

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



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

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



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

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

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

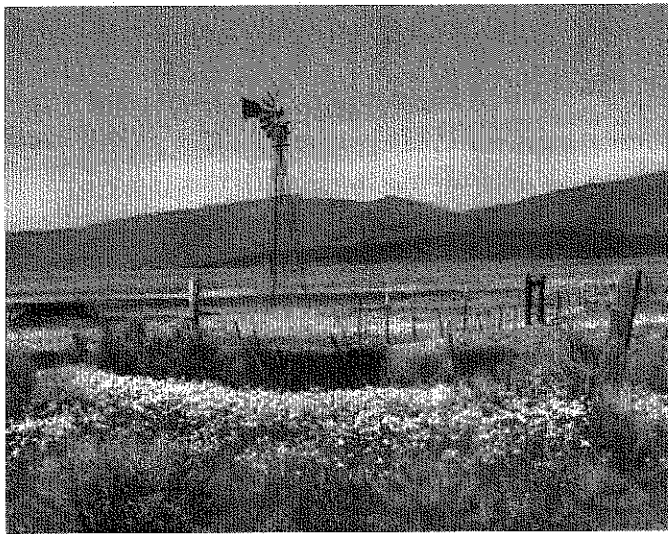
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planned—in cities along the road—seeking citizens' comments.

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

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

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



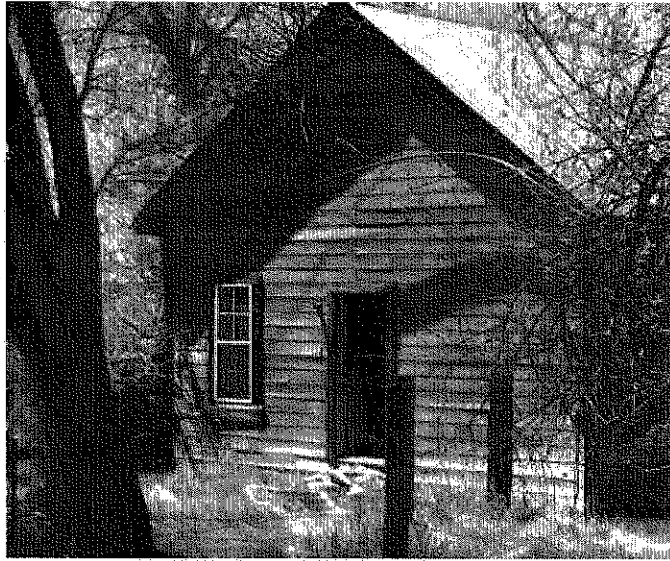
*A windmill south of Madeline on Highway 395 reminds motorists that agriculture still thrives in the high desert. Photo by Hal Silliman.*

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

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

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

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

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

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

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

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powered as in other parts of the state.

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

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


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

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All photos by H.A. Silliman



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# US 395 TRANSPORTATION CONCEPT REPORT (TCR)

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

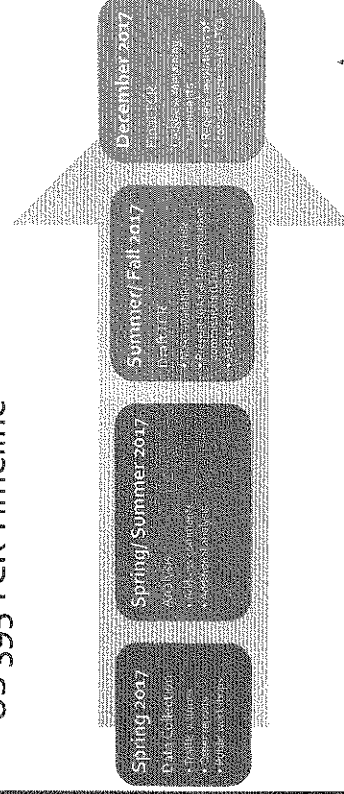
## Agenda

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

## What is a TCR?

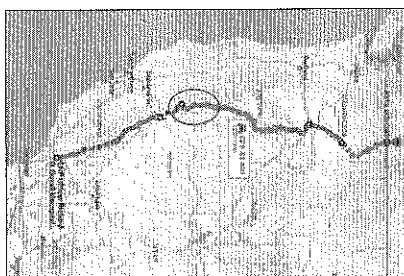
- 20-year transportation plan
- Looks at other plans (regional transportation plans, for example)
- Includes data analysis
- Multi-modal
- Identifies issues and potential improvements
- Includes involvement of:
  - Public
  - Local transportation commissions
  - Tribes
  - Other governmental agencies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

## US 395 TCR Timeline



# Characteristics of US 395

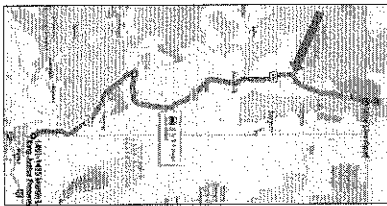
- Goes through 4 states: California, Nevada, Oregon and Washington
- 1,300 miles long
- Serves many purposes:
  - Recreational travel
  - Goods movement
  - Commuter route



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# US 395 in District 2

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



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# US 395 in District 2

US 395 has different characteristics, depending on location



Nevada state line to the SR 36 junction



Alturas



SR 36 junction to Alturas

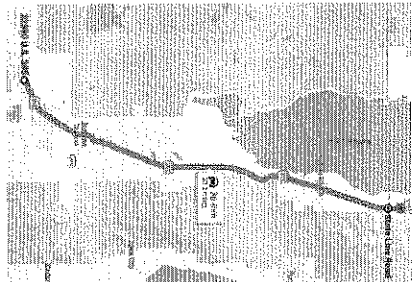


Alturas to the Oregon state line

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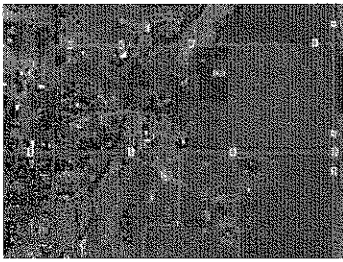
# 1. Oregon State Line to Alturas

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

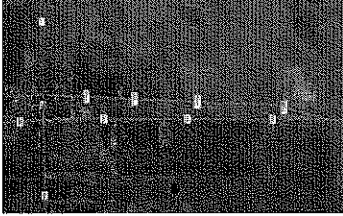


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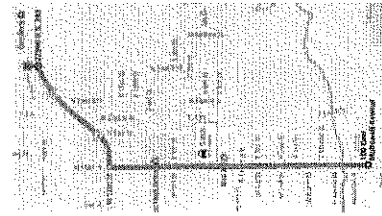
New Pine Creek



Davis Creek



SR 299 Junction



## 2. US 395 in Alturas

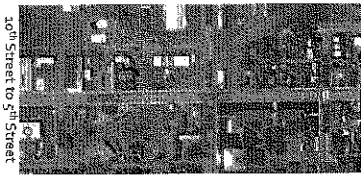
- What works well?
- What works not-so-well?
- How can it be improved?

Alturas (North)

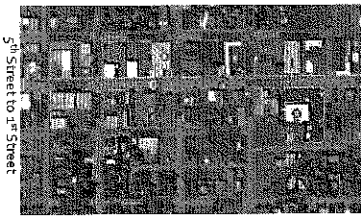




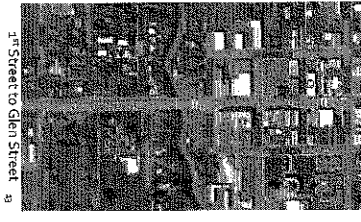
Alturas (South)



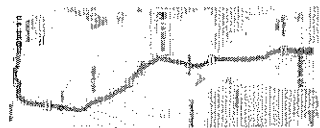
30th Street to 5th Street



5th Street to 1st Street



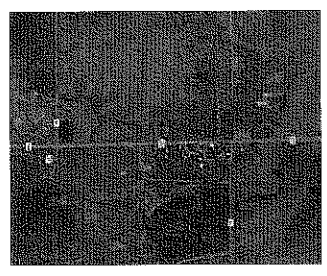
1st Street to Glen Street



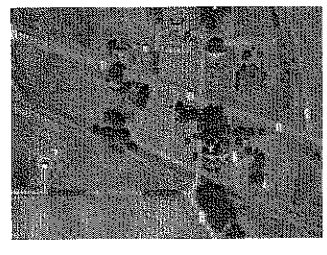
3. US 395 FROM  
ALTURASTO THE SR 36  
JUNCTION

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

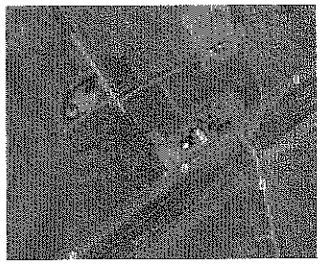
Likely



Madeline



Termo



Ravendale



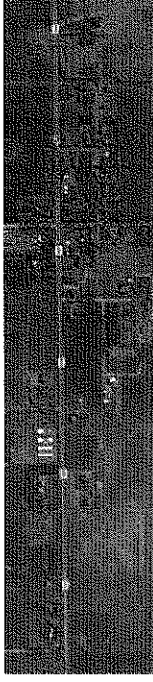


Litchfield

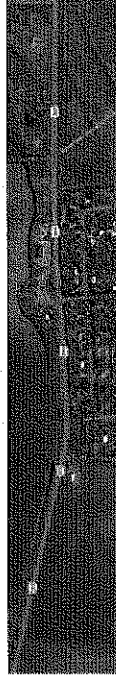


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Standish



Leavitt Lake



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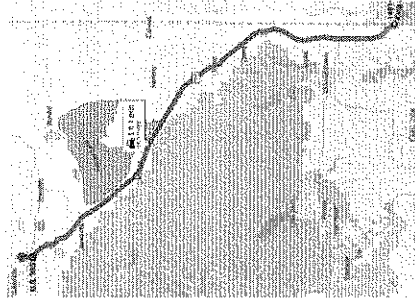
SR 36 Junction



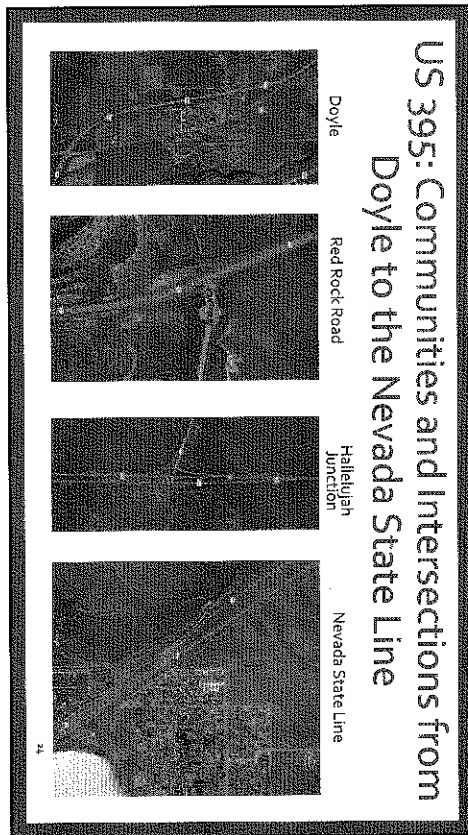
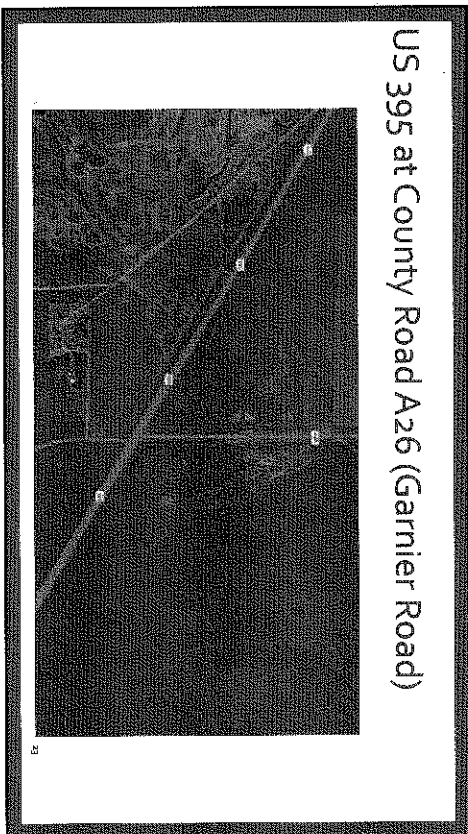
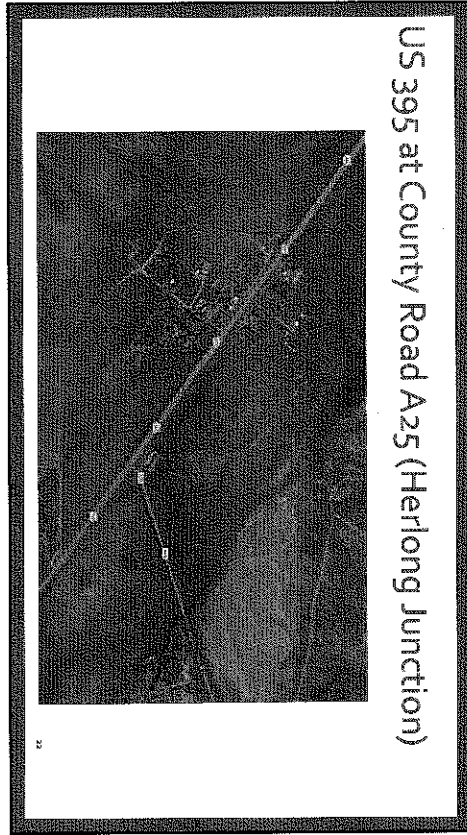
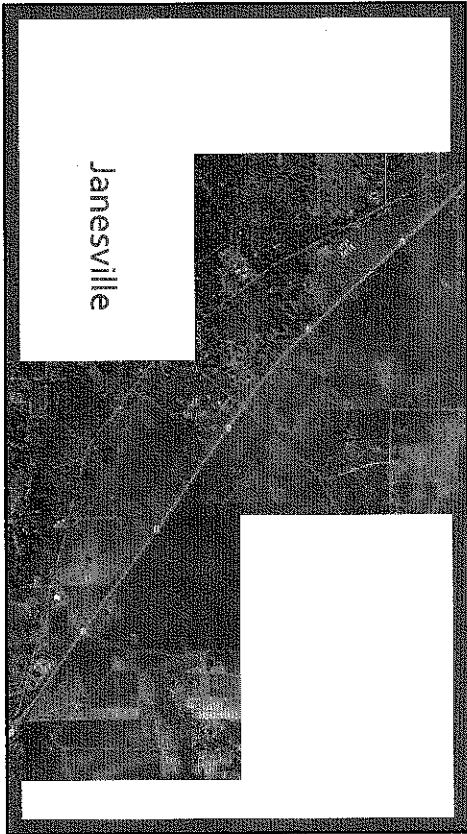
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#### 4. SR 36 Junction to the Nevada State Line

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



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Any additional comments?

Any questions?

### Next Steps

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

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Website:  
<http://www.dot.ca.gov/district2/planning/conceptplans.htm>



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## US 395 SUMMARY OF COMMENTS

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

### Acronyms:

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

## **SUMMARY OF COMMENTS – LASSEN COUNTY TRANSPORTATION COMMISSION**

### **US 395 Transportation Concept Report**

#### Existing Conditions

##### **Traffic and Passing**

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

##### **Goods Movement on US 395**

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

##### **Other Comments on Existing Conditions**

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



### Suggestions for US 395

- Lassen County's 2012 RTP identifies the long-term vision of the route as a four-lane expressway from SR 70 to SR 36.
- Four lanes would improve operations and reduce the need for passing to occur into the opposing lane.
- There is economic benefit to having four lanes. It will create opportunities for this area.
- "Every person in the County wants four lanes."
- We want four lanes. We've just been waiting for Caltrans to do it.
- There have been discussions about four lanes since 1970s/1980s. The "turn on headlight section" was implemented in the meantime. Now it's 40 years later and we still need four lanes. Headlights are not a sufficient solution.
- Don't wait another 20 years. Expansion needs to happen sooner than 20 years from now.
- Four lanes has been the concept for a long time, is this plan really going to make a difference?
- If we say OK to passing lanes, then you do passing lanes and you forget the four lanes concept. Passing lanes takes pressure off of Caltrans.
- It would be best to have four lanes, if not, then let's do passing lanes and left turn pockets.
- Interim measures such as lengthening existing passing lanes are also appropriate.
- Need more passing lanes.
- Improve US 395 to support additional volumes of freight traffic.
- If more solid yellow lines are painted, then vehicles would get stuck for long periods behind trucks. *Passing opportunities are based on sight distance.*
- Provide accommodations for cross traffic (agricultural, pedestrian and vehicle) in rural communities along the route.
- We want more park and rides, and we want Caltrans to pay for it<sup>1</sup>.
- Well-lit parking areas for freight trucks to "over-night" during periods of inclement weather are needed.
- Provide 24-hour, ADA-accessible alternative locations when roadside rest areas are closed.

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

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

**TUESDAY, JUNE 13, 2017**

**US 395 Transportation Concept Report**

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

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

## SUMMARY OF COMMENTS – ALTURAS PUBLIC WORKSHOP

MONDAY, MAY 15, 2017  
US 395 Transportation Concept Report

### General Comments

#### Rest Areas and Truck Parking

- There are long stretches between Susanville and Alturas and between Lakeview and Alturas without a designated place for fire service trucks, other trucks or passenger vehicles to rest.
- Truck parking used to occur in the veterans park but it is no longer open.
- After 10pm, no truck parking facilities are available.
- There is a rest area near Madelaine Plains.
- Provide real rest stops – With running water and power, keep heated in the winter, and keep them open year-round. Include truck parking so that trucks won't park in Alturas business' parking lots<sup>1</sup>.
  - Two locations preferred: about halfway between Lakeview and Alturas, and near Likely or Ravendale (consider the area near the airport in Ravendale).
  - The rest area near Burney on SR 299 should be open year-round and have water and flush toilets<sup>2</sup>.
  - Honey Lake Rest Area works well. Can there be something similar north?

#### Traveler Information

- There is no traveler information north of Susanville<sup>3</sup>. There might be an RWIS, or a HAR sign in Alturas.

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

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

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

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

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

Madeline Plains area (LAS 112.0-130.0)<sup>4</sup>.

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

#### Limited Services

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

#### Winter Travel

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

#### Road Geometry and Features

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

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

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

#### I-11

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

#### Speeds through Communities

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

#### Other

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

#### Alturas

##### Slow speeds down in Alturas

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

### Bicycles and Pedestrians in Alturas

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



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

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

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



#### Alturas – Other

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

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## SUMMARY OF COMMENTS – DOYLE PUBLIC WORKSHOP

WEDNESDAY, MAY 24, 2017

US 395 Transportation Concept Report

### Existing Conditions

#### Passing/Speed

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

#### Turn Pockets and Signage

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

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

#### Weather

- Improve culvert cleaning in the Leavitt Lake area to prevent ditches flooding into Leavitt Lake.
- Winds<sup>1</sup>
  - High winds in the Doyle area.
  - High winds can blow trucks over. They might tip over into the oncoming lane.
  - Highway should get closed before trucks tip over.
- When thinking about expanding the highway, consider that the greater the surface area of the roadway, the more work it would be to clear the ice.
- Ice and Snow
  - During the last two years the plowing has gotten better, in general.
  - Increase the frequency of snow plowing between the SR 70 junction and Doyle.
  - Shaded sections of the route tend to be icy. Cut all the trees in the right of way to minimize the shade.

#### Highway and Roadside Maintenance

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

#### Trip Generating Facilities and Travel Patterns

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

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

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

### Suggestions

#### Expansion

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

#### Traveler Information

- Install more high wind signs.
- HAR Flashers
  - Are located at SR 36 and SR 70 only.
  - Provide some in between too, at Doyle and at the access roads to SIAD. If there is important highway information, SIAD and FCI employees do not get the information when an advisory is released during their shift.
  - Especially important for wind warnings.
- Radio stations
  - HAR does not work well in some areas since the AM signal is blocked by the hills<sup>2</sup>.
  - Internet service is available, and smartphones get reception, but there is no radio signal.
- Use signs to warn drivers when there is an unexpected closure on US 395. There is no warning for drivers when US 395 is closed due to an incident<sup>3</sup>. Sometimes it takes hours for traffic to start moving again.

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

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

- Consider providing warning for drivers on US 395 near A-25 (LAS 34.5) and A-26 (LAS 29.8) during heavy commute times, perhaps with warning signs and blinking lights<sup>4</sup>.

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

## SUMMARY OF COMMENTS – JANESVILLE PUBLIC WORKSHOP

THURSDAY, MAY 25, 2017

US 395 Transportation Concept Report

### Existing Conditions

#### Speeds and Passing

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

#### Community Concerns

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

#### US 395 North of the SR 36 Junction

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



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

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

#### Other

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

#### Suggestions

##### Expansion and Realignment

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

##### Passing

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

**Table 21: Passing and Truck Climbing Lanes on US 395**

Start PM	End PM	Length	Travel Direction
LAS 9.0	LAS 10.1	1.1	Northbound
LAS 11.7	LAS R10.3	1.4	Southbound
LAS 26.6	LAS 27.6	1.0	Northbound
LAS 29.8	LAS 28.8	1.0	Southbound
LAS 35.1	LAS 36.3	1.2	Northbound

**Table 21: Passing and Truck Climbing Lanes on US 395**

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

### Turn Lanes

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

### Enforcement

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

### Wildlife

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

### Rest Area and Inspection Station

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

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

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

Other

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

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

### **US 395 Transportation Concept Report**

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

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

- The truck speed limit is only 55 mph and the vehicular speed limit is 65 mph, resulting in vehicles passing the trucks in the opposing lane and congestion.
- If passenger vehicles are exceeding the posted speed limit when approaching trucks, it causes backups quickly due to the speed differential.
- When trucks get to a passing lane, they tend to speed up with the other traffic.
- US 395 seems to be a major truck route, so there are a lot of trucks, which exacerbates issues stemming from the speed differential.
- Need enough passing lanes because of speed differential.
- Bass Hill Road (LAS 57.6) has no right turn lane (SB) and the left turn lane (NB) seems too short. The community member feels the passing lanes in both directions should be longer and it is difficult to see to the north and to the south when turning onto US 395 from Bass Hill Road.
- Drivers pass illegally, often these are drivers from other states.
- Some drivers begin to pass in advance of the presence of a passing lane, anticipating the ability to complete the passing maneuver within the passing lane.
- Drivers tailgate and use poor judgment when passing. Sometimes it is necessary to drive on shoulder or pull over to avoid an oncoming vehicle that is passing.
- Drivers sometimes pass on a solid yellow line because they get impatient waiting behind trucks for legal passing opportunities. Sometimes drivers pass, even when there is a “passing lane ahead sign.”
- Improvements such as passing lanes and highway widening have helped.
- Some sections with a curve or a hill are striped for passing. Sometimes people not familiar with the highway pass at these sections. One location is the south end of Long Valley.
- Many years ago, the local newspaper reported that the state had acquired enough land to build a 4-lane freeway between Susanville and Reno, to be completed by 2000. Although traffic volumes have increased significantly over the last couple decades<sup>1</sup>, the only four-lane section today is from Hallelujah Junction to Reno.
- There has been a big increase in traffic between Reno and Susanville over the last ten years<sup>1</sup>.

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

### Travel Patterns

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

### SIAD

- SIAD is one of FedEx's biggest customers.
- SIAD will be hiring 500 more people. The current number of employees is 1200-1500, consisting of both government employees and contractors.
- There is a lot of temporary work on the base; for example, construction.
- Some commuters from SIAD and FCI Herlong speed along US 395 during their commute home.
- Morning and evening traffic noticeably increased<sup>2</sup> after FCI Herlong was built and SIAD employment increased.

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

### Park and Rides near Janesville<sup>3</sup>

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

### Wildlife

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

### Other

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

### Nevada State Line to the SR 36 Junction – Suggestions

#### Capacity

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

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



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

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

#### Other

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

#### Susanville to Alturas

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

Alturas

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

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PLUMAS COUNTY TRANSPORTATION COMMISSION COMMENTS

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

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## Public Involvement Website Links

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

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

### Caltrans Website Links:

#### District 2

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

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

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

Information for How Caltrans Builds Projects:

[http://www.dot.ca.gov/hq/oppd/proj\\_book/](http://www.dot.ca.gov/hq/oppd/proj_book/)

#### Other Websites:

**Environmental document summaries** that have been prepared and posted during the project development stage can be found on the State Clearinghouse website

(<http://www.ceganet.ca.gov/QueryForm.asp>). The site includes environmental documents submitted to meet the California Environmental Quality Act (CEQA) requirements and some federal National Environmental Policy Act (NEPA) documents. The information can be searched for by county or city, and will include project title, project location, lead agency name, contact information and project description.

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

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

## APPENDIX C: TRIBAL FACT SHEETS

### In Progress

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

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

### STATUS: Non-Federally Recognized Tribes

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

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

XXX County

## APPENDIX D: ROUTE DESIGNATIONS

### FEDERAL DESIGNATIONS

#### National Highway System (NHS)

Added: 1995

Legislation: National Highway System Designation Act

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

#### Strategic Highway Network (STRAHNET)

Added: 1990

Legislation: Federal Defense Act

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

#### Surface Transportation Assistance Act (STAA) Network

Added: 1982

Legislation: Surface Transportation Assistance Act (STAA)

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

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

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

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

#### National Highway Freight Network

Added: 2015

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

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

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

## STATE CLASSIFICATIONS

### State Highway System

Added: 1964

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

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

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

### Interregional Road System (IRRS):

Added: 1989

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

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

### Strategic Interregional Corridors:

Added: 2015 Interregional Transportation Strategic Plan (ITSP)

Legislation: Not in statute

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

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

#### **Sacramento Valley - Oregon Corridor**

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

#### **North Coast - Northern Nevada Connections Corridor**

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

### Life Line Routes

Added: California Department of Transportation Strategic Plan-1994.

Legislation: Not in Statute

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

**Freeway and Expressway System (F & E)**

Added: Statutes of 1959

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

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

**California Truck Route Classifications**

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

Legislation: California Vehicle Code-Sections 35400-35414

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

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

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

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

**Intermodal Corridor of Economic Significance (ICES)**

Added: Statutes of 1994

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

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

**California Freight Mobility Plan 2015:**

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

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

*Tier designated routes within District 2 include:*

Tier 2 - Interstate 5

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



## APPENDIX E: ENVIRONMENTAL CONSIDERATIONS

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

Some of the key environmental considerations along US 395 are:

### Recreational Land (Section 4(f))

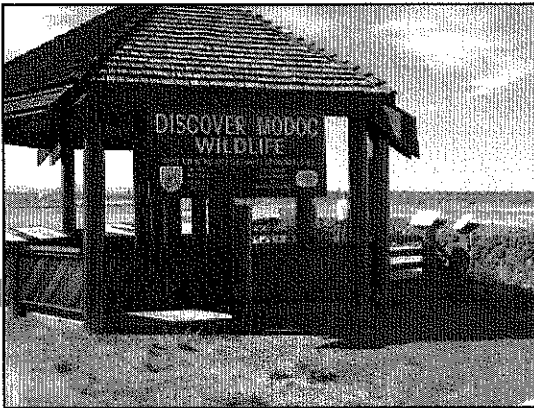


Figure 25. Modoc Wildlife Refuge (MOD R20.4)

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

Table 22: Recreational Land (Section 4(f)) Along US 395

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

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

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

### Farmland/Timberland

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

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

### Community Impacts/Environmental Justice

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

### Visual Aesthetics

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

## **Cultural Resources**

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

## **Floodplain**

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

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**Table 24: Flood Zones Along US 395**

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

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

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

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

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

## Climate Change

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

## **Geology/Soils/Seismic**

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

### Mineral and Geothermal Resources

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

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

### Seismic

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

## **Hazardous Materials**

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

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

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

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

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

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

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

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

### **Naturally Occurring Asbestos (NOA)**

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

### **Air Quality**

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

### **Noise**

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

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

### **Waters and Wetlands**

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

**Table 25** lists additional wetlands along US 395.

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**Table 25: Wetland Locations and Types**

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



## Wild and Scenic Rivers

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

## Species Considerations

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

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

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

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

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

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

Group	Name	Federal Status	State Status	CDFW Status	County
	Townsend's Big-Eared Bat	-	SC (T)	SSC	Lassen & Modoc
	Western Red Bat	-	-	SSC	Lassen
	Western White-Tailed Jackrabbit	-	-	SSC	Lassen & Modoc
<b>Reptiles</b>	Western Pond Turtle	-	-	SSC	Lassen & Modoc

CDFW – California Department of Fish & Wildlife  
 FE – Federally listed as endangered  
 FP – Fully protected  
 FPT – Federally proposed (threatened)  
 FT – Federally listed as threatened  
 SC – State candidate (T or E)  
 SE – State listed as endangered  
 SSC – Species of special concern  
 ST – State listed as threatened  
 WL – Watch list

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

### **Fish Passage**

There are no known fish passageway barriers along the route.

### **Habitat Connectivity**

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

## APPENDIX F: HISTORICAL MARKERS NEAR US 395

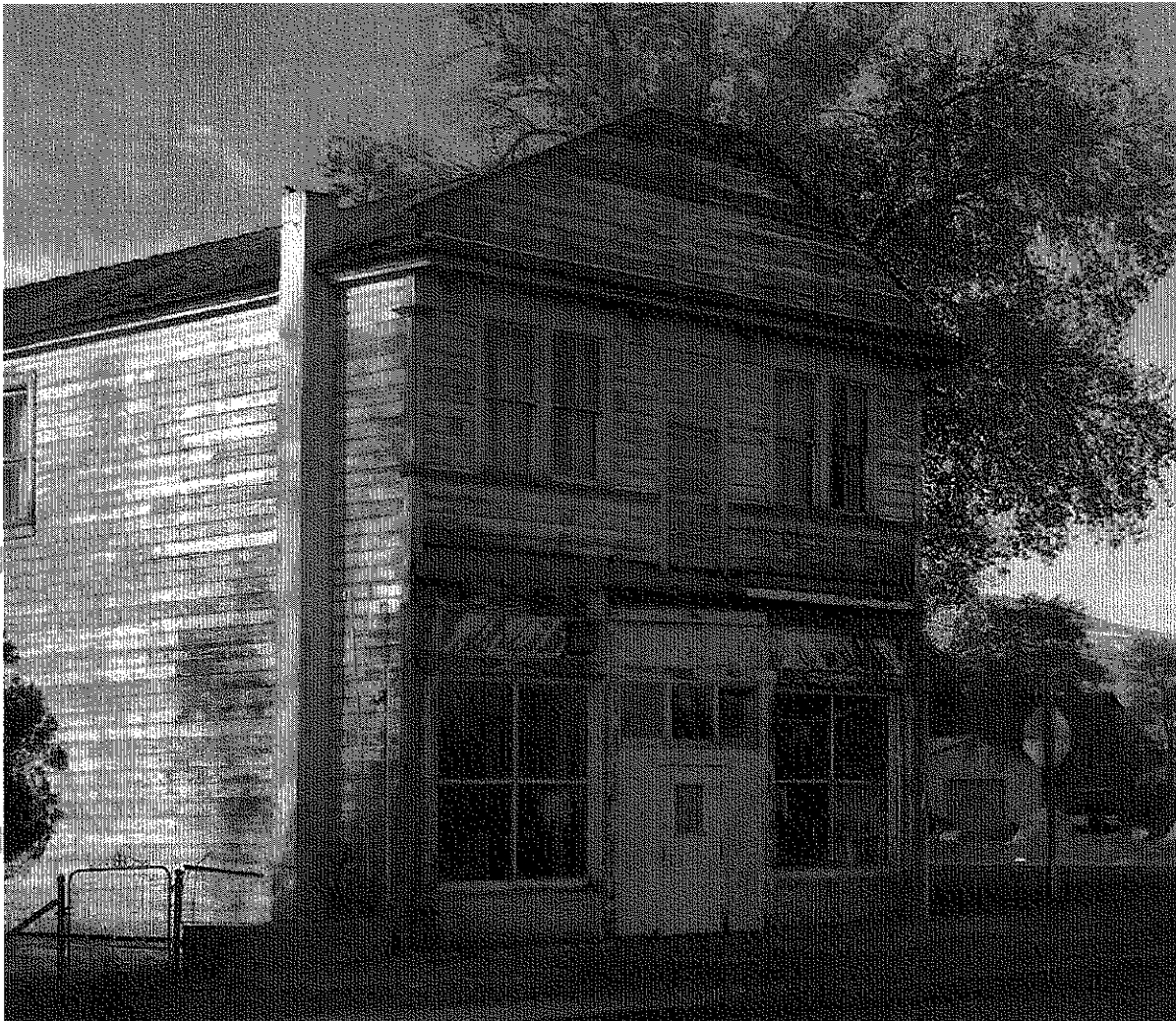


Figure 26. Standish Hall (LAS 70.1)

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

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