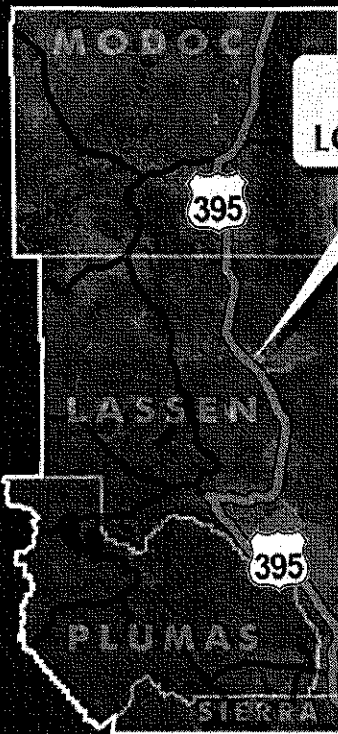


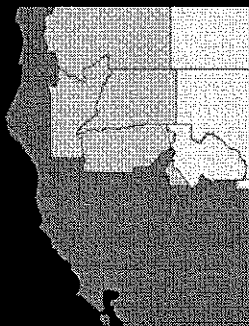
DECEMBER 2017



# UNITED STATES ROUTE 395 TRANSPORTATION CONCEPT REPORT



District 2



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# 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.

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### **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/conceptrpts.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**

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California's economy and livability.

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call or write:

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

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# 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: <a href="http://css.weather.share.org/">http://css.weather.share.org/</a>	•	•	•	•	•	•	•	•	•	•	•
QuickMap: <a href="http://quickmap.dot.ca.gov/">http://quickmap.dot.ca.gov/</a>	•	•	•	•	•	•	•		•		•
Construction Projects: <a href="http://www.dot.ca.gov/dist2/projects.htm">http://www.dot.ca.gov/dist2/projects.htm</a>		•	•								•
Traffic Cameras & Road Weather Information: <a href="http://www.dot.ca.gov/dist2/travelmap.htm">http://www.dot.ca.gov/dist2/travelmap.htm</a>		•	•				•	•		•	
Chain Control: <a href="http://www.dot.ca.gov/dist2/chainup/allcntys.htm">http://www.dot.ca.gov/dist2/chainup/allcntys.htm</a>		•	•	•							
National Weather Service: <a href="http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php">http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php</a>	•	•	•							•	
Planned Lane Closures: <a href="https://lcswebreports.dot.ca.gov/">https://lcswebreports.dot.ca.gov/</a>	•	•									•
California Highway Information (800.427.7623): <a href="http://www.dot.ca.gov/cgi-bin/roads.cgi">http://www.dot.ca.gov/cgi-bin/roads.cgi</a>	•										•
CHP Traffic Incident Information: <a href="http://cad.chp.ca.gov/">http://cad.chp.ca.gov/</a>	•				•						
Highway Conditions Report: <a href="http://www.dot.ca.gov/hq/roadinfo/Hourly">http://www.dot.ca.gov/hq/roadinfo/Hourly</a>	•										•
District 2 Facilities: <a href="http://www.dot.ca.gov/dist2/pdf/d2map.pdf">http://www.dot.ca.gov/dist2/pdf/d2map.pdf</a>		•									
Highway Conditions & Planned Roadwork: <a href="http://www.dot.ca.gov/dist2/pdf/c2map.pdf">http://www.dot.ca.gov/dist2/pdf/c2map.pdf</a>											•

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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; I-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.

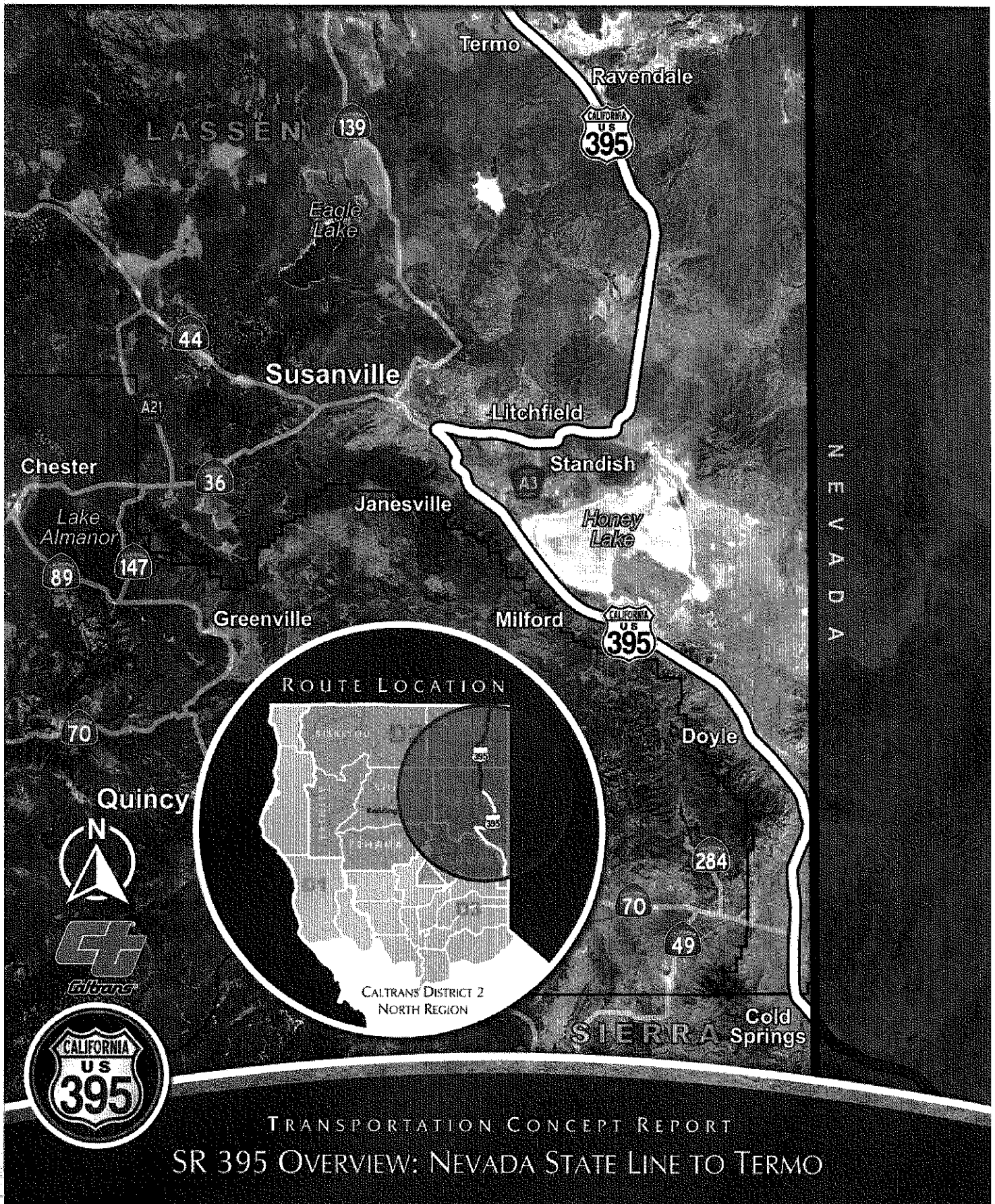
In California there are two separate lengths of US 395, separated by the Nevada portion. The more southern piece within California, between I-15 and the Nevada state line, is 355 miles long and the northern piece from the Nevada state line to the Oregon state line, across northeastern California, is 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.



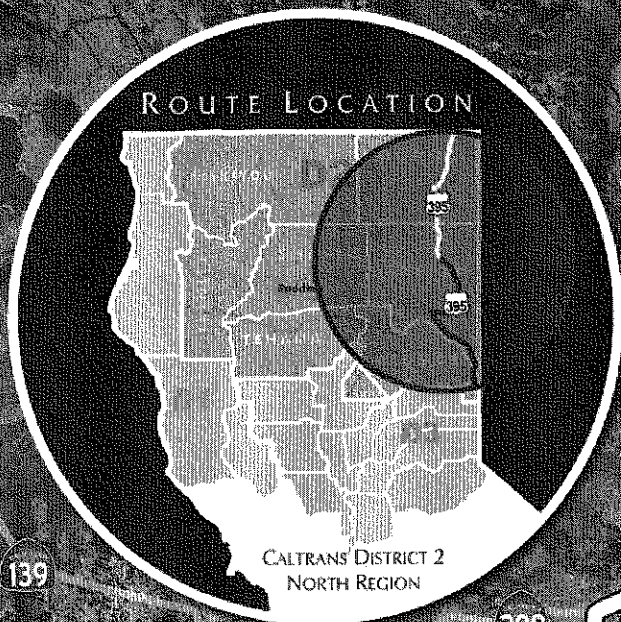
CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2 • OFFICE OF SYSTEM PLANNING







O R E G O N



Goose Lake



Upper Alkali Lake

139

299

Alturas

299

Middle Alkali Lake

Likely

Lower Alkali Lake

N E V A D A

299



139

Madeline



Termo



TRANSPORTATION CONCEPT REPORT  
US 395 OVERVIEW: TERMO TO OREGON STATE LINE

## 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 mile<sup>1</sup> 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

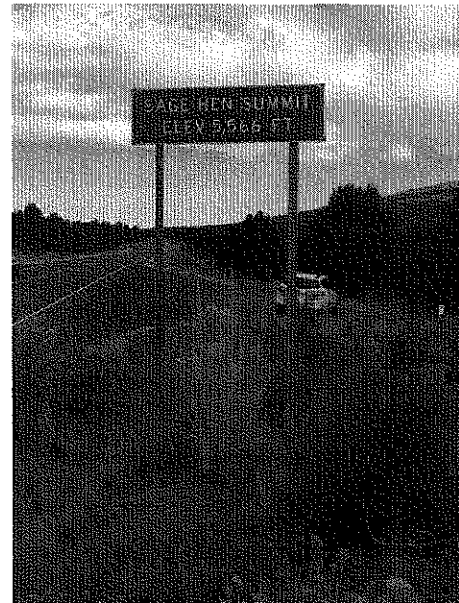


Figure 4. Sage Hen Summit (LAS 132.0)

<sup>1</sup> 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.*

DRAFT

## **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 System <sup>1</sup>	Yes	Yes	Yes
Interregional Road System	Yes	Yes	Yes
High Emphasis	Yes	Yes	Yes
Strategic Interregional Corridor (2016 ITSP)	Yes	Yes; from the SIE/LAS County line to SR 36	No
Freeway & Expressway System	Yes	Yes (No) <sup>2</sup>	Yes (No) <sup>2</sup>
National Highway System	Yes	Yes	Yes
National Highway System Congressional High Priority Corridor <sup>3</sup>	Yes	Yes	Yes
Strategic Highway Network	Yes	Yes; SIE/LAS County line to Garner 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

<sup>1</sup>The 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.

<sup>2</sup>The 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.

<sup>3</sup>US 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

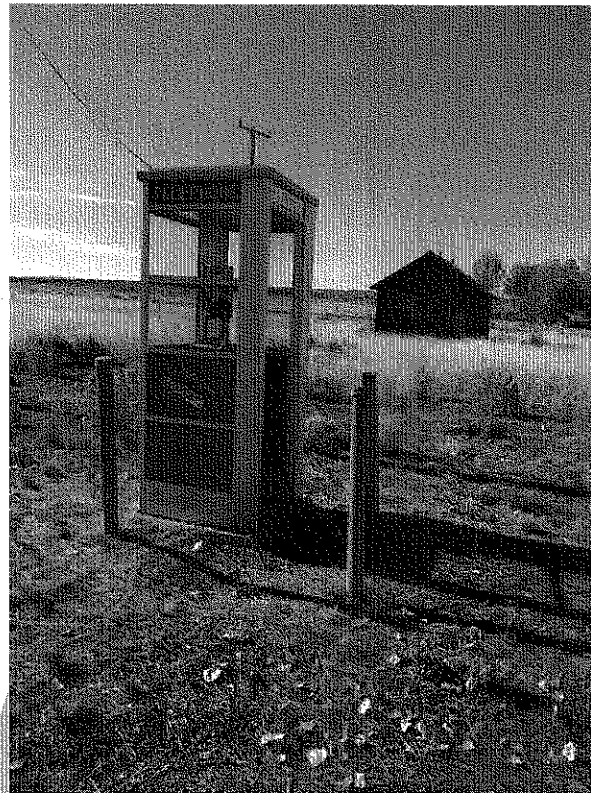
Several small communities are located along the route. In Lassen County, the route passes through or close to Doyle, Herlong Junction, Milford, Janesville, Johnstonville, Lake Leavitt, Standish, Litchfield, Ravendale, Termo and Madeline. In Modoc County, the route passes through Likely, Alturas (the 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. Pit River Tribe XL Reservation (MOD 26.2)*

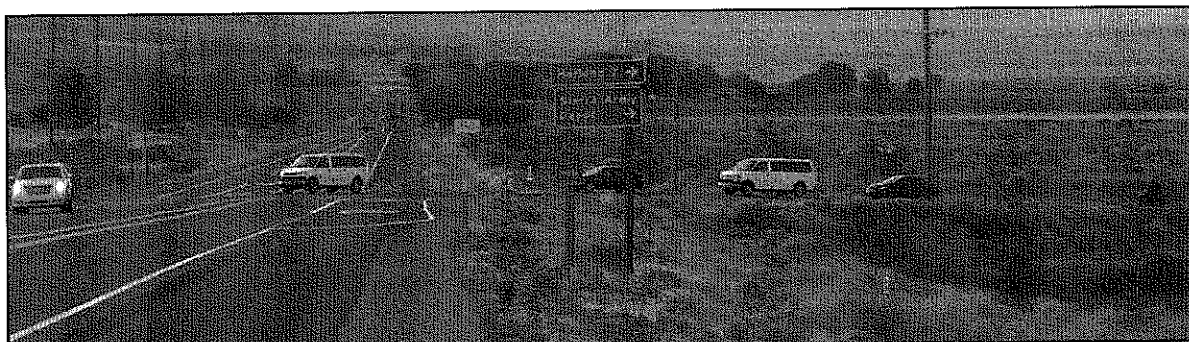
#### FUTURE DEVELOPMENT

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

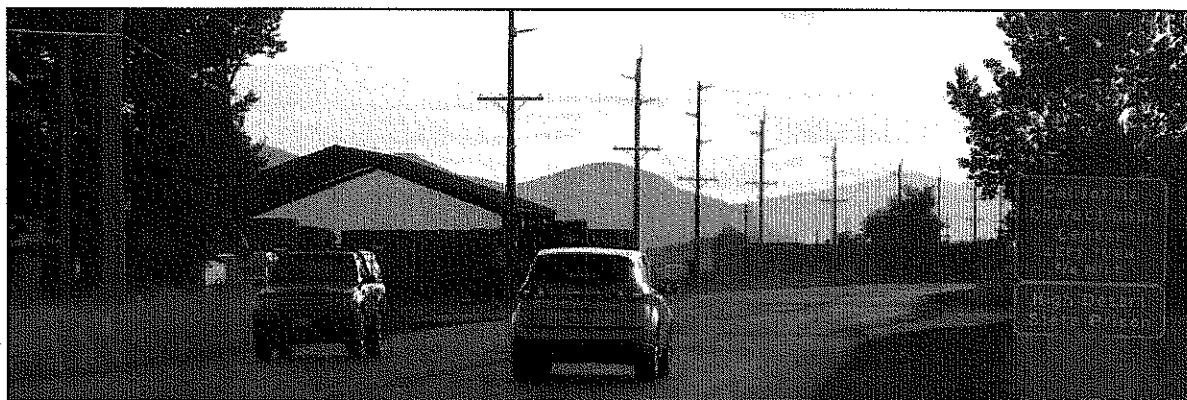
Lassen County's largest industry is the prison system and largest single employer is Sierra Army Depot, built in 1942. Although the largest employer is SIAD, the largest employer of Lassen County residents is the High Desert State Prison. This implies that many of SIAD's employees commute from other 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 Population <sup>1</sup>	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	\$60,735	\$36,212	\$27,500	\$53,040	\$63,106	\$46,770
Median House Value	\$366,400	\$231,409	\$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%

<sup>1</sup> 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: Carpool <sup>1</sup>	8.0%	11.0%	13.3%	11.8%	10.9%

<sup>1</sup>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.

<b>Table 5: Year Structure Built</b>				
	<b>Susanville</b>		<b>Cold Springs</b>	
<b>Total housing units</b>	4,841	4,841	3,372	3,372
<b>Built 2010 or later</b>	0	0.00%	16	0.50%
<b>Built 2000 to 2009</b>	567	11.70%	1,675	49.70%
<b>Built 1990 to 1999</b>	604	12.50%	631	18.70%
<b>Built 1980 to 1989</b>	980	20.20%	543	16.10%
<b>Built 1970 to 1979</b>	603	12.50%	489	14.50%
<b>Built 1960 to 1969</b>	564	11.70%	18	0.50%
<b>Built 1950 to 1959</b>	423	8.70%	0	0.00%
<b>Built 1940 to 1949</b>	368	7.60%	0	0.00%
<b>Built 1939 or earlier</b>	732	15.10%	0	0.00%

Source: United State Census Bureau. DP04 Selected Housing Characteristics 2009-2013 American Community Survey 5-Year Estimates.

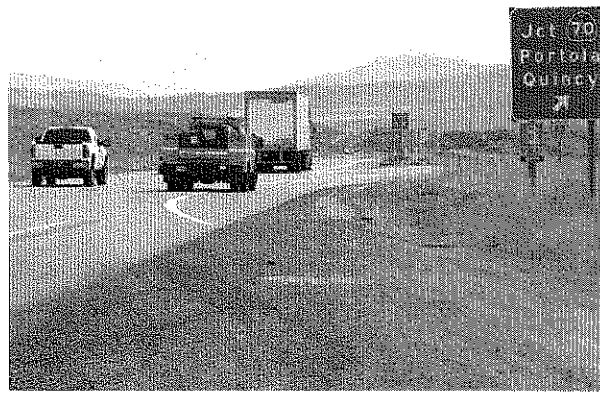
Fifty percent of homes in Cold Springs were built in 2000 or later and most of the homes in Susanville were built between 1960 and 2010, representing a range of housing ages.

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](http://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](http://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](http://www.dot.ca.gov/dist2/planning/conceptrpts.htm)

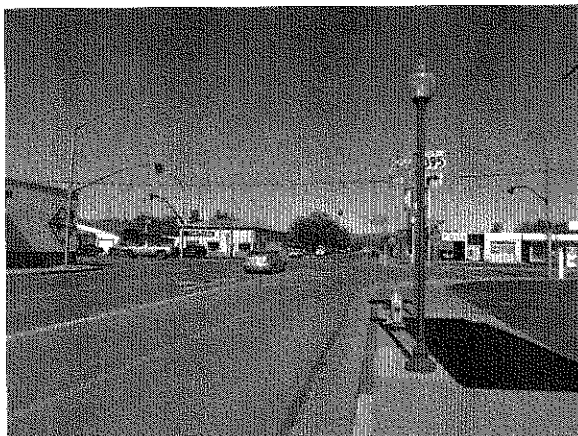


Figure 14. SR 299 South Junction (MOD 22.8)

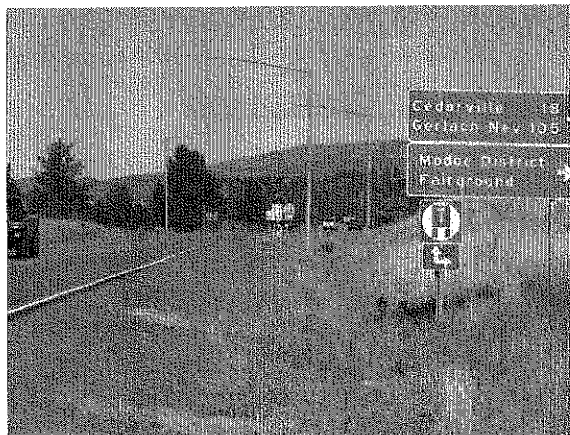


Figure 15. SR 299 North Junction (MOD 28.2)

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**

<b>Name</b>	<b>Location</b>	<b>Functional Classification</b>
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**

<b>Name</b>	<b>Location</b>	<b>Functional Classification</b>
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 <sup>th</sup> Street (Alturas)	MOD 22.3	Rural major collector
8 <sup>th</sup> 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 Control <sup>1</sup>
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
<sup>1</sup> 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**

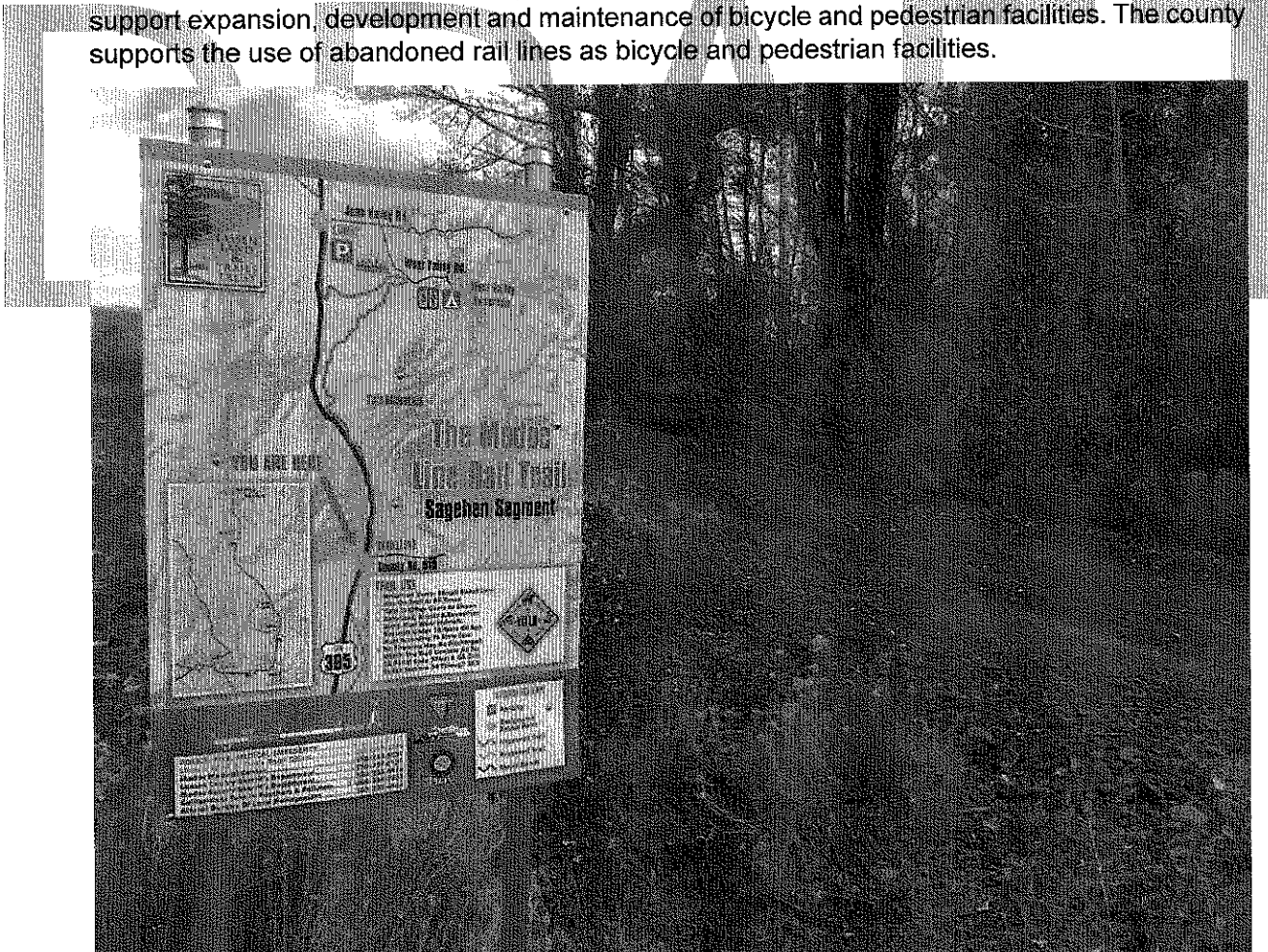
Bicyclists are allowed on the entire US 395. Treated shoulder widths on the route range from zero to ten feet. There are few cyclists outside of communities. However, the city of Alturas has high bicycle volumes. The reason for the high volumes of cyclists in Alturas is due to density of schools, residences,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



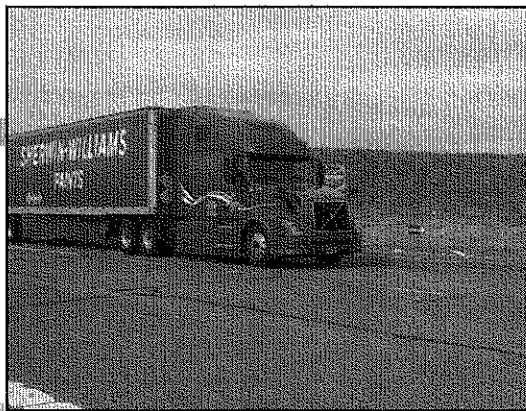
**Figure 20. Hay Truck Entering US 395 (LAS 108.4)**



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.



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

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.

**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.



## US 395 Route Segments

- 1 Nevada state line to junction State Route 70
- 2 Junction State Route 70 to Garnier Road
- 3 Garnier Road to Janesville Road
- 4 Janesville Road to junction State Route 36
- 5 Junction State Route 36 to Standish Buntingville Road (A3)
- 6 Standish Buntingville Road (A3) to LAS/MOD county line
- 7 LAS/MOD county line to McDowell Avenue, Alturas
- 8 Alturas: McDowell Avenue to .2 mile east of N East B Street
- 9 .2 mile east of N East B Street to Oregon state line



## TRANSPORTATION CONCEPT REPORT US 395 ROUTE SEGMENTS

## 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.

Segment Number	Current Year 2015						AADT Growth Rate (Vehicles/Year)	Future Year 2035					
	AADT	Peak Hour (PH)	Total Trucks	5+ Axle Trucks	DVMT	LOS <sup>1</sup>		AADT	Peak Hour (PH)	Total Trucks	5+ Axle Trucks	DVMT	LOS <sup>1</sup>
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

<sup>1</sup>Differential 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:

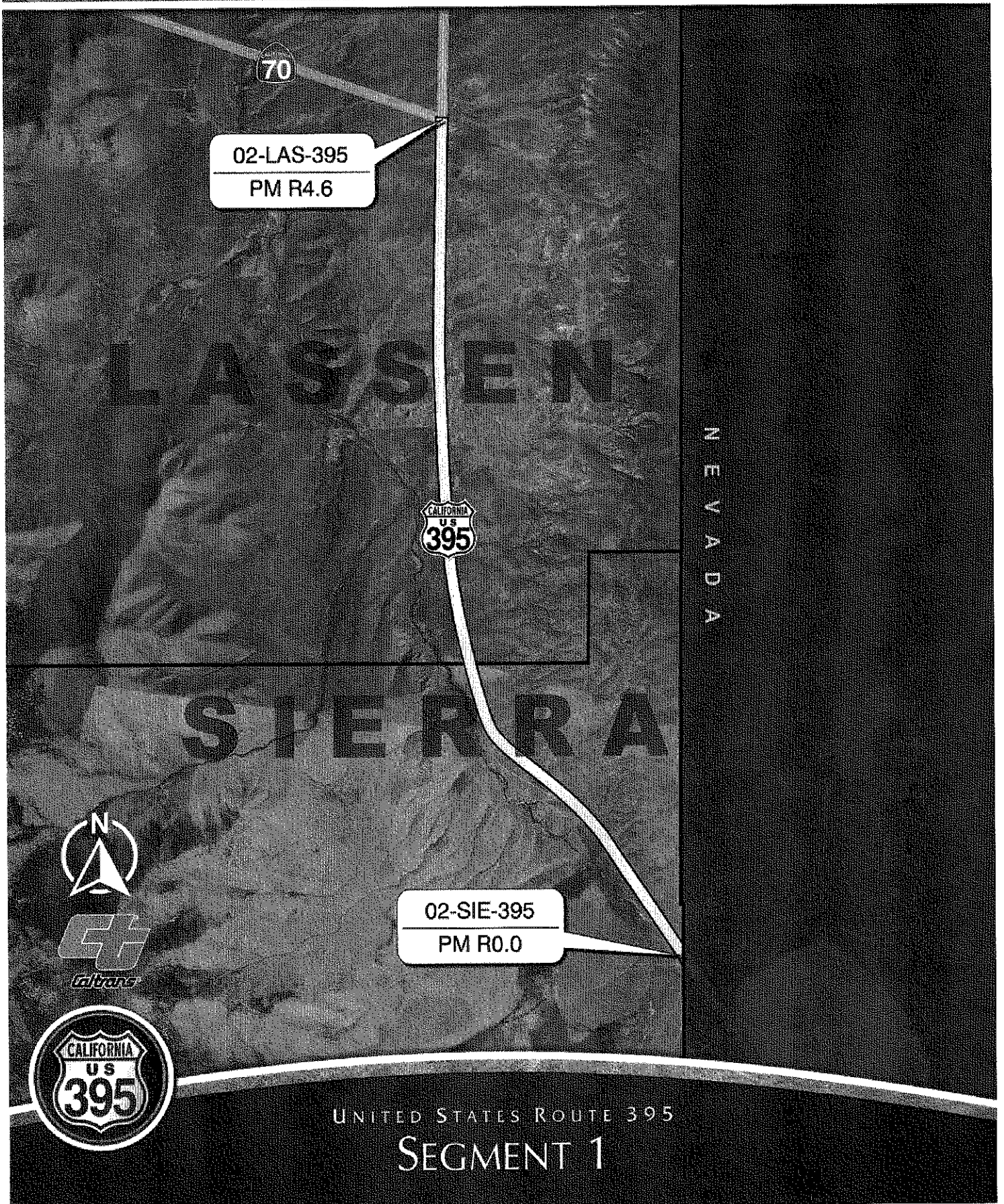
- Traffic signals

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

DRAFT

## SEGMENT FACT SHEETS

DRAFT



02-LAS-395  
PM R4.6



N E V A D A

S I E R R A



02-SIE-395  
PM R0.0



UNITED STATES ROUTE 395  
SEGMENT 1

## Fact Sheet for Segment Number 1

## US 395 TCR

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

## CURRENT HIGHWAY INFORMATION

<b>Number of Lanes:</b>	4	<b>Percent Trucks:</b>	9%
<b>Terrain:</b>	Rolling	<b>Percent 5-Axle Trucks:</b>	78%
<b>Lane Width:</b>	12 feet	<b>Average Treated Shoulder:</b>	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
<b>Segment Description</b> <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.

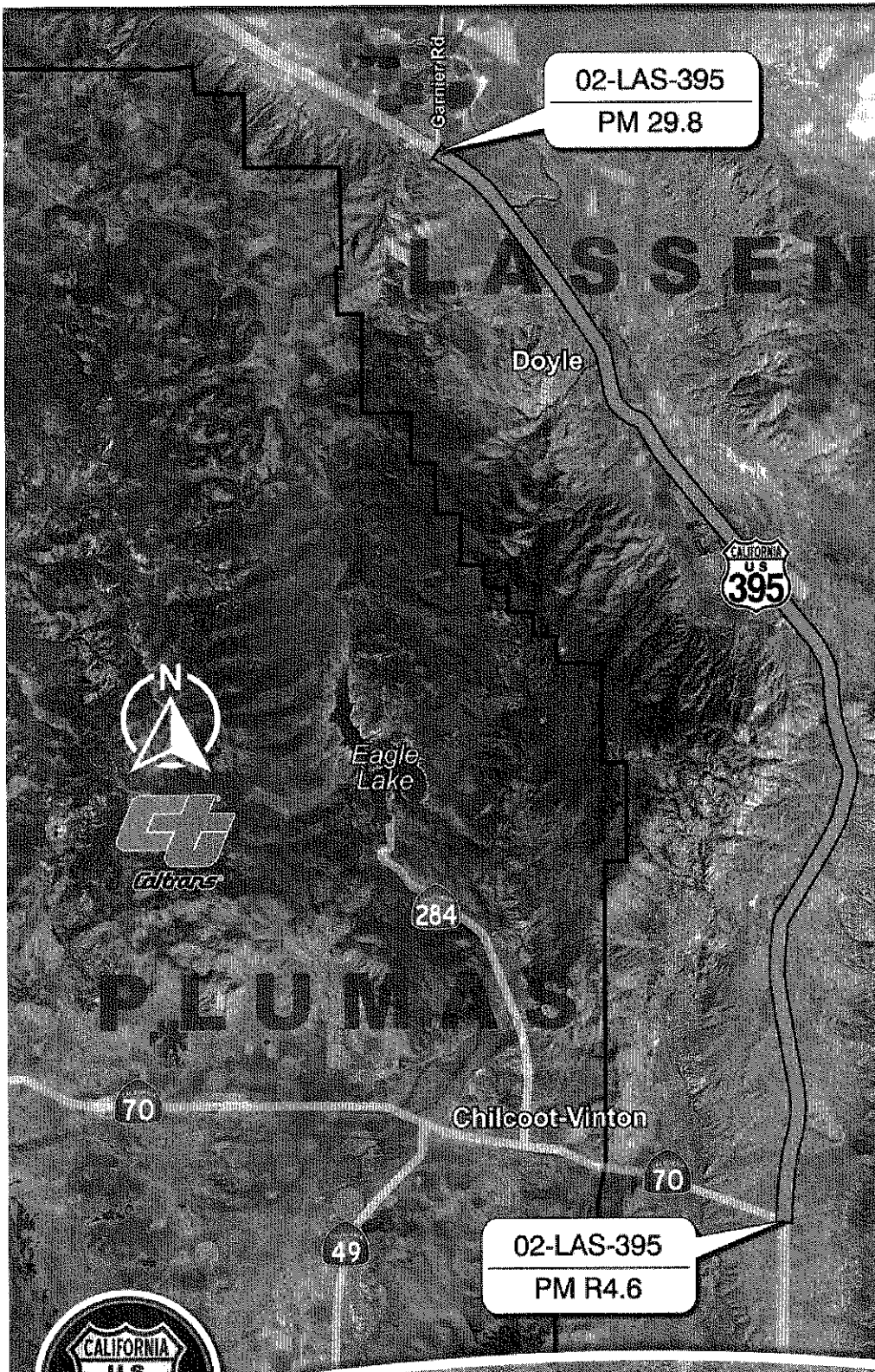
### Segment Management

- 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



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UNITED STATES ROUTE 395

SEGMENT 2

## Fact Sheet for Segment Number 2

## US 395 TCR

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

## CURRENT HIGHWAY INFORMATION

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

## SYSTEM DESIGNATIONS


## BICYCLE STATUS

<b>Functional Classification:</b>	Principal Arterial	<b>Bicycle Status:</b>	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)