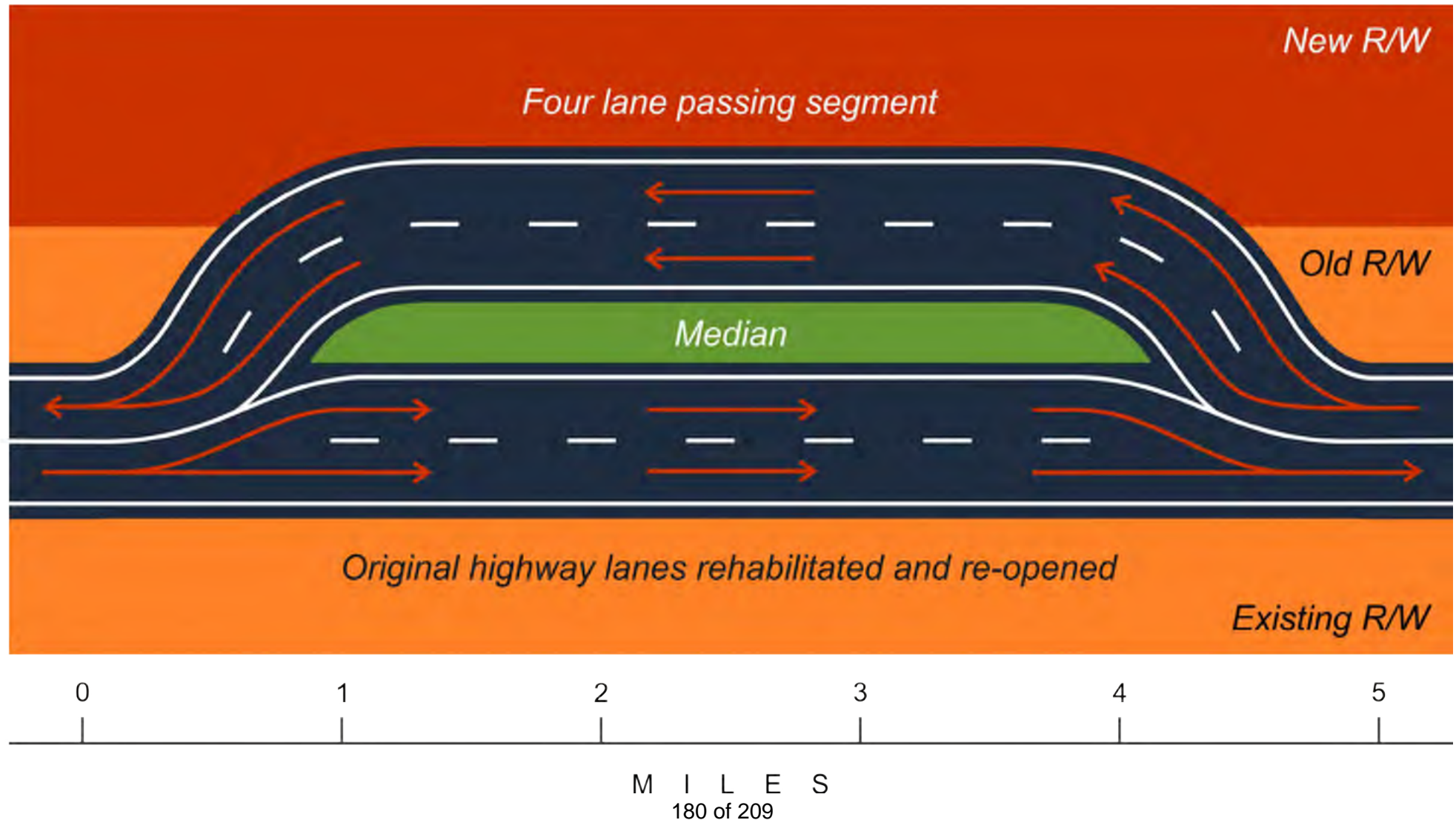


LOCAL PARTNER/SAFETY FOCUSED REHABILITATION

Conceptual Sequence

3

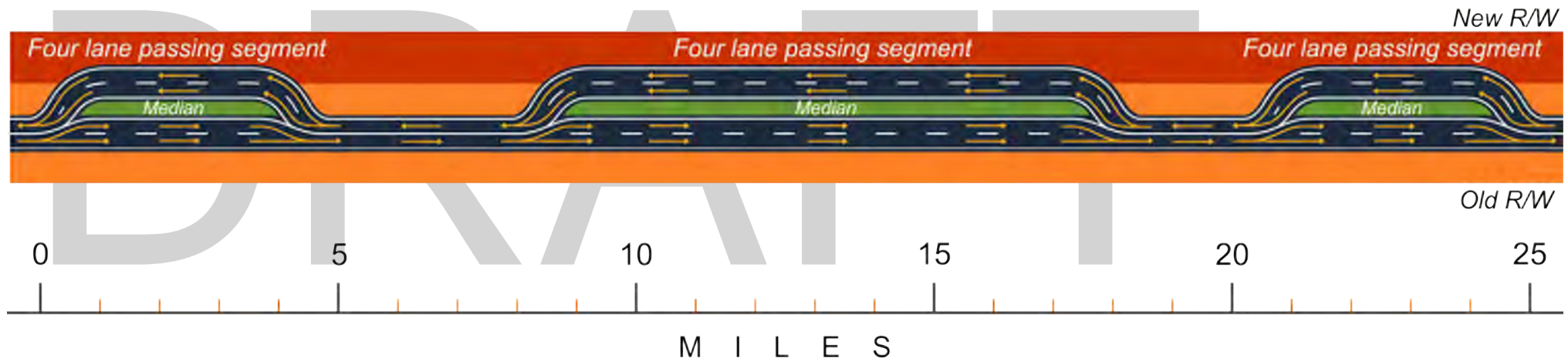
Local Partner Phase (*Interim Condition 2*)



LOCAL PARTNER/SAFETY FOCUSED REHABILITATION

Conceptual Sequence

Completion of Multiple Rehabilitations/Local Partner Phases

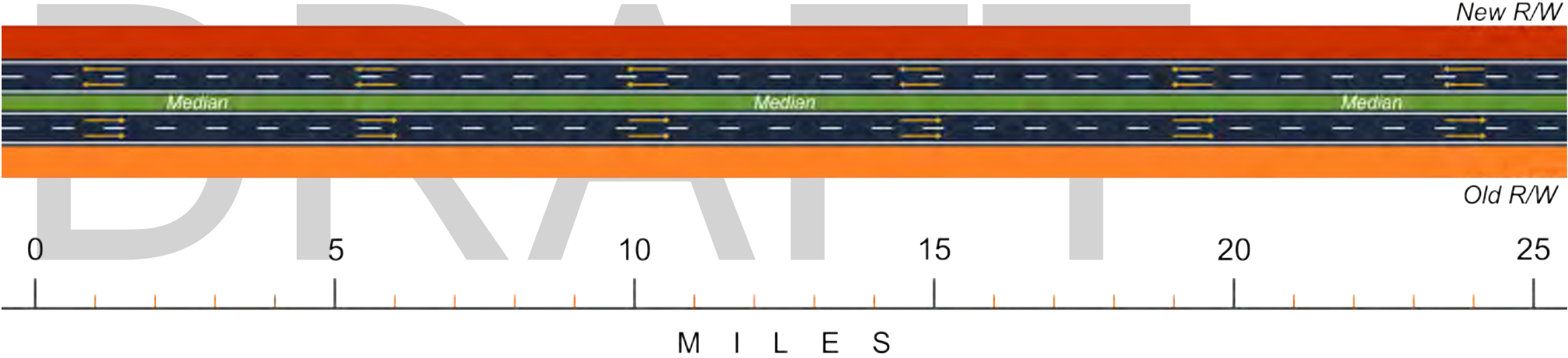


LOCAL PARTNER/SAFETY FOCUSED REHABILITATION

Conceptual Sequence

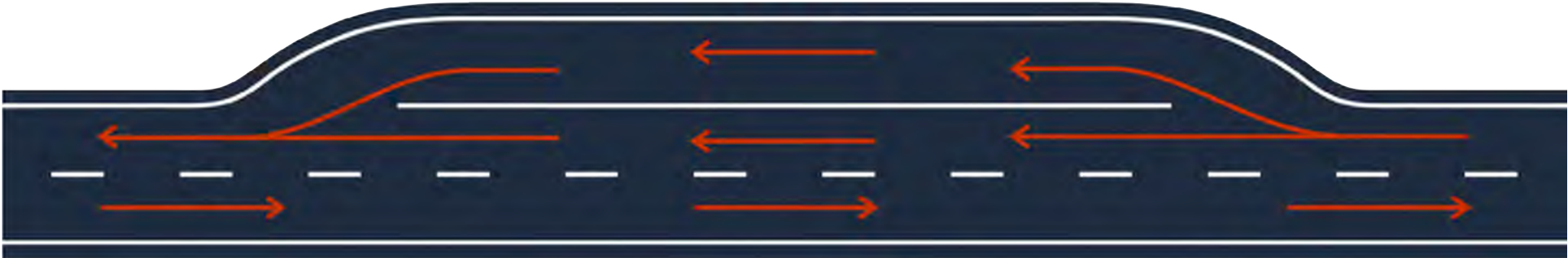
5

Final Phase - Full 4-Lane Expressway

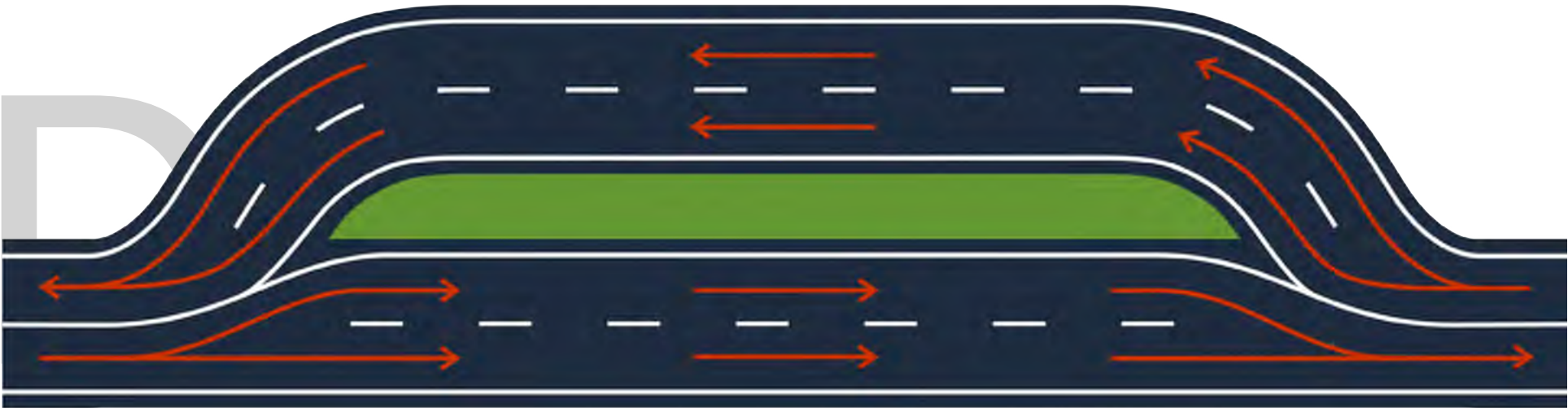


APPENDIX O: EXPRESSWAY PASSING SEGMENTS

NO



YES



M I L E S

APPENDIX P: SPEED DIFFERENTIAL - LITERATURE REVIEW

Abbreviations:

DSL – Differential Speed Limit

USL – Uniform Speed Limit

In response to public comments provided to System Planning staff regarding the perceived negative operational impact of the differential speed limit (currently 55 mph for trucks and 65 mph for other vehicles) along US 395, eighteen studies comparing DSLs with USLs were reviewed. The studies were dated from 1991-2016, with only four of them focusing on two-lane highways. Most of the research available evaluated DSLs vs. USLs along highways with four or more lanes, which have significant operational differences compared to two-lane highways. The four-lane studies generally showed that there was some positive impact from changing to a USL. Due to the differences between two-lane and four-lane highways, only research pertaining to two-lane highways is presented below.

Speed Limit for Trucks

California Vehicle Code, Division 11, Chapter 7, Article 2, Section 22406:
“No person may drive any of the following vehicles on a highway at a speed in excess of 55 miles per hour:” trucks, vehicles towing other vehicles, school buses, farm labor vehicles, vehicles transporting explosives, and trailer buses. (https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH§ionNum=22406.)

The first part of this appendix provides a summary of the studies. The second section provides a brief summary of each study.

SECTION 1: SUMMARY

Rural Two-Lane Highways

Four studies were reviewed that compared DSLs to USLs on two-lane highways. Three of the studies applied modeling to study DSLs. Only one study used field studies and surveys for its research. **Table 45** provides System Planning staff interpretation of some of the main findings in the studies.

Table 45: Studies about Rural Two-Lane Highways

Performance Category	Finding	Number of Studies supporting finding	Support for Universal Speed Limit on US 395?	Number of Studies that support the opposite	Opposite Finding
Speed	Less variability in travel speeds with USL	✓	Yes		
	DSL reduced average travel speed compared to USL	✓	Possibly		
Percent Time Spent Following	Slight increase in percent time spent following with DSL than USL	✓	Yes		
Types of Passing	More overall passing with DSL than USL	✓ ✓ ✓	Yes		
	Less car-car passing with DSL than USL	✓ ✓	No		
	More car-truck passing with DSL than USL	✓ ✓ ✓	Yes		
	Less truck-truck passing with DSL	✓	No		
Passing Characteristics	Gap acceptance neither increased nor decreased with DSL vs. USL	✓	Neutral		
	No difference between USL and DSL in "desire to overtake mode"	✓	Neutral		
	No difference between USL and DSL in average time-to-collision	✓	Neutral	✓	Slight increase in head-on time-to-collision with DSL
Public Opinion and Study Outcomes	Motorists have mixed opinions on USL vs. DSL	✓	Neutral		
	Trucking industry favors USL	✓	Yes		
	Study supports USL	✓	Yes		

In spite of the limited research, conclusions can still be drawn from the studies that do exist today. For instance, in the table above, notice that three of the studies found more car-truck passing and

a minimal increase in overall passing with DSL as compared to USL. If the goal is to try to reduce overall and car-truck passing on two-lane highways, then a USL might help achieve that goal.

Most of the rest of the findings are either neutral or somewhat suggest support for a USL. DSLs only appear to be better than USLs in terms of reduced car-car passing and minimal truck-truck passing.

Given the limited research about DSLs on rural two-lane highways, it is difficult to draw strong conclusions about whether a USL is better than a DSL. There appears to be some overall benefit to USL, however, more research will be needed.

Caltrans Division of Research, Innovation and System Information (DRISI) manages a comprehensive program to research, develop, test, and evaluate transportation innovations sought by its customers. These innovations in methods, materials, and technologies enable Caltrans to promote safety, enhance mobility and sustainability, improve the management of public facilities and services, and protect public investment in transportation infrastructure.

Recommendation

Establish research project to evaluate potential benefit of a universal speed limit for US 395.

SECTION 2: BRIEF SUMMARY OF EACH STUDY

Ghods, A., Duong, D., Saccomanno, F., & Hellinga, B. (2011)

The authors state that gap acceptance behavior for passing can be influenced by the presence of large trucks. They apply this idea to modeling passing on rural two-lane highways. Results include:

- DSL increases number of car-truck overtaking maneuvers, therefore compromising safety.
- Gap acceptance risk was not significantly increased or decreased.

Ghods, A. H., Saccomanno, F., Guido, G., (2012)

This study observed the following three overtaking-related factors of a microscopic traffic simulation model of a 6 km segment of two-lane highway: 1) Number of vehicles overtaking, 2) Percent time spent in “desire to overtake mode,” and 3) Average Time-to-Collision with the on-coming vehicle prior to retuning to the original lane. Findings include:

- Very few truck-truck overtaking maneuvers.
- Only a minimal increase in passing overall with DSL compared to USL.
- However, there was an increase in the proportion of car-truck passing on two-lane highways with DSL, suggesting a “negative effect on safety resulting from differential speed strategy applied to two-lane rural highways.”
- On the other hand, DSL strategies were observed to reduce car-car overtaking, thereby increasing safety. Authors hypothesize that the slower trucks might have a “calming

effect” on traffic stream and result in fewer interactions between cars.

- No difference observed in “desire to overtake mode” and average time-to-collision when comparing USL and DSL strategies.

Montana Department of Transportation. (2016)

Montana compared its existing 70/60 mph DSL rural two-lane highways to neighboring states’ 65 mph USL rural two-lane highways. The study noted the limited body of research applying to two-lane highways, and that such facilities have different operational issues than freeways do, such as passing limitations and queuing. Results of the study include:

- Locations with a 65 mph USL speed limit displayed less variability in travel speeds, shorter platoon lengths, less high-risk passing behavior, and fewer crashes.
- Surveys were conducted asking motorists and trucking industry representatives whether they preferred the 70/60 mph DSL or the 65 mph USL. Motorist response was mixed, but the trucking industry favored the USL.
- Findings support transitioning to a uniform 65 mph speed limit on two-lane rural highways in Montana.
- Study recommends selective implementation, favoring transition to USL of 65 mph along highways possessing relatively high volumes, relatively high truck percentages, and limited passing opportunities.

Ghods, A. H., Ph.D., P. Eng., & Saccomanno, F. F., Ph.D., P. Eng. (2016)

This study applied a microscopic simulation model to assess the safety of DSL for two-lane highway operations, with emphasis on the overtaking maneuver. Results include:

- Positive impacts to safety of DSL include:
 - Reduction in average travel speed (ATS) (Note: this is based on the author's acceptance of the argument that a lower ATS results in enhanced safety).
 - Slight increase in head-on time-to-collision (TTC, not to be read as “head on collisions”).
 - Significant decrease in car-car overtaking.
- Negative impacts to safety of DSL include:
 - Slight increase in percent time spent following (PTSF).
 - Significant increase in car-truck overtaking.
 - Slight increase in total number of overtakes.

APPENDIX Q: SAMPLE GENERAL PLAN POLICIES

Most decisions involving the future growth of California are, and will continue to be, made at the local level within a framework of officially approved statewide goals. To accomplish this, California state law requires each city and county to adopt a general plan for the physical development of the county or city. The general plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private (State of California, General Plan Guidelines, 2017 Update, Governor's Office of Planning and Research).

Lassen County is responsible for preparing the general plan and implementing land use policy along the portion of US 395 proposed for upgrade to four-lane divided expressway (LAS PM 0.0/61.06). A supportive framework of policies and actions in the Lassen County General Plan is essential to achieve this goal. The manner in which the County regulates where and when development can occur and what conditions must be satisfied for it to occur will facilitate or hinder progress toward this goal. Preservation of right-of-way, construction of frontage roads, control of highway access, collection of fees to fund improvements and other necessary actions may all be addressed in the Lassen County General Plan.

The following is a sampling of general plan policies from around California that are relevant for consideration during future updates to the Lassen County General Plan. The samples cover topics including right-of-way, highway access, travel demand management and fees. The list is not intended to prescribe any given policy or topic for the plan, rather it is meant to foster discussion about what actions can or should be done to help achieve the four-lane divided expressway concept. Usage of "shall" rather than "should" in policies will be an important consideration.

"Shall" versus "Should"

"When writing policies, be aware of the difference between 'shall' and 'should.' 'Shall' indicates an unequivocal directive. 'Should' signifies a less rigid directive, to be honored in the absence of compelling or contravening considerations. Use of the word "should" to give the impression of more commitment than actually intended is a common but unacceptable practice. It is better to adopt no policy than to adopt a policy with no backbone." Source: State of California, General Plan Guidelines, 2017 Update, Governor's Office of Planning and Research.

Right of Way/Roads:

Proposed projects shall be required to reserve or dedicate sufficient rights-of-ways for, or shall be designed to maintain opportunities for, the future expansion of interchanges, intersections, roadways, highways and transit needs as determined by the County Public Works Department.

The County shall require dedication of right-of-way or dedication and construction of planned transportation facilities as a condition of land development, and require an analysis of impacts of traffic from all land development projects including impacts from truck traffic.

The County shall plan and implement a complete road network to serve the needs of local traffic. This road network shall include roadways parallel to regional facilities so that the regional roadway

system can function effectively and efficiently. Much of this network should be funded and/or constructed by new development.

The County shall identify locations of needed future road rights-of-way, consistent with adopted functional classifications, through development and adoption of specific plan lines where appropriate. Circumstances where specific plan line development should be considered include the following:

- Where major classified roadways or corridors are expected to require additional through lanes within a 20-year planning horizon;
- Where the future alignment is expected to deviate from the existing alignment, or to be developed asymmetrically about the existing section or center line;
- Where the adjacent properties are substantially undeveloped, so that property owners may benefit from prior knowledge of the location of rights-of-way of planned roadways before constructing improvements or developing property in a way which may ultimately conflict with identified transportation needs; and
- Expressways and associated frontage roads.

Road and Highway Access:

Require whenever practicable, driveway access to buildings from frontage roads, side streets or alleys in order to minimize interference with vehicular movement and pedestrian access (for properties with frontage along major or secondary highways).

The County shall develop specifications for new or modified access to property abutting a public roadway or highway. A process for exceptions to the access standards may be identified, provided that the designed safety and operational characteristics of the existing and planned roadway facility will not be substantially diminished as determined by the agency responsible for the facility.

On arterial roadways and thoroughfares, intersection spacing should be maximized and driveway encroachments minimized.

Expressway Access. Limit driveway intersections to maximize safety and traffic-carrying capacity, and to maintain the high-speed character of expressway routes. Street intersections shall be minimal, with an average spacing of at least one-half mile between intersections, with preferred spacing of more than one mile.

Demand Strategies:

Require large employers to develop and maintain transportation demand management programs to reduce the number of vehicle trips generated by their employees.

Consider the following strategies:

- Market incentives (including vehicle miles traveled charges;
- Voluntary rideshare measures;
- Parking pricing;
- Preferential parking;
- Shuttle services to activity centers and special events;

- Enhanced transit;
- Bicycle paths and storage facilities;
- Telecommute incentives.

Fees:

Implement procedures to achieve fair-share participation of the private sector in financing transportation improvements.

The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system.

Development projects shall construct or fund improvements necessary to mitigate the effects of traffic from the project. The County may allow a project to fund a fair share of improvements that provide significant benefit to others through traffic impact fees.

The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system. Exceptions may be made when new development generates significant public benefits (e.g., low income housing, needed health facilities) and when alternative sources of funding can be identified to offset foregone revenues.

DRAFT

APPENDIX R: SAMPLE REGIONAL TRANSPORTATION PLAN POLICIES

The Lassen County Transportation Commission (LCTC) is one of 43 Regional Transportation Planning Agencies (RTPA) in California, created under Section 29535 of the Government Code. Consistent with state law, the LCTC consists of three members of the Susanville City Council and three members of the Lassen County Board of Supervisors. The LCTC also includes a Caltrans District 2 representative as a non-voting ex-officio member. The principal purposes of RTPAs in rural areas are to prepare and adopt planning and programming documents and allocate/administer various funding programs that involve cities, counties, and transit operators. *Source: Lassen County Transportation Commission, www.lassentransportation.com*

Every RTPA is required by law to conduct long range planning to ensure that the region's vision and goals are clearly identified and to ensure effective decision making in furtherance of the vision and goals. The long range plan, known as the Regional Transportation Plan (RTP) is developed by RTPAs in cooperation with Caltrans and other stakeholders, including system users. The purpose of the RTP is to establish regional goals; identify present and future needs, deficiencies and constraints; analyze potential solutions; estimate available funding; and propose investments. The RTP should encourage and promote the safe and efficient management, operation and development of a regional transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people.

Source: 2017 RTP Guidelines, California Transportation Commission, January 2017.

The current Lassen County RTP was adopted by the LCTC in September of 2012. Policies in the RTP that are relevant and support future upgrade of US 395 to four-lane expressway between PM 0.0 and 61.06 include:

1.13 POLICY: The LCTC shall support the incremental addition of lanes on U.S. 395 to a four-lane expressway and work with Caltrans in the consideration and implementation of access management policies to protect traffic efficiency and safety and to facilitate future highway improvements. Such measures include the limitation of new encroachments onto U.S. 395. The LCTC shall support an increased number of passing lanes where a four-lane expressway is not feasible.

6.1 POLICY: Periodically review traffic operations along State highways and major county roads. Promote signal timing, access management, transit priority treatments, accident scene management measures, and closed circuit TV to help increase traffic flow.

The following is a sampling of additional RTP policies adopted by other RTPAs around California that may be relevant for consideration during future updates to the Lassen County RTP. The list is not intended to prescribe any given policy or topic for the plan, rather it is meant to foster discussion about what actions can or should be done to help achieve the four-lane expressway concept.

- Support federal legislation increasing funds available for all transportation modes by formal resolution and petitioning local representatives in Congress.
- Pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services.

- Support development of viable alternative fund sources such as a local transportation sales tax, local option motor vehicle fuel tax, public/private partnerships, peak hour congestion pricing, and bond measures.
- Encourage responsible agencies to consider formation of assessment districts for assisting in the financing of projects and programs included in the Regional Transportation Plan, when feasible.
- Encourage new development and private sector activities to fully mitigate their impacts to the transportation system through the provision of highways, roads, transit, pedestrian, and bicycle facilities as planned by local agencies.
- Encourage local agencies to fund local arterial access and traffic capacity projects with local development-based fees supplemented with other local funds as appropriate.
- Support the economic vitality of the region, funding priority shall be given to major road and highway improvements that address critical safety concerns and provide increased capacity for commuter and commodity travel.
- Seek to preserve regional and State funding programs (such as the STIP) for improvement and expansion of arterial roadways and the State Highway System.
- Fund project development activities (such as environmental studies) on large and/or hard-to implement projects so that they are ready for ad hoc funding opportunities.
- Work with Caltrans and local agencies to obtain right-of-way dedications for designated future interchanges and along mainline portions of state highways within the regional transportation system.
- Study, coordinate discussions, and explore options for establishing a region-wide program dedicated to funding the growing need for roadway improvements and reconstruction on designated arterial truck routes.
- Transportation planning and projects shall facilitate secure and efficient movement of freight in a manner consistent with the general mobility needs of the region by:
 - Making efficient use of existing transportation system.
 - Identifying and constructing projects to improve freight movement, including rail and highway projects.
 - Addressing freight and goods movement facility improvement needs as a high priority.
 - Considering freight and goods movement in the design and planning of all projects.
 - Planning for intermodal connectivity (airport, rail, and highway) in freight and goods movement

The following goal, objectives and strategies are from the Shasta County Regional Transportation Plan prepared by the Shasta Regional Transportation Agency:



GOAL #2:

Strategically increase capacity on interregional and regionally significant roadways to keep people and freight moving effectively and efficiently.

Objective 2.1 - Maximize funding available for transportation and mobility improvements in the region.

Strategies

- A. Utilize the region's limited transportation funds to leverage additional state and federal investment (long range).
- B. Work with regional partners (including the California Association of Councils of Governments and sixteen-county North State Super Region) to bring about consistent and sustainable transportation funding sources (long range).
- C. Work with state and federal partners to secure funding for transportation projects, planning, and programs that address the impacts of non-local traffic (i.e. interregional and through-trips) (short range).
- D. Position the region to compete for discretionary state and federal transportation funds by developing 'shovel-ready' projects (short range).
- E. Utilize 'fair share' methodology for ascribing transportation infrastructure funding responsibility to appropriate transportation system users and beneficiaries (short range).
- F. Explore potential local transportation revenue options (short range).

Objective 2.2 - Maintain adequate traffic capacity on the core interregional network.

Strategies

- A. Employ targeted capacity increasing projects to relieve traffic bottlenecks and improve travel time reliability (long range).
- B. Facilitate freight consolidation and intermodal options to reduce travel demand on core interregional routes (short range).
- C. Preserve roadway right-of-way needed for future roadway expansion (long range).
- D. Consider transportation enhancements on arterial roadways that would relieve local travel demand on the core interregional network (long range).

APPENDIX S: FOUR-LANE DIVIDED EXPRESSWAY - HISTORY

Since the 1980s, the concept has been to expand the section of US 395 from the SR 70 junction to the SR 36 junction to a four-lane divided expressway. At the time, forecasts were generated suggesting that four lanes were needed to maintain the then-concept level of service B. Improving safety, reducing delay and increasing capacity were additional reasons to expand US 395 to four lanes.

Below is a bulleted timeline which shows key efforts since the 1970s to expand US 395 from two to four lanes. The first section widened was from the Nevada state line to just north of the Hallelujah Junction. To this day, it is the only four lane section between the Nevada state line and Susanville.

Timeline

- Early 1970s: The portion from the Nevada state line to Hallelujah Junction became a divided four-lane expressway
- 1980s: Coordination among Caltrans and external stakeholders, such as Lassen County, FHWA and SIAD regarding access control and other expansion-related topics.
- 1985: Lassen County passes resolution recognizing need for four lanes along US 395 and supporting a controlled access highway agreement.
- 1990: Caltrans develops a draft Transportation Corridor Fact Sheet, saying that "a four-lane divided expressway is required NOW to meet the concept LOS B."
- 1990: Caltrans develops a U.S. Highway 395 Task Force Access Management Status Report to coordinate protection of access control and right of way. The report also lists tools the county can use through its zoning, subdivision and permit control to manage access where the state does not have access control.
- 1991: Four-Lane Expressway Project Study Report (LAS R4.7/7.8) presented a concept to add two lanes east of the existing corridor to address safety and delay warrants. Capacity and LOS are secondary warrants. The outcome of the report is that two alternatives (Alternative A and Alternative B) were proposed; the primary differences between them include different median widths, different phasing and different profile grades.
- 1992: District submitted proposal to FHWA to conduct planning studies along US 395.
- 1993: Supplemental Project Study Report (LAS R4.7/9.0) was created because Alternative A from the 1991 PSR was eliminated. A third alternative, Alternative C, with a northern project limit of LAS 9.0 was proposed. Alternative C was proposed in order to mesh with a 1993 construction project to add alternating northbound and southbound passing lanes from LAS 9.0 to 11.8. Only the passing lane section (LAS 9.0 to 11.8) was constructed.
- 1999: Lassen County adopts general plan. Within the circulation element are non-binding policies outlining County responsibilities in order to facilitate expansion of US 395 to a four-lane expressway standard.
- Mid- to late- 2000s: Discussions with the Lassen County Transportation Commission and the public regarding development of an expressway study.

- 2007-2010: Honey Lake Expressway Study (draft).

Honey Lake Expressway Master Plan Summary

The Honey Lake Expressway Master Plan was started in 2007 and was developed to a draft level to recommend a process for widening the section between Hallelujah Junction and Susanville to four lanes. The plan uses the four-lane section between the Nevada state line and Hallelujah Junction as an example. Desired features include a wide divided natural median, consolidated access points, paved and unpaved frontage roads, deer fencing and crossings, limited at-grade intersections and interchanges.

Key Actions Identified

- Consolidation of access points to approximately 13 interchanges or at-grade intersections, spaced 2.5-7 miles apart.
- Coordinate with local stakeholders and the public to identify approximate locations.
- Acquire additional right of way along entire corridor.
- Install new, or if present, use existing roads as frontage roads.
- Add animal crossings through balancing cost, constructibility and effectiveness. One particular recommendation included tunnels under the highway which could also accommodate farm equipment.
- Add deer fencing where needed.
- Carefully consider locations for new utility poles.
- Realignment of the highway might be needed in close proximity to communities along the corridor.
- Ensure future mitigation sites are outside of the proposed highway alignment.
- Use innovative project development and delivery techniques such as building new lanes/closing old lanes in lieu of rehabilitating existing lanes and developing passing opportunities as four-lane expressway segments rather than traditional passing lanes.



Figure 36. Four-Lane Divided Expressway At-Grade Intersection (LAS 2.0)

This at-grade intersection at PM 2.0 is typical of the proposed 60-mile master plan concept. Median here is 150 feet with natural vegetation. Local roads are paved within the state right of way, then transition to gravel or dirt outside state right of way. For new expressway locations, the median would be 150 feet (southernly 30 miles) and 70 feet (northerly 30 miles) with approximately 50 miles of frontage roads to control access.

APPENDIX T: GLOSSARY OF TERMS AND ACRONYMS

Aa

Access Control: The condition where the right of owners or occupants of abutting land or other persons to access in connection with a highway is fully or partially controlled by public authority.

Access Management: Involves managing where vehicles enter the highway to improve highway operations and reduce accidents.

Access Point: Location where vehicles can enter or exit a highway.

Agricultural Inspection Stations: These stations conduct agricultural inspections on all private and commercial vehicles near major borders.

Air Basin: An area or territory that contains similar meteorological and geographical conditions. In California, the Air Resources Board (ARB) has established nine air basins.

Air Quality: A general term used to describe various aspects of the air that plants and human populations are exposed to in their daily lives.

All-Way Stop Control: Traffic control at an intersection where all approaches are controlled by stop signs.

Americans with Disabilities (ADA): In 1990, the act was enacted, which prohibits discriminations against persons because of their disabilities.

Ancestral boundaries: The boundaries represent the areas that were once inhabited by Indian Tribes to camp, hunt, fish, and gather vegetation for food consumption and basketry material, or had sacred ceremonial and burial sites.

Annual Average Daily Traffic (AADT): Daily traffic that is averaged over a calendar year or fiscal year.

At-grade Crossings: A junction at which two or more intersections cross at the same grade

Attainment: Air quality status indicates that the area has never been designated non-attainment for that particular standard.

Arterial: A class of street that primarily serves through-traffic and major traffic movements.

Auxiliary Lane: The portion of the roadway for weaving, truck climbing, speed change, or other purposes supplementary to through traffic movement.

Average Daily Traffic (ADT): The average number of vehicles passing a specified point during a 24-hour period. Frequently used in relation to the "peak-month" average daily traffic.

Bb

Bicycle Status: The ability to ride the bike on the freeway or provide an alternate facility for bicycle travel.

Bike Route Class: Classification of a bicycle facility. There are three classes:

Class I - (bicycle facility separate from roadway) provides completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.

Class II - (designated bicycle facility adjacent to roadway) provides a striped lane for one-way bike travel on a street or highway.

Class III - (non-designated but open to bicycles) provides for shared use with pedestrians or motor vehicle traffic.

Bridges: Structures of more than 20 feet in length that span a body of water.

Cc

California Environmental Quality Act (CEQA): 1970 state legislation which requires state agencies to regulate activities with major consideration for environmental protection.

California Transportation Commission: A body appointed by the governor responsible for the STIP, the development of the RTP guidelines, and the statewide transportation policy.

Caltrans or Department: California Department of Transportation.

Capacity: The number of vehicles that a facility can accommodate during a specified period of time. It represents the flow rate that can be achieved during peak periods of demand. Capacity is also used to estimate the maximum amount of traffic that a facility can accommodate while maintaining a prescribed level of operation (Level of Service).

Capacity-Increasing Projects: Projects that allow for more capacity on the roadway such as adding a lane.

Chain Locations: These are the signed locations that drivers are allowed to stop and pit on chains.

Changeable Message Signs (CMS): Electronic signs that can change the message it displays. Often used on highways to warn and redirect traffic. Also referred to as variable or electronic message signs.

Channelization: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movement of both vehicles and pedestrians.

Clean Air Act: A 1990 environmental policy act relating to the reduction of smog and air pollution.

Clear Recovery Zone: An area clear of fixed objects adjacent to the roadway to provide a recovery zone for vehicles that have left the traveled way. A minimum clear recovery area of 20 feet on conventional highways and 30 feet on freeways and high-speed expressways is desirable.

Climbing lane: A lane added on an uphill grade for use by trucks, recreational vehicles, and other heavy vehicles with speeds significantly reduced by grade.

Closed Circuit Television (CCTV): This ITS technology allows a camera to display remote verification of road and weather conditions, traffic conditions, and incidents. This television can have compatibility with other communications technologies, such as cable TV, kiosks, and the internet.

Collector Road: A collector road or distributor road is a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.

Commercial Airports: Publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service.

Concept: A strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

Concept LOS: Used to describe the target operational condition for a facility during the twenty-year planning horizon of the Transportation Concept Report. Planning studies for projects to improve highway capacity should begin at the time when a highway segment is projected to reach the concept LOS.

Conformity: Process to assess the compliance of any federally funded or approved transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Congestion: Defined as reduced speeds of less than 35 miles per hour for longer than 15 minutes.

Context Sensitive Solutions: Caltrans utilizes this process to ensure that transportation projects are in harmony with communities, and that intrinsic qualities such as historic, aesthetic, and scenic resources are enhanced and preserved.

Conventional Highway: A highway without control of access, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

Corridor: A set of essentially parallel transportation facilities for moving people and goods between two points.

Corridor Preservation: Identify and discuss the locations targeted for corridor preservation, and address existing and future rail and highway corridor, and seaport and airport facility land reservation needs.

Cultural Resources: Encompass archaeological traditional and built resources including but not necessarily limited to buildings, structures, objects, districts, and sites.

Dd

Daily Vehicle Miles of Travel: An estimate of Annual Vehicle Miles of Travel is the product of AADT x Segment Length x 365 days.

Delay: The time lost while traffic is impeded by some element over which the driver has no control.

Demographics: refers to selected population characteristics.

Density: The number of vehicles per mile (or per lane per mile) on the traveled way at a given instant.

Design Speed: A speed selected to establish specific minimum geometric (horizontal, vertical, sight distance) design elements for a particular section of highway.

Directional Split: During the peak period, the directional distribution of traffic.

District: Department of Transportation Districts.

Divided Highway: A highway with separated roadbeds for traffic in opposing directions.

Ee

Easement: A right to use or control the property of another for designated purposes.

Elevation: A location's height above a fixed reference point, often measured from mean sea level.

Encroachment: Occupancy of project right-of-way by non-project structures or objects of any kind or character.

Exit Number: This is a unique numbering system for freeways across California. The numbering system runs from south to north and from west to east.

Ff

Facility Concept (Route Concept): General term used to describe the number of lanes and degree of access control on a State Route or Freeway. The term can be used to describe the existing facility or the future facility that will be required to handle projected traffic volumes within adopted level of service standards.

Present Facility Concept: Defines the current built facility.

Twenty-Year Facility Concept: Defines the desired facility during the next twenty years.

Long-Range (Post Twenty-Year): Defines the facility that may ultimately be needed sometime beyond the twenty-year planning horizon.

Federal Highway Administration (FHWA): An agency of the US Department of Transportation that funds highway-planning programs.

Federal Highway Administration (FHWA): An agency of the US Department of Transportation that funds highway planning programs.

Federal Transit Administration (FTA): An agency of the US Department of Transportation that funds transit planning and deployment programs.

Federally Recognized Tribes: Those Native American Tribes recognized by the US Bureau of Indian Affairs for certain federal government purposes.

Fee Title: This is the highest possible form of ownership in real property. It entitles the owner to use the property in any manner consistent with federal, state, and local laws and ordinances.

Free Flow Speed: The average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by delay from traffic control devices.

Freeway: A divided arterial highway with full control of access and with grade separations at intersections. A freeway, as defined by statute, is also a highway in respect to which: (1) the owners of abutting lands have no right or easement of access to or from their abutting lands; or (2) such owners have only limited or restricted right or easement of access.

Functional Classification: Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided (i.e., Principal Arterials, Minor Arterials and Major Collectors).

Gg

General Aviation: General aviation refers to all flights other than military and scheduled airline flights, both private and commercial.

General Plans: A policy plan of acceptable land uses in each jurisdiction. Each city and county adopts and updates their General Plan to guide the growth and land development of their community, for both the current and long term.

Geometric Design: Geometric design is the arrangement of the visible elements of a road such as alignment, grades, sight distances, widths, slopes, etc.

Goods Movement: The general term referring to the goods or produce transported by ship, plane, train, or truck.

Grade: As used in capacity analysis, grade refers to the average change in elevation on the segment under study, expressed as a percentage.

Hh

Highway: Term applies to roads, streets, and parkways, and also includes right-of-way, bridges, railroad crossings, tunnels, drainage structures, signs, guard rails, and protective structures in connection with highways.

Highway Advisory Radio (HAR): An ITS technology that provides valuable information to travelers through prerecorded messages that contain traffic information, road conditions, chain requirements and road closures, etc. Transmission is generally accomplished through low-powered AM broadcast.

Highway Advisory Radio (HAR) Flasher: An ITS technology that signals the traveling public that information is available for a specific route via a nearby transmitting HAR.

Highway Capacity Manual (HCM): Updated in 2000 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (Level of Service) of transportation systems.

Highway Classification: For purposes of capacity analysis, separation of two-lane highways into Class I, II or III. Class I includes major interregional routes, Class II includes smaller links in the system and Class III includes segments of two-lane highway in smaller developed areas or communities.

li

Improved LOS: This represents the LOS that will be achieved if identified capacity improvements are completed.

Incident: Any occurrence on a roadway that impedes the normal flow of traffic.

Incident Management: the activities of an organization to identify, analyze, and correct hazards.

Intelligent Transportation Systems (ITS): Use of advanced sensor, computer, and electronic systems to increase the safety and efficiency of the transportation system.

Interchange: A system of interconnecting roadways in conjunction with one or more grade separations providing for the interchange of traffic between two or more roadways on different levels.

Intermodal: The ability to connect, and make connections between modes of transportation.

Interregional Transportation Strategic Plan (ITSP): The ITSP identifies six key objectives for implementing the Interregional Improvement Program and strategies and actions to focus improvements and investments. This document also addresses development of the interregional road system and intercity rail in California, and defines a strategy that extends beyond the 1998 State Transportation Improvement Program (STIP).

Intersection: The general area where two or more roadways join or cross, which include roadside facilities for traffic movements in that area.

Interstate Highway System: The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the US to internationally significant routes in Mexico and Canada.

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LI

Land Use: The human modification of natural environment or wilderness into built environment, such as fields, pastures, and settlements.

Lane Width: The arithmetic mean of the lane widths of a roadway in one direction expressed in feet.

Left-Turn Lane: A storage area designated to only accommodate left turning vehicles.

Level-of-Service (LOS): A rating using qualitative measures that characterize operational conditions within a traffic stream.

Local Street or Local Road: A street or road primarily used for access to residences, businesses, or other abutting property.

Mm

Maintained Miles: The length of a facility that is preserved and kept in the safe and usable condition, to which it has been improved.

Maintenance Service Level (MSL): For maintenance purposes, routes within the state highway system are assigned a Maintenance Service Level classification of either Class 1, 2, or 3.

Median: The portion of a divided highway separating the traveled ways for traffic in opposite directions. Median may be a solid barrier, an unpaved surface, or designated by markings on the highway.

Metropolitan Planning Organization (MPO): By federal provision, the Governor designates this organization by principal elected officials of general-purpose local governments. MPOs are established to create a forum for cooperative decision making. Each MPO represents an urbanized area with a population of over 50,000 people.

Mixed Flow: Traffic movement having automobiles, trucks, buses, and motorcycles sharing traffic lanes.

Mode Choice: Type of transportation: auto, bicycle, bus, pedestrian, rail, etc.

Multimodal: The availability of transportation options using different modes within a system or route.

Nn

National Environmental Policy Act (NEPA): 1969 legislation requiring all federal agencies to prepare an environmental impact statement evaluating proposed federal actions which may significantly affect the environment.

National Scenic Byway (NSB): To be designated as a NSB, a road must possess at least one of the following six intrinsic qualities: archaeological, cultural, historic, natural, recreational, or scenic. The significance of the feature(s) contributing to the distinctive characteristics of the corridor's intrinsic qualities must be recognized throughout the multi-state region.

Non-attainment: Areas with air quality levels that exceed the standard for specific pollutants.

Non-federally Recognized: Native American Tribes not recognized by the US Bureau of Indian Affairs for certain federal government purposes.

Nonmotorized Transportation: Transportation that includes bicycle and pedestrian travel to permit the transport of people.

Oo

Operational Improvements: Improvements addressing deficiencies related to the flow and movement of traffic without expanding design capacity. Some examples include adding auxiliary and truck climbing lanes, ramp metering, and intelligent transportation systems.

Pp

Passing Lane: A lane added to improve passing opportunities in one direction of travel on a two-lane highway.

Peak Hour: The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.

Peak Hour Factor: The hourly volume during the maximum-volume hour of the day divided by the peak 15-minute flow rate within the peak hour; a measure of traffic demand fluctuation within the peak hour.

Posted Speed: A road speed limit is the maximum speed as allowed by law for road vehicles.

Post Mile (PM): Using miles and counties, the PM system identifies specific and unique locations in the California highway system.

Post Mile Prefix: The post miles are prefixed with an alpha code whenever the location on the route is not an original post mile. Examples of prefixes. R (first realignment, when a section of the road is relocated), L (overlap post mile) and E (post mile equation).

Prescriptive: Type of easement that comes into existence without formal action because of long-term historical use in a route. A prescriptive right cannot be established over land owned by a governmental entity.

Programming: Process of scheduling high-priority projects for development and implementation.

Project Initiation Documents (PIDs): Documents that identify in detail the cost, scope, and schedule of a project and provide the basic information necessary for better understanding the nature of the project. A PID must be completed for any project to be programmed.

Project Report: Report summarizing the feasibility of needs, alternatives, costs, etc., of a proposed transportation project affecting state transportation facilities. Often project reports consist of a Transmittal Letter and a draft environmental document.

Public Participation: The active and meaningful involvement of the public in the development of transportation plans and programs.

Public Transportation: Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point to another. Routes and schedules may be determined through a cooperative arrangement.

Qq

Queues: A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate of the front of the queue determines the average speed within the queue.

Rr

Ramp: A connecting roadway between a freeway or expressway and another highway, road, or roadside area.

Regional Transportation Plan (RTP): State-mandated documents to be developed biennially by all Regional Transportation Planning Agencies (RTPAs). They consist of policy, action, and financial elements.

Regional Transportation Planning Agency (RTPA): Created by AB 69 to prepare regional transportation plans and designated by the Business, Transportation and Housing (BT&H) secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily-created agencies.

Rehabilitation: Activities which preserve the quality and structural integrity of a roadway by supplementing normal maintenance activities.

Relinquishment: A transfer of the state's right, title, and interest in and to a highway, or portion thereof, to a city or county.

Resurfacing: A supplemental surface or replacement placed on an existing pavement to restore its riding qualities or increase its strength.

Right-of-Way: Real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.).

Roadbed: That portion of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds.

Roadside: A general term denoting the area adjoining the outer edge of the roadbed. Areas between the roadbeds of a divided highway may also be considered roadside.

Roadway: That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including also the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

Road Weather Information Systems (RWIS): This ITS system collects pavement temperature, visibility, wind speed and direction, and precipitation data and presents the data in a usable format to transportation system operators, potentially for the traveling public.

Roundabouts: A road junction at which traffic streams circularly around a central island.

Route Concept (Facility Concept): General term used to describe the number of lanes and degree of access control on a State Route or Freeway. The term can be used to describe the existing facility or the future facility that will be required to handle projected traffic volumes within adopted level of service standards.

Rural: An area with widely scattered development and a low density of housing and employment.

Ss

Sales Tax Measures: In the California State Constitution and authorizes cities and counties to impose up to one percent additional local sales taxes for transportation if approved by the voters in the local jurisdiction.

Sandhouses: Storage facilities for abrasives and deicers.

Safety Roadside Rest: A roadside area provided for motorists to stop and rest for short periods. It includes paved parking areas, drinking water, toilets, tables, benches, telephones, information panels, and may include other facilities for motorists.

Segment: A portion of highway identified for analysis that is homogenous in nature.

Segment Concept (Existing): This term is applied to specific segments of a facility and describes the existing number of through travel lanes and any special features that may currently exist in the segment (such as auxiliary travel lanes, carpool lanes, access control, etc.). [see also Facility Concept and Segment Concept (20-year)]

Segment Concept (20-Year): This term is applied to specific segments of a facility and describes the number of through travel lanes and any special features that may be needed twenty years in the future in order to maintain the Concept LOS in the segment. [see also Facility Concept and Segment Concept (Existing)]

Separate Turning Lane: An auxiliary lane for traffic in one direction, which has been physically separated from the intersection area by a traffic island.

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

Signalized Intersection: A place where two roadways cross and have a signal controlling traffic movements.

Stakeholder: Individuals and organizations that are actively involved in the project, or whose interests may be positively or negatively affected as a result of project execution or project completion. They may also exert influence over the project and its results. In transportation, stakeholders include FHWA, CTC, RTPAs, transportation departments, transportation commissions, cities and counties, Native American Tribal Governments, economic development and business interests, resource agencies, transportation interest groups, the public and the Legislature.

State Highway Account (SHA): The State Highway Account is used for the deposit of all money from any source for expenditure for highway purposes including major and minor construction, maintenance, right-of-way acquisition, improvements and equipment, services, investigations, surveys, experiments and reports.

State Implementation Plan (SIP): Plan required by the Federal Clean Air Act of 1970 to attain and maintain national ambient air quality standards.

State Routes: State highways within the State, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

State Highway Operation and Protection Program (SHOPP): A four-year program limited to projects related to state highway safety and rehabilitation.

State Routes: State highways within the state, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

State Transportation Improvement Program (STIP): Biennial document, adopted by the California Transportation Commission (CTC), which provides the schedule of projects for development over the upcoming five years.

Tt

TBD: To-be-determined.

Terrain: The surface features of an area of land; topography. In capacity analysis, classification falls into one of three categories: level, rolling, or mountainous. The terms "terrain" and "grade" are not interchangeable (see "Grade").

Level: The land surrounding the highway is level or nearly level. The most typical example of level terrain is a valley.

Rolling: Land in the vicinity of the highway is composed of low hills, dips and rolls, or other types of undulations. Rolling terrain is found in many locations, including the foothills surrounding the Central Valley of California.

Mountainous: Terrain with extensive, steep slopes (often in excess of six percent) that may rise sharply on one side of the highway while dropping away rapidly on the other.

Three C Process (3C): “Continuing, cooperative and comprehensive” planning process. Required of metropolitan planning organizations (MPOs) as a condition for receiving federal capital or operation assistance.

Topography: The surface features of the land that a highway passes through (i.e. the topographic features of the surrounding land).

Traffic Conditions: Any characteristics of the traffic stream that may affect capacity or operation, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commutes and recreational drivers).

Traffic Conflicts: Exist wherever two vehicles have the potential of occupying the same space.

Traffic Count Stations: There are three types of traffic count stations on the highway:

Control stations: Counted in one-hour intervals by direction.

Profile counts: Obtained on conventional highways and expressways got one to seven days in order to determine the number of vehicles at points of significant change.

Classification counts: Generally collected at control station sites or at locations of significant truck traffic.

Traffic Lane: The portion of the traveled way for the movement of a single line of vehicles.

Traffic Markings: All lines, words, or symbols (except signs) officially placed within the roadway to regulate, warn, or guide traffic.

Traffic Projections: Estimates of future traffic growth.

Traffic Sign: A device mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic.

Traffic Signal: A power-operated control device by which traffic (including vehicles, pedestrians, and bicycles) is alternately directed to stop and permitted to proceed. A traffic signal assigns the right-of-way to the various traffic movements.

Transit: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include: public transit, mass transit, public transportation, urban transit and paratransit.

Transportation Concept Report (TCR): Planning document that identifies current operating conditions, future deficiencies, route concept, concept level of service (LOS) and conceptual improvements for a route or route.

Transportation Demand Management (TDM): “Demand-based” techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

Transportation Improvement Program (TIP): Federally required annual schedule of projects for transportation development for the upcoming five years. A project must be in the appropriate regional-Federal TIP to receive Federal or CTC funding.

Transportation Management Center (TMC): A focal point that can monitor traffic and road conditions, as well as train and transit schedules, and airports and shipping advisories. From here, information about accidents, road closures and emergency notification is relayed to travelers.

Transportation Permits: The Department of Transportation has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight and loading of vehicles contained in Division 15 of the California Vehicle Code. Requests for such special permits require the completion of an application for a Transportation Permit from the office of Traffic Operations-Transportation Permits. Route Classes for length are labeled yellow, green, blue, brown and red. Route Classes for weight are labeled purple, orange and green. See <http://www.dot.ca.gov/hq/traffops/permits/> for more information.

Transportation System Management (TSM): TSM is (1) a process oriented approach to solving transportation issues considering both short and long-term implications, and (2) a services and operations process in which low-cost, environmentally-responsive, and efficiency-maximizing improvements are implemented on existing facilities.

Travel Demand Model: A software tool used to predict future demand for transportation demand and services.

Travel Way: The portion of the roadway for the movement of vehicles, exclusive of shoulders.

Tribal Lands: Lands within a reservation, lands held in trust by BIA, or lands otherwise under the direct ownership of a tribe. Most tribal lands are in trust status and within a reservation, but these lands can also be outside of a reservation.

Truck Climbing Lane: Additional lanes added to improve traffic movement around slow moving vehicles on a grade.

Truck Escape Ramp: A long, gravel filled lane adjacent to the highway that enables vehicles that are having braking problems to safely stop.

Truck Scales: Weigh stations (also called “weigh stations”) are where commercial trucks stop to get weighed and inspected.

Two-Way Stop Control: Traffic control at an intersection where the minor approaches are controlled by stop signs but the major street is not.

Typical Section: Depiction of the basic (or typical) design elements/features for an existing or planned facility. Typical sections can be prepared for a variety of facilities, including: highway sections, lane transition areas, medians, interchanges, pavement structural sections, bike paths and drainage systems.

Uu

Unimproved LOS: This represents the unimproved LOS if not capacity projects were undertaken.

Urban: An area typified by high densities of development or concentrations of population, drawing people from several areas of the region.

U.S. Department of Transportation: The principal direct Federal funding agency for transportation facilities and programs. Includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), and others.

U.S. Route: A network of highways of statewide and national importance. These highways can be freeways, expressways or conventional highways.

Vv

Vehicle Miles Traveled (VMT): Used in trend analysis and forecasts. (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specific time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given router or line or network during a specific time period.

Vista Point: A paved area beyond the shoulder, which permits travelers to safely exit the highway to stop and view a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water and telephones may be provided.

Volume: The number of vehicles passing a given point during a specified period of time.

Ww

Weaving: The crossing of traffic streams, moving in the same general direction, accomplished by merging and diverging.

Weigh Stations: Weigh stations (also called “truck scales”) are where commercial trucks stop to get weighed and inspected.

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Yy

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DRAFT

Attachment 3



United States Route 395 Coalition and Implementation Plan Preliminary Environmental Constraints Analysis

October 2019

Introduction

The Lassen County Transportation Commission (LCTC) is proposing to conduct the United States Route 395 (US-395) Coalition and Implementation Plan (plan) to focus on the feasibility of widening US-395 in unincorporated Lassen County from a two-lane conventional highway to a four-lane divided expressway as recommended by the US-395 Transportation Concept Report (California Department of Transportation, District 2, 2017). The intent of the plan is to guide policy and technical elements of the feasibility study by establishing a technical advisory committee; develop a strong coalition of public, private, and non-profit organizations; and define a strategy to move forward with a list of specific, sequential actions.

Background

US-395 is the primary north-south corridor in eastern California, providing connection between Nevada and Oregon. The corridor is used as a commuter route between Susanville and Reno, Nevada, connecting workers to employment centers, including the Sierra Army Depot, three correctional facilities, multiple hospitals/healthcare facilities, distribution and fulfillment centers, entertainment venues and casinos, and local government agencies. In addition, there are national and state parks adjacent to the highway that have recreational and logging use. Single occupancy vehicles, transit, and vanpools use the highway to access these activity centers. US-395 is also considered an important goods movement corridor, and is identified as a freight corridor in California, Nevada, and Oregon.

Purpose of this Document

The purpose of this document is to support the development of US-395 Coalition and Implementation Plan and the future CEQA document that will be prepared for it, by reviewing the existing environmental conditions of the project corridor and identifying environmental constraints that could be considered obstacles to the delivery of the future project.

Constraints Analysis

The following preliminary constraints have been identified for this project. Additional constraints will be identified as project planning progresses.

Air Quality

According to the California Air Resources Board, the project area is in the Lassen County Air Pollution Control District (LCAPCD), which is in the Northern Plateau Air Basin (California Air Resources Board, 2014). The project would be subject to applicable LCAPCD rules and thresholds of significance under CEQA.



According to the Caltrans Table of Conformity Areas, Lassen County is in National Ambient Air Quality Standard (NAAQS) attainment unclassified area, conformity does not apply (California Department of Transportation, 2018). An Air Quality Conformity Findings Checklist would be required for the project if there is federal funding or approval. It is not anticipated that there would be substantial differences in air quality assessment and compliance requirements, or project impacts to air quality resulting from potential alignment alternatives for the project. In addition, the project is increasing the number of lanes along the highway; therefore, an Air Quality Assessment Report, including an assessment of greenhouse gases, would be anticipated.

Biology

The project is located in a rural region of Lassen County along US-395 between Hallelujah Junction and State Route 36 (SR-36) in unincorporated Lassen County and is within the Johnstonville, Janesville, Standish, Stony Ridge, Milford, McKesick Peak, Doyle, Constantia, and Beckwourth Pass United States Geological Survey (USGS) 7.5 Minute quadrangles. A preliminary Biological Study Area (BSA) was developed that includes the US-395 and adjacent areas within approximately 100 feet of US-395.

The BSA is surrounded primarily by agricultural (rangeland) areas and open space, with some residential development. Existing vegetation communities in the BSA have the potential to support special-status plant and wildlife species. In addition, there are many structures, trees, and other vegetation in the BSA that could support local native wildlife, including bats and migratory birds. A biological resources survey (including a habitat assessment, vegetation survey, and wildlife survey), a wildlife corridor assessment, and aquatic resource delineation would be required to evaluate the existing conditions within the BSA.

Aerial photography, current and historic images, and street view imagery were evaluated to determine existing biological resources in the BSA. In addition, a windshield survey was conducted on August 29, 2019. The preliminary species database searches, conducted on August 28, 2019, included the United States Fish and Wildlife (USFWS) Information for Planning and Consultation (IPAC) and California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) for the Johnstonville, Susanville, Litchfield, Diamond Mtn., Janesville, Standish, Wendel Hot Springs, Antelope Lake, Stony Ridge, Milford, Herlong, Ferris Creek, McKesick Peak, Doyle, State Line Peak, Frenchman Lake, Constantia, Seven Lakes Mtn., Chilcoot, Beckwourth Pass, and Granite Peak USGS 7.5-minute series topographic quadrangles (see **Attachment A**).

Special-Status Species

According to the database searches, multiple federal and/or state threatened, endangered and/or candidate plant and wildlife species have been recorded within the BSA. There is no designated critical habitat for federal threatened or endangered species within the BSA. Based on preliminary database research the following federal and/or state threatened or endangered species have potential to be within the BSA:

- Tricolored blackbird (*Agelaius tricolor*), State Threatened
- Greater sandhill crane (*Antigone canadensis tabida*), State Threatened
- Swainson's hawk (*Buteo swainsoni*), State Threatened
- Gray wolf (*Canis lupus*), Federally and State Endangered



- Willow flycatcher (*Empidonax traillii*), State Endangered
- California wolverine (*Gulo gulo*), Federally Proposed Threatened and State Threatened
- Bald eagle (*Haliaeetus leucocephalus*), State Endangered
- Webber's ivesia (*Ivesia webberi*), Federally Threatened
- Fisher – west coast DPS (*Pekania pennanti*), State Threatened
- Carson wandering skipper (*Pseudocopa eodes eunus obscurus*), Federally Endangered
- Foothill yellow-legged frog (*Rana boylei*), State Candidate Threatened
- Sierra Nevada yellow-legged frog (*Rana sierrae*), Federally Endangered and State Threatened
- Bank swallow (*Riparia riparia*), State Threatened
- Sierra Nevada red fox (*Vulpes vulpes necator*), Federal Candidate and State Threatened
- Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*), Federally Threatened

Further evaluation of habitat, range, and foraging area is required to determine if species listed under the Federal Endangered Species Act (FESA) or California Endangered Species Act (CESA) are present in the BSA. If there is potential for FESA or CESA species, then protocol surveys may be required. Field surveys would be required to evaluate the BSA for wildlife, their signs, and potential habitat. All botanical and wildlife resources observed would be inventoried and vegetation communities would be identified.

A Natural Environment Study (NES), or similar study, is recommended to analyze potential project impacts on special-status species, and develop appropriate measures to avoid, minimize, and/or mitigate potential project impacts. If impacts on federally threatened or endangered species cannot be avoided, compliance with the Federal Endangered Species Act and consultation with USFWS would be required. If take of state threatened, endangered, or candidate species cannot be avoided, an Incidental Take Permit from the CDFW would be required.

Wildlife Corridors

According to the CDFW Biogeographic Information and Observation System Habitat Connectivity Viewer (see **Attachment B**), the BSA includes highly permeable wildlife corridor areas, riparian connections, and areas of conservation emphasis for terrestrial connectivity (California Department of Fish and Wildlife, 2019). A Wildlife Corridor Study is recommended to evaluate wildlife movement, potential impacts, and develop appropriate measures to avoid, minimize, and/or mitigate potential impacts.

Jurisdictional Resources

According to the National Wetland Inventory (NWI) Wetlands Mapper (see **Attachment C**) and results of the windshield survey, there are wetland and riparian resources within project area along US-395. Aquatic features within the BSA, including Long Valley Creek (U.S. Fish and Wildlife Services, 2019), ephemeral/intermittent channels, roadside drainages, and associated wetland/riparian areas, have the potential to be under the jurisdiction of the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or CDFW.

An aquatic resource delineation is recommended to identify potential jurisdictional wetlands and waters of the United States and state, and develop appropriate measures to avoid, minimize, and/or mitigate potential project impacts. . If impacts on wetlands and waters of the United States or state cannot be



avoided, regulatory permits including a Section 404 Individual or Nationwide Permit from the USACE, Section 401 Water Quality Certification from the RWQCB, and/or Fish and Game Code Section 1602 Lake or Streambed Alteration Agreement from the CDFW would be required.

Cultural Resources

The proposed study area follows US-395, north-south transportation corridor in eastern California. The study area is located in a region utilized by Northeastern Maidu populations.

Much of the extant built environment along US-395 is older than 50 years old, with many buildings present by 1954. A records search was conducted at the Northeast Information Center at California State University, Chico, on October 1, 2019. Based on that search, 107 previously recorded built-environment and archaeological resources have been documented within the study area or 0.125-miles from the study area. Of those, 27 are located within the study area (Attachment D, Table 1). The records search also indicated that 57 cultural resources studies have been conducted within the study area or within a 0.125-mile radius of the study area (Attachment D, Table 2).

Based on preliminary research, the study area has high potential for cultural resources, both built-environment and archaeological. If the proposed project does not qualify as a screened undertaking for cultural resources under the January 1, 2014 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Caltrans Section 106 PA), the project will require documentation for compliance with Section 106 of the National Historic Preservation Act.

Floodplains

The project area is part of the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Map (FIRM) Map Numbers 06035C1975D, 06035C2225D, 06035C2250D, 06035C2475D, 06035C2500D, 06035C2625D, 06035C2640D, 06035C2725D, and 06035C2800D (see **Attachment E**) (Federal Emergency Management Agency, 2008). The majority of the project area is designated as Zone X, area determined to be outside of the 0.2 percent annual chance floodplain. There are sections within the project area, including ephemeral/intermittent channels and Long Valley Creek, that are designated as Special Flood Hazard Area Zone A, areas subject to inundation by one percent annual chance (100-year) flood with base flood elevation determined. Therefore, a portion of project construction would take place within the base floodplain (100-year) elevation. If project improvements extend outside of existing right of way and encroach into the regulatory floodway then a Location Hydraulic Study with a Floodplain Evaluation Report may be required.

Hazards and Hazardous Material

According to the State Water Resources Control Board GeoTracker Database there is one active Leaking Underground Storage Tank (LUST) Cleanup Site (Janesville Payless Gas) and two closed Cleanup Program Sites within one mile of the project area (see **Attachment F**) (State Water Resources Control Board, 2015). According the Department of Conservation Division of Oil, Gas, and Geothermal Resources Well Finder



there are two geothermal wells within 0.5-mile of the project area (see **Attachment G**) (California Department of Conservation, 2019). In addition, there are several gas stations along US-395 within the project area. There is potential for historic pesticide use in the surrounding farmlands, as well as lead and/or chromium in roadway striping that may be disturbed during project construction. Hazardous levels of aerially deposited lead (ADL) may also be present in soil adjacent to US-395, depending on the volume of vehicles that used US-395 prior to the elimination of leaded gasoline. The project could require additional rights-of-way acquisition, and it is Caltrans policy that proposed new rights-of-way for a project must be free of hazardous material before title to such property is transferred to Caltrans. In addition, project construction would potentially require the transportation and use of construction materials that could be hazardous. Lead based paint and asbestos containing material may need to be sampled depending on the age of structures. Thermoplastic striping may also need to be sampled prior to disposal. Additional analysis would need to be completed for treated wood waste, polychlorinated biphenyl for utilities.

A Phase I Initial Site Assessment (ISA) is recommended to analyze potential project impacts related to hazardous wastes and materials and develop appropriate recommendations to avoid, minimize, or mitigate potential impacts, or to complete subsequent characterization and remediation. Additional studies, including ADL surveys, may be required depending on the findings of the ISA.

Hydrology and Water Quality

The project would include widening of an existing roadway, which would increase impervious surface areas or result in changes in topography in the project area. These changes could affect drainage patterns, or the rate or amount of surface runoff during project operation. During construction there is potential for exposed soils, construction debris, and other pollutants to enter storm water runoff that discharges into Long Valley Creek, roadside drainages, and numerous ephemeral/intermittent channels within the project area. Therefore, a Water Quality Assessment Report is recommended to analyze potential project impacts, and develop appropriate measures to avoid, minimize, or mitigate potential impacts. During construction to satisfy the requirements of Caltrans and other applicable regulatory agencies, the project would either need a Stormwater Pollution Prevention Plan (SWPPP) for one acre or greater of soil disturbance, or a Water Pollution Control Plan (WPCP) for less than one acre of soil disturbance. In addition, if dewatering is required to complete project construction then a National Pollutant Discharge Elimination System permit may be required. If the project would include altering or discharge into Long Valley Creek, roadside drainages, or other channels within the project area then the following permits may be required: Clean Water Act Section 404 Pre-Construction Notification from the USACE, Clean Water Act Section 401 Water Quality Certification from the RWQCB, and Fish and Game Code Section 1602 Lake or Streambed Alteration Agreement from the CDFW.

Land Use, Farmland, and Community Impacts

The project area is located along an existing roadway and is surrounded by undeveloped (open space) land, rangeland, and scattered residential development. The project would include widening US-395 to accommodate additional lanes of travel. According to the Lassen County General Plan, Land Use Element,



US-395 is surrounded by Extensive Agriculture¹ and Intensive Agriculture² (Lassen County, 2000). It is unknown at this time if the proposed project would require acquisition of rights-of-way of some of these parcels to accommodate the project. If the project would require acquisition of rights-of-way from adjacent parcels, then further analysis would be needed to determine if soils for Primary Farmland are present. If it is determined that important farmland is present, a Form AD 1006, a Farmland Impact Assessment, and consultation with Natural Resource Conservation Service (NRCS) may be required.

Relocation of residential and business properties is not anticipated; however, if it is determined that relocations may be required then a Relocation Impact Report would be required. Prior to or during construction, intermittent disruptions to or relocations of utilities could be required. Therefore, a Utilities Relocation Memorandum would be recommended to address logistics for this action.

According to the United States Census Bureau, the project is in Census Tracts 403.02, 405, and 406 in Lassen County. Census data for these tracts was obtained from the 2013-2017 American Community Survey (United States Census Bureau, 2018). The median household income for Census Tract 403.02, 405, and 406 is \$66,473, \$77,125, and \$47,063, respectively, higher than the Health and Human Services 2019 Poverty Guidelines of \$25,570 (United States Department of Health and Human Services, 2019).

Minority populations include persons belonging to Black or African American, American Indian and Alaskan Native, Asian American, or Hispanic ethnicity and races. According to the U.S. Census Bureau 2013-2017 American Community Survey, the proportion of minority populations in Census Tracts 403.02 and 405 are lower than Lassen County's proportion of minority populations. However, the proportion of minority populations in Census Tract 406 are greater than Lassen County's proportion of minority populations, except for Asian American (see **Table 1**). Therefore, a Community Impact Assessment may be required.

Table 1. Minority Populations

Race or Ethnicity	Census Tract 403.02	Census Tract 405	Census Tract 406	Lassen County, California
Black or African American	0.7%	0.1%	13.6%	8.7%
American Indian and Alaskan Native	2.5%	0.3%	3.9%	3.1%
Asian American	0.7%	1.4%	1.3%	1.5%
Hispanic	8.7%	4.4%	22.3%	18.1%

Noise and Vibration

Sensitive receptors are located adjacent to the project area in commercial establishments (coffee shop, airplane museum, gas stations) (Caltrans Traffic Noise Analysis Protocol Activity Category E), rural residences (Caltrans Traffic Noise Analysis Protocol Activity Category B), and agriculture (rangeland)

¹ Extensive Agriculture is defined as primarily representing typical rangeland areas with grazing and general rangeland values, natural wildlife habitat, open space and scenic values, and/or low intensity outdoor-oriented recreational values.

² Intensive Agriculture is defined as land devoted to or having high suitability potential for growing crops and/or raising livestock on natural or improved pastureland. Can also provide a variety of open space resources including wildlife habitat and scenic resources.



(Caltrans Traffic Noise Analysis Protocol Activity Category F). The predominant source of existing noise in the project area is vehicle traffic along US-395. Project operation is anticipated to have an increase in long-term traffic noise levels in the area, although it is not anticipated that there would be substantial differences in predicted future noise resulting from potential alignment alternatives for the project.

It is anticipated that a Noise Report would be required, as part of future project development and environmental review, to document predicted noise levels resulting from the project and identify avoidance, minimization, and mitigation measures. If the project receives federal funding, the project would meet the criteria for a Type I project under 23 Code of Federal Regulations 772.7, which include the addition of a through-traffic lane(s) (California Department of Transportation, 2011). Therefore, a Noise Study Report would be required to identify predicted traffic noise and vibration from operation and construction of the project and identify potential noise abatement measures.

Visual Resources

According to the Lassen County General Plan, Land Use Element, US-395 is considered a scenic corridor (Lassen County, 2000). A Visual Impact Assessment Questionnaire will need to be prepared and signed by a landscape architect to determine the appropriate level of Visual Impact Assessment needed for the project.

Conclusion

The proposed project is to widen US-395, providing additional travel through lanes to accommodate passing vehicles, commuting traffic, and variable speed limits.

Potential Future Environmental Studies

The following studies are likely to be required during the Project Approval & Environmental Document (PA&ED) Phase. Actual studies required will depend on the proposed project alignment and design, as well as requirements of Lassen County and other agencies authority over the project.

- Preliminary Environmental Analysis Report
- Environmental Impact Statement/Environmental Impact Report

Technical Reports

- Air Quality Assessment Report, or similar study
- Natural Environment Study, or similar study
- Wildlife Corridor Study
- Aquatic Resource Delineation
- Area of Potential Effects (APE) Map; Archaeological Survey Report (ASR), including coordination with Native American Tribes under Section 106 and AB 52; Historic Resources Evaluation Report (HRER), including coordination with interested parties; Historic Property Survey Report (HPSR); Finding of Effect; Memorandum of Agreement for avoidance, minimization, or mitigation measures (only if cultural resources are adversely affected by the project)
- Phase I Initial Site Assessment (ISA)
- Paleontological Investigation Report / Evaluation Report (PIR/PER)



- Water Quality Assessment Report, or similar study
- Farmland Impact Study, or similar study
- Utilities Relocation Memorandum
- Community Impact Assessment
- Noise Study Report, or similar study
- Visual Impact Assessment Questionnaire
- Traffic Data to support Noise and Air Quality evaluations



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**ATTACHMENT A: CALIFORNIA NATURAL DIVERSITY DATABASE AND UNITED
STATES FISH AND WILDLIFE SERVICES SPECIES LISTS**



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad< IS (Johnstonville (4012045) OR Susanville (4012046) OR Litchfield (4012044) OR Diamond Mtn. (4012036) OR Janesville (4012035) OR Standish (4012034) OR Wendel Hot Springs (4012033) OR Antelope Lake (4012025) OR Stony Ridge (4012024) OR Milford (4012023) OR Herlong (4012022) OR Ferris Creek (4012013) OR McKessick Peak (4012012) OR Doyle (4012011) OR State Line Peak (4011918) OR Frenchman Lake (3912082) OR Constantia (3912081) OR Seven Lakes Mtn. (3911988) OR Chilcoot (3912072) OR Beckwourth Pass (3912071) OR Granite Peak (3911978))

Lassen County, US-395 Feasibility Study

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Accipiter gentilis</i> northern goshawk	ABNKC12060	None	None	G5	S3	SSC
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	Threatened	G2G3	S1S2	SSC
<i>Alisma gramineum</i> grass alisma	PMALI01010	None	None	G5	S3	2B.2
<i>Allium atrorubens</i> var. <i>atrorubens</i> Great Basin onion	PMLIL02061	None	None	G4T4	S2	2B.3
<i>Ambystoma macrodactylum sigillatum</i> southern long-toed salamander	AAAAA01085	None	None	G5T4	S3	SSC
<i>Antigone canadensis tabida</i> greater sandhill crane	ABNMK01014	None	Threatened	G5T4	S2	FP
<i>Aplodontia rufa californica</i> Sierra Nevada mountain beaver	AMAF01013	None	None	G5T3T4	S2S3	SSC
<i>Aquila chrysaetos</i> golden eagle	ABNKC22010	None	None	G5	S3	FP
<i>Argochrysis lassena</i> Lassen cuckoo wasp	IIHYM70010	None	None	G1	S1	
<i>Artemisia tripartita</i> ssp. <i>tripartita</i> threetip sagebrush	PDAST0S1S2	None	None	G5T4T5	S2	2B.3
<i>Asio otus</i> long-eared owl	ABNSB13010	None	None	G5	S3?	SSC
<i>Astragalus geyeri</i> var. <i>geyeri</i> Geyer's milk-vetch	PDFAB0F3M1	None	None	G4T4	S2	2B.2
<i>Astragalus lentiformis</i> lens-pod milk-vetch	PDFAB0F4P0	None	None	G2	S2	1B.2
<i>Astragalus pulsiferae</i> var. <i>pulsiferae</i> Pulsifer's milk-vetch	PDFAB0F783	None	None	G4T2	S2	1B.2
<i>Bombus morrisoni</i> Morrison bumble bee	IIHYM24460	None	None	G4G5	S1S2	
<i>Bombus occidentalis</i> western bumble bee	IIHYM24250	None	None	G2G3	S1	
<i>Botrychium crenulatum</i> scallop moonwort	PPOPH010L0	None	None	G4	S3	2B.2



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Botrychium manganense</i> Mingan moonwort	PPOPH010R0	None	None	G4G5	S3	2B.2
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<i>Canis lupus</i> gray wolf	AMAJA01030	Endangered	Endangered	G4	S1	
<i>Carex davyi</i> Davy's sedge	PMCYP033H0	None	None	G3	S3	1B.3
<i>Carex sheldonii</i> Sheldon's sedge	PMCYP03CE0	None	None	G4	S2	2B.2
<i>Catostomus platyrhynchus</i> mountain sucker	AFCJC02160	None	None	G5	S3	SSC
<i>Chylisma claviformis ssp. cruciformis</i> cruciform evening-primrose	PDONA030D4	None	None	G5T4	S2	2B.3
<i>Claytonia umbellata</i> Great Basin claytonia	PDPOR030P0	None	None	G4	S1	2B.3
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
<i>Dalea ornata</i> ornate dalea	PDFAB1A150	None	None	G4G5	S2	2B.1
<i>Downingia laeta</i> Great Basin downingia	PDCAM06080	None	None	G5	S3	2B.2
<i>Empidonax traillii</i> willow flycatcher	ABPAE33040	None	Endangered	G5	S1S2	
<i>Eremothera minor</i> Nelson's evening-primrose	PDONA03110	None	None	G4	S1S2	2B.3
<i>Erethizon dorsatum</i> North American porcupine	AMAFJ01010	None	None	G5	S3	
<i>Erigeron eatonii var. nevadincola</i> Nevada daisy	PDAST3M2U0	None	None	G5T2T3	S2S3	2B.3
<i>Erigeron lassenianus var. deficiens</i> Plumas rayless daisy	PDAST3M262	None	None	G3G4T2T3	S2S3	1B.3
<i>Eriogonum microthecum var. schoolcraftii</i> Schoolcraft's wild buckwheat	PDPGN083WG	None	None	G5T3	S3	1B.2
<i>Eriogonum nutans var. nutans</i> Dugway wild buckwheat	PDPGN084B2	None	None	G5T3T4	S2?	2B.3
<i>Eriogonum ochrocephalum var. ochrocephalum</i> ochre-flowered buckwheat	PDPGN084C6	None	None	G5T2T3	S2	2B.2
<i>Falco mexicanus</i> prairie falcon	ABNKD06090	None	None	G5	S4	WL
<i>Geum aleppicum</i> Aleppo avens	PDROS0S010	None	None	G5	S2	2B.2



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Gulo gulo</i> California wolverine	AMAJF03010	Proposed Threatened	Threatened	G4	S1	FP
<i>Haliaeetus leucocephalus</i> bald eagle	ABNKC10010	Delisted	Endangered	G5	S3	FP
<i>Hydroporus leechi</i> Leech's skyline diving beetle	IICOL55040	None	None	G1?	S1?	
<i>Ivesia aperta</i> var. <i>aperta</i> Sierra Valley ivesia	PDROS0X011	None	None	G2T2	S2	1B.2
<i>Ivesia baileyi</i> var. <i>baileyi</i> Bailey's ivesia	PDROS0X031	None	None	G5T4	S2	2B.3
<i>Ivesia sericoleuca</i> Plumas ivesia	PDROS0X0K0	None	None	G2	S2	1B.2
<i>Ivesia webberi</i> Webber's ivesia	PDROS0X0Q0	Threatened	None	G1	S1	1B.1
<i>Juncus luciensis</i> Santa Lucia dwarf rush	PMJUN013J0	None	None	G3	S3	1B.2
<i>Ladeania lanceolata</i> lance-leaved scurf-pea	PDFAB5M030	None	None	G5	S2	2B.3
<i>Larus californicus</i> California gull	ABNNM03110	None	None	G5	S4	WL
<i>Lepus townsendii townsendii</i> western white-tailed jackrabbit	AMAEB03041	None	None	G5T5	S3?	SSC
<i>Loeflingia squarrosa</i> var. <i>artemisiarum</i> sagebrush loeflingia	PDCAR0E011	None	None	G5T3	S2	2B.2
<i>Lomatium foeniculaceum</i> ssp. <i>macdougalii</i> Macdougall's lomatium	PDAP1B0M5	None	None	G5T4T5	S3	2B.2
<i>Lomatium ravenii</i> var. <i>paiutense</i> Paiute lomatium	PDAP1B1L1	None	None	G4T4	S2?	2B.3
<i>Lomatium roseanum</i> adobe lomatium	PDAP1B2G0	None	None	G2G3	S2	1B.2
<i>Lupinus pusillus</i> var. <i>intermontanus</i> intermontane lupine	PDFAB2B3B1	None	None	G5T5?	S2	2B.3
<i>Mertensia longiflora</i> long bluebells	PDBOR0N0D0	None	None	G4?	S2	2B.2
<i>Myotis evotis</i> long-eared myotis	AMACC01070	None	None	G5	S3	
<i>Myotis thysanodes</i> fringed myotis	AMACC01090	None	None	G4	S3	
<i>Myotis volans</i> long-legged myotis	AMACC01110	None	None	G5	S3	
<i>Nycticorax nycticorax</i> black-crowned night heron	ABNGA11010	None	None	G5	S4	



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Orobancha ludoviciana</i> var. <i>arenosa</i> Suksdorf's broom-rape	PDORO04073	None	None	G5T5	S2	2B.3
<i>Pandion haliaetus</i> osprey	ABNKC01010	None	None	G5	S4	WL
<i>Pekania pennanti</i> fisher - West Coast DPS	AMAJF01021	None	Threatened	G5T2T3Q	S2S3	SSC
<i>Penstemon janishiae</i> Janish's beardtongue	PDSCR1L3A0	None	None	G4	S1	2B.2
<i>Penstemon sudans</i> Susanville beardtongue	PDSCR1L620	None	None	G3	S3	1B.2
<i>Phacelia inundata</i> playa phacelia	PDHYD0C2E0	None	None	G2	S2	1B.3
<i>Phlox muscoides</i> squarestem phlox	PDPLM0D115	None	None	G4G5	S3	2B.3
<i>Picoides arcticus</i> black-backed woodpecker	ABNYF07090	None	None	G5	S2	
<i>Polygala subspinos</i> spiny milkwort	PDPGL021Q0	None	None	G4?	S3	2B.2
<i>Potamogeton epihydrus</i> Nuttall's ribbon-leaved pondweed	PMPOT03080	None	None	G5	S2S3	2B.2
<i>Pseudocopa eodes eunus obscurus</i> Carson wandering skipper	IILEP63014	Endangered	None	G3G4T1	S1	
<i>Pyrgulopsis longae</i> Long Valley pyrg	IMGASJ0A30	None	None	G1	S1	
<i>Pyrrocoma lucida</i> sticky pyrrocoma	PDASTDT0E0	None	None	G3	S3	1B.2
<i>Rana boylei</i> foothill yellow-legged frog	AAABH01050	None	Candidate Threatened	G3	S3	SSC
<i>Rana sierrae</i> Sierra Nevada yellow-legged frog	AAABH01340	Endangered	Threatened	G1	S1	WL
<i>Rhamnus alnifolia</i> alder buckthorn	PDRHA0C010	None	None	G5	S3	2B.2
<i>Riparia riparia</i> bank swallow	ABPAU08010	None	Threatened	G5	S2	
<i>Rumex venosus</i> winged dock	PDPGN0P1K0	None	None	G5?	S3	2B.3
<i>Scutellaria galericulata</i> marsh skullcap	PDLAM1U0J0	None	None	G5	S2	2B.2
<i>Stanleya viridiflora</i> green-flowered prince's plume	PDBRA2E060	None	None	G4	S2	2B.3
<i>Suaeda occidentalis</i> western seablite	PDCHE0P080	None	None	G5	S2	2B.3



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC
<i>Thelypodium milleflorum</i> many-flowered thelypodium	PDBRA2N0A0	None	None	G5	S3?	2B.2
<i>Trifolium gymnocarpon ssp. plummerae</i> Plummer's clover	PDFAB40112	None	None	G5T4	S2	2B.3
<i>Vulpes vulpes necator</i> Sierra Nevada red fox	AMAJA03012	Candidate	Threatened	G5T1T2	S1	

Record Count: 84



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Reno Fish And Wildlife Office
1340 Financial Boulevard, Suite 234
Reno, NV 89502-7147
Phone: (775) 861-6300 Fax: (775) 861-6301
<http://www.fws.gov/nevada/>

In Reply Refer To:

August 28, 2019

Consultation Code: 08ENVD00-2019-SLI-0687

Event Code: 08ENVD00-2019-E-01753

Project Name: Lassen County, US-395 Feasibility Study

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list indicates threatened, endangered, proposed, and candidate species and designated or proposed critical habitat that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act of 1973, as amended (ESA, 16 U.S.C. 1531 *et seq.*), for projects that are authorized, funded, or carried out by a Federal agency. Candidate species have no protection under the ESA but are included for consideration because they could be listed prior to the completion of your project. Consideration of these species during project planning may assist species conservation efforts and may prevent the need for future listing actions. For additional information regarding species that may be found in the proposed project area, visit <http://www.fws.gov/nevada/es/ipac.html>.

The purpose of the ESA is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the ESA and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or

designated or proposed critical habitat. Guidelines for preparing a Biological Assessment can be found at: http://www.fws.gov/midwest/endangered/section7/ba_guide.html.

If a Federal action agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species, and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this species list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally listed, proposed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally, as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation, for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the attached list.

The Nevada Fish and Wildlife Office (NFWO) no longer provides species of concern lists. Most of these species for which we have concern are also on the Animal and Plant At-Risk Tracking List for Nevada (At-Risk list) maintained by the State of Nevada's Natural Heritage Program (Heritage). Instead of maintaining our own list, we adopted Heritage's At-Risk list and are partnering with them to provide distribution data and information on the conservation needs for at-risk species to agencies or project proponents. The mission of Heritage is to continually evaluate the conservation priorities of native plants, animals, and their habitats, particularly those most vulnerable to extinction or in serious decline. In addition, in order to avoid future conflicts, we ask that you consider these at-risk species early in your project planning and explore management alternatives that provide for their long-term conservation.

For a list of at-risk species by county, visit Heritage's website (<http://heritage.nv.gov>). For a specific list of at-risk species that may occur in the project area, you can obtain a data request form from the website (http://heritage.nv.gov/get_data) or by contacting the Administrator of Heritage at 901 South Stewart Street, Suite 5002, Carson City, Nevada 89701-5245, (775) 684-2900. Please indicate on the form that your request is being obtained as part of your coordination with the Service under the ESA. During your project analysis, if you obtain new information or data for any Nevada sensitive species, we request that you provide the information to Heritage at the above address.

Furthermore, certain species of fish and wildlife are classified as protected by the State of Nevada (<http://www.leg.state.nv.us/NAC/NAC-503.html>). You must first obtain the appropriate license, permit, or written authorization from the Nevada Department of Wildlife (NDOW) to take, or possess any parts of protected fish and wildlife species. Please visit <http://www.ndow.org> or contact NDOW in northern Nevada (775) 688-1500, in southern Nevada (702) 486-5127, or in eastern Nevada (775) 777-2300.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the Service's wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

The Service's Pacific Southwest Region developed the *Interim Guidelines for the Development of a Project Specific Avian and Bat Protection Plan for Wind Energy Facilities* (Interim Guidelines). This document provides energy facility developers with a tool for assessing the risk of potential impacts to wildlife resources and delineates how best to design and operate a bird- and bat-friendly wind facility. These Interim Guidelines are available upon request from the NFWO. The intent of a Bird and Bat Conservation Strategy is to conserve wildlife resources while supporting project developers through: (1) establishing project development in an adaptive management framework; (2) identifying proper siting and project design strategies; (3) designing and implementing pre-construction surveys; (4) implementing appropriate conservation measures for each development phase; (5) designing and implementing appropriate post-construction monitoring strategies; (6) using post-construction studies to better understand the dynamics of mortality reduction (*e.g.*, changes in blade cut-in speed, assessments of blade “feathering” success, and studies on the effects of visual and acoustic deterrents) including efforts tied into Before-After/Control-Impact analysis; and (7) conducting a thorough risk assessment and validation leading to adjustments in management and mitigation actions.

The template and recommendations set forth in the Interim Guidelines were based upon the Avian Powerline Interaction Committee's Avian Protection Plan template (<http://www.aplic.org/>) developed for electric utilities and modified accordingly to address the unique concerns of wind energy facilities. These recommendations are also consistent with the Service's wind energy guidelines. We recommend contacting us as early as possible in the planning process to discuss the need and process for developing a site-specific Bird and Bat Conservation Strategy.

The Service has also developed guidance regarding wind power development in relation to prairie grouse leks (sage-grouse are included in this). This document can be found at: http://www.fws.gov/southwest/es/Oklahoma/documents/te_species/wind%20power/prairie%20grouse%20lek%205%20mile%20public.pdf.

Migratory Birds are a Service Trust Resource. Based on the Service's conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act of 1918, as amended (MBTA; 16 U.S.C. 703 *et seq.*), we recommend that any land clearing or other surface disturbance associated with proposed actions within the project area be timed to

avoid potential destruction of bird nests or young, or birds that breed in the area. Such destruction may be in violation of the MBTA. Under the MBTA, nests with eggs or young of migratory birds may not be harmed, nor may migratory birds be killed. Therefore, we recommend land clearing be conducted outside the avian breeding season. If this is not feasible, we recommend a qualified biologist survey the area prior to land clearing. If nests are located, or if other evidence of nesting (*i.e.*, mated pairs, territorial defense, carrying nesting material, transporting food) is observed, a protective buffer (the size depending on the habitat requirements of the species) should be delineated and the entire area avoided to prevent destruction or disturbance to nests until they are no longer active.

Guidance for minimizing impacts to migratory birds for projects involving communications towers (*e.g.*, cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

If wetlands, springs, or streams are known to occur in the project area or are present in the vicinity of the project area, we ask that you be aware of potential impacts project activities may have on these habitats. Discharge of fill material into wetlands or waters of the United States is regulated by the U.S. Army Corps of Engineers (ACOE) pursuant to section 404 of the Clean Water Act of 1972, as amended. We recommend you contact the ACOE's Regulatory Section regarding the possible need for a permit. For projects located in northern Nevada (Carson City, Churchill, Douglas, Elko, Esmeralda, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Storey, and Washoe Counties) contact the Reno Regulatory Office at 300 Booth Street, Room 3060, Reno, Nevada 89509, (775) 784-5304; in southern Nevada (Clark, Lincoln, Nye, and White Pine Counties) contact the St. George Regulatory Office at 321 North Mall Drive, Suite L-101, St. George, Utah 84790-7314, (435) 986-3979; or in California along the eastern Sierra contact the Sacramento Regulatory Office at 650 Capitol Mall, Suite 5-200, Sacramento, California 95814, (916) 557-5250.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

The table below outlines lead FWS field offices by county and land ownership/project type. Please refer to this table when you are ready to coordinate (including requests for section 7 consultation) with the field office corresponding to your project, and send any documentation regarding your project to that corresponding office. Therefore, the lead FWS field office may not be the office listed above in the letterhead.

Lead FWS offices by County and Ownership/Program

County	Ownership/Program	Species	Office Lead*
<hr/>			

Alameda	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Alameda	All ownerships but tidal/estuarine	All	SFWO
Alpine	Humboldt Toiyabe National Forest	All	RFWO
Alpine	Lake Tahoe Basin Management Unit	All	RFWO
Alpine	Stanislaus National Forest	All	SFWO
Alpine	El Dorado National Forest	All	SFWO
Colusa	Mendocino National Forest	All	AFWO
Colusa	Other	All	By jurisdiction (see map)
Contra Costa	Legal Delta (Excluding ECCHCP)	All	BDFWO
Contra Costa	Antioch Dunes NWR	All	BDFWO
Contra Costa	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Contra Costa	All ownerships but tidal/estuarine	All	SFWO
Del Norte	All	All	AFWO
El Dorado	El Dorado National Forest	All	SFWO
El Dorado	LakeTahoe Basin Management Unit		RFWO
Glenn	Mendocino National Forest	All	AFWO
Glenn	Other	All	By jurisdiction (see map)
Humboldt	All except Shasta Trinity National Forest	All	AFWO

Humboldt	Shasta Trinity National Forest	All	YFWO
Lake	Mendocino National Forest	All	AFWO
Lake	Other	All	By jurisdiction (see map)
Lassen	Modoc National Forest	All	KFWO
Lassen	Lassen National Forest	All	SFWO
Lassen	Toiyabe National Forest	All	RFWO
Lassen	BLM Surprise and Eagle Lake Resource Areas	All	RFWO
Lassen	BLM Alturas Resource Area	All	KFWO
Lassen	Lassen Volcanic National Park	All (includes Eagle Lake trout on all ownerships)	SFWO
Lassen	All other ownerships	All	By jurisdiction (see map)
Marin	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Marin	All ownerships but tidal/estuarine	All	SFWO
Mendocino	Russian River watershed	All	SFWO
Mendocino	All except Russian River watershed	All	AFWO
Modoc	Modoc National Forest	All	KFWO
Modoc	BLM Alturas Resource Area	All	KFWO
Modoc	Klamath Basin National Wildlife Refuge Complex	All	KFWO
Modoc	BLM Surprise and Eagle Lake Resource Areas	All	RFWO

Modoc	All other ownerships	All	By jurisdiction (See map)
Mono	Inyo National Forest	All	RFWO
Mono	Humboldt Toiyabe National Forest	All	RFWO
Napa	All ownerships but tidal/estuarine	All	SFWO
Napa	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Nevada	Humboldt Toiyabe National Forest	All	RFWO
Nevada	All other ownerships	All	By jurisdiction (See map)
Placer	Lake Tahoe Basin Management Unit	All	RFWO
Placer	All other ownerships	All	SFWO
Sacramento	Legal Delta	Delta Smelt	BDFWO
Sacramento	Other	All	By jurisdiction (see map)
San Francisco	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
San Francisco	All ownerships but tidal/estuarine	All	SFWO
San Mateo	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
San Mateo	All ownerships but tidal/estuarine	All	SFWO
San Joaquin	Legal Delta excluding San Joaquin HCP	All	BDFWO

San Joaquin	Other	All	SFWO
Santa Clara	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
Santa Clara	All ownerships but tidal/estuarine	All	SFWO
Shasta	Shasta Trinity National Forest except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO
Shasta	Hat Creek Ranger District	All	SFWO
Shasta	Bureau of Reclamation (Central Valley Project)	All	BDFWO
Shasta	Whiskeytown National Recreation Area	All	YFWO
Shasta	BLM Alturas Resource Area	All	KFWO
Shasta	Caltrans	By jurisdiction	SFWO/AFWO
Shasta	Ahjumawi Lava Springs State Park	Shasta crayfish	SFWO
Shasta	All other ownerships	All	By jurisdiction (see map)
Shasta	Natural Resource Damage Assessment, all lands	All	SFWO/BDFWO
Sierra	Humboldt Toiyabe National Forest	All	RFWO
Sierra	All other ownerships	All	SFWO
Siskiyou	Klamath National Forest (except Ukonom District)	All	YFWO
Siskiyou	Six Rivers National Forest and Ukonom District	All	AFWO
Siskiyou	Shasta Trinity National Forest	All	YFWO

Siskiyou	Lassen National Forest	All	SFWO
Siskiyou	Modoc National Forest	All	KFWO
Siskiyou	Lava Beds National Volcanic Monument	All	KFWO
Siskiyou	BLM Alturas Resource Area	All	KFWO
Siskiyou	Klamath Basin National Wildlife Refuge Complex	All	KFWO
Siskiyou	All other ownerships	All	By jurisdiction (see map)
Solano	Suisun Marsh	All	BDFWO
Solano	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Solano	All ownerships but tidal/estuarine	All	SFWO
Solano	Other	All	By jurisdiction (see map)
Sonoma	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Sonoma	All ownerships but tidal/estuarine	All	SFWO
Tehama	Mendocino National Forest	All	AFWO
Tehama	Shasta Trinity National Forest except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO
Tehama	All other ownerships	All	By jurisdiction (see map)
Trinity	BLM	All	AFWO
Trinity	Six Rivers National Forest	All	AFWO
Trinity	Shasta Trinity National Forest	All	YFWO

Trinity	Mendocino National Forest	All	AFWO
Trinity	BIA (Tribal Trust Lands)	All	AFWO
Trinity	County Government	All	AFWO
Trinity	All other ownerships	All	By jurisdiction (See map)
Yolo	Yolo Bypass	All	BDFWO
Yolo	Other	All	By jurisdiction (see map)
All	FERC-ESA	All	By jurisdiction (see map)
All	FERC-ESA	Shasta crayfish	SFWO
All	FERC-Relicensing (non-ESA)	All	BDFWO

***Office Leads:**

AFWO=Arcata Fish and Wildlife Office

BDFWO=Bay Delta Fish and Wildlife Office

KFWO=Klamath Falls Fish and Wildlife Office

RFWO=Reno Fish and Wildlife Office

YFWO=Yreka Fish and Wildlife Office

Attachment(s):

- Official Species List
 - USFWS National Wildlife Refuges and Fish Hatcheries
 - Migratory Birds
 - Wetlands
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Reno Fish And Wildlife Office

1340 Financial Boulevard, Suite 234

Reno, NV 89502-7147

(775) 861-6300

Project Summary

Consultation Code: 08ENVD00-2019-SLI-0687

Event Code: 08ENVD00-2019-E-01753

Project Name: Lassen County, US-395 Feasibility Study

Project Type: TRANSPORTATION

Project Description: Feasibility Study, evaluating widening of US-395.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/40.05196731310866N120.12642669256002W>



Counties: Lassen, CA

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Fishes

NAME	STATUS
Lahontan Cutthroat Trout <i>Oncorhynchus clarkii henshawi</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3964 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/233/office/14320.pdf	Threatened

Insects

NAME	STATUS
Carson Wandering Skipper <i>Pseudocopa eunus obscurus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/674	Endangered

Flowering Plants

NAME	STATUS
Webber's Ivesia <i>Ivesia webberi</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4682	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birds and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Brewer's Sparrow <i>Spizella breweri</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9291	Breeds May 15 to Aug 10

NAME	BREEDING SEASON
<p>Cassin's Finch <i>Carpodacus cassinii</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9462</p>	Breeds May 15 to Jul 15
<p>Clark's Grebe <i>Aechmophorus clarkii</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Jan 1 to Dec 31
<p>Golden Eagle <i>Aquila chrysaetos</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/1680</p>	Breeds Dec 1 to Aug 31
<p>Green-tailed Towhee <i>Pipilo chlorurus</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/9444</p>	Breeds May 1 to Aug 10
<p>Lesser Yellowlegs <i>Tringa flavipes</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9679</p>	Breeds elsewhere
<p>Lewis's Woodpecker <i>Melanerpes lewis</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9408</p>	Breeds Apr 20 to Sep 30
<p>Long-billed Curlew <i>Numenius americanus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/5511</p>	Breeds Apr 1 to Jul 31
<p>Olive-sided Flycatcher <i>Contopus cooperi</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/3914</p>	Breeds May 20 to Aug 31
<p>Pinyon Jay <i>Gymnorhinus cyanocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9420</p>	Breeds Feb 15 to Jul 15
<p>Rufous Hummingbird <i>selasphorus rufus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/8002</p>	Breeds elsewhere

NAME	BREEDING SEASON
Sage Thrasher <i>Oreoscoptes montanus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9433	Breeds Apr 15 to Aug 10
Tricolored Blackbird <i>Agelaius tricolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
White Headed Woodpecker <i>Picoides albolarvatus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9411	Breeds May 1 to Aug 15
Willet <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 5
Williamson's Sapsucker <i>Sphyrapicus thyroideus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8832	Breeds May 1 to Jul 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee

was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

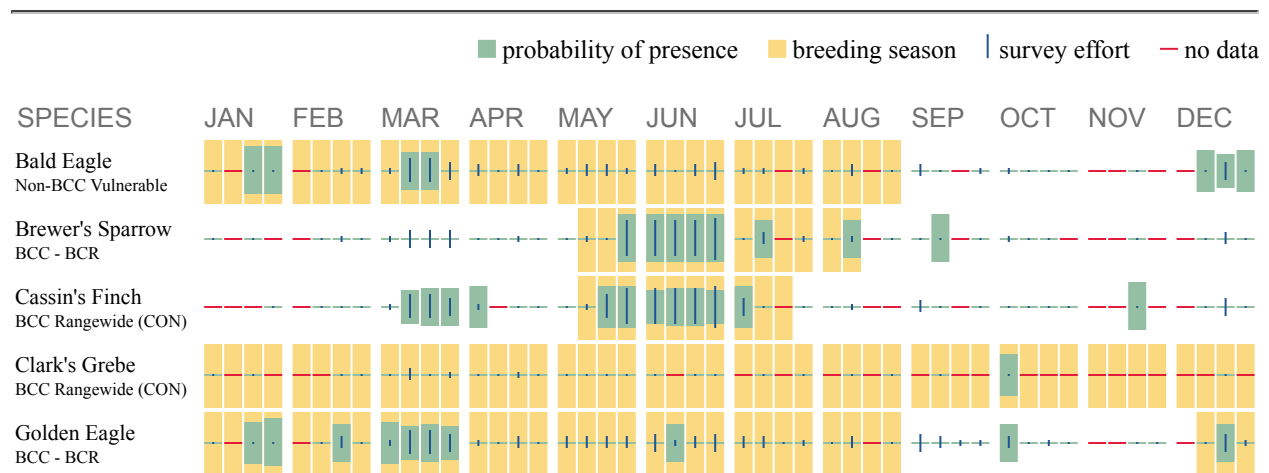
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

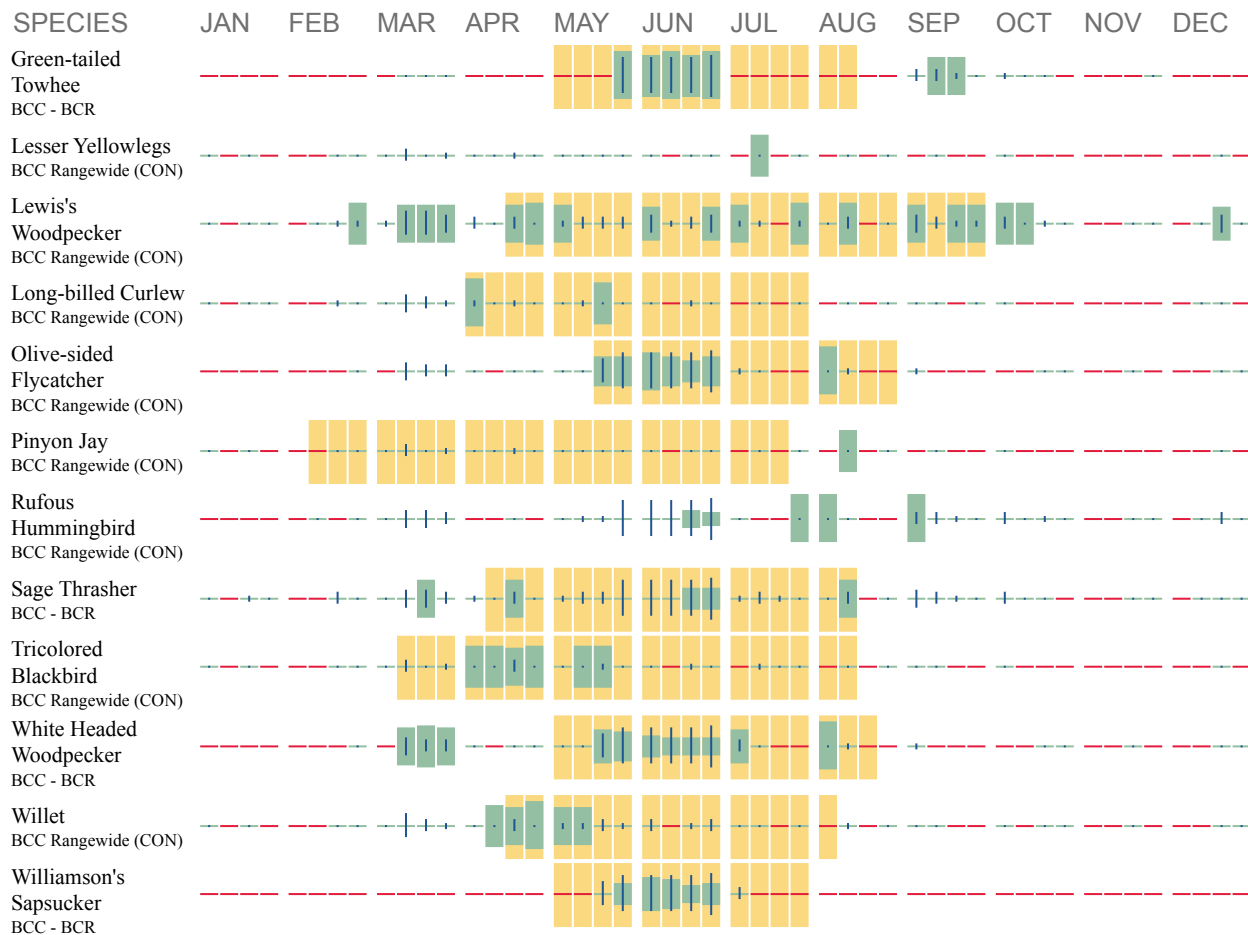
No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very

helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In

contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ “Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds” at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- [PEM1A](#)
- [PEM1C](#)

FRESHWATER FORESTED/SHRUB WETLAND

- [PSSC](#)
- [PSSA](#)
- [PFOC](#)
- [PSSCx](#)

FRESHWATER POND

- [PABFx](#)
- [PABF](#)
- [PUBF](#)
- [PUSC](#)

RIVERINE

- [R4SBC](#)
 - [R4SBA](#)
 - [R4SBJ](#)
 - [R5UBFx](#)
 - [R5UBF](#)
 - [R3UBH](#)
 - [R4SBAx](#)
-

**ATTACHMENT B: BIOGEOGRAPHIC INFORMATION AND OBSERVATION SYSTEM
(BIOS) HABITAT CONNECTIVITY FIGURE**

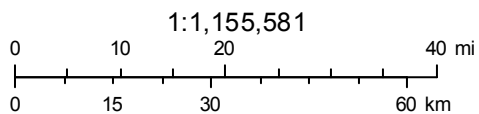
US-395 Feasibility Study - Habitat Connectivity

Terrestrial Connectivity - ACE [ds2734]

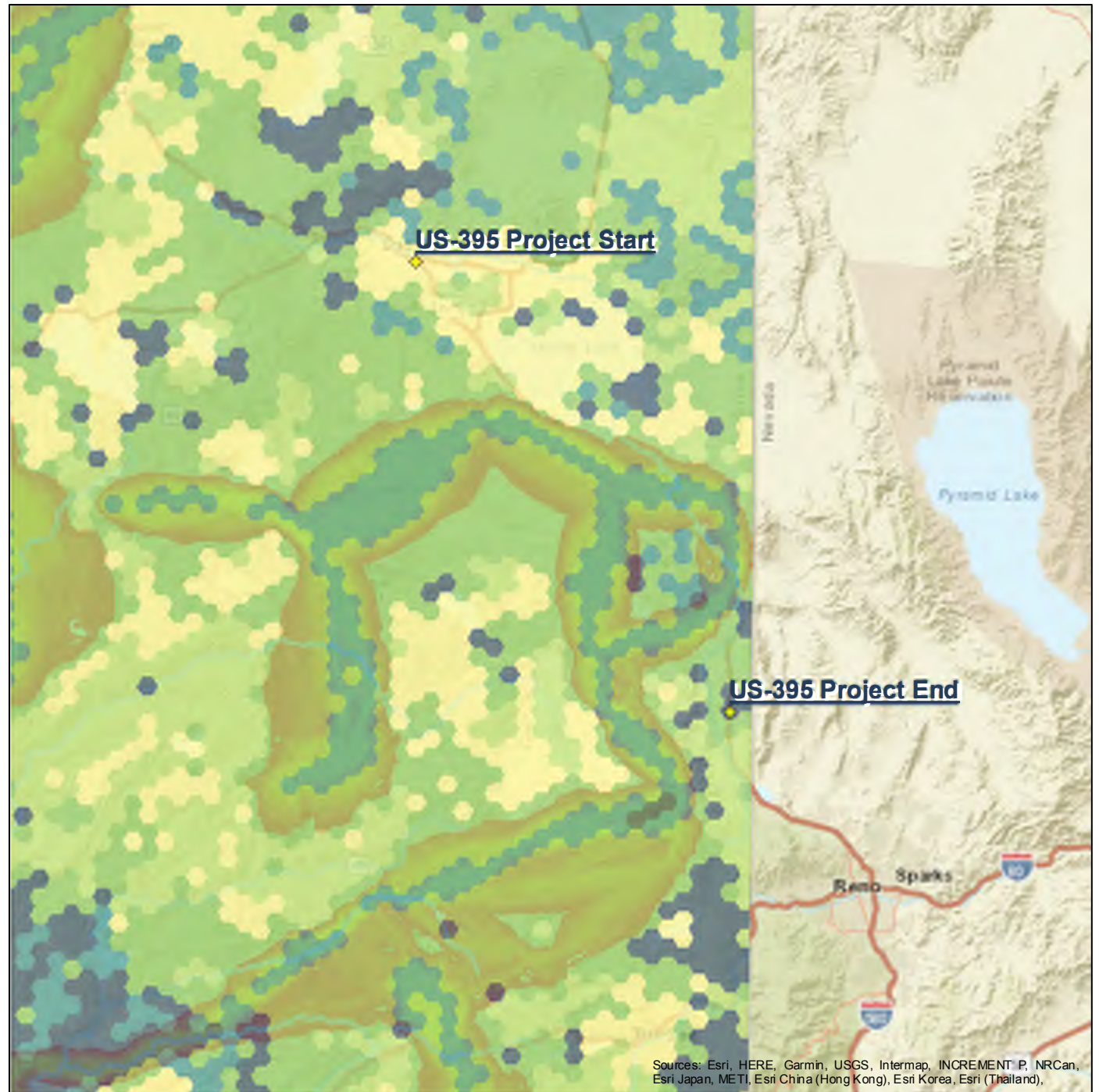
- 5 - Irreplaceable and Essential Corridors
- 4 - Conservation Planning Linkages
- 3 - Connections with Implementation Flexibility
- 2 - Large Natural Habitat Areas
- 1 - Limited Connectivity Opportunity
- Potential Riparian Connections - CEHC [ds622]

Essential Connectivity Areas - California Essential Habitat Connectivity (CEHC) [ds620]

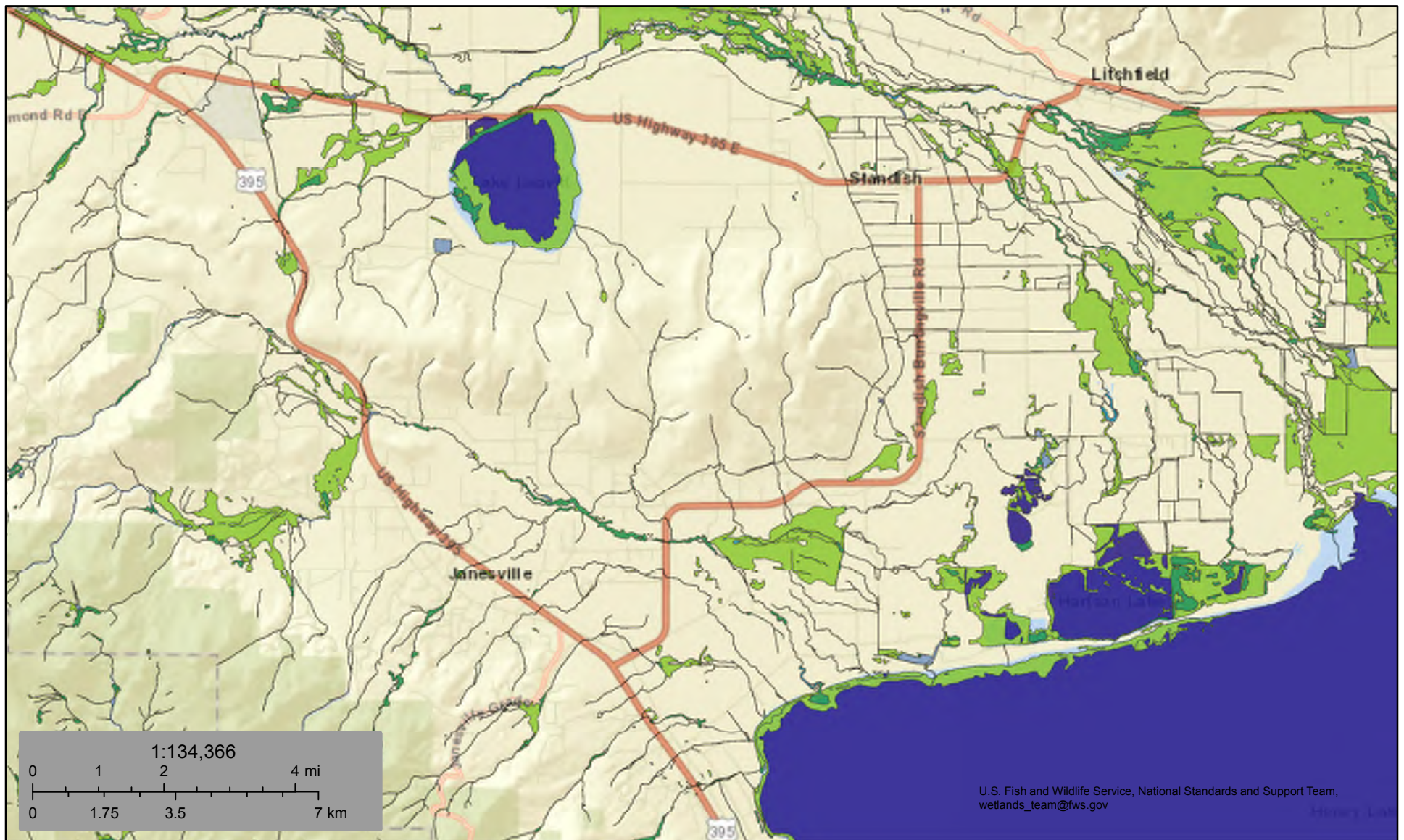
- More Permeable
-
-
-
- Less Permeable



September 18, 2019





ATTACHMENT C: NATIONAL WETLAND INVENTORY FIGURE



September 18, 2019

Wetlands



- | | | |
|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland |  Lake |
|  Estuarine and Marine Wetland |  Freshwater Forested/Shrub Wetland |  Other |
| |  Freshwater Pond |  Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

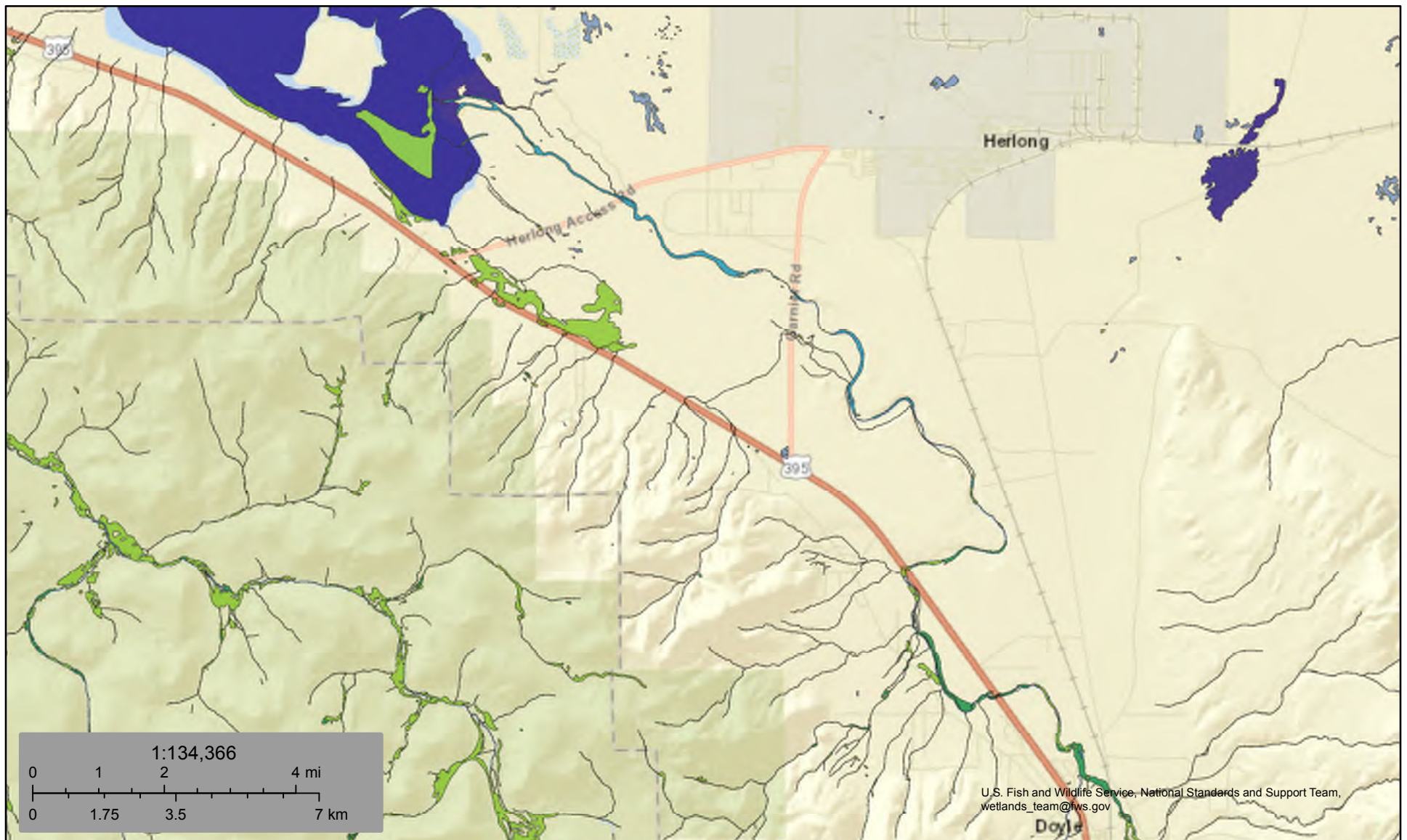


September 18, 2019

Wetlands


- | | | |
|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland |  Lake |
|  Estuarine and Marine Wetland |  Freshwater Forested/Shrub Wetland |  Other |
| |  Freshwater Pond |  Riverine |

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September 18, 2019

Wetlands

	Estuarine and Marine Deepwater		Freshwater Emergent Wetland		Lake
	Estuarine and Marine Wetland		Freshwater Forested/Shrub Wetland		Other
			Freshwater Pond		Riverine

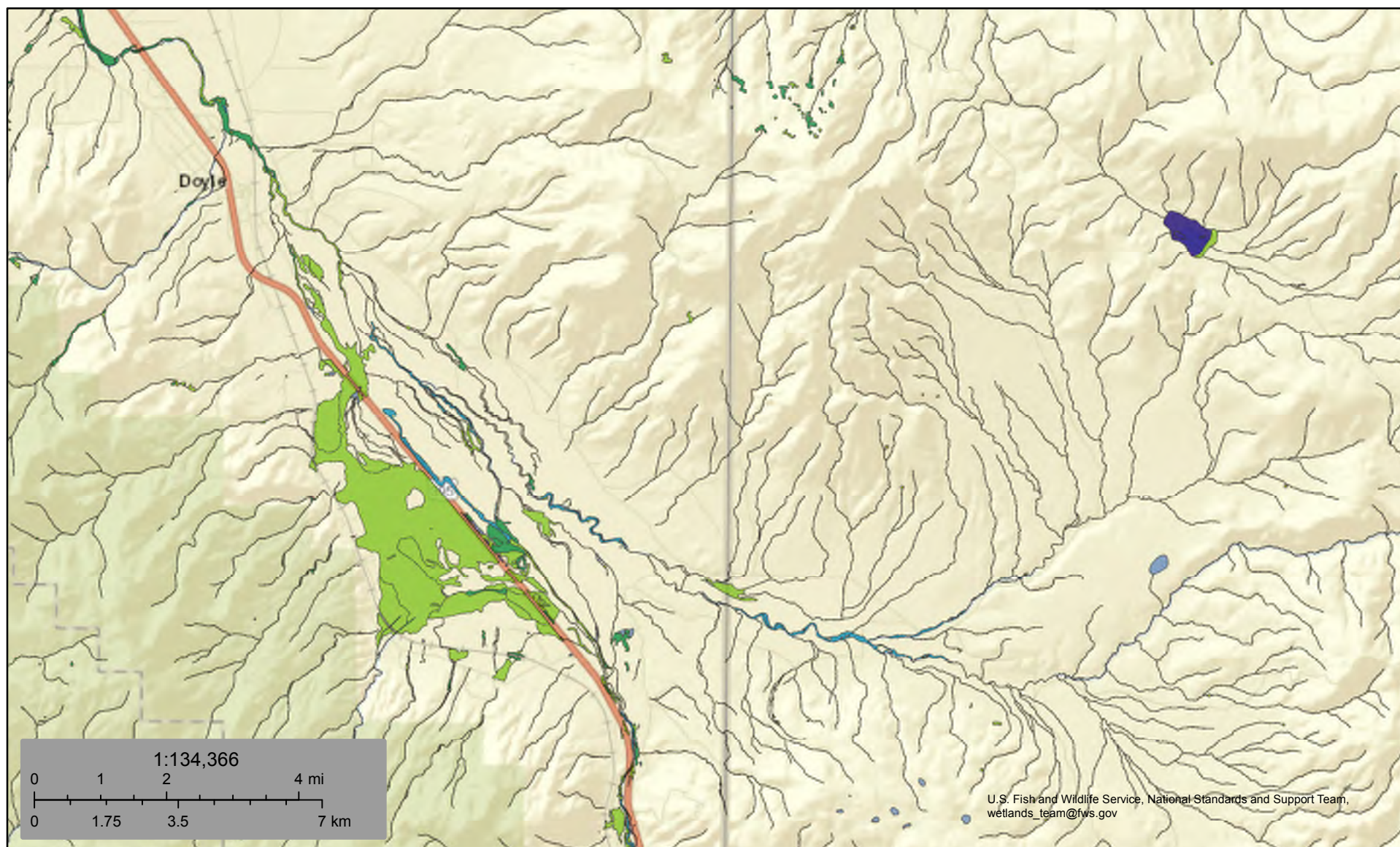
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U.S. Fish and Wildlife Service

National Wetlands Inventory

US-395 Feasibility - Sheet 4



September 18, 2019

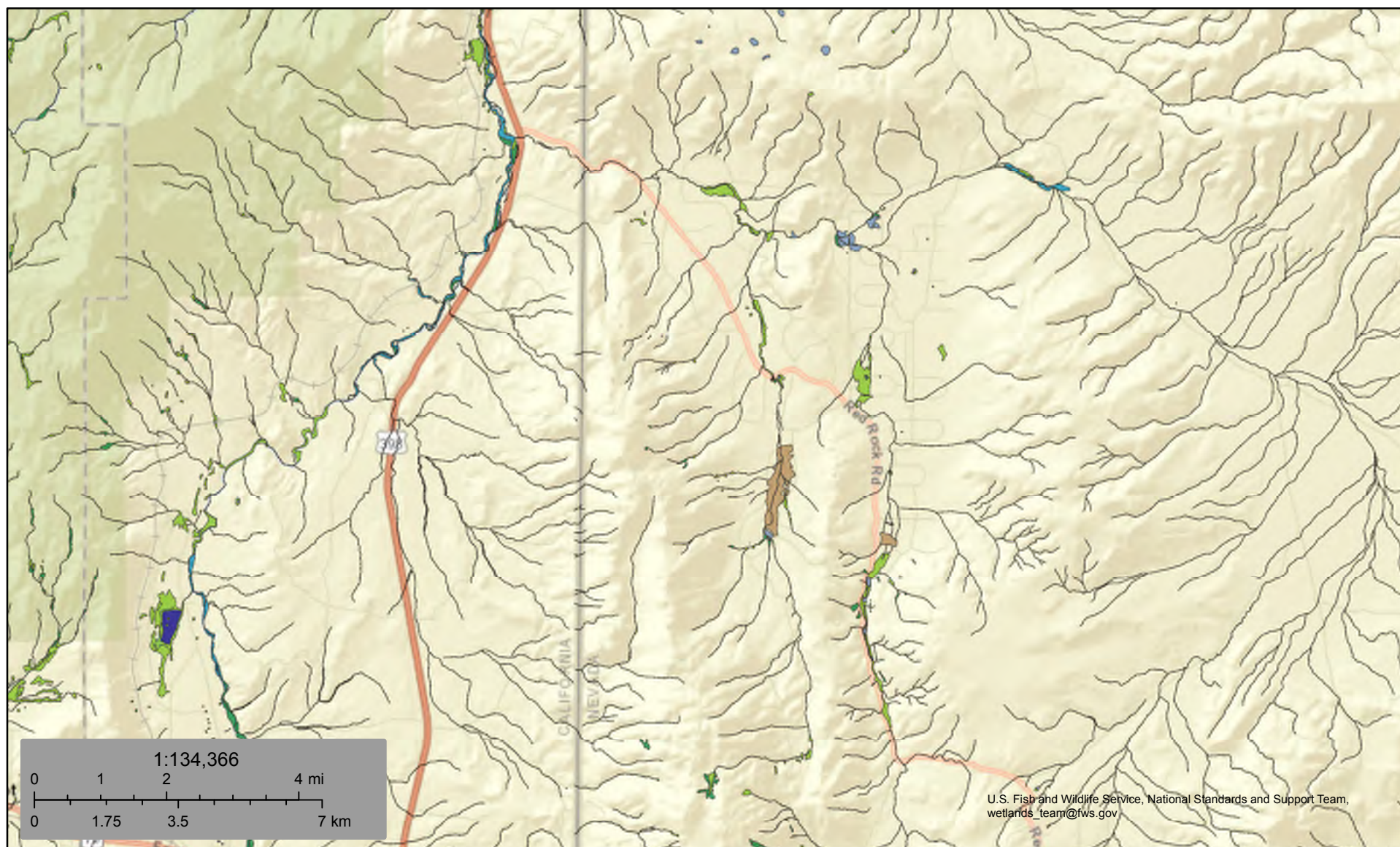
Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



U.S. Fish and Wildlife Service, National Standards and Support Team,
wetlands_team@fws.gov

September 18, 2019

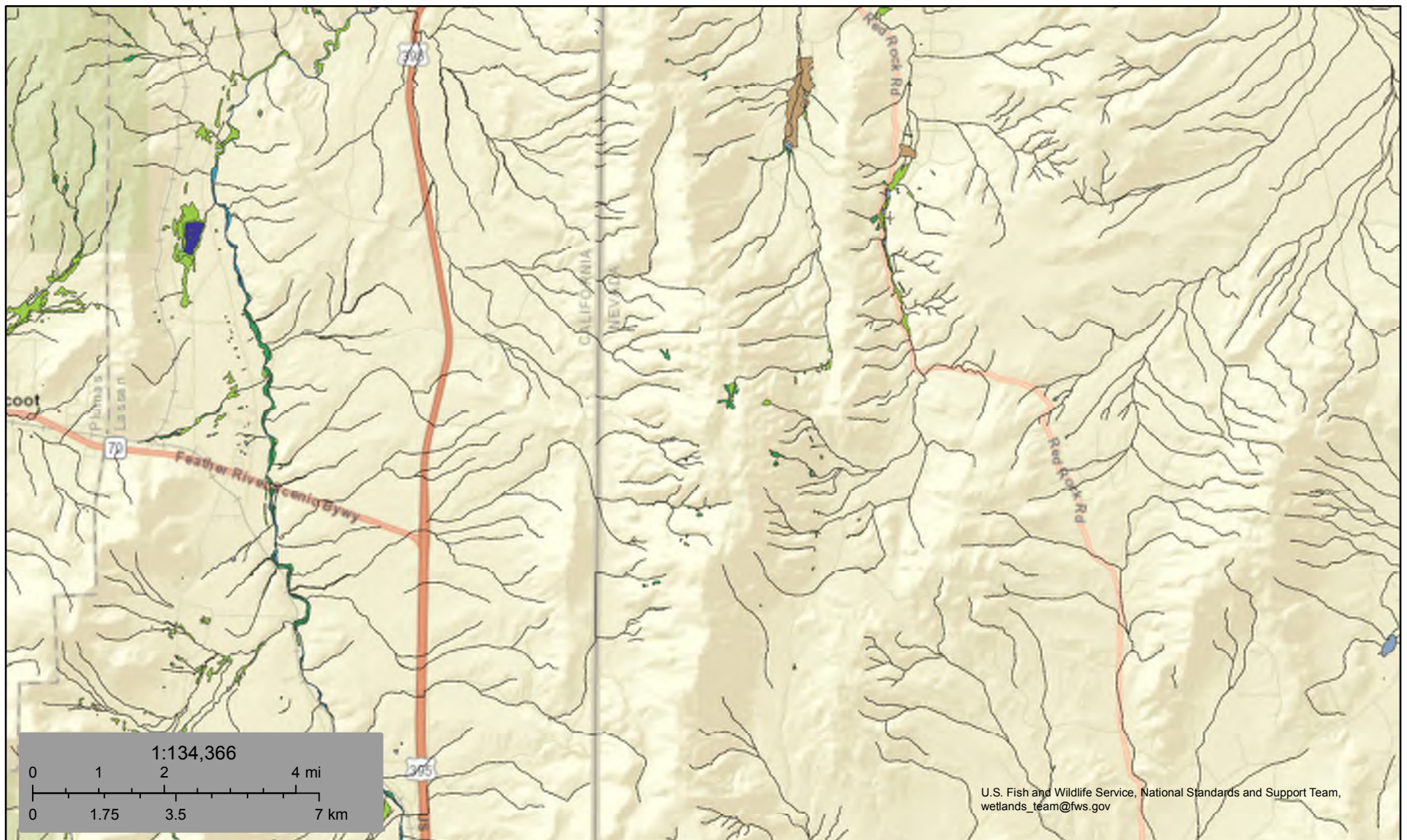
Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

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September 18, 2019

Wetlands

	Estuarine and Marine Deepwater		Freshwater Emergent Wetland		Lake
	Estuarine and Marine Wetland		Freshwater Forested/Shrub Wetland		Other
	Freshwater Pond		Riverine		

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

ATTACHMENT D: CULTURAL RESOURCES RECORDS SEARCH RESULTS

TABLE 1: CULTURAL RESOURCES RECORDED WITHIN 0.125 MILES OF THE STUDY AREA				
SHADED ROWS INDICATE RESOURCES WITHIN THE STUDY AREA				
PRIMARY NO.	TRINOMIAL	RESOURCE NAME	RESOURCE TYPE	AGE
P-18-000029	CA-LAS-000029	MILFORD SITE		Prehistoric, Protohistoric
P-18-000034	CA-LAS-000034/H	kosowinait		Protohistoric
P-18-000054	CA-LAS-000054		Site	Prehistoric
P-18-000079	CA-LAS-000079		Site	Prehistoric
P-18-000089	CA-LAS-000089		Site	Prehistoric
P-18-000209	CA-LAS-000209	D'AZEVEDO NO 193	Site	Prehistoric, Unknown
P-18-000538	CA-LAS-000538			Prehistoric
P-18-000618	CA-LAS-000618/H		Site	Prehistoric
P-18-000623	CA-LAS-000623		Site	Prehistoric
P-18-000896	CA-LAS-000896H		Site	Historic
P-18-000899	CA-LAS-000899/H		Site	Prehistoric, Historic
P-18-000900	CA-LAS-000900		Site	Prehistoric
P-18-001351	CA-LAS-001351			Prehistoric
P-18-001353	CA-LAS-001353			Prehistoric
P-18-001354	CA-LAS-001354H			Historic
P-18-001355	CA-LAS-001355			Prehistoric
P-18-001356	CA-LAS-001356H			Historic
P-18-001373	CA-LAS-001373			Prehistoric
P-18-001374	CA-LAS-001374		Site	Prehistoric
P-18-001375	CA-LAS-001375			Prehistoric
P-18-001376	CA-LAS-001376		Site	Prehistoric
P-18-001377	CA-LAS-001377		Site	Prehistoric
P-18-001391	CA-LAS-001391/H	02-LAS-395-T6		Prehistoric, Historic
P-18-001392	CA-LAS-001392	LAS-395-T5		Prehistoric
P-18-001393	CA-LAS-001393	LAS-395-BRM S		Prehistoric
P-18-001394	CA-LAS-001394	LAS-395-T-7		Prehistoric
P-18-001395	CA-LAS-001395	02-LAS-395-T4		Prehistoric
P-18-001396	CA-LAS-001396	LAS-395-T-X		Prehistoric
P-18-001397	CA-LAS-001397	02-LAS-395-TW		Prehistoric
P-18-001398	CA-LAS-001398		Site	Prehistoric
P-18-001500	CA-LAS-001500		Site	Prehistoric
P-18-001501	CA-LAS-001501	LAS-395-T11		Prehistoric
P-18-001502	CA-LAS-001502	LAS-395-12		Prehistoric
P-18-001512	CA-LAS-001512	LAS-395-T90		Prehistoric

TABLE 1: CULTURAL RESOURCES RECORDED WITHIN 0.125 MILES OF THE STUDY AREA				
SHADED ROWS INDICATE RESOURCES WITHIN THE STUDY AREA				
PRIMARY NO.	TRINOMIAL	RESOURCE NAME	RESOURCE TYPE	AGE
P-18-001513	CA-LAS-001513		Site	Prehistoric
P-18-001514	CA-LAS-001514	LAS-395-T92		Prehistoric
P-18-001577	CA-LAS-001577		Site	Prehistoric
P-18-001844			Site	Prehistoric
P-18-001845	CA-LAS-001845/H		Site	Prehistoric, Historic
P-18-001951	CA-LAS-001951			Prehistoric
P-18-001952	CA-LAS-001952			Prehistoric
P-18-001968	CA-LAS-001968/H		Site	Prehistoric, Historic
P-18-001969	CA-LAS-001969			Prehistoric
P-18-001971			Site	Historic
P-18-001972			Site	Historic
P-18-001973			Site	Prehistoric
P-18-001974		Wash Away	Site	Prehistoric
P-18-001975		Rich's Quarry		Prehistoric
P-18-001976			Site	Prehistoric
P-18-001977			Site	Prehistoric
P-18-001978			Site	Prehistoric
P-18-001979			Site	Prehistoric
P-18-001980			Site	Prehistoric
P-18-001982			Site	Prehistoric
P-18-001983			Site	Historic
P-18-001985	CA-LAS-001985			Prehistoric
P-18-001986		Ammo Site	Site	Prehistoric
P-18-001987				Historic
P-18-001988				Prehistoric
P-18-001989	CA-LAS-001989			Prehistoric
P-18-001990	CA-LAS-001990			Prehistoric
P-18-001991	CA-LAS-001991			Prehistoric
P-18-001992	CA-LAS-001992		Site	Prehistoric
P-18-002138	CA-LAS-002138/H		Site	Prehistoric, Historic
P-18-002139				
P-18-002140				
P-18-002141				
P-18-002142				
P-18-002143				
P-18-002144				
P-18-002145				
P-18-002146				

TABLE 1: CULTURAL RESOURCES RECORDED WITHIN 0.125 MILES OF THE STUDY AREA				
SHADED ROWS INDICATE RESOURCES WITHIN THE STUDY AREA				
PRIMARY NO.	TRINOMIAL	RESOURCE NAME	RESOURCE TYPE	AGE
P-18-002147				
P-18-002148				
P-18-002149				
P-18-002150				
P-18-002151	CA-LAS-002151/H		Site	Prehistoric, Historic
P-18-002152	CA-LAS-002152		Site	Prehistoric
P-18-002153	CA-LAS-002153/H			Prehistoric, Historic
P-18-002155				
P-18-002156	CA-LAS-002156			Prehistoric
P-18-002157			Site	Historic
P-18-002158			Site	Historic
P-18-002159			Site	Prehistoric, Historic
P-18-002160			Site	Prehistoric
P-18-002161			Site	Prehistoric
P-18-002162			Site	Historic
P-18-002163	CA-LAS-002163			Prehistoric
P-18-002164				
P-18-002166				
P-18-002232	CA-LAS-002232H	ABANDONED SEGMENT OF U.S. HIGHWAY 395	Structure	Historic
P-18-002235				Historic
P-18-002300	CA-LAS-002300/H			Prehistoric, Historic
P-18-002500	CA-LAS-002500			Prehistoric
P-18-002990				Prehistoric
P-18-003013	CA-LAS-003013H		Site	Historic
P-18-003014	CA-LAS-003014H			Historic
P-18-003363				Prehistoric
P-18-003809	CA-LAS-003809H		Site	Historic
P-18-003810	CA-LAS-003810H		Site	Historic
P-18-003811	CA-LAS-003811/H		Site	Prehistoric, Historic
P-18-003812	CA-LAS-003812/H		Site	Prehistoric, Historic
P-18-003813	CA-LAS-003813H		Site	Historic
P-18-004579	CA-LAS-004579		Site	Prehistoric

TABLE 1: CULTURAL RESOURCES RECORDED WITHIN 0.125 MILES OF THE STUDY AREA				
SHADED ROWS INDICATE RESOURCES WITHIN THE STUDY AREA				
PRIMARY NO.	TRINOMIAL	RESOURCE NAME	RESOURCE TYPE	AGE
P-18-004890	CA-LAS-004890H		Site	Historic
P-18-004892	CA-LAS-004892H		Site	Historic
P-46-001977	CA-SIE-001977H		Structure	Historic

TABLE 2: CULTURAL RESOURCES REPORTS CONDUCTED WITHIN A 0.125-MILE RADIUS OF THE STUDY AREA

REPORT NO.	AUTHORS	YEAR	TITLE	REPORT TYPE
000274	Boynton, Michael J.	1975	Final Report on Archaeological Resource Located on the Proposed Hallelujah Junction Highway Project, 02-Las, Sie-395, 70; 02206-058911. Lassen and Sierra Counties, California	Archaeological, Field study
000295	Parker, John W.	1978	Archaeological Evaluation of Proposed Gravel Extraction Areas Adjacent to State Route 395, Lassen County, California (In the Vicinity of PM 29.5)	Archaeological, Field study
000299	Ridgeway, Nancy	1977	Archaeological Survey Report: Hallelujah Junction - Armstrong Property: 02630-911037	Archaeological, Field study
000602	Stornetta, Susan F. and Robert G. Elston	1981	The Archaeological Reconnaissance of 10.38 KM Proposed Buried Telephone Cable Route Near Susanville, Lassen County, Calif. For Citizens Utility Company	Archaeological, Field study
000628	Henton, Gregory H.	1980	Archaeological Reconnaissance of the 240 Acre Powell Property, Lassen County, California	Archaeological, Field study
000954	Hamusek, Blossom	1988	Archaeological Reconnaissance of the Clark Fire Rangeland Rehabilitation Project, US Highway 395, Lassen County, California	Archaeological, Field study
000970	Bennett, Elizabeth A	1988	Archaeological Survey Report for Two Proposed Highway Rehabilitation and Widening Projects on State Route 395, Lassen County, California	Archaeological, Field study
001360	Kautz, Robert and James Hutchins	1995	Alturas 345kV Transmission Line Cultural Resources Inventory Project, Phase 1: Class III Survey and Preliminary Evaluation of Cultural Resources	Archaeological, Field study

TABLE 2: CULTURAL RESOURCES REPORTS CONDUCTED WITHIN A 0.125-MILE RADIUS OF THE STUDY AREA

REPORT NO.	AUTHORS	YEAR	TITLE	REPORT TYPE
001360	McGuire, Kelly, Jeffrey Rosenthal, Sharon Waechter, Michael Delacorte, D. Craig Young, Kimberley Holanda, William Hildebrandt, Jerome King, Laura Leach-Palm, Eric Wohlgemuth, and William Bloomer	2000	Archaeological Investigations Along the California-Great Basin Interface: The Alturas Transmission Line Project Volumes I and II, Lassen and Modoc Counties, California	Archaeological, Excavation, Field study
001360	Nilsson, Elena, Russell Beville, and Michael Kelly	2000	Archaeological Investigations Along the California-Great Basin Interface: The Alturas Transmission Line Project Volume III, Modoc County, California	Archaeological, Evaluation, Excavation, Field study
001360	Mackey, Barbara, Ronald Reno, C. Lynn Furnis, Vickie Clay, Sherri Gust, and Jeanne Albin	2000	Archaeological Investigations Along the California-Great Basin Interface: The Alturas Transmission Line Project Volume IV, Lassen and Modoc Counties, California	Archaeological, Evaluation, Excavation, Field study
001473	Offermann, Janis	1996	An Archaeological Survey Along U.S. Route 395 from Hallelujah Junction to Garnier Road in Lassen County, California	Archaeological, Field study
001474	Bennett, Elizabeth A. and Wayne Wiant	1996	Department of transportation Archaeological Survey Report: 02-Lassen-395; PM 28.56; CU 174, EA 5C9000	Archaeological, Field study
004204	Hart, Daniel	2001	Honey Lake Motocross Survey	Archaeological, Field study
004205	Bennett, Elizabeth	1994	Department of Transportation Negative Survey Report for Deer fence Modification Along Route 395	Archaeological, Field study
004374	Jackson, Robert J. and Tad E. Allred	1999	Archaeological Research At Five Sites Near Red Rock In Lassen County, California	Archaeological, Excavation, Field study
005486	Kautz, Robert and William Jerrems	2002	A Cultural Resources Survey of Pacific Bell's Fiber Optic Cable Project, Hallelujah Junction, Lassen County, California	Archaeological, Field study

TABLE 2: CULTURAL RESOURCES REPORTS CONDUCTED WITHIN A 0.125-MILE RADIUS OF THE STUDY AREA

REPORT NO.	AUTHORS	YEAR	TITLE	REPORT TYPE
005492	Alexander, Molly B.	2001	Cultural Resource Assessment for American Tower Corporation Facility 41811 (Hallelujah Junction), Doyle, Lassen County, California	Archaeological, Field study
005834	Foote, Louise A.	2003	Archaeological Survey Report for the Gravier Borrow Pit, 741-850 Gravier Lane, APN 139-021-059, Vicinity of Doyle & Herlong, Lassen County, California	Archaeological, Field study
005936	Clay, Vicky L.	2004	Cultural Resources Inventory Report: NATTCO's Long Valley Mine Access Road, Lassen County, California	Archaeological, Field study
006512	Jensen, Sean M.	2004	Archaeological Survey, Donovan Development Project, 20 acres, Lassen County, California	Archaeological, Field study
006602	Jensen, Sean Michael	2006	Archaeological Survey, the Mark Development, c. 80-acres Between Doyal and Milford, Lassen County, California	Archaeological, Field study
006763	Hamusek, Blossom	2006	Historic Property Survey Report for the Widening of US 395 in Lassen County, California	Archaeological, Field study
006960	Waechter, Sharon A., Paul Brandy, and Ginny Bengston	2006	Cultural Resources Sensitivity Assessment for the Plumas Sierra 120kV Interconnection Project Routing Constraint and Siting Opportunity Study, Lassen County, California, and Washoe County, Nevada	Literature search, Other research
006969	Jensen, Sean Michael	2006	Archaeological Survey, Mountain View Estates Subdivision, c. 120-acres along State Route 395 and Honey Lake, Lassen County, California	Archaeological, Field study
007211	McCombs, Diane	2007	Heritage Resource Survey for the 26.5 Acre Terry Aggregate Pit Near Honey Lake Valley.	Archaeological, Field study
007870	Jensen, Peter M.	1982	Archaeological Reconnaissance of a 5.5 Mile Proposed Buried Telephone Cable Route Between Johnstonville and Janesville, Lassen County, California	Archaeological, Field study
007872	Maniery, James Gary and Mary Maniery	1984	Archaeological Survey of a Proposed 10 Acre Subdivision Near Janesville, Lassen County, California	Archaeological, Field study
007880	Mead, Robert	1994	Archaeological Reconnaissance of the Federal Highway Administration Road Improvements on Janesville Grade Road, FH 172, FHWA Project PFH 172-2(1), Lassen County, California	Archaeological, Field study

TABLE 2: CULTURAL RESOURCES REPORTS CONDUCTED WITHIN A 0.125-MILE RADIUS OF THE STUDY AREA

REPORT NO.	AUTHORS	YEAR	TITLE	REPORT TYPE
007884	Jensen, Sean M.	2005	Archaeological Survey, Ralston Subdivision Project, c. 68-acres, Lassen County, California	Archaeological, Field study
008300	McCombs, Diane	2006	Heritage Resource Survey for the 79 Acre Terry Subdivision in Honey Lake Valley, Lassen County, California	Archaeological, Field study
008919	King, Jerome, Kelly McGuire, Kimberly Carpenter, Mary Maniery, and Cindy Baker	2004	Class I Cultural Resources Overview and Research Design for the Alturas, Eagle Lake, and Surprise Resource Areas	Other research
008919	Maniery, Mary	2004	Historical Archaeology Relative to Regional Themes	Other research
8923	Jaffke, Todd	2004	Archaeological Survey Report for the Milford Shoulder Widening Project Lassen County, California	Archaeological, Field study
008923	Shapiro, Lisa, Robert Jackson, and Erik Whiteman	2005	Archaeological Investigations at Prehistoric Sites for the Milford Shoulder Widening Project, Lassen County, California	
008923	Wiant, Wayne	2005	Historic Property Survey Report and Summary Finding of Effect for the Proposed Milford Shoulder Widening Project, Lassen County, California	
008923	Shapiro, Lisa and Katie Glover	2008	Archaeological and Native American Construction Monitoring Report for the Milford Shoulder Widening Project on U.S.395, Lassen County, California	
008934	Langheim, Thomas and Stoner, J. Edward	2003	A class III Cultural Resource Inventory of Approximately 3.9 Miles of Proposed 69kV Transmission Line and a Transformer Site in Lassen County, California	Archaeological, Field study
008937	Stearns, Steven	1980	A Cultural Resource Evaluation of the Evans Land Exchange, Lassen County, California	Archaeological, Field study
009272	Hunt, Leigh Ann	1986	Archaeological Survey of the Milford Community Center and Post Office	Archaeological, Field study
009273	Jensen & Associates	1993	Archaeological Inventory Survey, Raglen Proposed Subdivision Project, c. 95 Acres near Milford, Lassen County, California	Archaeological, Field study
009275	Wiant, Wayne	1988	Historic Property Survey Report for a Proposed Highway Rehabilitation and Widening Project on State Route 395, Lassen County, California	Archaeological, Field study

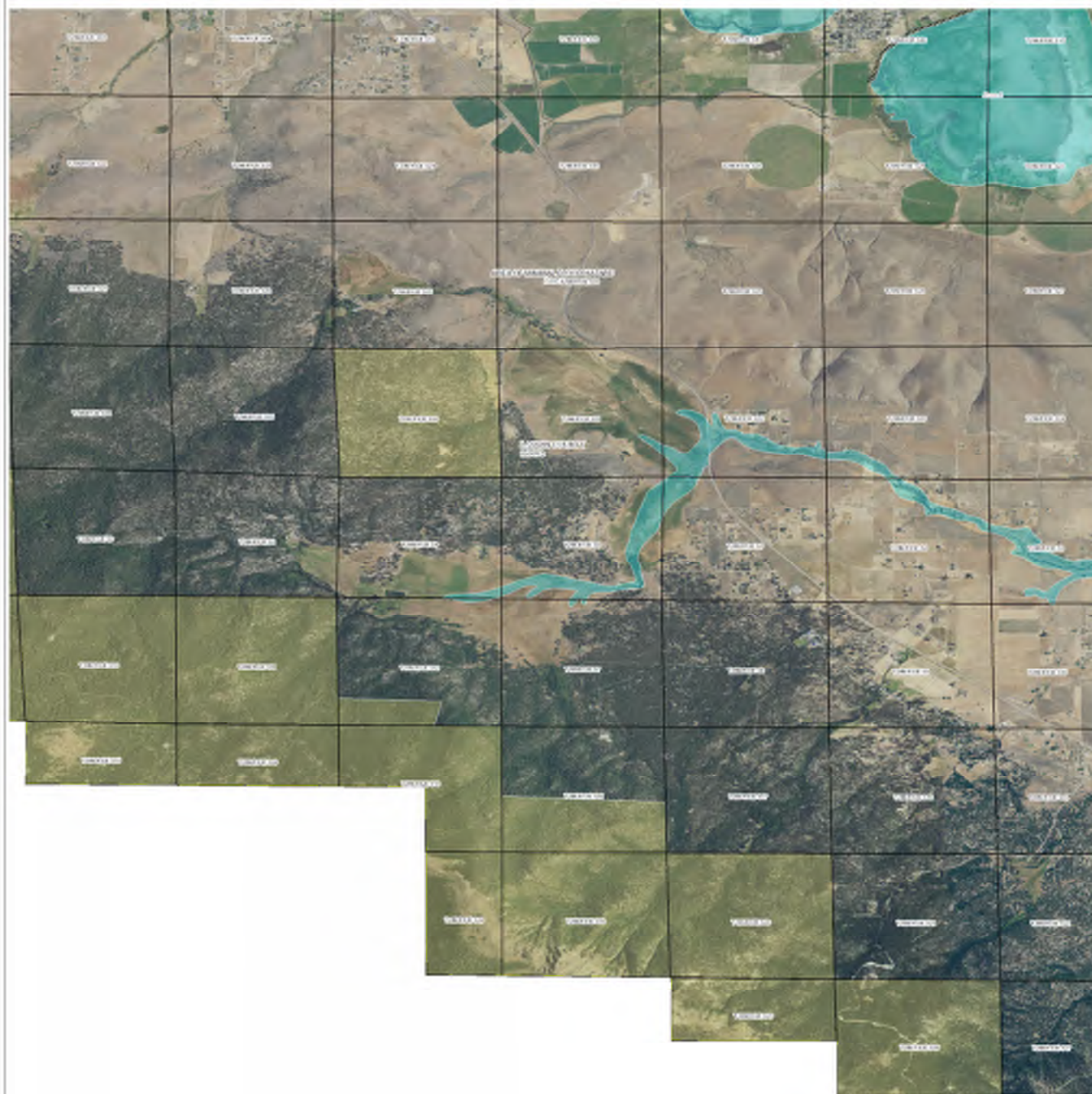
TABLE 2: CULTURAL RESOURCES REPORTS CONDUCTED WITHIN A 0.125-MILE RADIUS OF THE STUDY AREA

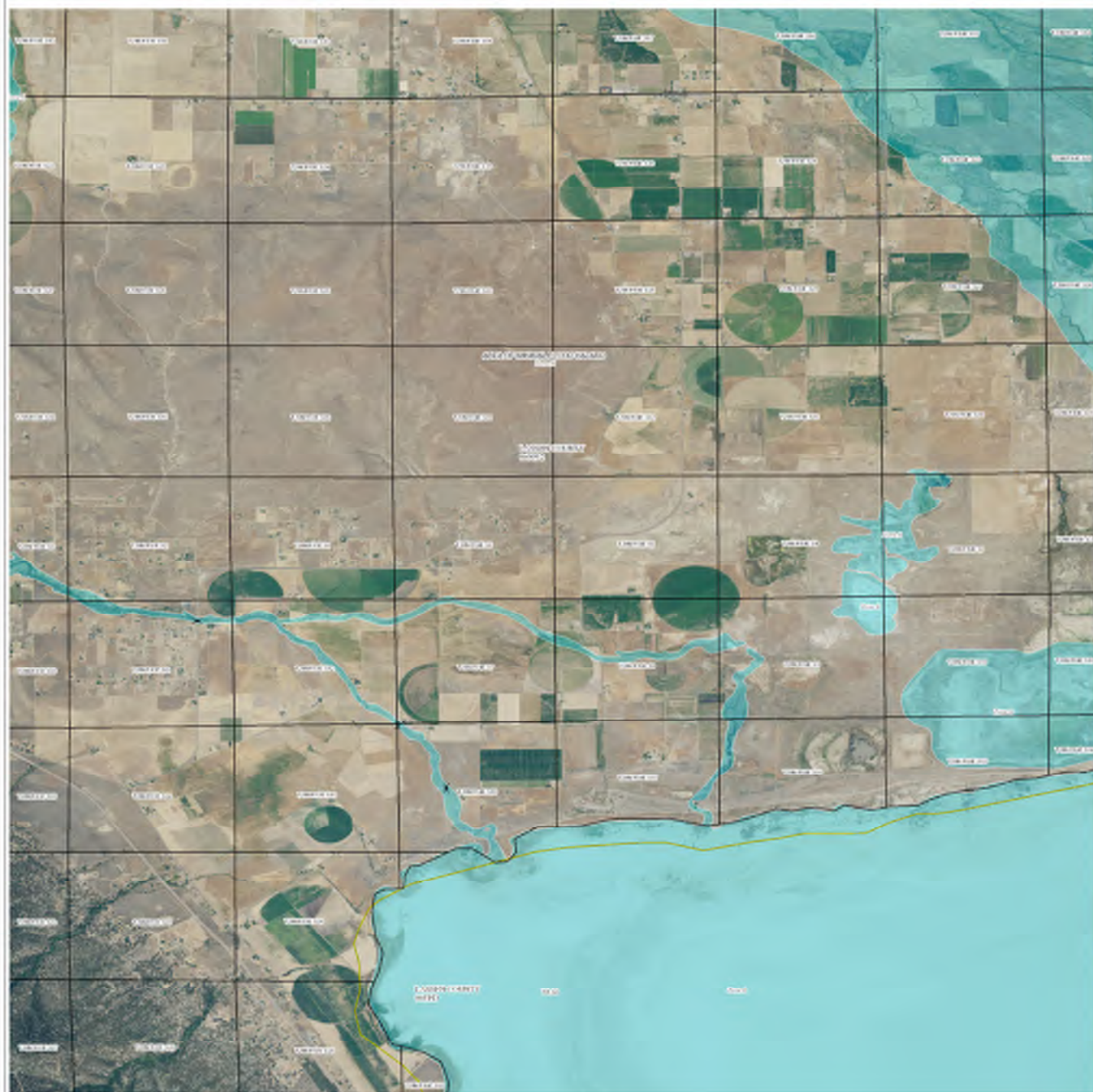
REPORT NO.	AUTHORS	YEAR	TITLE	REPORT TYPE
009385	Oilar, Susan	2007	Historic Property Survey Report for the Proposed expansion of State Route 395 in Johnstonville, California	Architectural/historical
009496	Tiley, Shelly and Penny Rucks	2011	Ethnographic Syntheses of the Eagle Lake Field Office, Bureau of Land Management, Susanville, CA, Lassen, Plumas, and Sierra Counties	Other research
009555	Jensen, Peter M.	1992	Archaeological Inventory Survey, Thornsberry Proposed Subdivision Project, c. 25 ac on State Route 395 at Honey Lake, Lassen County, California	Archaeological, Field study
009574	Jensen, Peter M.	1979	Archaeological Inventory Survey of the Mendoza Mine/Quarry Project on Highway 395, Lassen County, California	Archaeological, Field study
009736	Jacquet, Daniel	2006	Review information for two Range Allotment Renewals, Synthesis for Eleven Range Allotments BLM Carson City Field Office CRR3-2253	Archaeological, Field study
010087	Jensen, Sean M.	2009	Archaeological Survey for the Hammond Parcel Split Project, c. 3.31-acres near Hurlong Junction, Lassen County, California	Archaeological, Field study
011132	Paullin, Pam	2010	Field Office Report Of Cultural Resources Ground Survey Findings: 10FY18-0007	Archaeological, Field study
011340	Stanbrough, Susan	2010	Historic Property Survey Report Archaeological Survey Report for the Johnstonville Pavement Focus Rehabilitation Project, Lassen County, California 02-LAS-395, P.M 56.7/76.6 EA: 02-3C0700	Archaeological, Architectural/historical , Field study
011398	McCann, Robert	2011	Project 11FY18-0001: Field Office Report of Cultural Resources Ground Survey Findings, Lassen County, California	Archaeological, Field study
012157	McCombs, Diane	2013	Phase I Cultural Resource Surveyfor the Tentative Parcel Map of Charles DeRose	Archaeological, Field study
012349	Meyer, Jack	2013	A Geoarchaeological Overview and Assessment of Northeast California, Cultural Resources Inventory of Caltrans District 2 Rural Conventional Highways: Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, and Trinity Counties	Other research
012997	Martin, Marilla	2015	Transfer Stations Conveyance Cultural Resources Inventory	Archaeological, Field study
013841	Shapiro, Lisa	2016	Archaeological Survey Report for the Bordertown Deer Fence Improvement Project on U.S. Highway 395 in Sierra and Lassen Counties, California	Archaeological, Field study

TABLE 2: CULTURAL RESOURCES REPORTS CONDUCTED WITHIN A 0.125-MILE RADIUS OF THE STUDY AREA

REPORT NO.	AUTHORS	YEAR	TITLE	REPORT TYPE
013841	Ballard, Hannah, Elena Reese, and Lisa Shapiro	2016	Historical Resources Evaluation Report for the Bordertown Deer Fence Improvement Project on U.S. Highway 395 in Sierra and Lassen Counties, California.	Evaluation
014226	Sharp, Jessica	2017	Cultural Resources Survey Report for NRCS Project #16FY18-007: Rubio Proposed Cover Crop, Sprinkler System, and Pumping Plant in Lassen County, California	Archaeological, Field study

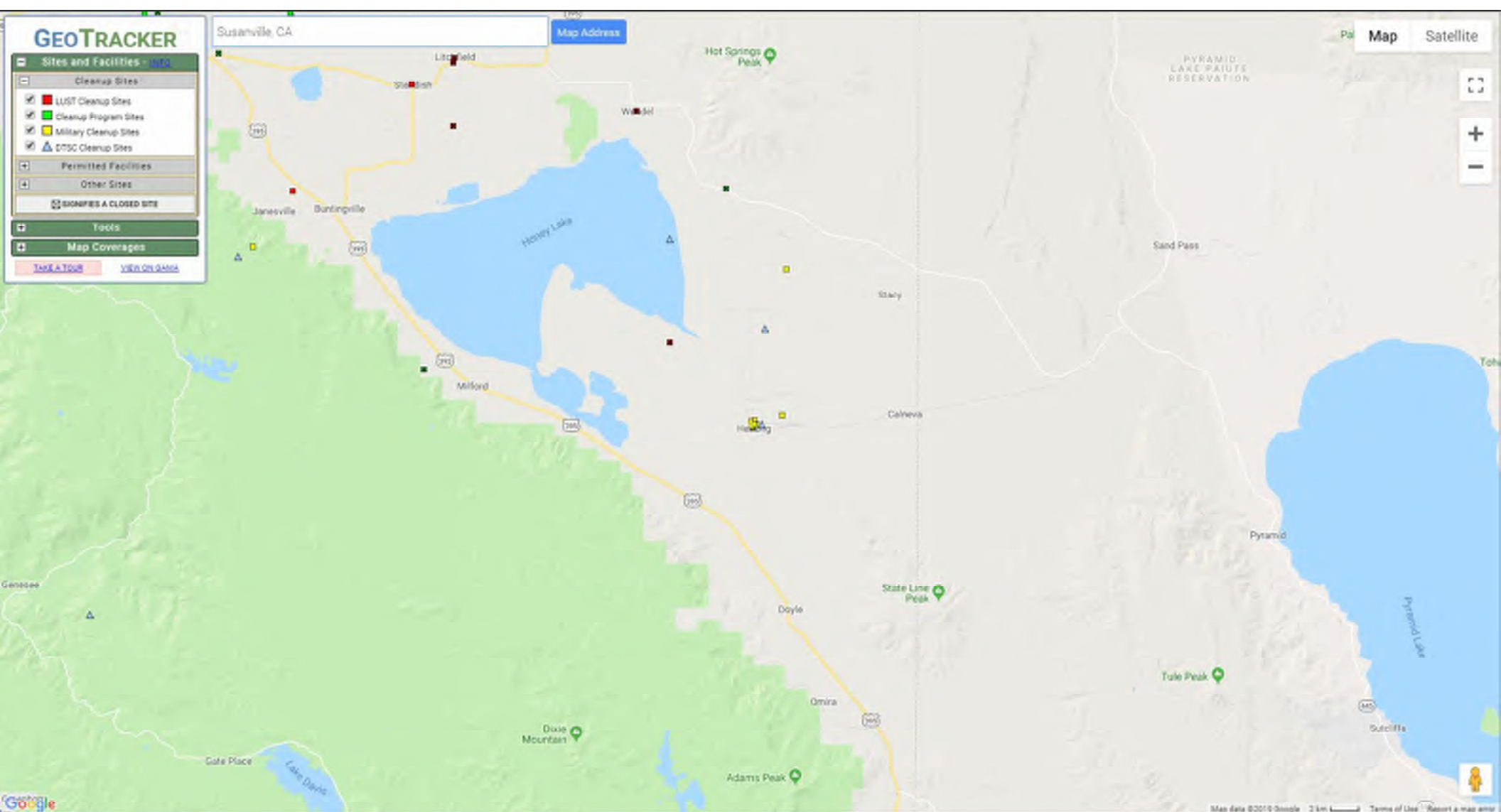
**ATTACHMENT E: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD
INSURANCE RATE MAPS (FIRM)**







ATTACHMENT F: GEOTRACKER HAZARDOUS WASTE FIGURE



**ATTACHMENT G: DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES
(DOGGR) FIGURE**



Well Finder

DOGGR GIS

More Info | Help | ©

Well Status and Well Type Filter

Search

Zoom to Field

Measurement

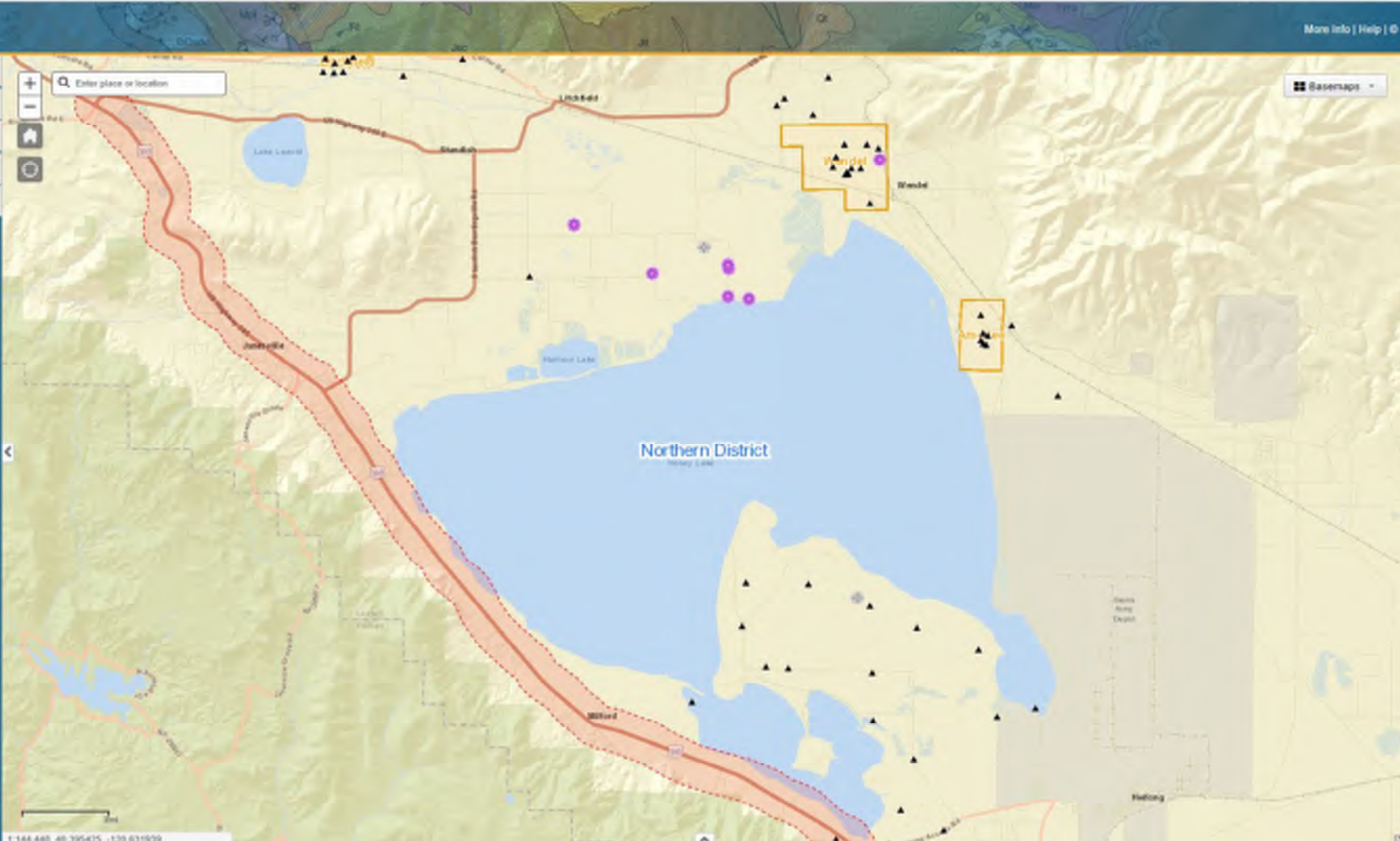
Layers

Enter place or location

Basemaps



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Well Status and Well Type Filter

Search

By Attribute By Shape

Select A Layer:

Well

Buffer: 0.5 Miles

Display Buffer Only: ☐

Select Features By:



Stop Drawing

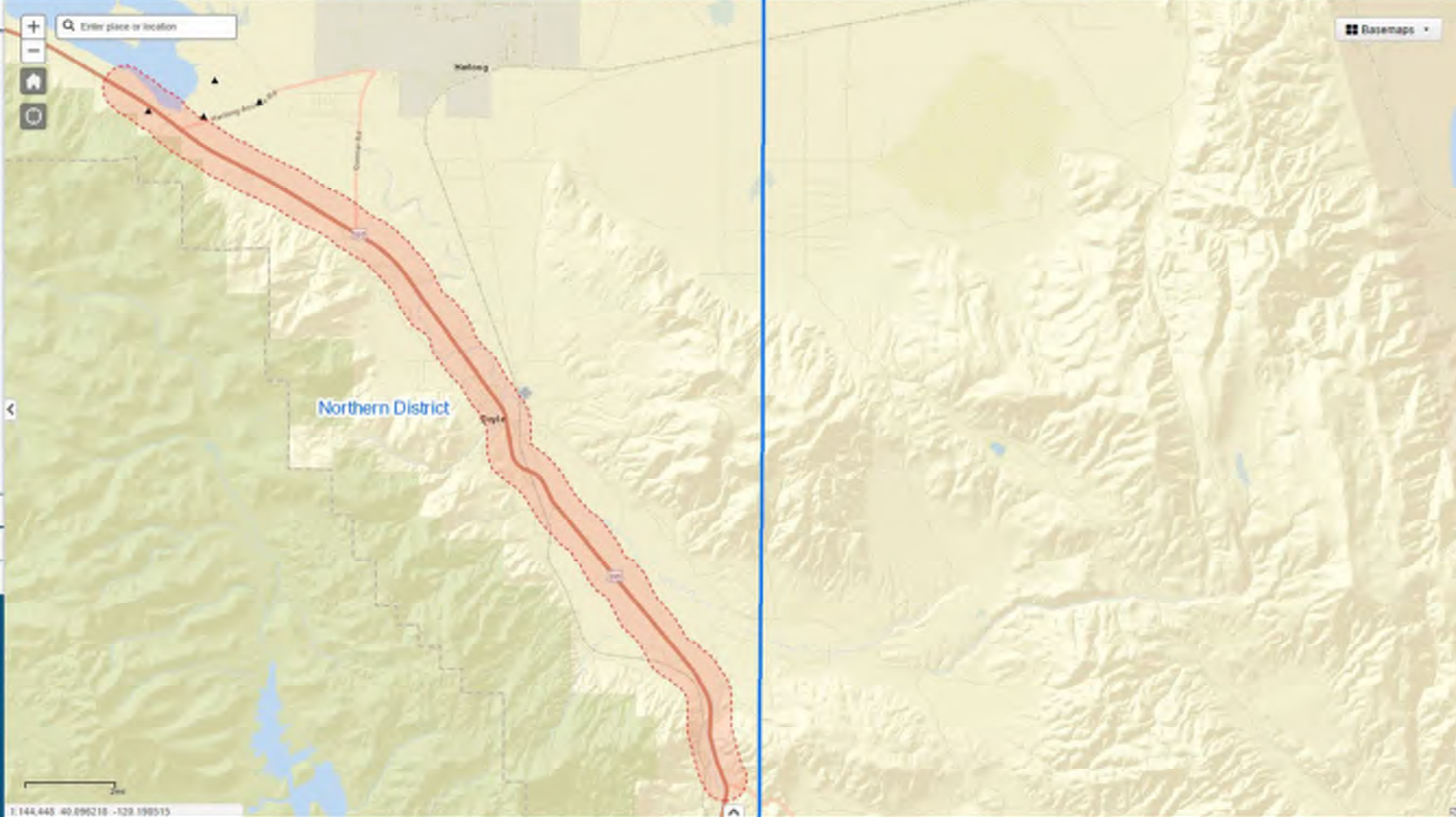
Add To Existing Results: ☐

Search

Zoom to Field

Measurement

Layers





Well Status and Well Type Filter

Search

By Attribute By Shape

Select A Layer:
Well

Buffer: 0.5 Miles

Display Buffer Only: ☐

Select Features By:



Stop Drawing

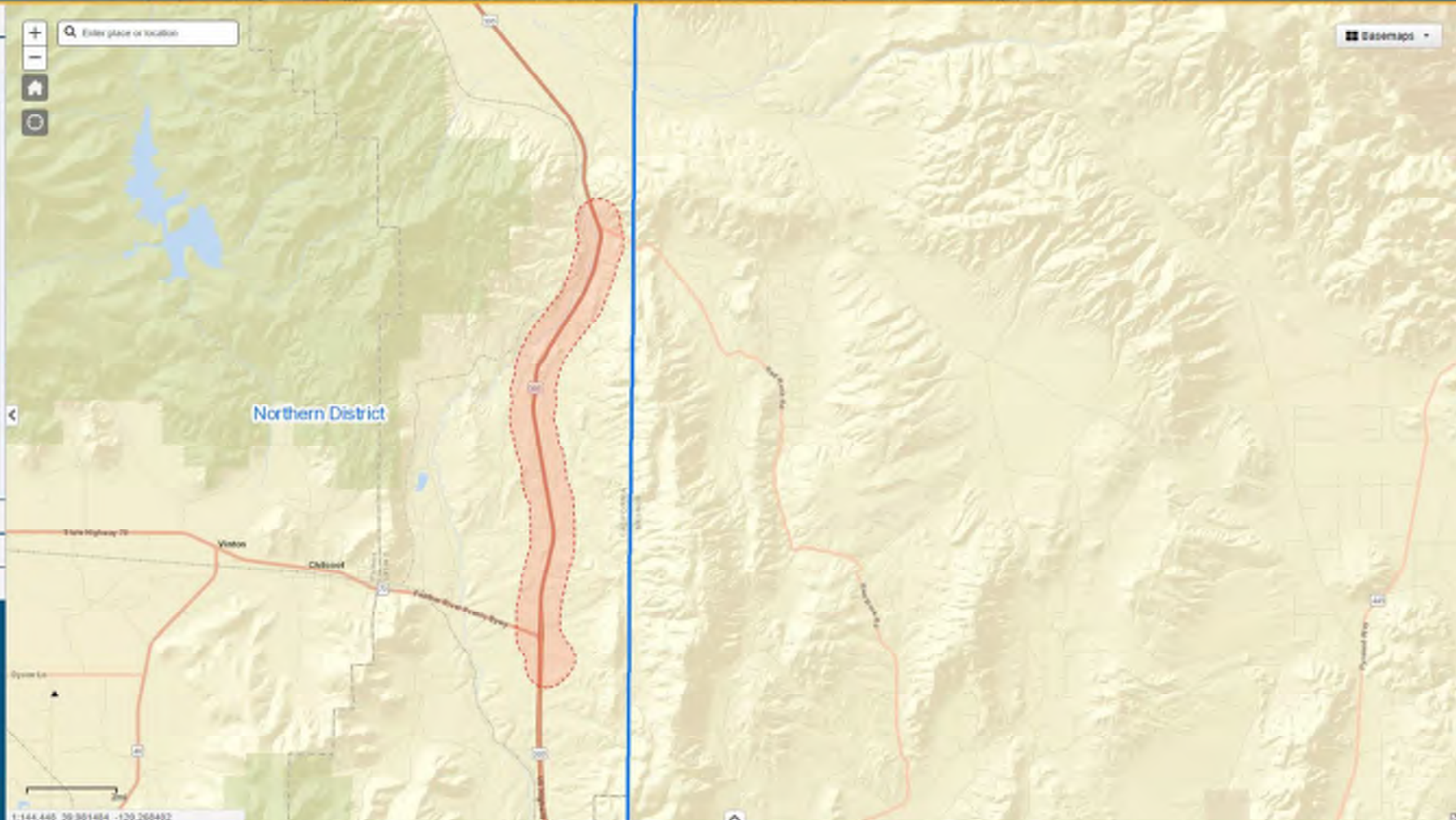
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Search

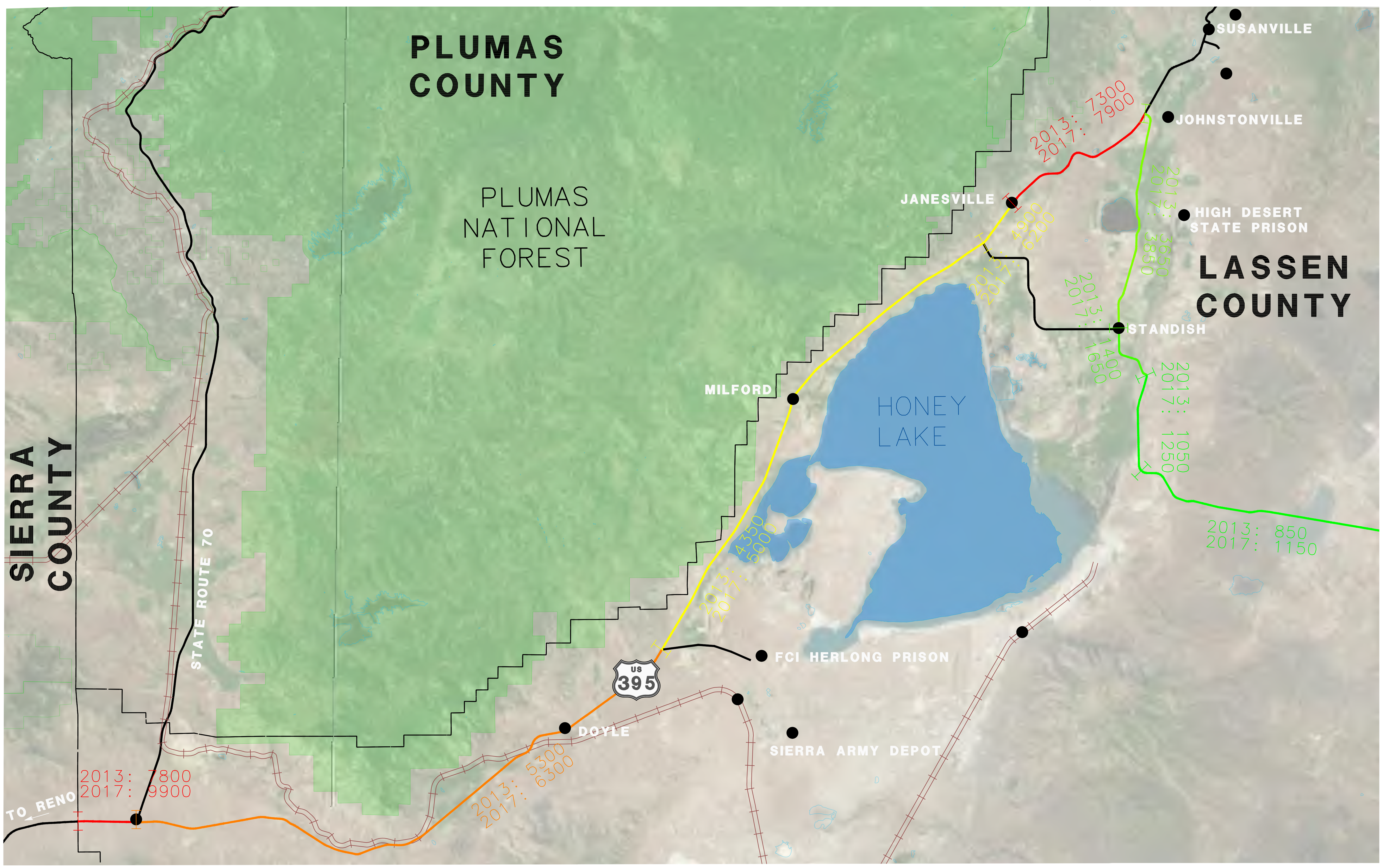
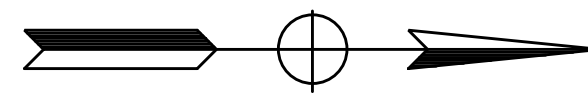
Zoom to Field

Measurement

Layers



Attachment 4



LEGEND

2013 AADT


0 – 1300	3901 – 5200
1301 – 2600	5201 – 6500
2601 – 3900	6501 – 7800

JANUARY 2020


NO SCALE

US ROUTE 395

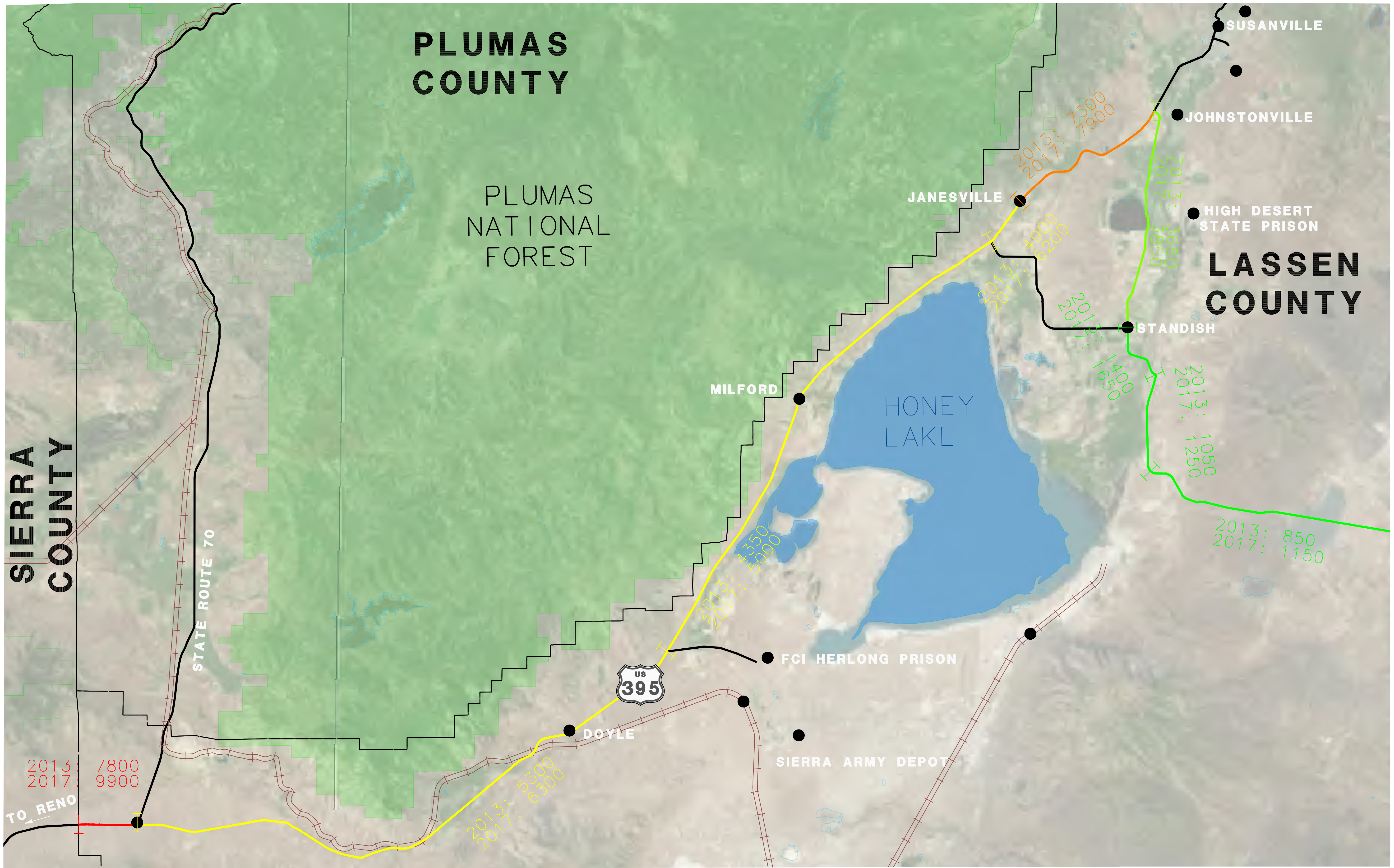
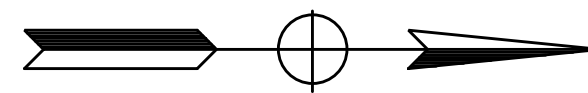
COALITION AND IMPLEMENTATION PLAN-TRAFFIC VOLUMES 2013



**LASSEN COUNTY
TRANSPORTATION
COMMISSION**



**MARK
THOMAS**



LEGEND

2017 AADT

	0 – 1650		4951 – 6600
	1651 – 3300		6601 – 8250
	3301 – 4950		8251 – 9900

JANUARY 2020

NO SCALE

US ROUTE 395	
COALITION AND IMPLEMENTATION PLAN-TRAFFIC VOLUMES 2017	
	LASSEN COUNTY TRANSPORTATION COMMISSION

Attachment 5

SCHEDULE

Milestone	Estimated Completion	Cost
TRANSPORTATION CONCEPT REPORT	July 2018	\$ 125,000
COALITION BUILDUP	March 2019	\$ 100,000
PRELIMINARY PLANNING	June 2021	\$ 500,000
PRELIMINARY DESIGN <ul style="list-style-type: none">Program Environmental	June 2023	\$ 2,500,000
PHASE I <ul style="list-style-type: none">EnvironmentalDesign (PS&E)Construction	June 2025 June 2027 June 2029	\$ 500,000 \$ 800,000 \$ 75,000,000

KEY COALITION STAKEHOLDERS*

Federal Agencies

US Department of Defense
Federal Bureau of Prisons
Federal Highway Administration

State Agencies

Caltrans (HQ, District 2, District 3)
Nevada DOT
Oregon DOT
California Department of Corrections
California Department of Fish and Wildlife
California National Guard
California Governor’s Military Council
California Highway Patrol
Nevada Highway Patrol

Tribal Organizations

Susanville Indian Rancheria
Pit River Tribe
Greenville Rancheria

Regional Agencies

RTC of Washoe County
Sierra County Transportation Commission
Plumas County Transportation Commission
Lassen County Transportation Commission
Modoc County Transportation Commission
County of Washoe
County of Sierra
County of Plumas
County of Lassen
County of Modoc

State/ Federal Elected Officials

California State Assembly
California State Senate
Nevada State Assembly
Nevada State Senate
US Representatives
US Senators

Private Business

Tesla
UPS
FedEx
Amazon
Private Associations
California Trucking Association
Nevada Trucking Association
California State Automobile Association
American Automobile Association

Other

Transit Agencies
Fire Departments
Railroads

*INVITED

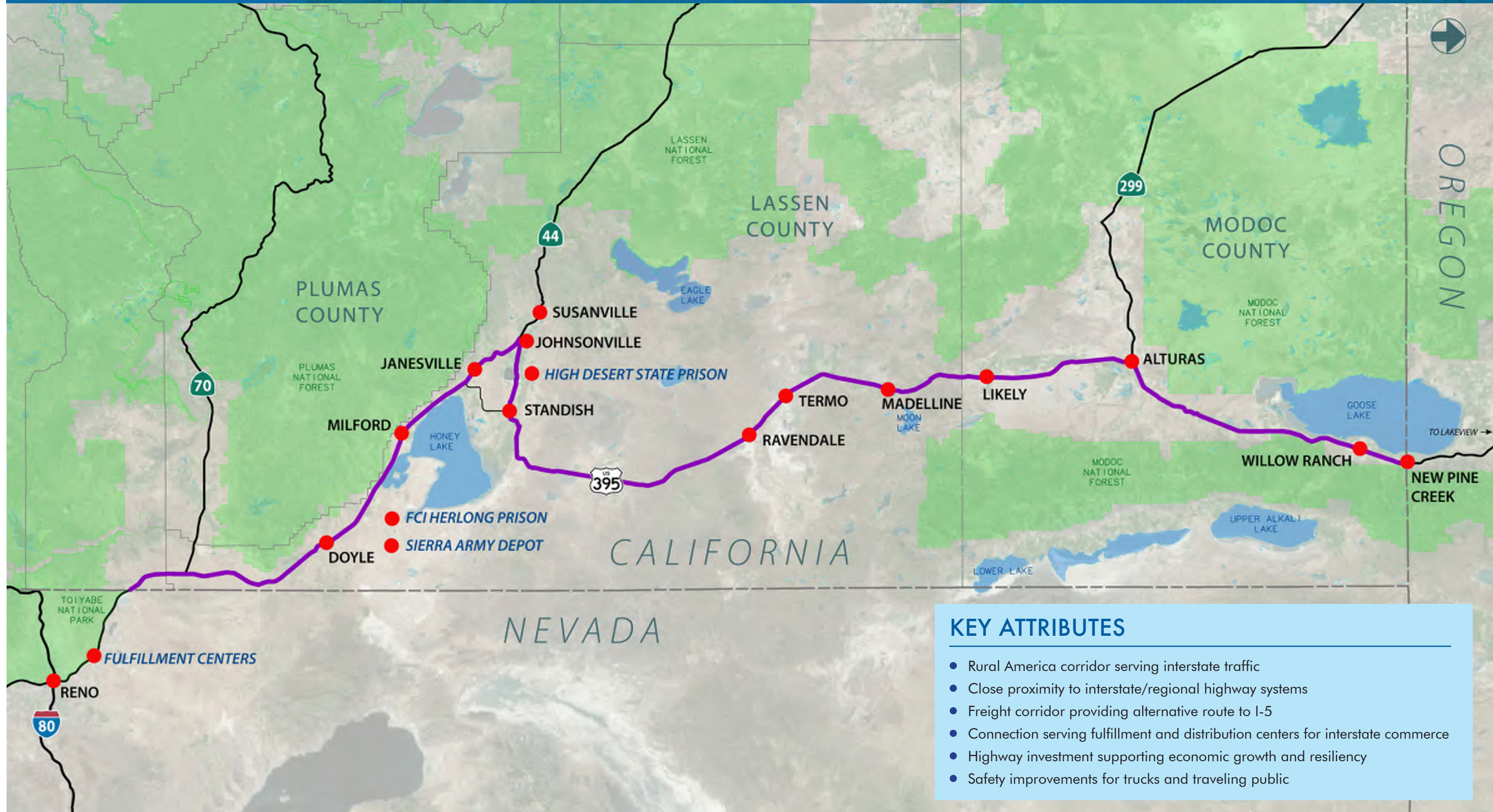
US 395
NORTH CORRIDOR



LASSEN COUNTY
TRANSPORTATION
COMMISSION



US 395 NORTH CORRIDOR



Attachment 6

PROJECT PLANNING COST ESTIMATE ©

EA: XX-XXXXXX

EA: XX-XXXXXX PID: XXXXXXXX

PID: XXXXXXXX

District-County-Route: 00-XXX-X-000

PM: 00.0 - 00.0

Type of Estimate : US ROUTE 395 Preliminary Cost

Program Code :

Project Limits : Hallelujah Junction to Richmond Road East - Segment 1

Project Description: Convenrt Conventional 2 lane highway to 4 lane divided highway

Scope : Highway Widening 2 lanes to 4 lanes, ROW acqusition

Alternative : Segment 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 394,788,100	\$ 515,936,329
TOTAL STRUCTURES COST	\$ 60,000,000	\$ 78,412,140
SUBTOTAL CONSTRUCTION COST	\$ 454,788,100	\$ 594,348,469
TOTAL RIGHT OF WAY COST	\$ -	\$ -
TOTAL CAPITAL OUTLAY COSTS	\$ 454,789,000	\$ 594,349,000
PA/ED SUPPORT	\$ 36,383,120	\$ 54,900,605
PS&E SUPPORT	\$ 68,218,350	\$ 102,938,634
RIGHT OF WAY SUPPORT	\$ 49,500,000	\$ 74,693,427
CONSTRUCTION SUPPORT	\$ 68,218,350	\$ 102,938,634
TOTAL SUPPORT COST	\$ 222,320,000	\$ 335,472,000

TOTAL PROJECT COST	\$ 678,000,000	\$ 930,000,000
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Programmed Amount

Month / Year

Date of Estimate (Month/Year) _____ 5 / 2020

Estimated Construction Start (Month/Year) _____ 5 / 2028

Number of Working Days = 1440

Estimated Mid-Point of Construction (Month/Year) _____ 5 / 2031

Estimated Construction End (Month/Year) _____ 5 / 2034

Number of Plant Establishment Days

Estimated Project Schedule

PID Approval

PA/ED Approval

PS&E

RTL

Begin Construction

Reviewed by District O.E. or
Cost Estimate Certifier

xx/xx/xxxx

(xxx) xxx-xxxx

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

xx/xx/xxxx

(xxx) xxx-xxxx

Project Manager

Date

Phone

PROJECT COST ESTIMATE

EA: XX-XXXXXX PID: XXXXXXXX

I. ROADWAY ITEMS SUMMARY

Section		Cost
1	Earthwork	\$ 51,469,400
2	Pavement Structural Section	\$ 201,879,100
3	Drainage	\$ -
4	Specialty Items	\$ -
5	Environmental	\$ -
6	Traffic Items	\$ -
7	Detours	\$ -
8	Minor Items	\$ 25,334,900
9	Roadway Mobilization	\$ 27,868,400
10	Supplemental Work	\$ 11,147,400
11	State Furnished	\$ 5,573,700
12	Time-Related Overhead	\$ 20,021,100
13	Roadway Contingency	\$ 51,494,100
TOTAL ROADWAY ITEMS		\$ 394,788,100

Estimate Prepared By :

Name and Title	Date	Phone
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Estimate Reviewed By :

Name and Title	Date	Phone
----------------	------	-------

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY	2,083,020	x	21.00	= \$	43,743,420
152320	Lead Compliance Plan	LS	1	x	200,000.00	= \$	200,000
194001	Ditch Excavation	CY	41,660	x	25.00	= \$	1,041,500
19801X	Imported Borrow	CY	106,800	x	18.00	= \$	1,922,400
192037	Structure Excavation (Retaining Wall)	CY		x		= \$	-
193013	Structure Backfill (Retaining Wall)	CY		x		= \$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		= \$	-
170105	Clearing & Grubbing	ACRE	727	x	6,000.00	= \$	4,362,000
170101	Develop Water Supply	LS	1	x	200,000.00	= \$	200,000
210130	Duff	ACRE		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$ 51,469,400
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
401050	Jointed Plain Concrete Pavement	CY		x		= \$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		= \$	-
404092	Seal Pavement Joint	LF		x		= \$	-
404093	Seal Isolation Joint	LF		x		= \$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x		= \$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x		= \$	-
280010	Rapid Strength Concrete Base	CY		x		= \$	-
410095	Dowel Bar (Drill and Bond)	EA		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON	1,244,760	x	95.00	= \$	118,252,200
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		= \$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		= \$	-
26020X	Class 2 Aggregate Base	CY	2,389,338	x	35.00	= \$	83,626,830
290201	Asphalt Treated Permeable Base	CY		x		= \$	-
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		= \$	-
397005	Tack Coat	TON		x		= \$	-
377501	Slurry Seal	TON		x		= \$	-
3750XX	Screenings (Type XX)	TON		x		= \$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		= \$	-
370001	Sand Cover (Seal)	TON		x		= \$	-
731530	Minor Concrete (Textured Paving)	CY		x		= \$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x		= \$	-
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x		= \$	-
150771	Remove Asphalt Concrete Dike	LF		x		= \$	-
420201	Grind Existing Concrete Pavement	SQYD		x		= \$	-
150860	Remove Base and Surfacing	CY		x		= \$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		= \$	-
15312X	Remove Concrete	LF/CY/LS		x		= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		= \$	-
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		= \$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		= \$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		= \$	-
420102	Groove Existing Concrete Pavement	SQYD		x		= \$	-
390136	Minor Hot Mix Asphalt	TON		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$ 201,879,100
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SECTION 3: DRAINAGE

Item code		Unit	Quantity	Unit Price (\$)	Cost
15080X	Remove Culvert	EA/LF	x	= \$	-
150820	Modify Inlet	EA	x	= \$	-
155232	Sand Backfill	CY	x	= \$	-
15020X	Abandon Culvert	EA/LF	x	= \$	-
152430	Adjust Inlet	LF	x	= \$	-
155003	Cap Inlet	EA	x	= \$	-
510501	Minor Concrete	CY	x	= \$	-
510502	Minor Concrete (Minor Structure)	CY	x	= \$	-
5105XX	Minor Concrete (Type XX)	CY	x	= \$	-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF	x	= \$	-
6411XX	XX" Plastic Pipe	LF	x	= \$	-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF	x	= \$	-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF	x	= \$	-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF	x	= \$	-
69011X	XX" Corrugated Steel Pipe Downrain (0.XXX" Th	LF	x	= \$	-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	= \$	-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF	x	= \$	-
7050XX	XX" Steel Flared End Section	EA	x	= \$	-
703233	Grated Line Drain	LF	x	= \$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON	x	= \$	-
72901X	Rock Slope Protection Fabric (Class X)	SQYD	x	= \$	-
721420	Concrete (Ditch Lining)	CY	x	= \$	-
721430	Concrete (Channel Lining)	CY	x	= \$	-
750001	Miscellaneous Iron and Steel	LB	x	= \$	-
XXXXXX	Additional Drainage	LS	x	= \$	-

TOTAL DRAINAGE ITEMS	\$	-
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity	Unit Price (\$)	Cost
080050	Progress Schedule (Critical Path Method)	LS	x	= \$	-
582001	Sound Wall (Masonry Block)	SQFT	x	= \$	-
510530	Minor Concrete (Wall)	CY	x	= \$	-
15325X	Remove Sound Wall	LF/LS	x	= \$	-
070030	Lead Compliance Plan	LS	x	= \$	-
141120	Treated Wood Waste	LB	x	= \$	-
153221	Remove Concrete Barrier	LF	x	= \$	-
150662	Remove Metal Beam Guard Railing	LF	x	= \$	-
150668	Remove Flared End Section	EA	x	= \$	-
8000XX	Chain Link Fence (Type XX)	LF	x	= \$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA	x	= \$	-
832001	Metal Beam Guard Railing	LF	x	= \$	-
839301	Single Thrie Beam Barrier	LF	x	= \$	-
839310	Double Thrie Beam Barrier	LF	x	= \$	-
839521	Cable Railing	LF	x	= \$	-
8395XX	Terminal System (Type CAT)	EA	x	= \$	-
839585	Alternative Flared Terminal System	EA	x	= \$	-
839584	Alternative In-line Terminal System	EA	x	= \$	-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF	x	= \$	-
839XXX	Crash Cushion (Insert Type)	EA	x	= \$	-
83XXXX	Concrete Barrier (Insert Type)	LF	x	= \$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB	x	= \$	-
510060	Structural Concrete, Retaining Wall	CY	x	= \$	-
513553	Retaining Wall (Masonry Wall)	SQFT	x	= \$	-
511035	Architectural Treatment	SQFT	x	= \$	-
598001	Anti-Graffiti Coating	SQFT	x	= \$	-
203070	Rock Stain	SQFT	x	= \$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT	x	= \$	-
83954X	Transition Railing (Type X)	EA	x	= \$	-
597601	Prepare and Stain Concrete	SQFT	x	= \$	-
839561	Rail Tensioning Assembly	EA	x	= \$	-
83958X	End Anchor Assembly (Type X)	EA	x	= \$	-
XXXXXX	Some Item	Unit	x	= \$	-

TOTAL SPECIALTY ITEMS	\$	-
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation	LS	x	= \$	-
130670 Temporary Reinforced Silt Fence	LF	x	= \$	-
141000 Temporary Fence (Type ESA)	LF	x	= \$	-
<i>Subtotal Environmental Mitigation</i>				\$ -

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS	x	= \$	-
20XXXX Irrigation System	LS	x	= \$	-
204099 Plant Establishment Work	LS	x	= \$	-
204101 Extend Plant Establishment Work	LS	x	= \$	-
20XXXX Follow-up Landscape Project	LS	x	= \$	-
150685 Remove Irrigation Facility	LS	x	= \$	-
20XXXX Maintain Existing (Irrigation or Planted Areas)	LS	x	= \$	-
206400 Check and Test Existing Irrigation Facilities	LS	x	= \$	-
21011X Imported Topsoil (X)	CY/TON	x	= \$	-
20XXXX Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD	x	= \$	-
200122 Weed Germination	SQYD	x	= \$	-
208304 Water Meter	EA	x	= \$	-
2087XX XX" Conduit (Use for Irrigation x-overs)	LF	x	= \$	-
20890X Extend X" Conduit (Use for Extension of Irrigation x-overs)	LF	x	= \$	-
<i>Subtotal Landscape and Irrigation</i>				\$ -

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
210010 Move In/Move Out (Erosion Control)	EA	x	= \$	-
210350 Fiber Rolls	LF	x	= \$	-
210360 Compost Sock	LF	x	= \$	-
2102XX Rolled Erosion Control Product (X)	SQFT	x	= \$	-
21025X Bonded Fiber Matrix	SQFT/ACRE	x	= \$	-
210300 Hydromulch	SQFT	x	= \$	-
210420 Straw	SQFT	x	= \$	-
210430 Hydroseed	SQFT	x	= \$	-
210600 Compost	SQFT	x	= \$	-
210630 Incorporate Materials	SQFT	x	= \$	-
<i>Subtotal Erosion Control</i>				\$ -

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130300 Prepare SWPPP	LS	x	= \$	-
130200 Prepare WPCP	LS	x	= \$	-
130100 Job Site Management	LS	x	= \$	-
130330 Storm Water Annual Report	EA	x	= \$	-
130310 Rain Event Action Plan (REAP)	EA	x	= \$	-
130320 Storm Water Sampling and Analysis Day	EA	x	= \$	-
130520 Temporary Hydraulic Mulch	SQYD	x	= \$	-
130550 Temporary Hydroseed	SQYD	x	= \$	-
130505 Move-In/Move-Out (Temporary Erosion Control)	EA	x	= \$	-
130640 Temporary Fiber Roll	LF	x	= \$	-
130900 Temporary Concrete Washout	LS	x	= \$	-
130710 Temporary Construction Entrance	EA	x	= \$	-
130610 Temporary Check Dam	LF	x	= \$	-
130620 Temporary Drainage Inlet Protection	EA	x	= \$	-
130730 Street Sweeping	LS	x	= \$	-
<i>Subtotal NPDES</i>				\$ -

Supplemental Work for NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
066595 Water Pollution Control Maintenance Sharing*	LS	x	= \$	-
066596 Additional Water Pollution Control**	LS	x	= \$	-
066597 Storm Water Sampling and Analysis***	LS	x	= \$	-
XXXXXX Some Item	LS	x	= \$	-
<i>Subtotal Supplemental Work for NDPS</i>				\$ -

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

TOTAL ENVIRONMENTAL	\$	-
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SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code	Unit	Quantity	Unit Price (\$)	Cost
860460 Lighting and Sign Illumination	LS	x	= \$	-
860201 Signal and Lighting	LS	x	= \$	-
860990 Closed Circuit Television System	LS	x	= \$	-
86110X Ramp Metering System (Location X)	LS	x	= \$	-
86070X Interconnection Conduit and Cable	LF/LS	x	= \$	-
5602XX Furnish Sign Structure (Type X)	LB	x	= \$	-
5602XX Install Sign Structure (Type X)	LB	x	= \$	-
498040 XX" CIDHC Pile (Sign Foundation)	LF	x	= \$	-
86080X Inductive Loop Detectors	EA/LS	x	= \$	-
8609XX Traffic Monitoring Station (Type X)	LS	x	= \$	-
15075X Remove Sign Structure	EA/LS	x	= \$	-
151581 Reconstruct Sign Structure	EA	x	= \$	-
152641 Modify Sign Structure	EA	x	= \$	-
860090 Maintain Existing Traffic Management System Eler	LS	x	= \$	-
86XXXX Fiber Optic Conduit System	LS	x	= \$	-
XXXXX Some Item	Unit	x	= \$	-
Subtotal Traffic Electrical				\$ -

6B - Traffic Signing and Striping

Item code	Unit	Quantity	Unit Price (\$)	Cost
566011 Roadside Sign - One Post	EA	x	= \$	-
566012 Roadside Sign - Two Post	EA	x	= \$	-
5602XX Furnish Sign	SQFT	x	= \$	-
568016 Install Sign Panel on Existing Frame	SQFT	x	= \$	-
150711 Remove Painted Traffic Stripe	LF	x	= \$	-
141101 Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LF	x	= \$	-
150712 Remove Painted Pavement Marking	SQFT	x	= \$	-
150742 Remove Roadside Sign	EA	x	= \$	-
152320 Reset Roadside Sign	EA	x	= \$	-
152390 Relocate Roadside Sign	EA	x	= \$	-
82010X Delineator (Class X)	EA	x	= \$	-
840502 Thermoplastic Traffic Stripe (Enhanced Wet Night	LF	x	= \$	-
846012 Thermoplastic Crosswalk and Pavement Marking (SQFT	x	= \$	-
120090 Construction Area Signs	LS	x	= \$	-
84XXXX Permanent Pavement Delineation	LS	x	= \$	-
Subtotal Traffic Signing and Striping				\$ -

6C - Traffic Management Plan

Item code	Unit	Quantity	Unit Price (\$)	Cost
12865X Portable Changeable Message Signs	EA/LS	x	= \$	-
Subtotal Traffic Management Plan				\$ -

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity	Unit Price (\$)	Cost
120199 Traffic Plastic Drum	EA	x	= \$	-
12016X Channelizer (Type X)	EA	x	= \$	-
120120 Type III Barricade	EA	x	= \$	-
129100 Temporary Crash Cushion Module	EA	x	= \$	-
120100 Traffic Control System	LS	x	= \$	-
129110 Temporary Crash Cushion	EA	x	= \$	-
129000 Temporary Railing (Type K)	LF	x	= \$	-
120149 Temporary Pavement Marking (Paint)	SQFT	x	= \$	-
82010X Delineator (Class X)	EA	x	= \$	-
XXXXXX Some Item	Unit	x	= \$	-
Subtotal Stage Construction and Traffic Handling				\$ -

TOTAL TRAFFIC ITEMS	\$ -
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
190101 Roadway Excavation	CY	x	= \$	-
19801X Imported Borrow	CY/TON	x	= \$	-
390132 Hot Mix Asphalt (Type A)	TON	x	= \$	-
26020X Class 2 Aggregate Base	TON/CY	x	= \$	-
250401 Class 4 Aggregate Subbase	CY	x	= \$	-
130620 Temporary Drainage Inlet Protection	EA	x	= \$	-
129000 Temporary Railing (Type K)	LF	x	= \$	-
128601 Temporary Signal System	LS	x	= \$	-
120149 Temporary Pavement Marking (Paint)	SQFT	x	= \$	-
80010X Temporary Fence (Type X)	LF	x	= \$	-
XXXXXX Some Item	LS	x	= \$	-

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$	-
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SUBTOTAL SECTIONS 1 through 7	\$	253,348,500
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SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items	1.0%	\$	2,533,485
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8B - Bike Path Items

Bike Path Items	1.0%	\$	2,533,485
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8C - Other Minor Items

Other Minor Items	8.0%	\$	20,267,880
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Total of Section 1-7	\$	253,348,500	x	10.0%	=	\$	25,334,850
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TOTAL MINOR ITEMS	\$	25,334,900
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SECTIONS 9: ROADWAY MOBILIZATION

Item code							
999990	Total Section 1-8	\$	278,683,400	x	10%	=	\$ 27,868,340

TOTAL ROADWAY MOBILIZATION	\$	27,868,400
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SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066670 Payment Adjustments For Price Index Fluctuations	LS	x	= \$	-
066094 Value Analysis	LS	x	= \$	-
066070 Maintain Traffic	LS	x	= \$	-
066919 Dispute Resolution Board	LS	x	= \$	-
066921 Dispute Resolution Advisor	LS	x	= \$	-
066015 Federal Trainee Program	LS	x	= \$	-
066610 Partnering	LS	x	= \$	-
066204 Remove Rock and Debris	LS	x	= \$	-
066222 Locate Existing Crossover	LS	x	= \$	-
XXXXXX Some Item	Unit	x	= \$	-

Cost of NPDES Supplemental Work specified in Section 5D	=	\$	-
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Total Section 1-8	\$	278,683,400	4%	=	\$	11,147,336
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TOTAL SUPPLEMENTAL WORK	\$	11,147,400
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity	Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	x	=		\$0
066063	Traffic Management Plan - Public Information	LS	x	=		\$0
066901	Water Expenses	LS	x	=		\$0
8609XX	Traffic Monitoring Station (X)	LS	x	=		\$0
066841	Traffic Controller Assembly	LS	x	=		\$0
066840	Traffic Signal Controller Assembly	LS	x	=		\$0
066062	COZEEP Contract	LS	x	=		\$0
066838	Reflective Numbers and Edge Sealer	LS	x	=		\$0
066065	Tow Truck Service Patrol	LS	x	=		\$0
066916	Annual Construction General Permit Fee	LS	x	=		\$0
XXXXXX	Some Item	Unit	x	=		\$0
Total Section 1-8		\$	278,683,400	2%	= \$	5,573,668

TOTAL STATE FURNISHED	\$5,573,700
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$333,683,400 (used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency) \$383,272,900 (used to check if project is greater than \$5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **6%**

Item code		Unit	Quantity	Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	1,440	X \$13,904	=	\$20,021,100

TOTAL TIME-RELATED OVERHEAD	\$20,021,100
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SECTION 13: ROADWAY CONTINGENCY

Total Section 1-12 \$ 343,294,000 x 15% = \$51,494,100

TOTAL CONTINGENCY	\$51,494,100
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II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$0		\$0		\$0
COST OF EACH	\$0		\$0		\$0

	Building 1				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$0		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$50,000,000
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TOTAL COST OF BUILDINGS	\$0
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STRUCTURES MOBILIZATION	10%	\$5,000,000
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Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total recommended percentages includes any quantified risk based contingency from the risk register.

STRUCTURES CONTINGENCY	10%	\$5,000,000
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TOTAL COST OF STRUCTURES	\$60,000,000
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Estimate Prepared By: _____
 XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

 Date

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	\$	0
	A2)	SB-1210	\$	0
B)		Acquisition of Offsite Mitigation	\$	0
C)	C1)	Utility Relocation (State Share)	\$	0
	C2)	Potholing (Design Phase)	\$	0
D)		Railroad Acquisition	\$	0
E)		Clearance / Demolition	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0
G)		Title and Escrow	\$	0
H)		Environmental Review	\$	0
I)		Condemnation Settlements <u>0%</u>	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$	0
K)		Utility Relocation (Construction Cost)	\$	0

L)	TOTAL RIGHT OF WAY ESTIMATE	\$0
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M)	TOTAL R/W ESTIMATE: Escalated	\$0
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N)	RIGHT OF WAY SUPPORT	\$74,693,427
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Support Cost Estimate Prepared By	Project Coordinator ¹	Phone
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Utility Estimate Prepared By	Utility Coordinator ²	Phone
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R/W Acquisition Estimate Prepared By	Right of Way Estimator ³	Phone
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Note: Items G & H applied to items A + B

¹ When estimate has Support Costs only² When estimate has Utility Relocation³ When R/W Acquisition is required

Attachment 7



Subject Specific Grant Guide

Grants to Support the Expansion of U.S. Corridor 395 (Lassen County)

January 2020

This guide identifies potential funding opportunities to support the widening of U.S. Corridor 395. These opportunities prioritize evidence-based, cost-effective programs for pressing public transportation challenges and aim to support transportation infrastructure improvements. The grants chosen for inclusion in this guide are opportunities that are typically reoccurring. Past funding opportunities that seemed relevant but presented no indication of being funded in the future were not included.

Prepared by

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FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation

Agency: Office of the Secretary for Transportation Policy

FY 2019 Better Utilizing Investments to Leverage Development (BUILD) Grant

Grant Overview

Formerly known as the TIGER grant program, the BUILD program supports surface transportation projects that will have a significant local or regional impact. Eligible projects include, but are not limited to: highway, bridge or other road projects; public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; and intermodal projects.

Program History

	Total Funding	# of Awards
2018	\$1.5 billion	91
2017	\$487 million	41
2016	\$484 million	40

Key Information and Tips

Total Funding: \$900 million

Award Range: Up to \$25 million

Match: 20 percent

Solicitation date: April 16, 2019

Proposal due: July 15, 2019

- Not more than 50 percent of funds will be awarded to projects located in urban and rural areas, respectively
- Rural is defined as populations equal to or less than 200,000
- Up to \$15 million set aside for planning grants
- No more than \$90 million can be awarded to a single State

<https://www.transportation.gov/BUILDgrants/about>



Awardee Profile

Northstar Boulevard
Loudoun County, VA

POPULATION: 375,629

AMOUNT: \$25 million

YEAR: 2017

Loudoun County was awarded \$25 million in 2017 TIGER funding to construct a new 1.6-mile segment of Northstar Boulevard to complete a 14-mile north-south corridor connecting to U.S. Route 50. The project is being designed as a controlled-access highway to optimize traffic flows along this vital north-south corridor within the county. It will remove traffic from roadways that are incapable of handling the current volume of vehicles.

Department: U.S. Department of Transportation

Agency: Office of the Secretary for Transportation Policy

FY19 Better Utilizing Investments to Leverage Development (BUILD) Grant

Detailed Summary

The purpose of this program is to address the nation's unmet transportation infrastructure needs by investing in surface transportation infrastructure projects that have a significant local or regional impact.

Eligible capital projects may include:

- Highway, bridge, or other road projects eligible under title 23, United States Code
- Public transportation projects eligible under chapter 53 of title 49, United States Code
- Passenger and freight rail transportation projects
- Port infrastructure investments, including inland port infrastructure and land ports of entry
- Intermodal projects

Awards may also be issued for the planning, preparation, or design of eligible projects, including environmental analyses, feasibility studies, and other pre-construction activities. Research, demonstration, or pilot projects may also be eligible for support if they will result in long-term, permanent surface transportation infrastructure that has independent utility.

Like the FY 2017 TIGER program, the FY 2019 BUILD program will also give special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity or facilitate economic growth or competitiveness. Such projects may concurrently invest in broadband to better facilitate productivity, including through the U.S. Department of Agriculture's ReConnect Loan and Grant program, and help rural citizens access opportunities, or promote energy independence to help deliver significant local or regional economic benefit.

Applicant Eligibility

Eligible Applicants for BUILD transportation grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

The BUILD Transportation Grant Program defines "rural area" as any area that has a population less than or equal to 200,000 in the 2010 Census. A project is designated urban if it is located within (or on the boundary of) a Census-designated urbanized area that has a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. A project located in both an urban and a rural area will be designated as urban if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban

area and a rural area will be designated as rural if the majority of the project's costs will be spent in rural areas.

Funding

In FY19, a total of \$900 million is available to support awards of up to \$25 million through this program. For urban applicants, awards may not be less than \$5 million. For rural applicants, awards may not be less than \$1 million.

Of the total funding available:

- No more than \$90 million may be awarded to projects in a single State
- No more than 50 percent (\$450 million) will be used for projects located in rural areas
- No more than 50 percent (\$450 million) will be used for projects located in urbanized areas
- Up to \$15 million may be awarded to planning projects
- Up to 20 percent (\$180 million) may be used by DOT to pay the subsidy and administrative costs of a project receiving credit assistance under TIFIA or RIFIA
- Up to \$27 million may be retained by DOT for award oversight and program administration

Applicants with projects located in urban areas must provide at least 20 percent of the total project costs via nonfederal cash or in-kind contributions. The funding agency may increase the federal share of costs above 80 percent for projects located in rural areas. Eligible sources of nonfederal contributions include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, or private funds.

DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.

Funds are only available for obligation through September 30, 2021. Funds must be expended by September 30, 2026.

Contact Information

BUILD Program Staff
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<https://www.transportation.gov/BUILDgrants/about>



Department: U.S. Department of Transportation

Agency: Federal Highway Administration

FY 2017 California Federal Lands Access Program

Grant Overview

The purpose of this program is to improve transportation facilities that will provide access to, are adjacent to, or are located within federal lands. Projects may engage in design, construction, and reconstruction activities that target public roads, transit systems, and other transportation facilities. Additional eligible costs include engineering, rehabilitation, restoration, transportation planning, and research of federal lands access transportation facilities. Previously supported project activities include roadway rehabilitation, pavement rehabilitation, and bridge repair and reconstruction. Eligible applicants include state, county, tribal, and city governmental agencies that own or maintain the proposed transportation facility and must access federal lands in California.

Program History

	Award Ranges	# of Awards
2017	\$32.9 million	12

Key Information

Total Funding Expected in 2020: \$30 million

Award Range: Up to \$10,000

Match: 11.47 percent

- The next call for Projects under this program is tentatively scheduled for October 2020

<https://flh.fhwa.dot.gov/programs/flap/ca/>



Awardee Profile

Castle Rock Trailhead Parking
San Bernardino, CA

YEAR: 2017

The funds will be used to construct a trailhead parking area with a short access road off of Talbot Drive.

More awardee information can be found [here](#).

Department: U.S. Department of Transportation

Agency: Federal Highway Administration

FY17 California Federal Lands Access Program

Detailed Summary

The purpose of this program is to improve transportation facilities that will provide access to, are adjacent to, or are located within federal lands. Projects may engage in design, construction, and reconstruction activities that target public roads, transit systems, and other transportation facilities. Additional eligible costs include engineering, rehabilitation, restoration, transportation planning, and research of federal lands access transportation facilities. Preference will be given to projects that provide access to federal high-use recreation sites and economic generators. Previously supported project activities include:

- Roadway reconstruction
- Pavement rehabilitation
- Bridge repair and reconstruction

Applicant Eligibility

Eligible applicants include state, county, tribal, and city government agencies that own or maintain the proposed transportation facility. Projects must access federal lands in California.

Funding

A total of \$32.9 million was available to support reimbursement awards of up to \$10,000 in 2017. Applicants must provide a local match of at least 11.47 percent of the total project costs via nonfederal contributions. Additionally, applicants must have the support of the pertinent FLMAs. For non-state government agencies located within the non-metropolitan planning organization (MPO) rural regional transportation planning agency (RTPA) areas shown in the MPO-RTPA-Map file, the applicant may use toll credits in lieu of the required 11.47 percent match.

Contact Information

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<https://flh.fhwa.dot.gov/programs/flap/ca/>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2020 Nationally Significant Freight and Highway Projects: Infrastructure for Rebuilding America (INFRA) Grants

Grant Overview

The Infrastructure for Rebuilding America (INFRA) Grants program provides dedicated, discretionary funding for projects that address critical issues facing the nation's highways, bridges, and freight infrastructure. Eligible applicants are states, metropolitan planning organizations (MPOs), local governments, special purpose districts and public authorities with transportation function, Federal land management agencies, tribal governments, and multistate or multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2019	\$856 million	20
2018	\$1.5 billion	26

Key Information and Tips

Total Funding: \$906 million

Award Range: Varies by project type

Match: 40 percent

Solicitation date: January 15, 2020

Proposal due: February 25, 2020

- At least 25 percent of funds will be used to fund projects in rural areas

<https://www.transportation.gov/buildamerica/infra/infra-notice-funding-opportunity>



Awardee Profile

El Paso County, CO

AMOUNT: \$65 million

YEAR: 2018

EL Paso County received funding to widen an 18-mile segment of I-25 from Monument to Castle Rock in Colorado. The project added one express lane in each direction, and provided wider shoulders, wildlife crossings, dynamic lane management, and variable speed limit systems.

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY20 Nationally Significant Freight and Highway Projects: Infrastructure for Rebuilding America (INFRA) Grants

Detailed Summary

The INFRA program provides federal financial assistance to highway and freight projects of national or regional significance. The funding agency is focusing the competition on transportation infrastructure projects that support four key objectives:

- **Supporting economic vitality at the national and regional level:** projects that connect people to jobs, increase the efficiency of delivering goods and thereby cutting the costs of doing business, reduce the burden of commuting, and improve overall well-being; projects may address congestion in major urban areas, bridge gaps in service in rural areas, and strive to attract private economic development
 - The funding agency will consider how projects will address challenges faced by rural areas and whether a project primarily serves freight and goods movement
- **Leveraging federal funding to attract other nonfederal sources of infrastructure investments as well as accounting for the life-cycle costs of projects:** projects that provide more investment in infrastructure, including projects that use all available nonfederal resources for development, construction, operations, and maintenance
- **Using innovative approaches to improve safety and expedite project delivery:** projects that encourage innovation in the areas of the deployment of innovative technology and expanded access to broadband; the use of innovative permitting, contracting, and other project delivery practices; and innovative financing
- **Holding award recipients accountable for their performance and their achievement of specific, measurable outcomes:** projects that reach construction and project completion in a timely manner, that achieve transportation performance objectives that support economic vitality or improve safety; and that make specific state or local policy changes that facilitate interstate commerce

Eligible projects may include:

- Highway freight projects carried out on the National Highway Freight Network
- Highway or bridge projects carried out on the National Highway System, including projects that add capacity on the interstate system to improve mobility or projects in a national scenic area
- Railway-highway grade crossing or grade separation projects
- Freight projects that are intermodal or rail projects, and within the boundaries of public or private freight rail, water (including ports), or intermodal facilities

Funding may be used for the construction, reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

Statutorily, INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, the funding agency is seeking to use INFRA funding on projects that result in construction. Public-private partnership assessments for projects in the development phase are also eligible costs.

The funding agency will consider geographic diversity when selecting projects.

Applicant Eligibility

Eligible applicants for INFRA grants include:

- A state or group of states
- A metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals
- A unit of local government or group of local governments
- A political subdivision of a state or local government
- A special purpose district or public authority with a transportation function, including a port authority
- A federal land management agency that applies jointly with a state or group of states
- A tribal government or a consortium of tribal governments
- A multi-State or multijurisdictional group of public entities

For the purposes of the INFRA grants, Urbanized Areas with populations fewer than 200,000 and all areas outside Urbanized Areas are considered rural. [Click here](#) for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program.

Funding

In FY 2020, \$906 million is available through this solicitation. At least 10 percent of funds will be reserved for small projects, and the remaining 90 percent will be reserved for large projects. Large projects are those that are awarded at least \$25 million. Small projects must be for at least \$5 million.

The minimum project size for large projects is the lesser of \$100 million; 30 percent of a State's FY 2018 Federal-aid apportionment if the project is located in one State; or 50 percent of the larger participating State's FY 2018 apportionment for projects located in more than one State.

INFRA funds must be obligated within three years of the end of the fiscal year for which they are authorized. All awarded funds must be obligated by September 30, 2023.

INFRA grants may be used for up to 60 percent of future eligible project costs. Other federal assistance may satisfy the non-federal share requirement for an INFRA grant, but total federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs.

Contact Information

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<https://www.transportation.gov/buildamerica/infra/infra-notice-funding-opportunity>

FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Highway Administration (FHWA)

FY 2018 Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

Grant Overview

The purpose of this program is to address significant challenges across the nation for transportation facilities that serve federal and tribal lands. Funding will support projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to federal or tribal lands. Eligible applicants are states or groups of states, metropolitan planning organizations, units of local governments, special purpose districts or public authorities, groups of federal land management agencies, consortia of tribal governments, and multistate or multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2018	\$321,365,725	6

Key Information and Tips

Total Funding: \$300 million

Match: 10 percent

Solicitation date: October 4, 2018

Proposal due: Rolling

- Applicants must be eligible to receive funds under the Federal Lands Access Program, the Federal Lands Transportation Program, the Tribal Transportation Program, and/or the Federal Lands Planning Program.

<https://flh.fhwa.dot.gov/programs/nsfltp/>



Awardee Profile

State of Florida

AMOUNT: \$60,000,000

YEAR: 2019

Funds will be used to reconstruct, raise and construct small bridges across a 6.5-mile section of US-41/Tamiami Trail.

Department: U.S. Department of Transportation

Agency: Federal Highway Administration (FHWA)

FY18 Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

Detailed Summary

The purpose of this program is to address significant challenges across the nation for transportation facilities that serve federal and tribal lands. Funding will support projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to federal or tribal lands.

Projects must be a single, continuous project. In addition, projects must meet at least one of the following definitions of transportation facilities from Title 23, Section 101 of the U.S. Code (U.S.C.):

- **Federal lands transportation facility:** public highways, roads, bridges, trails, or transit systems that are located on, adjacent to, or provide access to federal lands for which title and maintenance responsibility is vested in the federal government
- **Federal lands access transportation facility:** public highways, roads, bridges, trails, or transit systems that are located on, adjacent to, or provide access to federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government
- **Tribal transportation facility:** public highways, roads, bridges, trails, or transit systems that are located on, or provide access to, tribal land

Such facilities are not required to be included in an inventory described in Section 202 or 203 of Title 23, U.S.C.

Projects must have an estimated construction costs, based on the results of preliminary engineering, of at least \$25 million. Priority will be given to projects with estimated construction costs of at least \$50 million.

Applicant Eligibility

Eligible applicants are states or groups of states; metropolitan planning organizations; units of local governments or groups of local governments; political subdivisions of a state or local government; special purpose districts or public authorities with a transportation function; groups of federal land management agencies; consortia of local governments; and multijurisdictional groups of public entities.

Applicants must be eligible to receive funds under the Federal Lands Access Program, the Federal Lands Transportation Program, the Tribal Transportation Program, and/or the Federal Lands Planning Program.

In addition, applicants must be sponsored by an eligible FLMA or a federally recognized Native American tribe.

Funding

Up to \$300 million is available to support awards through this program. There is no minimum award amount. Projects must have estimated construction costs, based on the results of preliminary engineering, of at least \$25 million. Priority will be given to projects with estimated construction costs of at least \$50 million.

Applicants must provide at least 10 percent of the total project cost via cash and/or in-kind contributions. Preference will be given to applicants that provide more than the required match. Eligible types of matching contributions include:

- Any other federal funds, provided these funds were not authorized under Title 23 or Title 49 of the U.S. Code (U.S.C.)
- Any private or public source, provided the source did not receive the funds through programs authorized under Title 23 or Title 49, U.S.C.
- In-kind contributions, such as donations of funds, materials, services, right-of-way acquisition, and utility relocation

Tapered matches are permissible to allow for greater flexibility. For the purposes of this program, a tapered match is defined as a form of federal aid matching flexibility that allows a project's federal share to vary over the life of the project, provided the final contribution of federal funds does not exceed the project's maximum authorized share.

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FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation

Agency: Federal Highway Administration (FHWA)

FY 2020 Surface Transportation System Funding Alternatives

Grant Overview

The purpose of this program is to maintain the long-term solvency of the Highway Trust Fund by supporting states in demonstrating user-based alternative revenue mechanisms that utilize a user-fee structure. Funding will support new demonstration projects, as well as extensions or enhancements of existing demonstration projects, that carry out the development, deployment, and testing of resulting technologies or innovations, as well as an evaluation of the costs and benefits of the resulting technologies or innovations. Eligible applicants are state agencies, and multistate partnerships established to develop regional or national proposals.

Program History

	Total Funding	# of Awards
2018	\$10.2 million	7

Key Information

Total Funding: \$18.02 million

Match: 50 percent

Solicitation Date: August 8, 2019

Proposal due: October 15, 2019

- A state department of transportation must serve as the lead agency for administering program funding. Another state agency or a state agency in a different state, if the project involves a group of states, may be responsible for providing a day-to-day project oversight.

<https://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.cfm>



Awardee Profile

California Department of
Transportation

YEAR: 2019

AMOUNT: \$2,030,000

Funds will be used for the exploration of California's Road Usage Charge Program (RUC) with emerging technologies and services, such as Usage-Based Insurance (UBI), Transportation Network Companies (TNCs), and Autonomous Vehicles (AVs).

Department: U.S. Department of Transportation

Agency: Federal Highway Administration (FHWA)

FY20 Surface Transportation System Funding Alternatives

Detailed Summary

The purpose of this program is to maintain the long-term solvency of the Highway Trust Fund by supporting states in demonstrating user-based alternative revenue mechanisms that utilize a user-fee structure. Funding will support new demonstration projects, as well as extensions or enhancements of existing demonstration projects, that carry out the development, deployment, and testing of resulting technologies or innovations, as well as an evaluation of the costs and benefits of the resulting technologies or innovations. The focus for 2019 and 2020 will be on deployment activities. The type of alternative mechanism that is proposed may be flexible, as long as it is user-based. Projects supported through this program must meet the following goals:

- Test the design, acceptance, and implementation of user-based alternative revenue mechanisms
- Improve the functionality of user-based alternative revenue mechanisms
- Conduct outreach to increase public awareness regarding the need for alternative funding sources for surface transportation programs and to provide information on possible approaches
- Provide recommendations regarding adoption and implementation of user-based alternative revenue mechanisms
- Minimize the administrative cost of any potential user-based alternative revenue mechanisms
- Minimize the administrative costs associated with the collection of fees

Projects supported through this program must address:

- Implementation, interoperability, public acceptance, and potential hurdles to adoption of the demonstrated user-based alternative revenue mechanism
- Protection of personal privacy
- Use of independent and private third-party vendors to collect fees and operate mechanisms
- Congestion mitigation impacts
- Equity concerns, including impacts on differing income groups, various geographic areas, and relative burdens on rural and urban drivers
- Ease of user compliance
- Reliability and security of technologies used

Projects supported through this program may also address:

- Flexibility and user choice
- Costs of administering systems
- Auditing and compliance/enforcement

Applicant Eligibility

Eligible applicants are state agencies, and multistate partnerships established to develop regional or national proposals.

A state department of transportation must serve as the lead agency for administering program funding. Another state agency or a state agency in a different state, if the project involves a group of states, may be responsible for providing day-to-day project oversight. It is expected that all relevant state agencies, such as the Department of Motor Vehicles, or the Department of Revenue, that are needed to initiate a full-scale deployment of the proposed revenue mechanism will be actively involved in the planning and operation of the demonstration.

Funding

Up to \$18.02 million is available to support at least two awards through this program. Awards will be issued as allocations to state departments of transportation. Applicants must provide at least 50 percent of the total proposed project costs via nonfederal cash or in-kind contributions. Matching contributions may include nonfederal funds, toll credits under 23 U.S.C., and soft match and in-kind services.

Contact Information

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<https://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.cfm>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2020 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Grant Overview

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program provides credit assistance to eligible applicants for large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance.

Program History

	Total Funding	# of Awards
2019	\$1.5 billion	4
2018	\$1.8 billion	3

Key Information and Tips

Total Funding: \$300 million

Match: Varies by credit instrument

Proposal due: Rolling

- Applicants will be responsible for fees associated with the program application that may be in excess of \$500,000
- Applicants may apply for both this program and the Railroad Rehabilitation and Improvement Financing (RRIF) Program

<https://www.transportation.gov/buildamerica/programs-services/tifia>



Awardee Profile

Massachusetts Bay
Transportation Authority
Orange County, CA

AMOUNT: \$162 million

YEAR: 2018

The Massachusetts Bay Transportation Authority received funding to implement positive train control technology and associated supporting infrastructure for 400 miles of train track. The project was intended to provide significant safety benefits including keeping trains from being routed through misaligned switches.

Department: U.S. Department of Transportation

Agency: Build America Bureau

FY20 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Detailed Summary

The purpose of this program is to provide credit assistance to support large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance. The program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. Funding is intended to provide credit assistance using more advantageous terms than those available in the financial market, and to provide financing where it might not otherwise be possible. Specifically, credit assistance will be provided in the form of direct and secured loans, loan guarantees, standby lines of credit, and master credit agreements.

Projects may address the following categories of transit-oriented development:

- **Highway facilities:** eligible facilities include interstates, state highways, bridges, toll roads, international bridges or tunnels, and any other type of facility eligible for grant assistance
- **Transit:** eligible projects include the design and construction of stations, track, and other transit-related infrastructure; purchases of transit vehicles; and any other type of project that is eligible for grant assistance
- **Rail:** projects involve the design and construction of intercity passenger rail facilities or the procurement of intercity passenger rail vehicles
- **Freight:** projects may address public freight rail facilities, private facilities providing public benefit for highway users by way of direct freight interchange between highway and rail carriers, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements (including capital investments for intelligent transportation systems)
- **Port:** projects are located within the boundary of a port terminal, provided that the project is limited to only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port
- **Rural:** eligible projects include surface transportation projects located outside of an urbanized area with a population greater than 150,000 individuals, or the capitalization of such projects within a state infrastructure bank (SIB)

Awards will also be provided to related transportation improvement projects grouped together in order to reach the minimum cost threshold for eligibility, as long as these individual components are eligible, and the related projects are secured by a common pledge.

Eligible costs include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities

- Construction, reconstruction, rehabilitation, replacement, and acquisition of real property (including land related to the project and improvements to land); environmental mitigation; construction contingencies; and acquisition of equipment
- Capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction
- Capitalizing a rural projects fund
- Acquisition of real property and pre-award costs

Applicant Eligibility

Eligible applicants are public and private entities seeking to finance, design, construct, own, or operate an eligible project, including:

- | | |
|--|--|
| • State governments | • Railroad companies |
| • State infrastructure banks | • Private firms |
| • Transportation improvement districts | • Consortia of companies specializing in engineering, construction, materials, and/or the operation of transportation facilities |
| • Local governments | |
| • Transit agencies | |
| • Special authorities | |
| • Special districts | |

Public-private partnerships are also eligible to submit letters of interest (LOIs) for this program, provided that they meet the requirements.

To be eligible, applicants must demonstrate relevant experience, strong qualifications, a sound project approach, and financial stability.

Funding

In FY20, a total of \$300 million is available to support credit instruments through this program. The total amount of credit assistance may not exceed 33 percent of the total of reasonably anticipated eligible project costs. Funding will be provided through the following types of credit instruments:

- **Secured/direct loans:** Loans will cover up to 49 percent of reasonably anticipated eligible project costs. Loans will have a maturity date of no later than 35 years after substantial completion of project or its useful life, whichever is less. Loan repayments may begin up to five years after substantial completion of the project.
- **Loan guarantees:** Guarantees will cover up to 49 percent of reasonably anticipated eligible project costs and will guarantee 80 percent of loans. Loan repayments may begin up to five years after substantial completion of the project. Requests for loan guarantees may be preferred over requests for the other credit instruments available.
- **Lines of credit:** Credit will cover up to 33 percent of reasonably anticipated eligible project costs. Credit may be used to supplement project revenues, if needed, during the first ten years of project operations, and will be available for up to ten years after substantial completion of the project. Lines of credit may be combined with direct loans or loan guarantees for up to 49 percent of eligible project costs.
- **Master credit agreements:** Any master credit agreements awarded must satisfy the terms and conditions of the statutes of the relevant credit program.

The maximum maturity of all credit instruments provided through this program is the lesser of 35 years after a project's substantial completion, or the useful life of the project.

Eligible project costs must be at least \$50 million, with the following exceptions:

- Transit-oriented development (TOD) projects and local infrastructure projects: at least \$10 million
- Intelligent transportation system (ITS) projects: at least \$15 million
- Rural projects: at least \$10 million, but not to exceed \$100 million

Funds will be disbursed on a reimbursement basis as often as monthly, as eligible costs are incurred for the project. Generally, secured or direct loans may be prepaid in whole or in part, at any time, without penalty. For loan guarantees, prepayment features must be negotiated between the applicant and lender and must meet the approval of the funding agency. For lines of credit, full repayment is due no later than 25 years after the end of the ten-year period of credit availability. The construction contracting process may begin no more than 90 days from the execution of the credit instrument.

The interest rate on a direct or secured loan will be equal to or greater than the yield on U.S. Treasury securities of comparable maturity on the date of execution of the credit agreement. The interest rate for loan guarantees must be negotiated between the applicant and the lender and must meet the approval of the funding agency. The interest rate for funds drawn on lines of credit will be equal to or greater than the yield on a 30-year U.S. Treasury security on the date of the execution of the credit line agreement.

Applicants must provide matching funds for this program. The required amount for the match will vary according to the requested type of credit instrument, as follows:

- Secured loans and direct loans: Applicants must provide at least 51 percent of reasonably anticipated eligible project costs
- Standby lines of credit: Applicants must provide at least 67 percent of reasonably anticipated eligible project costs
- Loan guarantees: Applicants must provide at least 51 percent of reasonably anticipated eligible project costs when loan guarantees are used with any other form of credit assistance, and the funding agency may not guarantee more than 80 percent of loan amounts

All loans requests for more than 67 percent of eligible project costs must provide a strong rationale.

Applicants will also be responsible for the following fees:

- Transaction fee: generally ranging from \$400,000 to \$700,000, and the amount may vary significantly based on the complexity of the project
- Annual loan servicing fee: approximately \$13,000, indexed to inflation
- Advisors' fees: \$250,000 to be provided during the creditworthiness review, upon request of the funding agency
- Project monitoring fees: fee amount is not provided; fee will be charged in cases where the funding agency incurs costs in connection with monitoring the performance of a project, enforcement of credit agreement provisions, amendments to the credit agreement and related documents, and other performance-related activities

Applicants with project costs reasonably anticipated to be less than \$75 million may qualify for a waiver of advisors' fees.

Contact Information

Program Staff

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<https://www.transportation.gov/buildamerica/programs-services/tifia>



Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2020 Transportation Infrastructure Finance and Innovation Act (TIFIA): Rural Project Initiative (RPI)

Grant Overview

The Transportation Infrastructure Finance and Innovation Act (TIFIA): Rural Project Initiative (RPI) is aimed at helping to improve transportation infrastructure in rural communities by providing low-cost, fixed-rate, long-term loans. Eligible applicants are states, local governments, state infrastructure banks, private firms, special authorities, and transportation improvement districts.

Program History

There is no award history available for this program.

Key Information

Total Funding: Unspecified

Award Range: \$10 million - \$75 million

Match: 51 percent

Proposal due: Rolling

- Projects must directly benefit rural communities that have a population of fewer than 150,000 and that are located outside a census-defined urban area

<https://www.transportation.gov/buildamerica/programs-services/tifia/tifia-rural-project-initiative-rpi>



Tips

- The application process for this program is the same as the general TIFIA program; applicants must submit a Letter of Interest (LOI) prior to submitting an application
- Application fees, often amounting to hundreds of thousands of dollars may be applicable, however, while funds last, the funding agency may pay the fees on behalf of applicants

Department: U.S. Department of Transportation

Agency: Build America Bureau

FY20 Transportation Infrastructure Finance and Innovation Act (TIFIA): Rural Project Initiative (RPI)

Detailed Summary

The purpose of this program is to improve transportation infrastructure in rural communities by providing low-cost, fixed-rate, long-term loans for critical infrastructure projects. Funding is intended to support transportation infrastructure that will improve the economy and the quality of life in rural areas. Eligible projects include:

- Roads, bridges, and tunnels
- Transit systems, including infrastructure, bus and train stations, and buses and passenger rail vehicles and facilities
- Intermodal connectors
- Pedestrian and bicycle infrastructure
- Freight transfer facilities
- Sea and inland waterway ports
- Airports, under certain circumstances

Applicant Eligibility

Eligible applicants are states, local governments, state infrastructure banks, private firms, special authorities such as government-sponsored corporations, and transportation improvement districts. Funds must directly benefit rural communities that have population of fewer than 150,000 and that are located outside a census-defined urbanized area.

Funding

In FY 2020, an unspecified amount of funding is available through this program to support fixed interest rate loans for projects that range from \$10 million to \$75 million. Loan terms are up to 35 years, and interest rates are equal to one-half the U.S. Treasury rate at the time of loan closing.

Applicants will be responsible for at least 51 percent of the total project costs, as loans are limited to 49 percent of project costs. Up to 80 percent of the project costs may be funded with federal funds, which may include funding from other federal programs.

Contact Information

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<https://www.transportation.gov/buildamerica/programs-services/tifia/tifia-rural-project-initiative-rpi>

FEDERAL GRANT PROFILE



Department: U.S. Department of Homeland Security

Agency: California Governor's Office of Emergency Services

FY 2020 Hazard Mitigation Grant Program

Grant Overview

The purpose of this program is to provide funding for mitigation projects and plans that reduce the effects of future disasters, including reducing loss of life and property. Supported mitigation efforts are those where action can be taken now before the next disaster to lessen its impact and reduce human and financial consequences, including understanding local risks, addressing hard choices, and investing in long-term community well-being and resilience. Eligible applicants are state agencies, local governments, special districts, and some private nonprofit organizations.

Program History

Program history is not available for this program

Key Information

Total Funding: Unspecified

Award Range: Varies by category

Match: 25 percent

Proposal due: Rolling

- A presidential disaster declaration is required to access funding through this program
- There are two categories of funding through this program, project and planning grants
- A Benefit-Cost Analysis is required

<https://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation>



Tips

- Applicants must have a Federal Emergency Management Agency (FEMA) approved local hazard mitigation plan
- Applicants do not need to be located in the disaster area to compete for funding
- Project grants awards may be up to \$3 million
- Planning grants awards may be between \$150,000 - \$250,000

Department: U.S. Department of Homeland Security

Agency: California Governor's Office of Emergency Services

FY20 Hazard Mitigation Grant Program

Detailed Summary

The purpose of this program is to provide funding for mitigation projects and plans that reduce the effects of future disasters, including reducing loss of life and property. Supported mitigation efforts are those where action can be taken now before the next disaster to lessen its impact and reduce human and financial consequences, including understanding local risks, addressing hard choices, and investing in long-term community well-being and resilience.

Examples of eligible mitigation projects include:

- Acquisition and structure demolition/relocation
- Dry flood-proofing of historic residential structures
- Elevation
- Evacuation Route Improvements
- Hazard mitigation planning
- Mitigating flood and drought conditions
- Mitigation reconstruction
- Structural retrofitting of existing buildings
- Residential and community safe rooms
- Wildfire mitigation
- Wind retrofit

Funding will be provided for the following program components:

Project Grants: The purpose of this component is to provide support for projects that reduce the effects of future disasters. Proposed projects must take into account and detail:

- The effectiveness or level of protection of proposed activities
- Conceptual design, the means of implementation, and the basic dimensions of the project and project area
- The properties, communities, or populations that would directly benefit from the project
- The feasibility of the activity
- How the project will provide a long-term and independent solution
- All alternatives considered to the proposed project

Planning Grants: The purpose of this component is to support plans that will reduce the effects of future disasters, including hazards such as fires, floods, and earthquakes. Supported projects must include the following in the scope of work:

- Mitigation goals and objectives
- Planning area and process
- Previous mitigation planning

- Data collection and risk assessment process
- Plan approval and adoption process

Applicant Eligibility

Eligible applicants are state agencies, local governments, special districts, and some private nonprofit organizations.

Funding

An unspecified amount of funding is expected to be available to support Project Grants awards of up to \$3 million. Applicants must provide 25 percent of the total project costs from a nonfederal source, which must be in place at the time of application submission for Project Grants.

An unspecified amount of funding is expected to be available to support Planning Grants as follows:

- Multijurisdictional plans and updates: up to \$250,000
- Single jurisdiction plans and updates: up to \$150,000

Applicants must provide 25 percent of the total project costs from a nonfederal source, which must be in place at the time of application submission for both components.

Contact Information

Nan Russell

(916) 845-8809

Nan.russell@caloes.ca.gov

<https://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation>



Department: U.S. Department of Defense

Agency: Office of the Special Assistant for Transportation
Engineering

FY 2020 Defense Access Road (DAR) Program

Grant Overview

The Defense Access Road (DAR) Program provides the legal means for the Department of Defense (DOD) to pay its fair share for public highway improvements that are made necessary by sudden or unusual defense-generated impacts. These impacts are such that DOD cannot reasonably expect State and local authorities to plan for them in their normal highway improvement programs.

Public highways in the contiguous United States, Alaska, Hawaii, and US territories that require improvement due to one of the following reasons:

- Defense installations requiring a new connection to the public road network
- Installation growth or change that significantly increases existing off-installation traffic
- New public highways replacing those closed for military necessity
- Upgrade of low-type roads to handle unique defense vehicles

The Military Surface Deployment and Distribution Command (SDDC) is responsible for determining what highway improvements are eligible for the DAR Program. The Federal Highway Administration jointly administers the program with SDDC and connects DOD to the State and local authorities, who execute the projects.

<https://flh.fhwa.dot.gov/programs/dar/>



Tips

- Installation commanders coordinate their public highway requirements for inclusion in State or local highway improvement programs
- There are no appropriated funds for the Program annually
- Certified DAR projects compete in the Program Objective Memorandum process, if successful, projects are included in Service MILCON budgets

Contacts

Darryl Hampton, P.E.
Phone: (618) 220-5578

Bryan Hall, P.E.
Phone: (618) 220-5253



Department: U.S. Department of Defense
Agency: Office of Economic Adjustment

FY 2020 Defense Community Infrastructure Pilot Program (DCIP)

Grant Overview

The Defense Community Infrastructure Pilot Program assists eligible applicants to address deficiencies in their community infrastructure supportive of a military installation. Projects should enhance the military value, resilience, or military family quality of life at such military installation. Eligible applicants are states and local governments.

Program History

This is a new pilot program and specific details on program requirements and administration have yet to be created.

Key Information

Total Funding: \$50 million

Award Range: TBA

Match: 30 percent

Solicitation date: Unknown

Proposal due: Unknown

- TFG projects this pilot program to be released in Spring 2020
- Rural areas may be exempt from or be required to submit a lower match contribution

More information can be found in Section [2861](#) of the enacted FY 2019 National Defense Authorization Act.



Tips

For this program, the term “community infrastructure” means any transportation project; school, hospital, police, fire, emergency response or other community support facility; or water, wastewater, telecommunications, electric, gas, or other utility infrastructure project

STATE GRANT PROFILE



State: California

Agency: Infrastructure and Economic Development Bank

FY 2019 Infrastructure State Revolving Fund (ISRF) Program

Grant Overview

The purpose of this program is to provide accessible low-cost financing to eligible borrowers for a wide range of infrastructure and economic expansion projects. Eligible activities generally include designing, acquiring, planning, permitting, entitling, constructing, improving, extending, restoring, financing, and generally developing eligible facilities within the state of California. Projects may feature real and personal property, structures, conveyances, thoroughfares, buildings, and supporting components thereof, excluding any housing. Eligible applicants for infrastructure projects are all subdivisions of local and state government, including departments, agencies, commissions, counties, cities, nonprofit corporations, special districts, assessment districts, joint power authorities, and combinations of eligible applicants.

Program History

	Award Ranges	# of Awards
2018	\$1.2 – \$17 million	5

Key Information

Total Funding: Unspecified

Award Range: \$50,000 - \$25 million

Match: Not required

Proposal due: Rolling

<http://www.ibank.ca.gov/infrastructure-state-revolving-fund-isrf-program/>



Awardee Profile

Pico Water District

YEAR: 2017

AMOUNT: \$2,020,000

The funds are intended to replace an existing water well established in 1929. The new energy efficient well will bolster the District's groundwater production, which is its only source of drinking water. In addition to reducing electrical costs and improving water source reliability, the project will create 15 construction jobs.

State: California

Agency: Infrastructure and Economic Development Bank

FY19 Infrastructure State Revolving Fund (ISRF) Program

Detailed Summary

The purpose of this program is to provide accessible low-cost financing to eligible borrowers for a wide range of infrastructure and economic expansion projects. Eligible activities generally include designing, acquiring, planning, permitting, entitling, constructing, improving, extending, restoring, financing, and generally developing eligible facilities within their state of California. Projects may feature real and personal property, structures, conveyances, equipment, thoroughfares, buildings, and supporting components thereof, excluding any housing. Projects must fall under one of the following categories:

Infrastructure projects:

- City streets
- County highways
- Drainage, water supply, and flood control
- Educational facilities
- Environmental mitigation measures
- Parks and recreational facilities
- Port facilities
- Power and communications facilities
- Public transit
- Sewage collection and treatment
- Solid waste collection and disposal
- Water treatment and distribution
- Defense conversion
- Public safety facilities
- State highways
- Military infrastructure
- Goods movement-related infrastructure

Economic expansion projects:

- Industrial, utility, and commercial facilities
- Educational, cultural, and social facilities

Applicant Eligibility

Eligible applicants for infrastructure projects are all subdivisions of local and state government, including:

- Departments, agencies, commissions, cities, and counties
- Nonprofit corporations formed on behalf of an applicant
- Special districts
- Assessment districts
- Joint power authorities
- Combinations of eligible applicants

Eligible applicants for infrastructure projects, excluding goods movement-related facilities projects, also include companies, corporations, associations, state or municipal governmental entities, partnerships, firms, or other entities or groups of entities, provided that they are organized as public nonprofit entities engaged in business or operations within the state. These applicants must apply in conjunction with a local sponsor.

Eligible applicants for economic expansion projects are entities that are organized as public nonprofit entities engaged in business or operations within the state; eligible entities include:

- Companies
- Corporations
- Associations
- State or municipal governmental entities
- Partnerships
- Firms
- Other groups of entities

Funding

An unspecified amount of funding is available to support loans ranging from \$50,000 to \$25 million through this program. There are no stated matching requirements for this program; however, applicants must demonstrate the ability to repay the loan from an eligible source, including those listed on page 9 of the Guide file. The funding agency may require additional covenants, credit enhancement, or security where necessary to address the unique credit features of a particular loan and to provide sufficient security.

Contact Information

Program Staff

(916) 341-660

loanprogram@ibank.ca.gov

<http://www.ibank.ca.gov/infrastructure-state-revolving-fund-isrf-program/>

STATE GRANT PROFILE



State: California

Agency: CA Department of Transportation (CalTrans)

FY 2020 Highway Bridge Program (HBP)

Grant Overview

The purpose of this program is to keep the traveling public safe by supporting local agencies in replacing or rehabilitating deficient locally owned public highway bridges over waterways, other topographical barriers, other highways, or railroads, or complete preventive maintenance on bridges that are not deficient. Funding will support replacement, rehabilitation, painting, scour countermeasure, and preventative maintenance activities. Eligible applicants are local agencies that own and maintain bridges.

Program History

Unavailable

Key Information

Total Funding: Unspecified

Award Range: \$50,000 - \$25 million

Match: Not required

Proposal due: Rolling

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-bridge-program>



Tips

- Contact your district local assistance engineer (DLAE) prior to beginning an application
- Applications that pass the review for minimum eligibility requirements will be added to the project prioritization list

State: California

Agency: CA Department of Transportation (CalTrans)

FY20 Highway Bridge Program (HBP)

Detailed Summary

The purpose of this program is to keep the traveling public safe by supporting local agencies in replacing or rehabilitating deficient locally owned public highway bridges over waterways, other topographical barriers, other highways, or railroads, or complete preventive maintenance on bridges that are not deficient. Funding will support replacement, rehabilitation, painting, scour countermeasure, and preventative maintenance activities.

Eligible bridges must be owned and maintained by the applicant; included in the National Bridge Inventory (NBI); and carry public highways, including local streets and roads. Projects must fall under one of the following general project scopes:

- **Seismic safety retrofit:** The purpose of this scope of work is to address local bridge seismic safety concerns of publicly owned bridges that may be in danger of collapse under a maximum credible earthquake. Projects may fall under one of the following categories:
 - Mandatory projects that fall under the finite list of projects established through the 1989 Mandatory Seismic Safety Retrofit program
 - Voluntary projects in which the applicant demonstrates new information about a bridge, such as a new fault or vulnerability, and provides self-funded seismic analysis calculations that show a potential for collapse of the bridge under a maximum credible earthquake
- **Bridge rehabilitation:** The purpose of this scope of work is to address bridges that are rated structurally deficient (SD) with a sufficiency rating (SR) of 80 or less through rehabilitation activities that involve major reconstruction of the bridge to meet current standards anticipating transportation needs for at least ten years into the future. Projects must correct major deficiencies, such as structural problems, load capacity improvement, bridge deck replacement, deficient deck geometry, seismic deficiencies, scour problems, and painting. The construction of additional lanes, including turn lanes, on an existing bridge requires approval by the funding agency.
- **Bridge replacement:** The purpose of this scope of work is to address bridges that are rated SD with a SR of 50 or less through bridge replacement. Applicants must demonstrate a detailed cost analysis approved by the funding agency showing that bridge replacement is the most cost-effective solution.

In addition, this program may support limited projects that address one of the following standalone project scopes:

- **Bridge painting:** The purpose of this scope of work is to support eligible bridge painting projects as a standalone scope of work when the applicant does not wish to rehabilitate or replace a subject bridge. The Paint Condition Index (PCI) for the bridge must be 65 or less, or CalTrans Structures Local Assistance (SLA) must provide concurrence for the project to participate in this program.

- **Scour countermeasure:** The purpose of this scope of work is to support scour countermeasures as a standalone scope of work when the applicant does not wish to rehabilitate or replace a subject bridge.

Applications that pass the review for minimum eligibility requirements will be added to the project prioritization list according to prioritization in the following order:

- **Priority 1:** seismic retrofit projects and scour countermeasure projects or rehabilitation and/or replacement of scour critical bridges
- **Priority 2:** bridges that have major structural deficiencies, causing the bridge to be posted or closed
- **Priority 3:** scour countermeasure projects or rehabilitation of scour critical bridges
- **Priority 4:** projects that are eligible for replacement
- **Priority 5:** projects that are eligible for rehabilitation
- **Priority 6:** bridge preventive maintenance plan projects
- **Priority 7:** projects that are functionally obsolete with application dated prior to October 1, 2016
- **Priority 8:** Low water-crossing projects with application dated prior to October 1, 2016

Applicant Eligibility

Eligible applicants are local agencies that own and maintain bridges eligible for funding through this program. Applicants must have executed, or have the authority to execute, state/local federal aid master agreements with the funding agency.

Funding

An unspecified amount of funding is available to support awards through this program.

Applicants that decide to develop a construction project that is more extensive than that approved by the funding agency will be responsible for the extra cost beyond the funding agency's committed funding for the project through this program.

For bridge projects that are designed beyond the recommended standards, involve a betterment in a design element, or are eligible for replacement and a cost analysis shows that a rehabilitation alternative is more cost-effective, the funding agency may participate in the project up to the costs of a minimum standard project as in the rehabilitation project (support and capital costs), with the applicant providing other nonfederal funds for the remaining costs. Other funds may include Surface Transportation Block Grant Program (STBGP) funds, State Transportation Improvement Program (STIP) funds, or local funds.

Applicants have the option to replace, rehabilitate, and do preventative maintenance (PM) on eligible bridges using local funds and receive Bank Investment Credit (BIC) for up to 100 percent of the eligible work. BIC, in turn, may serve as the required nonfederal match for future local federal-aid bridge projects.

Contact Information

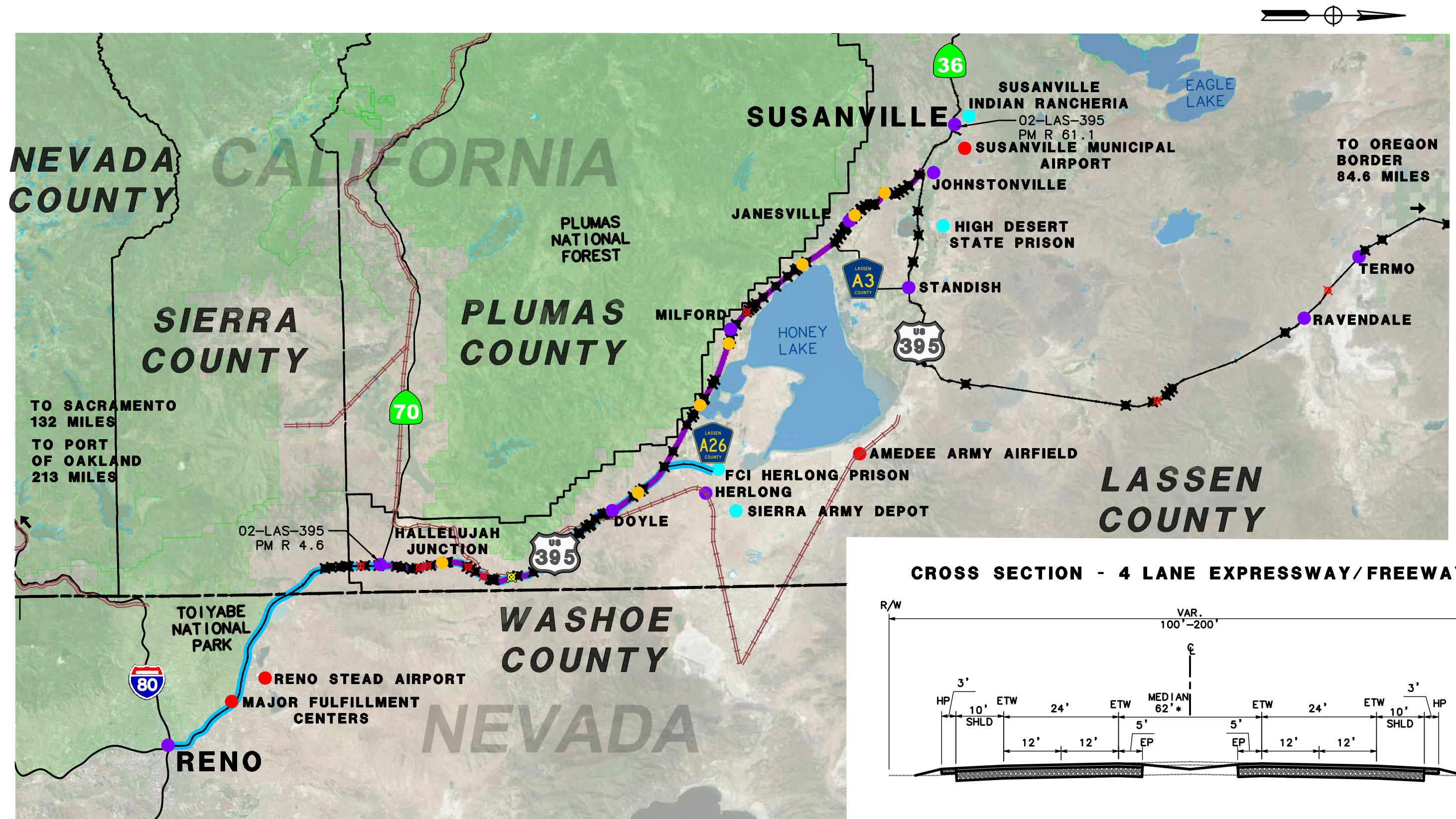
Ian Howat

(530) 225-3484

ian.howat@dot.ca.gov

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-bridge-program>

Attachment 8



LEGEND

- ✖ NON FATAL COLLISION LOCATION (SOURCE: CALIFORNIA TIMS – 2007 TO 2017)
- ✖ FATAL COLLISION LOCATION (SOURCE: CALIFORNIA TIMS – 2007 TO 2017)
- ✖ 2018 FATAL COLLISION
- EXISTING PASSING OPPORTUNITY
- PROJECT LIMITS
- POINTS OF INTEREST
- BUSINESS FACILITY
- RAIL LINE
- TOWN/CITY/COMMUNITY
- STRAHNET (395 AND A-26)

APPROXIMATE CONSTRUCTION COST: \$4.4 MILLION PER MILE
 *MEDIAN WIDTH CAN VARY IN RESTRICTIVE CONDITIONS.

NOVEMBER 2018

**US ROUTE 395
PROJECT LIMITS & CROSS SECTION**



**MATTHEW C BOYER
AND ASSOCIATES**



**LASSEN COUNTY
TRANSPORTATION
COMMISSION**



**MARK
THOMAS**

NO SCALE

Attachment 9

From TIMS Data		
Collision Type		
Head On	17	A
Sideswipe	12	B
Rear End	14	C
Broadside	17	D
Hit Object	33	E
Overtaken	34	F
Vehicle/Pedestrian	1	G
Other	14	H
Not Stated	0	--
Total	142	
Collision Involved with Trucks		
Trucks Accident	15	
Total Accidents	142	

From SWITRS Data PDO only		
Collision Type		
Head On	3	A
Sideswipe	13	B
Rear End	14	C
Broadside	8	D
Hit Object	77	E
Overtaken	21	F
Vehicle/Pedestrian	0	G
Other	69	H
Not Stated	0	--
Total	205	
Collision Involved with Trucks		
Trucks Accident	25	
Total Accidents	205	

COLLISION TYPE	
Total Head-On	20
Total Sideswipe	25
Total Rear End	28
Total Broadside	25
Total Hit Object	110
Total Overtaken	55
Total Vehicle/Pedestrian	1
Total Other	83
Total Not State	0
Total Collisions	347
Total Accidents w/ Trucks	40
Percent of Tucks in Accidents	11.5%

COLLISION SEVERITY			
	Property Damage Only	Injury	Fatality
TIMS	0	134	8
SWITRS	205	0	0
Total	205	134	8



CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	KILLED	INJURED	WEATHER1	PRIMARYRD	SECONDRD	DISTANCE	DIRECT	INTERSECT_	DATE_	TIME_	STROUTE	POSTMILE	PARTIES	SEVINJ	OTHERINJ	COP	PEDKILL	PEDINJ	BICKILL	BICINJ
6858039	-120.0394277	39.7577876	2015	1800	0	1	A	RT 395	RT 70	6336	S	N	3/14/2015	625	395	3.42	1	1	0	0	0	0	0	0
6827917	-120.269522	40.1368328	2015	1800	0	1	B	RT 395	HERLONG ACCESS RD	7920	N	N	2/6/2015	555	395	35.98	1	0	0	1	0	0	0	0
6718394	-120.4085798	40.8281451	2015	1800	1	2	B	RT 395	COUNTRY ROAD 513	19008	S	N	1/27/2015	1150	395	111.61	1	1	1	0	0	0	0	0
6292188	-120.0340015	39.8717422	2015	1800	1	1	A	RT 395	POZZOLAN RD	6336	N	N	3/15/2015	540	395	11.33	2	0	0	1	0	0	0	0
6854282	-120.2531262	40.636949	2014	1800	1	5	A	RT 395	SECRET VALLEY REST A	2112	S	N	7/5/2014	642	395	96.1	1	0	4	1	0	0	0	0
6781050	-120.0783796	39.9944649	2014	1800	0	2	B	RT 395	HALL RD	3168	S	N	12/30/2014	1508	395	21.33	2	0	0	2	0	0	0	0
6760214	-120.0390254	39.773002	2014	1800	0	1	B	RT 395	RT 70	1056	S	N	12/11/2014	1411	395	4.471	1	0	1	0	0	0	0	0
6753650	-120.5085442	40.2944403	2014	1800	0	2	A	RT 395	SEARS RD	0		Y	12/23/2014	1105	395	53.1	2	1	0	1	0	0	0	0
6752186	-120.0397114	39.7456299	2014	1800		1	B	RT 395	COUNTRY LN	2112	N	N	12/24/2014	1925	395	2.58	1	0	1	0	0	0	0	0
6717248	-120.4993404	40.3766418	2014	1800	0	1	A	RT 395	BYERS PASS RD	3696	S	N	11/6/2014	1015	395	65.96	1	0	1	0	0	0	0	0
6712476	-120.0245837	39.9436857	2014	1800	0	1	A	RT 395	S CONSTANTIA RD	3168	S	N	11/11/2014	1610	395	16.78	1	0	0	1	0	0	0	0
6710640	-120.5085754	40.294426	2014	1800	0	1	B	RT 395	SEARS RD	0		Y	10/15/2014	1657	395	853.1	2	0	0	1	0	0	0	0
6710632	-120.5709034	40.3662937	2014	1800	0	3	B	US 395	DIANE DR	3168	S	N	10/14/2014	1730	395	59.46	3	0	1	2	0	0	0	0
6710583	-120.5716167	40.3670192	2014	1800	0	2	F	US 395	DIANE DR	4224	S	N	10/14/2014	1439	395	59.52	2	0	0	2	0	0	0	0
6700890	-120.0331631	39.809709	2014	1800	0	1	A	RT 395	RT 70	11616	N	N	10/26/2014	1630	395	6.97	2	0	0	1	0	0	0	0
6664431	-120.3660096	40.1691116	2014	1800	0	2	A	RT 395	MILFORD GRD	0		Y	8/18/2014	1608	395	41.91	2	0	0	2	0	0	0	0
6659635	-120.2705097	40.654337	2014	1800	0	1	A	RT 395	KARLO RD	23760	N	N	10/5/2014	1200	395	97.64	1	0	1	0	0	0	0	0
6659148	-120.2473576	40.6022024	2014	1800	0	1	B	RT 395	KARLO RD	10032	N	N	9/28/2014	1010	395	93.85	1	0	1	0	0	0	0	0
6659140	-120.5372485	40.3131514	2014	1800	0	2	A	RT 395	MAIN ST	0		Y	9/19/2014	1730	395	55.18	2	0	1	1	0	0	0	0
6657419	-120.1055782	40.0213186	2014	1800	0	1	A	RT 395	DOYLE GRADE	2640	S	N	8/26/2014	1245	395	23.72	1	0	1	0	0	0	0	0
6648405	-120.5246142	40.3033193	2014	1800	0	2	A	RT 395	CHURCH ST	450	N	N	9/16/2014	1740	395	54.21	2	0	0	2	0	0	0	0
6594896	-120.5611196	40.3408102	2014	1800	0	1	A	RT 395	BASS HILL RD	100	N	N	8/17/2014	2025	395	57.58	2	1	0	0	0	0	0	0
6594892	-120.3190692	40.3772379	2014	1800	0	1	A	RT 395	WENDEL RD	1056	S	N	8/19/2014	812	395	76.69	1	1	0	0	0	0	0	0
6566844	-120.1939769	40.1009848	2014	1800	0	1	A	RT 395	COUNTY RD A-26	6864	N	N	6/16/2014	55	395	31.2	2	1	0	0	0	0	0	0
6566828	-120.5019397	40.2907562	2014	1800	0	2	B	RT 395	JANESVILLE GRADE	0		Y	7/21/2014	1455	395	52.65	2	0	2	0	0	0	0	0
6566824	-120.5657379	40.3607561	2014	1800	0	1	A	RT 395	JOHNSTONVILLE DUMF	4224	N	N	7/23/2014	1545	395	59.01	2	0	0	1	0	0	0	0
6557864	-120.0377133	39.7925227	2014	1800	0	1	A	RT 395	RT 70	2640	N	N	7/7/2014	1506	395	5.78	2	0	0	1	0	0	0	0
6517488	-120.031518	39.8746394	2014	1800	0	1	A	RT 395	RED ROCK RD	14995	S	N	6/9/2014	1243	395	11.58	1	0	1	0	0	0	0	0
6517433	-120.0383278	39.720496	2014	1800	0	1	A	RT 395	COUNTRY LN	5280	S	N	6/15/2014	1042	395	0.84	2	0	0	1	0	0	0	0
6510175	-120.4892676	41.0150857	2014	1800	0	1	A	RT 395	ANTELOPE DR	600	S	N	5/31/2014	1420	395	126.54	1	1	0	0	0	0	0	0
6495738	-120.2659001	40.6509136	2014	1800	0	1	A	RT 395	SECRET VALLEY REST A	4224	N	N	5/30/2014	1119	395	97.3	2	0	0	1	0	0	0	0
6484955	-120.5608408	40.3420399	2014	1800	0	1	A	RT 395	BASS HILL RD	528	N	N	5/4/2014	1415	395	57.66	2	0	0	1	0	0	0	0
6484951	-120.5340908	40.3764128	2014	1800	0	1	A	RT 395	BUFFUM LN	1056	S	N	5/5/2014	502	395	64.09	2	0	1	0	0	0	0	1
6465289	-120.4906544	40.2841287	2014	1800	0	1	A	RT 395	COUNTY RD A-3	0		Y	4/3/2014	530	395	51.87	2	0	1	0	0	0	0	0
6459145	-120.3477888	40.1647599	2014	1800	0	1	A	RT 395	MILFORD GRD	10190	S	N	4/29/2014	2328	395	40.82	1	1	0	0	0	0	0	0
6440298	-120.2316877	40.1168018	2014	1800	0	1	B	RT 395	COUNTY ROAD A 25	5280	S	N	3/9/2014	1516	395	33.5	2	0	0	1	0	0	0	0
6440290	-120.5085442	40.2944403	2014	1800	0	2	A	RT 395	SEARS RD	0		Y	3/18/2014	1525	395	53.1	2	0	0	2	0	0	0	0
6906101	-120.4540282	40.2421144	2015	1800	0	1	A	RT 395	HONEY VIEW LN	528	N	N	4/9/2015	2010	395	48.6	1	0	0	1	0	0	0	0
6906177	-120.0145155	39.9002707	2015	1800	0	3	A	RT 395	RED ROCK RD	3696	S	N	4/22/2015	716	395	13.64	1	0	0	3	0	0	0	0
6945982	-120.4514632	40.2395711	2015	1800	0	1	A	RT 395	HONEY VIEW LN	100	N	N	5/10/2015	1810	395	48.39	1	0	0	1	0	0	0	0
6945994	-120.5372485	40.3131514	2015	1800	0	4	A	RT 395	MAIN ST	0		Y	5/4/2015	1420	395	55.18	2	1	3	0	0	0	0	0
6953934	-120.4045087	40.1958604	2015	1800	0	3	A	RT 395	WRAN RD	35	S	N	6/9/2015	955	395	44.66	2	0	0	3	0	0	0	0
6960521	-120.13768	40.063653	2015	1800	0	3	B	RT 395	LAVER XING	3168	N	N	4/1/2015	1822	395	27.19	2	3	0	0	0	0	0	0
7012301	-120.561931	40.3559771	2015	1800	0	2	A	RT 395	JOHNSTONVILLE DUMF	1584	N	N	7/1/2015	1707	395	58.64	2	0	1	1	0	0	0	0
90006094	-120.1301346	40.0556335	2015	1800	0	1	A	US 395	LAVER CROSSING	475	S	N	7/26/2015	1900	395	0	1	0	0	1	0	0	0	0
90007043	-120.4871521	41.1175575	2015	1800	0	1	C	US-395	ASH VALLEY ROAD	24816	N	N	8/2/2015	1855	395	0	1	0	1	0	0	0	0	0
90010685	-120.0394135	39.7367859	2015	1800	0	2	B	US 395 S/B	COUNTRY LANE	240	S	N	8/19/2015	1731	395	0	2	0	0	2	0	0	0	0
90010979	0	0	2015	1800	0	3	A	US 395	COWBOY JOE RD.	2640	S	N	8/19/2015	1238	395	0	2	0	0	3	0	0	0	0
90020591	-120.4605331	40.3700638	2015	1800	0	1	A	US 395	PAGUEGUI LN.	300	N	N	9/9/2015	630	395	0	1	1	0	0	0	0	0	0
90024790	-120.0415039	39.8471565	2015	1800	0	2	A	US 395	POZZOLAN RD.	1584	S	N	9/17/2015	1547	395	0	2	0	0	2	0	0	0	0



CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	KILLED	INJURED	WEATHER1	PRIMARYRD	SECONDRD	DISTANCE	DIRECT	INTERSECT_	DATE_	TIME_	STROUTE	POSTMILE	PARTIES	SEVINJ	OTHERINJ	COP	PEDKILL	PEDINJ	BICKILL	BICINJ
90025825	-120.0341949	39.8149605	2015	1800	0	2	A	US-395	POZZOLAN ROAD	12672	S	N	9/27/2015	1118	395	0	2	0	2	0	0	0	0	0
90036017	-120.0151825	39.8979797	2015	1800	0	2	B	US-395	RED ROCK RD	4752	S	N	10/17/2015	640	395	0	2	0	2	0	0	0	0	0
90037926	0	0	2015	1800	0	1	A	U.S. 395	HALL ROAD	7392	S	N	10/5/2015	1720	395	0	1	0	1	0	0	0	0	0
90045037	0	0	2015	1800	0	2	B	US-395	STUART LN.	0		Y	10/23/2015	610	395	0	2	0	1	1	0	0	0	0
90053757	0	0	2015	1800	0	2	B	US-395	BYERS PASS RD	2957	S	N	11/10/2015	422	395	0	1	0	2	0	0	0	0	0
90057129	-120.0161057	39.8955307	2015	1800	0	1	B	US 395	RED ROCK ROAD	4752	S	N	11/15/2015	2003	395	0	1	0	0	1	0	0	0	0
90062392	-120.0357742	39.7985611	2015	1800	0	9	B	US 395	SR-70	7920	N	N	11/24/2015	1627	395	0	2	5	3	1	0	0	0	0
90063662	-120.5095978	41.1692085	2015	1800	0	1	D	US 395 N/B	DRY CREEK	7920	N	N	11/24/2015	1300	395	0	1	0	0	1	0	0	0	0
90067421	-120.4290314	40.2180519	2015	1800	0	3	B	US-395	LITTLE RANCH RD.	120	N	N	12/4/2015	520	395	0	2	0	0	3	0	0	0	0
90067448	0	0	2015	1800	0	1	B	US 395	BYERS PASS ROAD	528	N	N	12/2/2015	1614	395	0	1	0	0	1	0	0	0	0
90068413	-120.3752441	40.1733971	2015	1800	0	2	B	US-395	LOUNSBURY LN	0		Y	11/24/2015	1910	395	0	2	0	0	2	0	0	0	0
90073085	-120.0377426	39.830616	2015	1800	0	1	B	US 395	POZZOLAN PLANT ROA	7920	S	N	12/13/2015	2250	395	0	1	0	0	1	0	0	0	0
90080716	-120.0871811	40.0026054	2015	1800	0	4	B	US 395	HALL ROAD	528	N	N	12/13/2015	1745	395	0	2	3	0	1	0	0	0	0
90084118	-120.3751373	40.1733284	2015	1800	0	1	B	US-395	LOUNSBURY RD	38	S	N	12/28/2015	1004	395	0	1	0	0	1	0	0	0	0
90087492	-120.5450821	40.3288345	2015	1800	0	1	B	US 395	SUNNYSIDE RD.	0		N	12/31/2015	735	395	0	1	0	0	1	0	0	0	0
90095868	0	0	2016	1800	0	3	B	US 395	DUMP ROAD	520	S	N	1/13/2016	1346	395	0	2	0	3	0	0	0	0	0
90098112	0	0	2016	1800	0	3	B	US 395	LAKE LEAVITT ROAD	308	S	N	1/10/2016	1610	395	0	2	1	1	1	0	0	0	0
90100510	-120.0799408	39.9959297	2016	1800	0	1	B	US 395	HALL RD.	2640	S	N	1/14/2016	735	395	0	1	1	0	0	0	0	0	0
90107014	-120.0367966	39.7135468	2016	1800	0	2	D	US-395 S/B	EVANS CANYON U/C	1056	N	N	1/31/2016	1725	395	0	1	1	1	0	0	0	0	0
90108787	-120.1070099	40.0273628	2016	1800	0	1	B	US 395	DOYLE LOOP	1584	S	N	1/29/2016	1030	395	0	1	0	0	1	0	0	0	0
90112769	-120.1062012	40.0239372	2016	1800	0	3	C	US 395	CONSTANTIA RD.	4224	N	N	1/29/2016	1418	395	0	2	0	2	1	0	0	0	0



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3336026	2007	20070802	1840	RT 395	SUNNYSIDE RD	1056	S	N	LAS	395	56.16	0	0	0	3	A
3338159	2007	20070828	1125	RT 395	RED ROCK RD	16896	S	N	LAS	395	11.2	0	0	0	2	A
3364013	2007	20070907	630	RT 395	HERLONG ACCESS RD	7920	S	N	LAS	395	33.01	0	0	0	1	A
3364015	2007	20070831	450	RT 395	COUNTY ROAD A-25	7392	N	N	LAS	395	35.91	0	0	0	2	A
3364264	2007	20070905	825	RT 395	HALL RD	7920	S	N	LAS	395	20.43	0	0	0	2	A
3376422	2007	20071002	1500	RT 395	HERLONG ACCESS RD	2640	S	N	LAS	395	34.01	0	0	0	2	A
3400930	2007	20071002	545	DOYLE LOOP	RT 395	150	E	N	LAS	395	24.49	0	0	0	1	A
3428356	2007	20071005	1300	RT 395	RAKER RD	420	S	N	LAS	395	45.15	0	0	0	1	A
3463771	2007	20071029	1735	RT 395	RAMHORN RD	13728	N	N	LAS	395	102.6	0	0	0	1	A
3517701	2007	20071211	1445	RT 395	CHURCH ST	2640	N	N	LAS	395	54.57	0	0	0	3	A
3554755	2007	20071229	626	RT 395	LAKE CREST RD	8448	S	N	LAS	395	47.29	0	0	0	1	A
3554771	2007	20071228	540	RT 395	HONEY VIEW LN	1584	S	N	LAS	395	48.1	0	0	0	1	A
3554794	2007	20071214	2159	RT 395	JOHNSTONVILLE DUMP RD	4752	S	N	LAS	395	59.16	0	0	0	1	A
3557988	2008	20080203	1600	RT 395	COUNTY ROAD A-25	7656	S	N	LAS	395	32.98	0	0	0	1	A
3578824	2008	20080122	345	RT 395	MAIN ST	2640	N	N	LAS	395	55.71	0	0	0	1	A
3580534	2008	20080120	1845	RT 395	CHURCH ST	1584	S	N	LAS	395	53.8	0	0	0	1	A
3580538	2008			RT 395	LAUFFMAN RD	1848	S	N	LAS	395	39	0	0	0	2	A
3580546	2008			RT 395	LEVITT LN	2640	N	N	LAS	395	65.25	0	0	0	1	A
3590309	2008			RT 395	MILFORD GRD	1901	S	N	LAS	395	41.69	0	0	0	2	A
3590313	2008			RT 395	DOYLE LOOP RD	739	S	N	LAS	395	22.99	0	0	0	1	A
3590317	2008			RT 395	CO RD A-26	5808	N	N	LAS	395	31.01	0	0	0	1	A
3590498	2008	20080201	850	RT 395	MILFORD GRD	7920	S	N	LAS	395	40.3	0	0	0	1	A
3590510	2008	20080201	615	COUNTY ROAD A- 26	RT 395	200	E	N	LAS	395	29.84	0	0	0	1	A
3606251	2008	20080204	838	RT 395	RT 70	4752	S	N	LAS	395	3.75	0	0	0	1	A
3612531	2008	20080222	755	RT 395	COUNTRY LN	3696	N	N	LAS	395	2.8	0	0	0	1	A
3612535	2008	20080223	1910	RT 395	RED ROCK RD	1584	S	N	LAS	395	11.33	0	0	0	1	A
3622304	2008	20080129	1620	RT 395	SUNNYSIDE RD	1584	S	N	LAS	395	56.04	0	0	0	1	A
3626530	2008	20080201	820	RT 395	MILFORD GRD	2.2	S	N	LAS	395	37.2	0	0	0	1	A
3626550	2008	20080203	1905	RT 395	SCOTT RD	2640	N	N	LAS	395	16.46	0	0	0	1	A
3629558	2008	20080222	830	RT 395	RAM HORN SPRINGS CAMPC	2640	N	N	LAS	395	100.48	0	0	0	1	A
3665246	2008	20080315	545	RT 395	CONSTANTIA RD	528	S	N	LAS	395	17.27	0	0	0	1	A
3665262	2008	20080306	2340	RT 395	N CONSTANTIA RD	10560	S	N	LAS	395	22.53	0	0	0	1	A
3679725	2008	20080330	1015	RT 395	COUNTY ROAD A-3	900	N	N	LAS	395	52.04	0	0	0	1	A
3704340	2008	20080502	130	RT 395	FILLMAN RD	14784	S	N	LAS	395	117.88	0	0	0	1	A
3795189	2008	20080610	700	RT 395	RAMHORN SPRING RD	10560	N	N	LAS	395	102.03	0	0	0	1	A
3893014	2008	20080907	1705	RT 395	MAIN ST	2640	S	N	LAS	395	54.68	0	0	0	1	C
3905740	2008	20080719	1404	RT 395	POZZOLAN PLANT RD	5808	N	N	LAS	395	11.18	0	0	0	2	A
3989399	2008	20081204	2017	RT 395	MAIN ST	1150	N	N	LAS	395	55.4	0	0	0	1	A
4007912	2008	20081213	300	RT 395	MILFORD GRD	8976	S	N	LAS	395	40.02	0	0	0	1	A
4008190	2008	20081217	825	RT 395	KARLO RD	23232	N	N	LAS	395	97.1	0	0	0	1	A
4008247	2008	20081215	950	RT 395	CHURCH ST	500	S	N	LAS	395	53.94	0	0	0	1	A
4287556	2009	20090622	1200	RT 395	RT 70	3168	N	N	LAS	395	5.2	0	0	0	2	A
4469958	2009	20091116	1505	RT 395	HICKS RD	35	S	N	LAS	395	50.33	0	0	0	1	C
4469974	2009	20091117	1710	RT 395	DIANE DR	450	S	N	LAS	395	60.22	0	0	0	1	C
4470770	2009	20091004	815	RT 395	KARLO RD	5808	N	N	LAS	395	93.01	0	0	0	1	C
4470774	2009	20091002	712	RT 395	BASS HILL RD	3696	S	N	LAS	395	56.87	0	0	0	2	A
5050599	2010	20101219	745	RT 395	SUNNYSIDE RD	528	N	N	LAS	395	56.41	0	0	0	1	A
5050623	2010	20101215	115	RT 395	COUNTY RD A-25	5280	N	N	LAS	395	35.57	0	0	0	1	A
5050853	2010	20101217	1823	RT 395	RT 70	1056	N	N	LAS	395	4.83	0	0	0	1	A
4755096	2011	20110515	1657	RT 395	COUNTY ROAD A 25	1056	S	N	LAS	395	34.31	0	0	0	2	A
5065244	2011	20110111	2245	RT 395	SECRET VALLEY REST AREA	2640	S	N	LAS	395	96	0	0	0	1	A
5065264	2011	20110116	335	RT 395	RAMHORN SPRINGS RD	300	S	N	LAS	395	99.96	0	0	0	1	-
5065268	2011	20110119	2225	RT 395	MILFORD GRADE RD	1056	N	N	LAS	395	41.93	0	0	0	1	-
5075261	2011	20110129	1205	RT 395	RT 70	5808	S	N	LAS	395	3.51	0	0	0	1	A
5086298	2011	20110214	1955	RT 395	SEARS RD	2112	N	N	LAS	395	53.51	0	0	0	1	C
5086302	2011	20110217	855	RT 395	COUNTY RD A-26	3696	N	N	LAS	395	30.55	0	0	0	1	A
5097488	2011	20110101	1545	A 25	RT 395	102	E	N	LAS	395	34.51	0	0	0	2	A
5479318	2011	20111204	1740	RT 395	CO RD A26	40	N	N	LAS	395	29.84	0	0	0	2	A
5608877	2012	20120505	445	RT 395	TERMO GRASSHOPPER RD	5280	N	N	LAS	395	116.11	0	0	0	1	C
5799387	2012	20120803	600	RT 395	COUNTY ROAD A3	327	S	N	LAS	395	51.81	0	0	0	1	C



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5816161	2013	20130314	2310	RT 395	RAKER PL	480	N	N	LAS	395	45.32	0	0	0	1	C
5889206	2013	20130111	1725	RT 395	JETER RD	30	S	N	LAS	395	50.78	0	0	0	1	A
5889214	2013	20130112	55	RT 395	DESERT PINE TRL	4224	S	N	LAS	395	46.29	0	0	0	1	A
5889218	2013	20130110	1125	RT 395	OLD HIGHWAY 59	8976	S	N	LAS	395	37.7	0	0	0	2	A
5889222	2013	20130110	545	RT 395	DOYLE LOOP	792	N	N	LAS	395	24.64	0	0	0	1	A
5900061	2013	20130116	1148	RT 395	LONG VALLEY UNDERCROSSI	528	S	N	LAS	395	1.47	0	0	0	1	C
5904911	2013	20130126	839	RT 395	COWBOY JOE RD	3749	S	N	LAS	395	27.85	0	0	0	2	A
5904923	2013	20130115	1720	COUNTY RD A25	RT 395	200	E	N	LAS	395	34.51	0	0	0	2	A
5904951	2013	20130126	838	RT 395	COWBOY JOE RD	3696	S	N	LAS	395	27.7	0	0	0	1	A
5929682	2013	20130205	630	RT 395	WRAN RD	528	S	N	LAS	395	44.45	0	0	0	1	C
5980191	2013	20130127	740	RT 395	RT 70	4752	N	N	LAS	395	5.53	0	0	0	1	A
5994722	2013	20130126	700	RT 395	LAVER CROSSING RD	390	S	N	LAS	395	26.52	0	0	0	2	A
5995486	2013	20130305	614	RT 395	COUNTY ROAD A 25	8976	N	N	LAS	395	36.2	0	0	0	2	A
6001781	2013	20130210	1050	RT 395	MAIN ST	1056	N	N	LAS	395	55.37	0	0	0	1	C
6013059	2013	20130320	1335	RT 395	RT 70	39	S	N	LAS	395	4.416	0	0	0	2	A
6018983	2013	20130312	2245	RT 395	CR-A26	3696	N	N	LAS	395	30.54	0	0	0	1	C
6036453	2013	20130413	612	RT 395	RT 70	2112	N	N	LAS	395	4.98	0	0	0	1	C
6046182	2013	20130412	950	RT 395	RAKER PL	171	N	N	LAS	395	45.27	0	0	0	1	A
6046190	2013	20130422	1745	RT 395	HORSE LAKE RD	8448	S	N	LAS	395	105.2	0	0	0	1	C
6053060	2013	20130427	630	RT 395	COWBOY JOE RD	3696	N	N	LAS	395	29.2	0	0	0	1	C
6066803	2013	20130428	325	RT 395	MAIN ST	1848	S	N	LAS	395	54.8	0	0	0	1	A
6066815	2013	20130427	804	RT 395	COWBOY JOE RD	2640	N	N	LAS	395	28.97	0	0	0	1	C
6066819	2013	20130425	1315	RT 395	CO RD A-26	4752	N	N	LAS	395	30.8	0	0	0	1	C
6067700	2013	20130522	1300	RT 395	RT 70	10560	N	N	LAS	395	6.7	0	0	0	2	C
6074312	2013	20130806	550	RT 395	RAMHORN SPRINGS RD	4752	N	N	LAS	395	100.9	0	0	0	1	C
6074572	2013	20130805	530	RT 395	CHURCH ST	1584	N	N	LAS	395	54.4	0	0	0	1	C
6074588	2013	20130820	528	RT 395	LAKE CREST RD	1056	N	N	LAS	395	49.1	0	0	0	1	C
6081165	2013	20130523	1420	RT 395	BUFFUM LN	1584	S	N	LAS	395	63.99	0	0	0	2	A
6082357	2013	20130523	1201	RT 395	MODOC CO LINE	23760	S	N	LAS	395	134.5	0	0	0	2	A
6114661	2013	20130606	728	RT 395	WISTOS RD	216	N	N	LAS	395	69.41	0	0	0	2	A
6119287	2013	20130630	2015	RT 395	COUNTY ROAD A 3	1584	N	N	LAS	395	52.17	0	0	0	1	C
6119323	2013	20130622	5	RT 395	ASH VALLEY RD	800	N	N	LAS	395	129.35	0	0	0	1	C
6125953	2013	20130703	2245	RT 395	RED ROCK RD	11616	S	N	LAS	395	12.2	0	0	0	1	C
6134330	2013	20130624	2200	RT 395	ASH VALLEY RD	5280	N	N	LAS	395	130.2	0	0	0	1	C
6137505	2013	20130712	1730	RT 395	SEARS RD	10	S	N	LAS	395	53.09	0	0	0	1	C
6141953	2013	20130706	2120	RT 395	LOUNSBURY LN	528	S	N	LAS	395	44.22	0	0	0	1	C
6141961	2013	20130716	1855	RT 395	BUFFUM LN	20	N	N	LAS	395	64.29	0	0	0	1	A
6161465	2013	20130725	1125	RT 395	LEAVITT LN	5280	N	N	LAS	395	65.79	0	0	0	1	A
6161473	2013	20130724	2300	RT 395	VIEWLAND RD	528	S	N	LAS	395	79.98	0	0	0	1	A
6175297	2013	20130806	2135	RT 395	ANTELOPE RD	4224	N	N	LAS	395	127.6	0	0	0	1	C
6192405	2013	20130903	2340	RT 395	MILFORD GRADE	1056	S	N	LAS	395	39.15	0	0	0	1	C
6193495	2013	20130826	2205	RT 395	RACHEL DR	200	S	N	LAS	395	25.59	0	0	0	2	D
6203035	2013	20130917	2000	RT 395	TERMO/GRASSHOPPER RD	16368	S	N	LAS	395	112.22	0	0	0	1	C
6203557	2013	20130822	30	RT 395	OLD HWY	1056	N	N	LAS	395	25.51	0	0	0	1	A
6203569	2013	20130827	550	RT 395	COUNTY RD A3	528	S	N	LAS	395	51.77	0	0	0	1	C
6203578	2013	20130812	755	RT 395	DIANE DR	6336	S	N	LAS	395	58.97	0	0	0	2	A
6203582	2013	20130815	1415	RT 395	JOHNSTONVILLE DUMP RD	686	N	N	LAS	395	61.53	0	0	0	2	A
6217668	2013	20130907	2040	RT 395	MAIN ST	2640	S	N	LAS	395	54.68	0	0	0	1	C
6221207	2013	20130919	1110	RT 395	JOHNSTONVILLE RD	2112	N	N	LAS	395	61.86	0	0	0	2	C
6221208	2013	20130913	217	RT 395	A 25	1056	S	N	LAS	395	34.31	0	0	0	1	C
6232257	2013	20131005	1028	RT 395	HALL RD	10032	S	N	LAS	395	20.07	0	0	0	1	A
6252721	2013	20131030	1030	RT 395	BYERS PASS RD	528	N	N	LAS	395	66.65	0	0	0	1	A
6252722	2013	20131025	330	RT 395	STANDISH IRRIGATION CAN/	1584	N	N	LAS	395	62.54	0	0	0	1	A
6283142	2013	20131203	345	RT 395	COUNTY RD A-3	1954	S	N	LAS	395	51.52	0	0	0	2	A
6283154	2013	20131203	835	RT 395	SUNNYSIDE RD	0		Y	LAS	395	56.34	0	0	0	2	A
6308624	2013	20131213	1714	RT 395	DIANE DR	4224	S	N	LAS	395	39.47	0	0	0	1	C
6308628	2013	20131210	150	RT 395	WRAN RD	4752	N	N	LAS	395	45.64	0	0	0	1	C
6309794	2013	20131203	805	RT 395	SUNNYSIDE RD	1584	N	N	LAS	395	56.6	0	0	0	1	A
6309798	2013	20131202	1730	RT 395	CONSTANTIA RD	2640	N	N	LAS	395	17.88	0	0	0	1	C
6309802	2013	20131202	555	RT 395	JOHNSTONVILLE DUMP RD	1584	N	N	LAS	395	58.56	0	0	0	1	C



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6318277	2013	20131227	730	RT 395	MILL ST	1584	N	N	LAS	395	42.3	0	0	0	1	A
6334077	2014	20140118	630	RT 395	RED ROCK RD	3696	S	N	LAS	395	13.66	0	0	0	2	A
6338341	2014	20140115	1722	RT 395	MILFORD GRADE	18480	S	N	LAS	395	38.54	0	0	0	2	C
6351609	2014	20140113	2215	RT 395	JETERS RD	0		N	LAS	395	50.8	0	0	0	1	C
6369210	2014	20140129	644	RT 395	MAIN ST	810	N	N	LAS	395	55.33	0	0	0	1	C
6369222	2014	20140128	2150	RT 395	MILFORD GRADE	3168	N	N	LAS	395	42.4	0	0	0	1	C
6369226	2014	20140131	2150	RT 395	CHURCH ST	528	N	N	LAS	395	54.2	0	0	0	1	C
6369246	2014	20140204	1145	RT 395	KARLO RD	2112	N	N	LAS	395	93.1	0	0	0	1	C
6372543	2014	20140208	856	RT 70	RT 395	1056	W	N	LAS	395	4.471	0	0	0	1	A
6378792	2014	20140209	1945	RT 395	ASH VALLEY RD	2112	N	N	LAS	395	129.57	0	0	0	1	A
6440564	2014	20140305	550	RT 395	CHURCH ST	2112	N	N	LAS	395	54.55	0	0	0	1	C
6448009	2014	20140416	720	RT 395	POZZOLAN RD	1	N	N	LAS	395	11.03	0	0	0	1	C
6455293	2014	20140413	910	RT 395	BYERS PASS RD	1056	N	N	LAS	395	66.7	0	0	0	1	A
6465342	2014	20140409	1405	RT 395	DESERT PINE TRL	2640	N	N	LAS	395	47.4	0	0	0	1	C
6465354	2014	20140414	1718	RT 395	JANESVILLE MAIN ST	0		Y	LAS	395	55.18	0	0	0	2	A
6488486	2014	20140428	600	RT 395	TERMO GRASSHOPPER RD	19008	S	N	LAS	395	111.72	0	0	0	1	C
6497590	2014	20140524	1825	RT 395	COUNTRY LN	1584	S	N	LAS	395	1.567	0	0	0	2	A
6510179	2014	20140608	2200	RT 395	DRY CREEK RD	1056	N	N	LAS	395	136.7	0	0	0	1	C
6525570	2014	20140607	625	RT 395	LEAVITT LN	1584	N	N	LAS	395	65.01	0	0	0	1	A
6543593	2014	20140626	1425	RT 395	FILLMAN RD	2640	N	N	LAS	395	12.2	0	0	0	2	C
6567240	2014	20140611	2315	RT 395	MILFORD GRADE RD	528	N	N	LAS	395	42.84	0	0	0	1	A
6570897	2014	20140715	1115	RT 395	FILLMAN RD	17424	S	N	LAS	395	117.41	0	0	0	1	A
6594770	2014	20140729	1310	RT 395	JOHNSTONVILLE RD	0		Y	LAS	395	61.46	0	0	0	2	A
6594781	2014	20140808	500	RT 395	COUNTY ROAD A 25	12672	N	N	LAS	395	36.92	0	0	0	1	C
6604325	2014	20140814	500	RT 395	MILFORD GRADE RD	528	S	N	LAS	395	39.25	0	0	0	1	C
6604329	2014	20140816	105	RT 395	SUNNYSIDE RD	188	S	N	LAS	395	56.3	0	0	0	1	A
6648396	2014	20141007	907	RT 395	JOHNSTONVILLE DUMP RD	800	N	N	LAS	395	61.4	0	0	0	2	C
6648400	2014	20141007	1010	RT 395	WENDEL RD	30	N	N	LAS	395	76.94	0	0	0	2	A
6648748	2014	20140930	620	RT 395	MAIN ST	1056	N	N	LAS	395	55.39	0	0	0	1	C
6656182	2014	20141006	2000	RT 395	JANESVILLE GRADE RD	2640	S	N	LAS	395	52.15	0	0	0	1	C
6656709	2014	20141020	1300	RT 395	DOYLE OVERHEAD	21120	S	N	LAS	395	19.97	0	0	0	2	C
6657411	2014	20140808	2335	RT 395	CO RD A 25	3168	N	N	LAS	395	35.1	0	0	0	2	A
6657423	2014	20140830	1530	RT 395	COUNTY ROAD A3	2640	S	N	LAS	395	51.35	0	0	0	2	C
6664010	2014	20141007	1929	RT 395	OAK TREE LN	1320	S	N	LAS	395	51	0	0	0	1	C
6664022	2014	20141008	630	RT 395	CR A25	10560	N	N	LAS	395	36.51	0	0	0	1	C
6710563	2014	20141014	1659	RT 395	DIANE DR	3696	S	N	LAS	395	59.6	0	0	0	2	A
6710575	2014	20141010	1930	RT 395	SPANISH SPRINGS RD	14256	N	N	LAS	395	102.62	0	0	0	1	C
6710636	2014	20141024	945	RT 395	MAIN ST	0		Y	LAS	395	55.18	0	0	0	1	C
6711728	2014	20141029	455	RT 395	RAMHORN SPRINGS RD	11616	S	N	LAS	395	97.8	0	0	0	1	C
6711760	2014	20141009	650	RT 395	MAIN ST	1056	N	N	LAS	395	55.38	0	0	0	1	C
6712480	2014	20141119	120	RT 395	CHURCH ST	200	S	N	LAS	395	54.06	0	0	0	1	C
6712487	2014	20141109	1900	RT 395	HICKS RD	200	S	N	LAS	395	50.3	0	0	0	1	C
6712491	2014	20141109	2105	RT 395	WALDRON LN	1056	N	N	LAS	395	62.2	0	0	0	1	C
6712495	2014	20141109	1715	RT 395	HONEY VIEW LN	2112	S	N	LAS	395	48.03	0	0	0	1	C
6712499	2014	20141106	1919	RT 395	DEER TRL	600	S	N	LAS	395	46.8	0	0	0	1	C
6717240	2014	20141116	1030	RT 395	SCOTT RD	528	N	N	LAS	395	16.46	0	0	0	1	C
6728627	2014	20141126	1420	RT 395	RT 70	9504	S	N	LAS	395	2.85	0	0	0	1	C
6738613	2014	20141205	625	RT 395	SOUTH FORK MT RD	30096	S	N	LAS	395	133.85	0	0	0	1	A
6753233	2014	20141230	845	RT 395	BRINGMAN RD	1320	S	N	LAS	395	1.469	0	0	0	1	A
6753630	2014	20141118	1300	RT 395	COUNTY RD A26	400	N	N	LAS	395	29.8	0	0	0	1	C
6753635	2014	20141230	530	RT 395	COUNTY ROAD A 26	40	N	N	LAS	395	29.85	0	0	0	1	C
6753654	2014	20141221	1700	RT 395	SIERRA ST	15	N	N	LAS	395	70.01	0	0	0	1	A
6753662	2014	20141206	1510	RT 395	KARLO RD	3696	N	N	LAS	395	93.4	0	0	0	1	A
6753671	2014	20141224	1840	RT 395	HICKS RD	528	N	N	LAS	395	50.54	0	0	0	1	A
6760659	2014	20141215	726	RT 395	BRINGMAN RD	1320	S	N	LAS	395	1.469	0	0	0	1	A
6775685	2014	20141230	527	RT 395	COUNTY RD A26	34	N	N	LAS	395	29.84	0	0	0	1	A
6775688	2014	20141217	2030	RT 395	DESERT PINE RD	439	N	N	LAS	395	47.17	0	0	0	1	-
6775691	2014	20141207	420	RT 395	BIRD FLAT RANCH	528	N	N	LAS	395	32.22	0	0	0	1	A
6827996	2014	20141220	1215	RT 395	CONSTANTIA RD	1056	S	N	LAS	395	17.18	0	0	0	2	A
6776334	2015	20150104	1700	RT 395	LEAVITT LN	4752	N	N	LAS	395	65.7	0	0	0	1	A



CASE_ID	ACCIDENT_YEAR	COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	CALTRANS_COUNTY	STATE_ROUTE	POSTMILE	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR
6786118	2015	20150112	2140	RT 395	SCOTT	171	N	N	LAS	395	1.12	0	0	0	0	1 A
6839499	2015	20150303	832	RT 395	FILLMAN RD	55	S	N	LAS	395	120.66	0	0	0	0	2 A
6843845	2015	20150215	630	RT 395	HONEY LAKE MOTOCROSS P	2640	S	N	LAS	395	37	0	0	0	0	1 C
6843849	2015	20150226	1350	RT 395	HALL RD	125	S	N	LAS	395	21.98	0	0	0	0	1 A
6846091	2015	20150126	2130	CONSTANTIA RD	RT 395	169	W	N	LAS	395	17.38	0	0	0	0	1 A
6848184	2015	20150228	530	RT 395	POZZOLAN RD	1056	S	N	LAS	395	9.63	0	0	0	0	1 A
6856678	2015	20150308	630	RT 395	ASH CREEK RD	8448	N	N	LAS	395	113.1	0	0	0	0	2 A
6872504	2015	20150331	622	RT 395	RED ROCK RD	528	S	N	LAS	395	14.3	0	0	0	0	1 C
6898538	2015	20150317	1755	RT 395	DIANE DR	0		Y	LAS	395	60.314	0	0	0	0	2 A
6903387	2015	20150419	2130	RT 395	SCOTT RD	1056	N	N	LAS	395	16.47	0	0	0	0	1 C
6917455	2015	20150330	410	RT 395	LAKE CREST RD	3168	N	N	LAS	395	49.1	0	0	0	0	1 C
6917459	2015	20150309	650	RT 395	DIANE DR	528	S	N	LAS	395	59.82	0	0	0	0	1 A
6946081	2015	20150517	130	RT 395	KARLO RD	7920	N	N	LAS	395	94.11	0	0	0	0	1 A
6946085	2015	20150514	1559	RT 395	COUNTY ROAD A 3	528	N	N	LAS	395	52.11	0	0	0	0	3 C
6946093	2015	20150521	1607	RT 395	CHURCH ST	600	N	N	LAS	395	52.05	0	0	0	0	1 C
6946101	2015	20150525	1625	RT 395	CHURCH ST	2112	S	N	LAS	395	53.95	0	0	0	0	1 A
6953938	2015	20150607	1240	RT 395	LAUFMAN RD	4752	N	N	LAS	395	40.08	0	0	0	0	3 A
6953942	2015	20150616	1010	RT 395	HICKS RD	1056	S	N	LAS	395	50.14	0	0	0	0	1 C
6954187	2015	20150526	1735	RT 395	RT 36	396	N	N	LAS	395	61.16	0	0	0	0	1 C
6954322	2015	20150607	1448	RT 395	COUNTY ROAD A3 STANDISH	2112	N	N	LAS	395	69.73	0	0	0	0	2 A
6954326	2015	20150614	1320	RT 395	HONEY LAKE MOTORCROSS	4594	N	N	LAS	395	38.87	0	0	0	0	1 A
6954358	2015	20150606	1030	RT 395	DESERT PINE TRL	100	S	N	LAS	395	46.8	0	0	0	0	1 A
6954385	2015	20150614	2115	RT 395	CHURCH ST	5280	S	N	LAS	395	53.31	0	0	0	0	1 C
6960025	2015	20150429	2500	RT 395	LAUFMAN RD	5280	S	N	LAS	395	39.26	0	0	0	0	1 D
6962658	2015	20150603	1425	RT 395	RT 70	7920	N	N	LAS	395	6.02	0	0	0	0	2 A

Attachment 10



COALITION

U.S. 395 CORRIDOR

Over the last four years, U.S. 395 in Lassen County has seen a **15% INCREASE** in traffic. Most of the increased traffic is through traffic, signaling a significant increase in commercial truck traffic along the corridor.

The California High Patrol reports that over the last three years, there has been an increase in traffic stops and citations along U.S. 395 as well as an **INCREASE IN NON-FATAL AND FATAL ACCIDENTS**. Most of these accidents are due to big-rig/vehicle encounters.

Reno based fulfillment centers, including Walmart and Amazon, experienced a **LOSS IN BUSINESS PRODUCTIVITY** when Interstate 80 was closed due to weather. CHP reported that at one time Walmart claimed an \$8 million dollar loss in productivity when I-80 was closed in 2018 for only four days with snow.

Interstate 5 in California was closed in the summer of 2018 for fire related incidents as many times as it was for inclement weather related reasons in the last two years. The road closures **IMPACTED INTERSTATE COMMERCE** for truckers who go north/south to haul goods to Southern California and Oregon.

**THE VISION – TO CONSTRUCT A FOUR LANE, DIVIDED HIGHWAY
FROM HALLELUJAH JUNCTION TO THE JUNCTION OF STATE ROUTE 36**





COALITION

U.S. 395 COALITION

The Lassen County Transportation Commission, CA and Washoe County, NV are leading an effort to develop a coalition of impacted and engaged stakeholders to develop a final plan and strategy for the development and expansion of U.S. 395. The process will be driven by local needs and leaders and based on concepts that help support the economic resiliency and public safety of the region. Lassen County and Washoe County bookend the coalition with communities and leaders on each end of the proposed project.

The goal and purpose of the 395 Coalition is to generate local, regional, state, and federal support for the expansion of U.S. 395 north of Reno to Susanville. A large component of the coalition's efforts will be to position the project to be the most competitive to receive state, federal, and private investment.

NEXT STEPS – LAUNCH COALITION THROUGH MEETINGS WITH INITIAL FOUNDING MEMBERS AND STAKEHOLDERS



Regional Goals

- Economic Resiliency and Development
- Freight Movement
- Community Vitality
- Quality of Life
- Public Safety

Potential Members

- Counties
- Cities
- Regional Transportation Organizations
- Federal Agencies
- Tribal entities
- Private Businesses



Coalition Objectives

- Support regional collaboration along the U.S. 395 Corridor
- Develop locally led and driven solutions
- Secure funding to support coalition priorities
- Engage local business, partners, and the public
- State Agencies



Attachment 11

TFG

395 COALITION

LOGO CONCEPTS

PROJECT		PROOF		FUEL CREATIVE GROUP 2321 P Street 2nd Floor SACRAMENTO, CA 95818	TELEPHONE	916 669.1591
04857 TFG US 395 Logo		Concepts			FACSIMILE	916 290.0425
					FUELCREATIVEGROUP.COM	

Concept
**3 FLAGS
HIGHWAY**

This concept was inspired by the history of US 395. The original route connected Mexico, the U.S. and Canada, earning it the moniker “3 Flags Highway” which represented the three countries via the three flags.

Taking this into account, our team explored ways to abstractly marry the idea of a roadway and flag together.





Concept
**SCENIC
ROUTE**

This concept draws inspiration from the scenery surrounding the route, including the mountainous National Parks.

We chose to maintain the connection to the historic route shield shape while also incorporating the visual experience of traveling 395.



COALITION



Concept
**SCENIC
ROUTE**

Grayscale version.



COALITION



COALITION

Concept
**PATHWAY
FORWARD**

This concept pursues a literal approach, using the road striping as a device to separate the shield and the name.



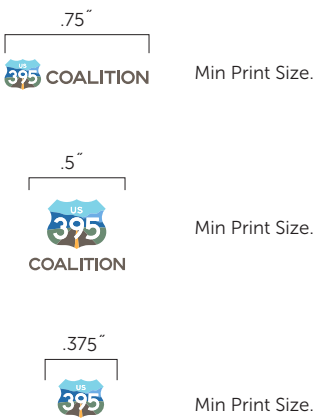


Attachment 12

395 Coalition Brand Guidelines



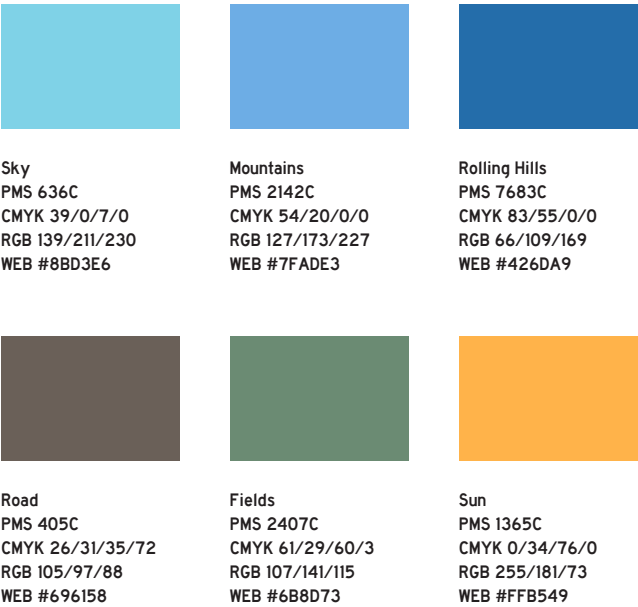
PRIMARY MARK
Dotted line marks safe area—do not let elements encroach on this space



Logo Library



Colors



Typography

Highway Gothic Expanded Regular
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz

Highway Gothic Regular
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz