

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

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

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

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

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

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

Segment Considerations

Commute Traffic, Differential Speed Limit and Passing

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

Weather

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

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

Intersections

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

Other

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

Segment Management

Specific Locations

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

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

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

ITS and Other Traveler Information

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

Commute Travel Management

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

Deer

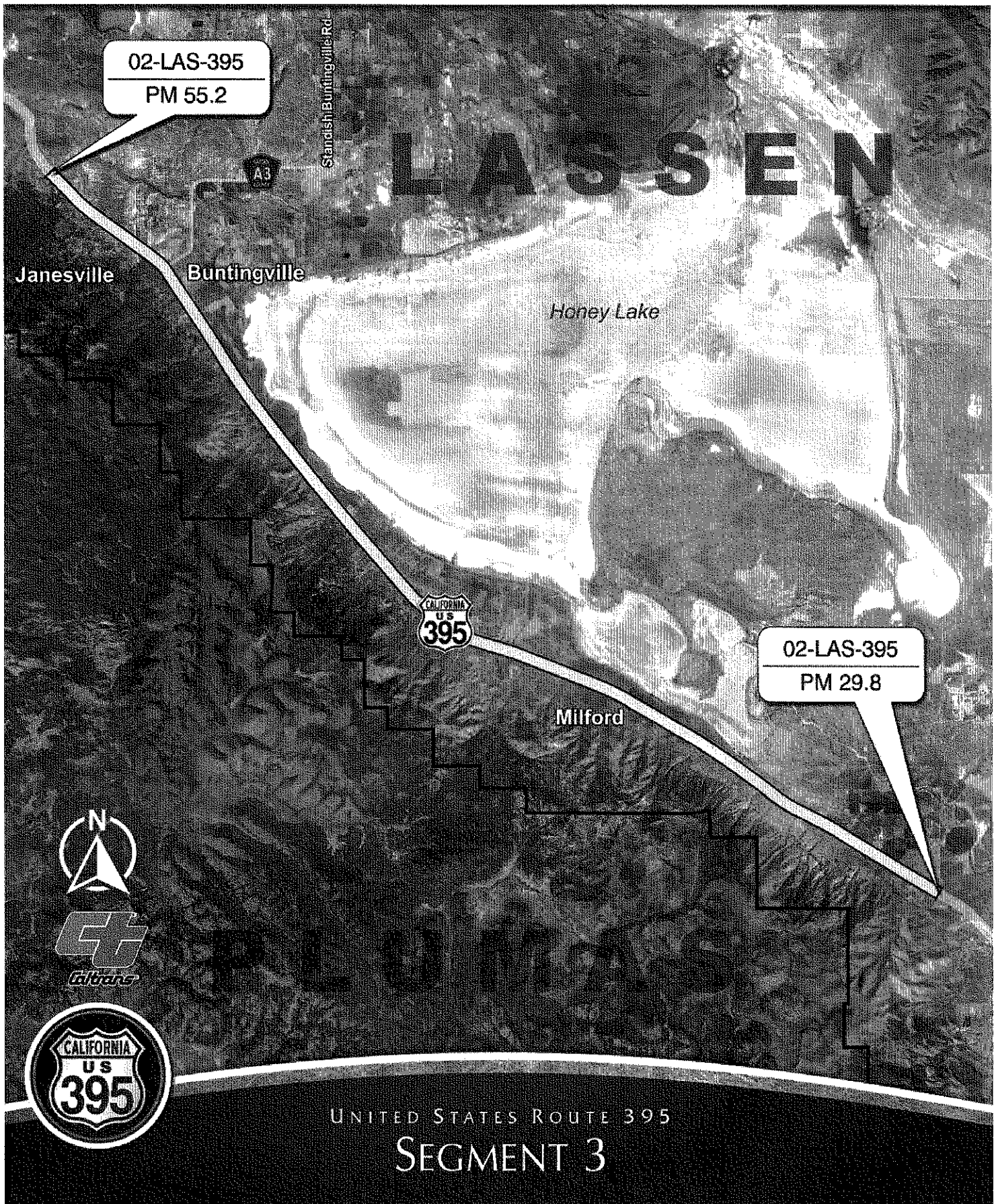
- Continue the improved mowing along the sides of the highway which helps drivers see deer, deer see vehicles and helps to prevent fires. Mow the older, larger sage brush as well.
- Consider installing wildlife over- or under-crossings along migratory routes that cross US 395. Continue to repair existing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

Other

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

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

DRAFT



Fact Sheet for Segment Number 3

US 395 TCR

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

CURRENT HIGHWAY INFORMATION

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

SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification: Principal Arterial

Allowed

Other Classifications

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

Route Concept

Segment Concept

Present:

2 C/E

2C/E

20-Year:

4E

4E

Concept Level of Service

C/D Threshold



TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

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

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

*LOS A if improved to four-lane expressway

Segment Information

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

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

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

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

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

Table 13: Turn Lanes (Segment 3)

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

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

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

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

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

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

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

Segment Considerations

Commute Traffic, Differential Speed Limit and Passing

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

Weather

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

Other

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

against the headlights of oncoming vehicles.

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

Segment Management

ITS and Other Traveler Information

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

Commute Travel Management

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

Deer

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

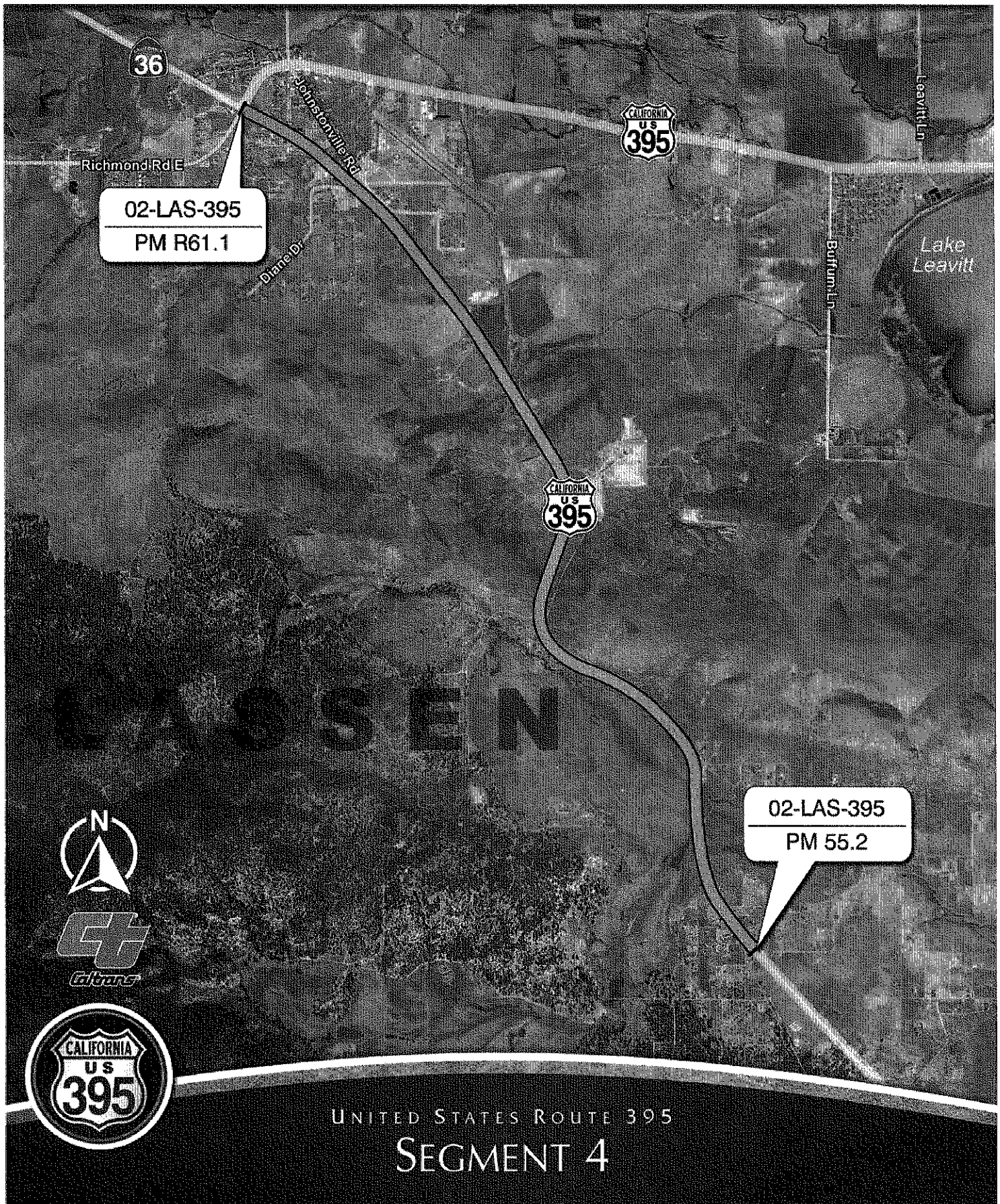
Other

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



SYSTEM
PLANNING

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Fact Sheet for Segment Number 4

US 395 TCR

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

CURRENT HIGHWAY INFORMATION

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

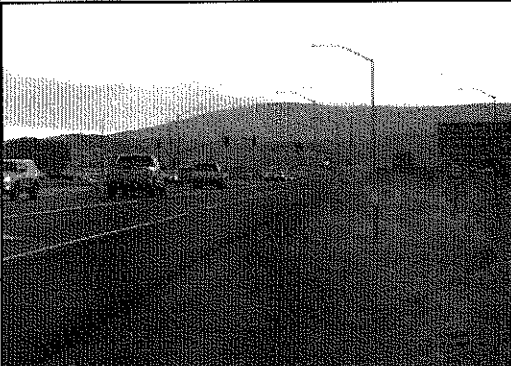
SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Bicycle Status:	Allowed
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Other Classifications

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

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

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

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

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

*LOS A if improved to four-lane expressway

Segment Information

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

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

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

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

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

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

Table 14: Turn Lanes (Segment 4)

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

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

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

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

Segment Considerations

Commute Traffic, Differential Speed Limit and Passing

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

Weather

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

Other

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

Segment Management

ITS and Other Traveler Information

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

Commute Travel Management

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

Deer

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

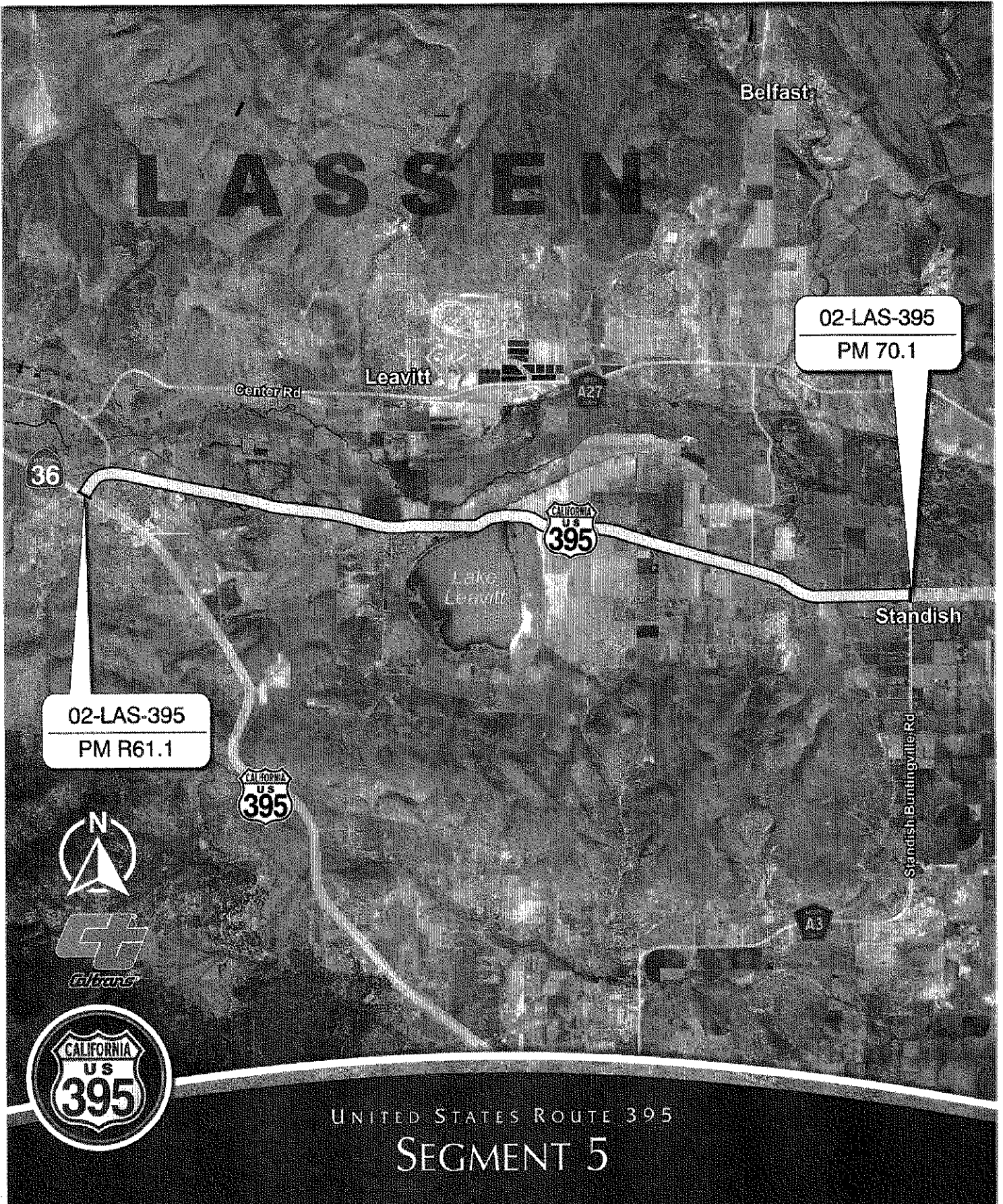
Other

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



SYSTEM
PLANNING

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



Belfast

L A S S E N

02-LAS-395

PM 70.1

Center Rd

Leavitt

A27

36

CALIFORNIA
US
395

Lake
Leavitt

Standish

Standish/Buntingville Rd

02-LAS-395

PM R61.1

CALIFORNIA
US
395

A3



Caltrans



UNITED STATES ROUTE 395

SEGMENT 5

Fact Sheet for Segment Number 5

US 395 TCR

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

CURRENT HIGHWAY INFORMATION

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

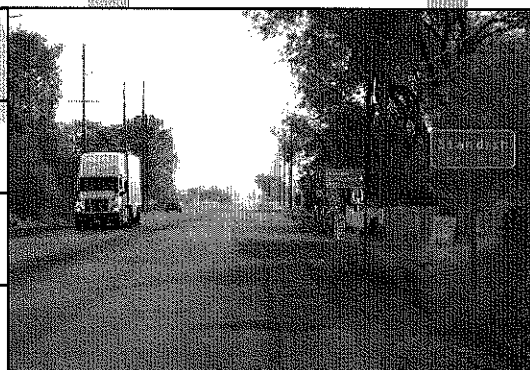
SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Bicycle Status:	Allowed
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Other Classifications

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

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

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

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

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

Segment Information

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

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

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

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

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

Table 15: Turn Lanes (Segment 5)

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

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

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

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

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

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

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

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

Segment Considerations

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

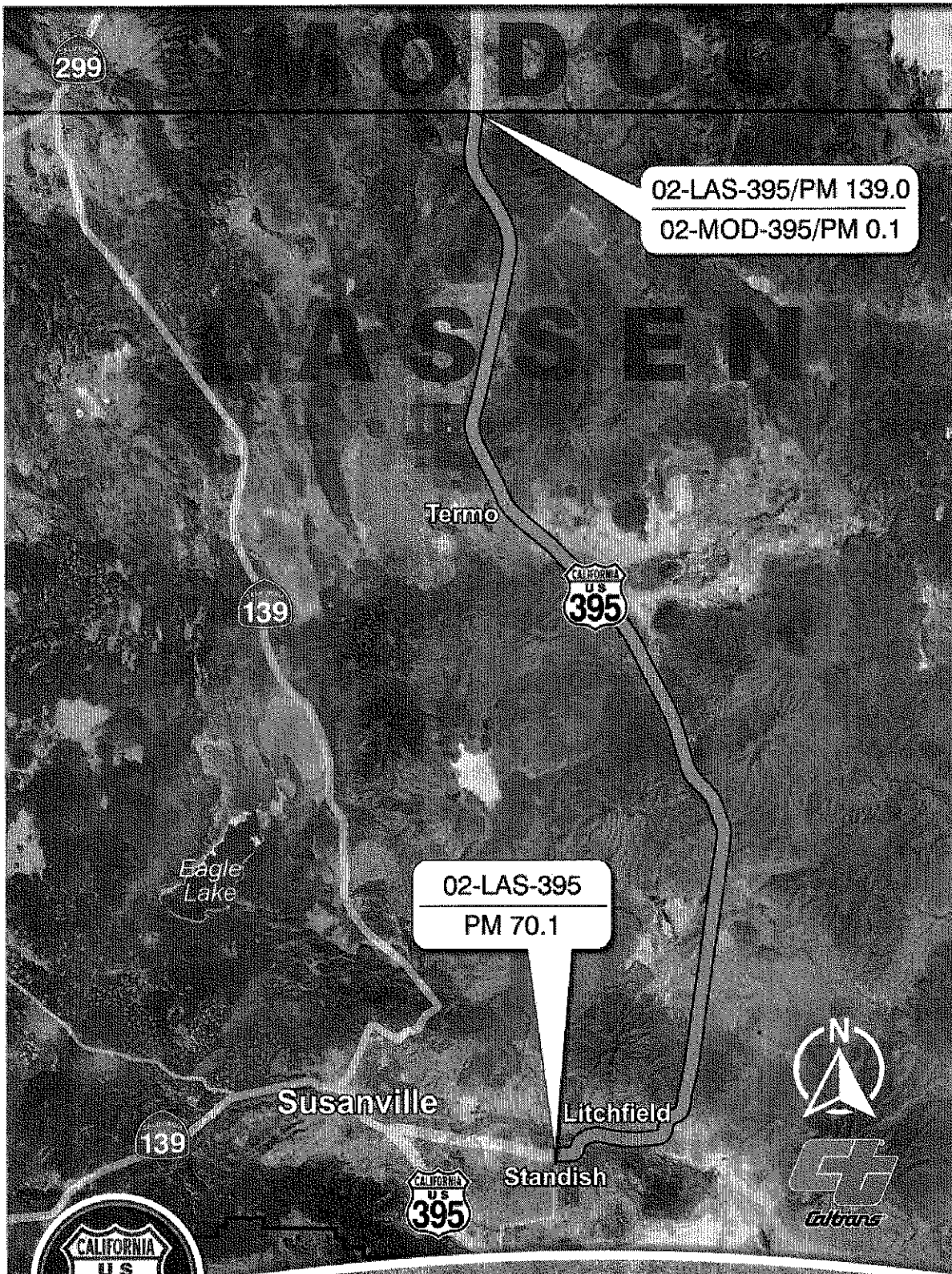
Segment Management

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



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UNITED STATES ROUTE 395

SEGMENT 6

Fact Sheet for Segment Number 6

US 395 TCR

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

CURRENT HIGHWAY INFORMATION

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

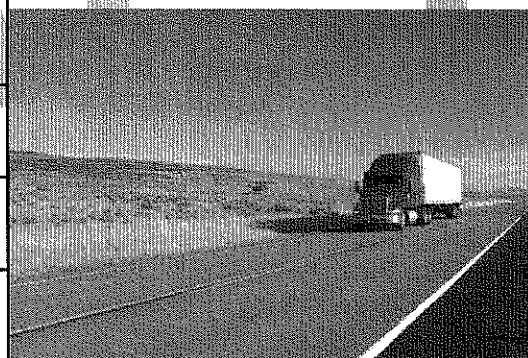
SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Bicycle Status:	Allowed
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Other Classifications

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

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

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

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

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

Segment Information

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

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

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

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

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

Table 16: Turn Lanes (Segment 6)

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

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

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

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

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

Trails

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

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

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

Communities

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

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

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

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

Segment Considerations

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

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

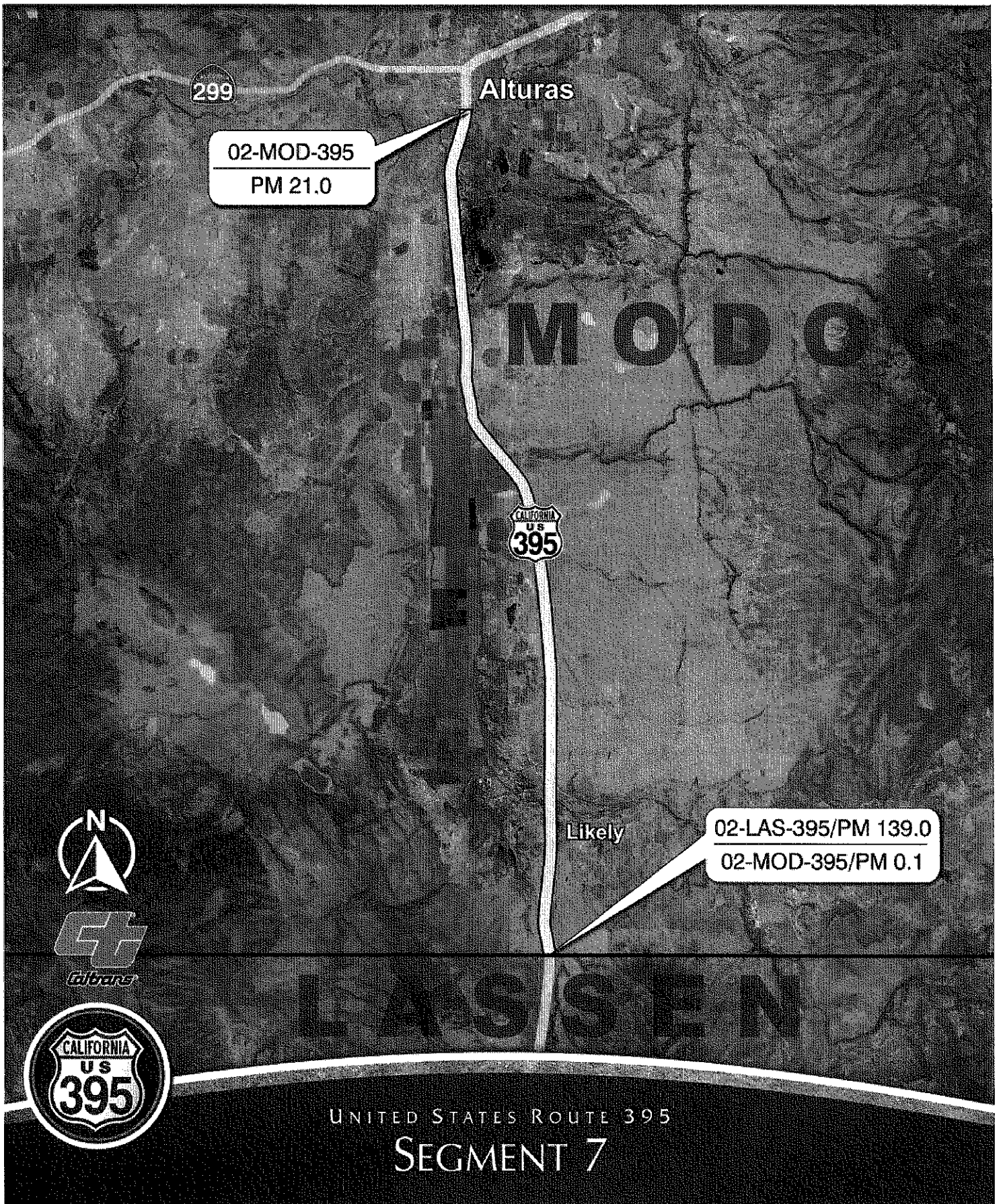
Segment Management

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



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UNITED STATES ROUTE 395
SEGMENT 7

Fact Sheet for Segment Number 7**US 395 TCR**

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

CURRENT HIGHWAY INFORMATION

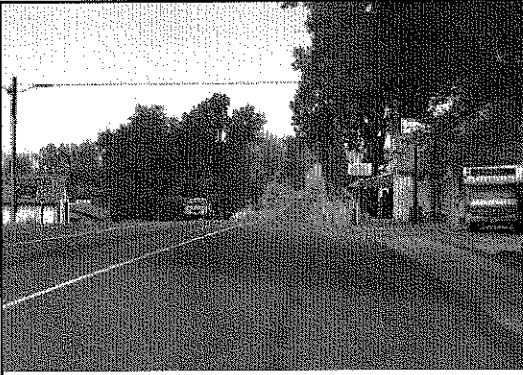
Number of Lanes:	2	Percent Trucks:	29%
Terrain:	Rolling to Level	Percent 5-axle Trucks:	83%
Lane Width:	12 feet	Average Treated Shoulder:	2-8 feet

SYSTEM DESIGNATIONS**BICYCLE STATUS****Functional Classification:** Principal Arterial

Allowed

Other Classifications

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

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

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

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

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

Segment Information

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

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

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

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

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

Table 17: Turn Lanes (Segment 7)

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

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

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

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

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

Segment Considerations

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

Segment Management

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



SEGMENT 8

Fact Sheet for Segment Number 8

US 395 TCR

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

CURRENT HIGHWAY INFORMATION

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

SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification: Principal Arterial

Allowed

Other Classifications

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

Route Concept

Segment Concept

Present:

2C

2-4C

20-Year:

2C

TBD

Concept Level of Service

C/D Threshold



TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

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

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

Segment Information

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

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

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

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

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

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

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

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

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

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

Table 18: Turn Lanes (Segment 8)

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

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

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

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

Segment Considerations

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

Segment Management

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

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



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



O R E G O N

02-MOD-395
PM 61.6

Goose Lake

Upper
Alkali
Lake



02-MOD-395
PM 23.3



Cedarville

Middle
Alkali
Lake



Alturas



UNITED STATES ROUTE 395

SEGMENT 9

Fact Sheet for Segment Number 9

US 395 TCR

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

CURRENT HIGHWAY INFORMATION

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

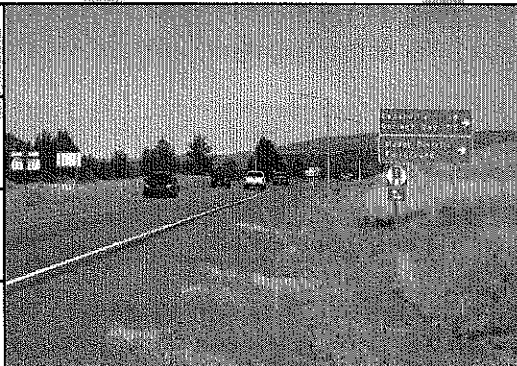
SYSTEM DESIGNATIONS

BICYCLE STATUS

Functional Classification:	Principal Arterial	Bicycle Status:	Allowed
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Other Classifications

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

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

TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS)

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

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

Segment Information

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

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

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

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

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

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

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

Table 19: Turn Lanes

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

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

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

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



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

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

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

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

Segment Considerations

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

Segment Management

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

choose to do so with regional funds.

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

DRAFT

APPENDIX A: COUNTY INFORMATION



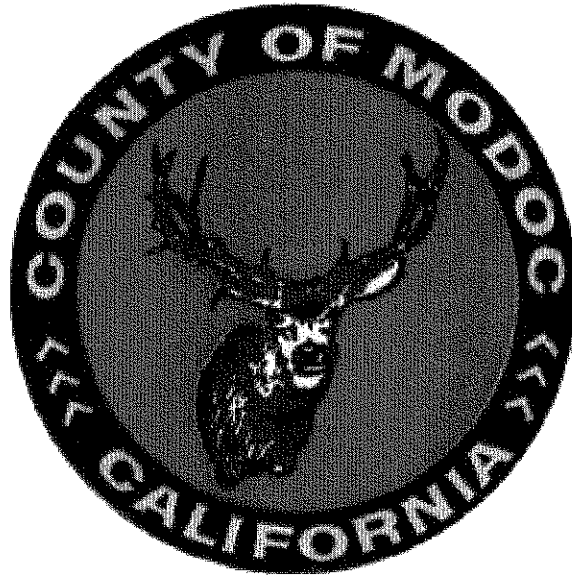
DRAFT

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

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

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

*2010 Census - United States Census Bureau



DRAFT

Modoc County

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

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

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

*2010 Census - United States Census Bureau

APPENDIX B: PUBLIC OUTREACH ACTIVITIES & PUBLIC INVOLVEMENT

Table 20: Public and External Stakeholder Involvement

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

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

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

DRAFT



TRANSPORTATION CONCEPT REPORT

UNITED STATES ROUTE 395

HOTEL
NILES

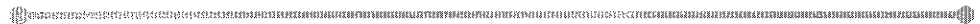


PUBLIC WORKSHOP

CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2

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

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



FOR MORE INFORMATION:

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



TRANSPORTATION CONCEPT REPORT

UNITED STATES ROUTE 395



PUBLICWORKSHOP

CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2

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

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



FOR MORE INFORMATION:

CALTRANS PUBLIC INFORMATION OFFICE • 530.225.3426

PROJECT MANAGER TRINA BLANCHETTE • 530.225.3478

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



TRANSPORTATION CONCEPT REPORT

UNITED STATES ROUTE 395



PUBLICWORKSHOP

CALIFORNIA DEPARTMENT OF TRANSPORTATION • DISTRICT 2

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

● Thursday, May 25th • 7:00-8:00 pm

● Janesville Fire Hall

● 463390 Main St • Janesville • CA

(AT THE CORNER OF MAIN & SEARS)

FOR MORE INFORMATION:

CALTRANS PUBLIC INFORMATION OFFICE • 530.225.3426

PROJECT MANAGER TRINA BLANCHETTE • 530.225.3478

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

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NEWS RELEASE

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

FOR IMMEDIATE RELEASE

PUBLIC WORKSHOP REGARDING US HIGHWAY 395 IN ALTURAS

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

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

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

State of California • Department of Transportation



NEWS RELEASE

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

FOR IMMEDIATE RELEASE

PUBLIC WORKSHOPS REGARDING US HIGHWAY 395 IN DOYLE AND JAMESVILLE

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

Doyle: May 24, 2017 from 6 to 7 p.m. at the Doyle Senior Center, 43465 Doyle Loop, Doyle.

Jamesville: May 25, 2017 from 7 to 8 p.m. at the Jamesville Fire Hall, 46339 Main Street, Jamesville.


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

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

3:00pm The Door Between the Worlds

Monday, May 15

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

When Mon, May 15, 4pm – 5pm

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

Description PUBLIC WORKSHOP REGARDING US HIGHWAY 395 IN ALTURAS

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

5:30pm National University- Redding Campus information Session

Tuesday, May 16

SESAME STREET LIVE "ELMO MAKES MUSIC"

Wednesday, May 17

Events shown in time zone: Pacific Time 

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

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

Plumas Audubon Society Spanish Ranch Bird Walk, Meadow Valley
Meet at 6669 Buck's Lake Road in Meadow Valley at 7 a.m. Saturday, May 20. When coming from Quincy, the house on the right side, two houses past the Pineleaf intersection. The walk will go until about 10:30 a.m.
For more information, visit plumasaudubon.org/calendar.

Third Saturday Breakfast
The Friends of the Lassen-Janesville Masonic Lodge No. 149 host the Third Saturday Breakfast from 8 to 11 a.m. Saturday, May 20 at the Masonic Hall on Lassen Street in Susanville.
For more information, call Ric Nunnellee at 310-6097.

Susanville Symphony Society Pops Concert
The Susanville Symphony will play some of the greatest popular music of all time including Grammy winning artists like Adelle, Bruno Mars and more at 2:30 p.m. Sunday, May 21 at the Susanville Assembly of God Church.
Tickets are available at Axia Home Loans, Margie's Book Nook or by calling the Symphony Hotline at 310-8111.
For more information, go to susanvillesymphony.com.

Susanville Indian Rancheria Eighth annual Memorial Pow Wow
The Susanville Indian Rancheria hosts the eighth annual Memorial Pow Wow Sunday, May 21 at the Lassen County Fairgrounds.
For more information, call Amelia Luna at 249-7192 or visit sir-powwow.com.

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

Jaycee Whitlock, with her mom inflatable balls during the Chil

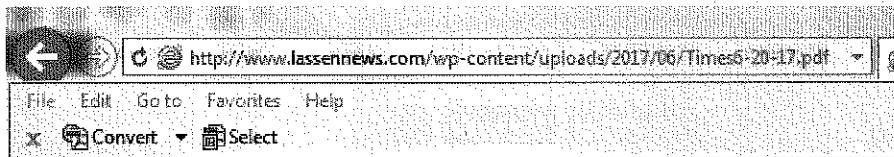
Caltrans hosts workshops
The California Department of Transportation District 2 will host workshops to provide the public the opportunity to discuss the future of U.S. Highway 395.
•Doyle: May 24, 2017 from 6 to 7 p.m. at the Doyle Senior Center, 434685 Doyle Loop, Doyle.
•Janesville: May 25, 2017 from 7 to 8 p.m. at the Janesville Fire Hall, 463390 Main Street, Janesville.
Comments or questions may be submitted at these meetings, by telephone, email or by mail. Comments can be provided to Trina Blanchette by phone at 225-3478, e-mail address trina_blanchette@dot.ca.gov or sent to Caltrans District 2, Attention: Trina Blanchette, Office of System Planning, 1657 Riverside Drive, MS 3, Redding, CA 96001.

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Lassen County Times, Westwood PinePress

Caltrans works on 395 plan

Makenzie Davis
News Editor
mdavis@lassennews.com

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

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

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

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

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

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

Most notably, Blanchette said the comments received from residents who use Highway 395 noted issues with passing capabilities, longer and more passing

lanes throughout the stretch of roadway and there were suggestions of making the highway four lanes. However, the discussion of making the road four lanes caused some concern with property owners who were unsure of how the expansion would effect their land.

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

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

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

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

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

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

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

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

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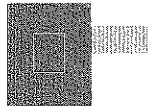
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Car talk: Caltrans Collects Comments to Improve a High Desert Highway

By H.A. Silliman May 30, 2017 16

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