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299/44/36/395 Focus Route Corridor Stakeholders

Counties

Humboldt
Trinity
Shasta
Lassen
Washoe (Nevada)

Cities

Arcata,
Blue Lake,
Redding,
Susanville,
Reno

Regional Transportation Planning Agencies

Humboldt, Trinity, Shasta,
Lassen, Sierra,
Washoe (Nevada)

Departments of Transportation

California,
Districts 1, 2 & 3
Nevada, District 2

Tribal Governments

Federally Recognized Tribes-

Blue Lake Rancheria, Greenville Rancheria,
Hoopa Valley Reservation,
Pit River Tribe of California, Redding Rancheria,
Susanville Indian Rancheria, Table Bluff Reservation,
Washoe Tribe of Nevada and California

Non-Federally Recognized Tribes-

Honey Lake Maidu, Nor-Rel-Muk Nation,
Tsunngwe Council, Maidu Nation,
United Tribes of Northern California,
Wadatkuta Band of Northern Paiute,
Winnemen Wintu Tribe,
Wintu Tribe of Northern California

Public Involvement
(occurs throughout process)

Other Agencies

United States Forest Service



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Appendix B

Native American Tribal Fact Sheets

Tribal Governments

Federally Acknowledged

- Blue Lake Rancheria
- Greenville Rancheria
- Hoopa Valley Reservation
- Pit River Tribe
- Redding Rancheria
- Susanville Indian Rancheria
- Table Bluff Reservation
- Washoe Tribe of Nevada and California

Non-Federally Acknowledged

Lassen

- Honey Lake Maidu
- United Maidu Nation
- Wadatkuta Band of Northern Paiute of the Honey Lake Valley

Shasta

- United Tribes of California
- Winnemem-Wintu Tribe
- Wintu Tribe of Northern California

Trinity

- Tsnungwe Council
- Wintu Tribe of Northern California
- Nor-Rel-Muk Band of Wintu Indians

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BLUE LAKE RANCHERIA

INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

Due to the California Rancheria Act of 1958, the original Blue Lake Rancheria was terminated in the 1960s.

In 1983, a U.S. District Court for the Northern District of California (*Tillie Hardwick v. United States of America*) ruled that the failure of the BIA to comply with its obligations under the California Rancheria Act invalidated the Act. As a result, the Blue Lake Rancheria and 17 other California tribes were restored as federally recognized Indian tribes. During the period (1959-83) when the Reservation was terminated, the BIA deeded two parcels of the Reservation land to the non-Indian town of Blue Lake, which are not yet recovered. Expansion of the land based at Blue Lake, both by return of the original two parcels and by further land acquisitions, is a top tribal priority, since there is insufficient land for members.

LAND BASE

Blue Lake Rancheria is federally recognized Indian reservation shared by Wiyot, Tolowa, and Yurok people. The Rancheria is located in northern California: 12 miles north of Eureka and 5 miles east of Arcata, it currently has 82 acres.

In addition the Tribe claims ancestral territories: Territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

TRIBAL GOVERNMENT

Blue Lake Rancheria Tribal Government is organized under a Constitution, with the enrolled Tribal members eighteen years of age and older who reside on the Rancheria comprising a General council and The Blue Lake Rancheria Business Council (Business Council) as the Tribe's governing body. The Assistant Secretary of Indian Affairs approved the Rancheria's Constitution on March 22, 1989, authorizing full governmental powers to the duly elected Business Council. The Blue Lake Rancheria's Business Council represents the Blue Lake Indian Tribe and has the authority to administer programs designed to meet the needs of American Indians residing on the Blue Lake Rancheria, and operates the majority of these programs through a P.L. 93-638 Self-Determination Contract.

The Tribe also runs the Blue Lake Casino and the Play Station 777 Gas and Convenience Store.

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GREENVILLE RANCHERIA

INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

Due to the California Rancheria Act of 1958, the original Greenville Rancheria (275 acres) and Tribal members were terminated from Federal Recognition. In 1983, a U.S. District Court for the Northern District of California (*Tillie Hardwick v. United States of America*) ruled that the failure of the BIA to comply with its obligations under the California Rancheria Act invalidated this legislation. As a result, the Greenville Rancheria and 17 other California tribes were restored as federally recognized Indian tribes. The Greenville's Rancheria Tribal affiliation is Maidu, Wintu & Pit River Indian.

LAND BASE

Land Status: The Tribe has no land in Trust with the Federal Government and currently holds 1 acre of land in Redding, 10 acres in Greenville, and 1.5 acres in Red Bluff in fee. At the original Rancheria site, there is a historic school and church located on this parcel. In addition the Tribe also holds 1.25 acres of land in fee status in the Town of Greenville where a medical and dental facility are located. The Tribal government operations are run from the back of this building, which were recently relocated from Red Bluff.

In addition to a Tribal fee land, the Tribe claims ancestral territories in the Northern Sacramento foothills, and valley, the territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

TRIBAL GOVERNMENT

The Tribe falls under the Indian Reorganization Act of 1934. The Tribal Council/Business Council meets every Thursday of the month, the elected Council is made up of a Tribal Chairperson, Vice Chair, Secretary, Treasurer, and Members at large. The membership meetings are on the 2nd weekend of the month, meetings are limited to members of the Tribe. There are 150 +/- enrolled Tribal members.

Services- The Tribe runs a medical and dental facility out of a building they own in Greenville on fee lands, and a medical/dental facility they rent in Red Bluff to serve tribal and non tribal members in that area.

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HOOPA VALLY RESERVATION

INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

The Treaty of 1864 of peace and friendship between the United States government, and the Hoopa, South Fork, Redwood, and Grouse Creek Indians. This Treaty set aside 89,572 acres, for reservation purposes for the sole use and benefit of the tribes, in 1876 the executive order was signed acknowledging this treaty. The Hoopa Reservation is the largest California Indian Reservation.

LAND BASE

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TRIBAL GOVERNMENT

The Tribal Chairman is elected for a term of 2 years. The other Tribal Council members shall be elected for terms of two years, which are staggered. The Council is comprised of 7 elected Council people and one elected Chairperson. Of the 7 council people, one is elected by the council to represent them as the Vice-Chairperson. The 7 elected officials are representatives of the 7 fields or districts that correspond to Traditional Village sites and make up the Hoopa Valley. Hoopa Membership is approximately 2000+/-.

Services-The Hoopa Valley Tribe offers to Tribal Members, Employees, and the Hoopa Valley Community Members: Hoopa Valley Housing Authority which works under funding allocations from Housing & Urban Development (HUD) in order to provide Tribal Members with affordable housing and rental units.

Hoopa Valley Tribal Court- provides fair, impartial, efficient and effective resolution of civil cases through the application of Tribal Laws and community standards.

Hoopa Tribal Insurance- provides employees of the Hoopa Valley Tribe with leading insurance, retirement, and medical care packages as well as providing the Hoopa Valley Tribe with umbrella coverage.

The Realty division of land Management- maintains and manages all the various lands types located throughout the reservation. They provide surveying services, title searches, grazing leases, and most of the tasks related to managing both fee and trust land.

Hoopa Valley Archives- provides archival services and records searching as an administrative service to the Tribal Membership and employees.

Plant Management- is the maintenance department of the Hoopa Tribe and provides services to most of the departments and entities of the Tribe.

The Hoopa Tribal Museum- Displays one of the finest collections of Hupa, Yurok, and Karuk artifacts in northern California. Their collection includes a fine display of local Indian basketry, ceremonial regalia, redwood dugout canoes, and tools and implements used by the Hupa, Yurok and Karuk tribes.

HOOPA VALLY RESERVATION
INFORMATION AND COMMUNITY FACT SHEET (continued)

Tribal Credit and EDA Division- provide both short and long-term loans to individuals as well as local businesses and students pursuing continuing education.

Tribal Employment Rights Ordinance- provides Tribal Members with job placement opportunities, complaint filing procedures, and fair hearings under a Commission.

PIT RIVER TRIBE OF CALIFORNIA
INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

The Pit River Tribe (Ajumawi-Atsugewi Nation)- adopted their Constitution on August 16, 1964, and are a federally recognized Tribe, consisting of eleven autonomous bands: Ajumawi, Atwamsini, Astarawi, Hewisedawi, Kosealekte, Aporige, Hammawi, Atsgewi, Itsatawi, Illmawi, and Madesi, The Tribe is located in parts of Shasta, Siskiyou, Modoc and Lassen Counties. Tribal members reside on or near XL Ranch, Montgomery Creek Rancheria, Roaring Creek Rancheria, Big Bend Rancheria, Burney Tract, Lookout Rancheria, Likely Rancheria (Cemetery), and individual Indian allotment lands.

LAND BASE

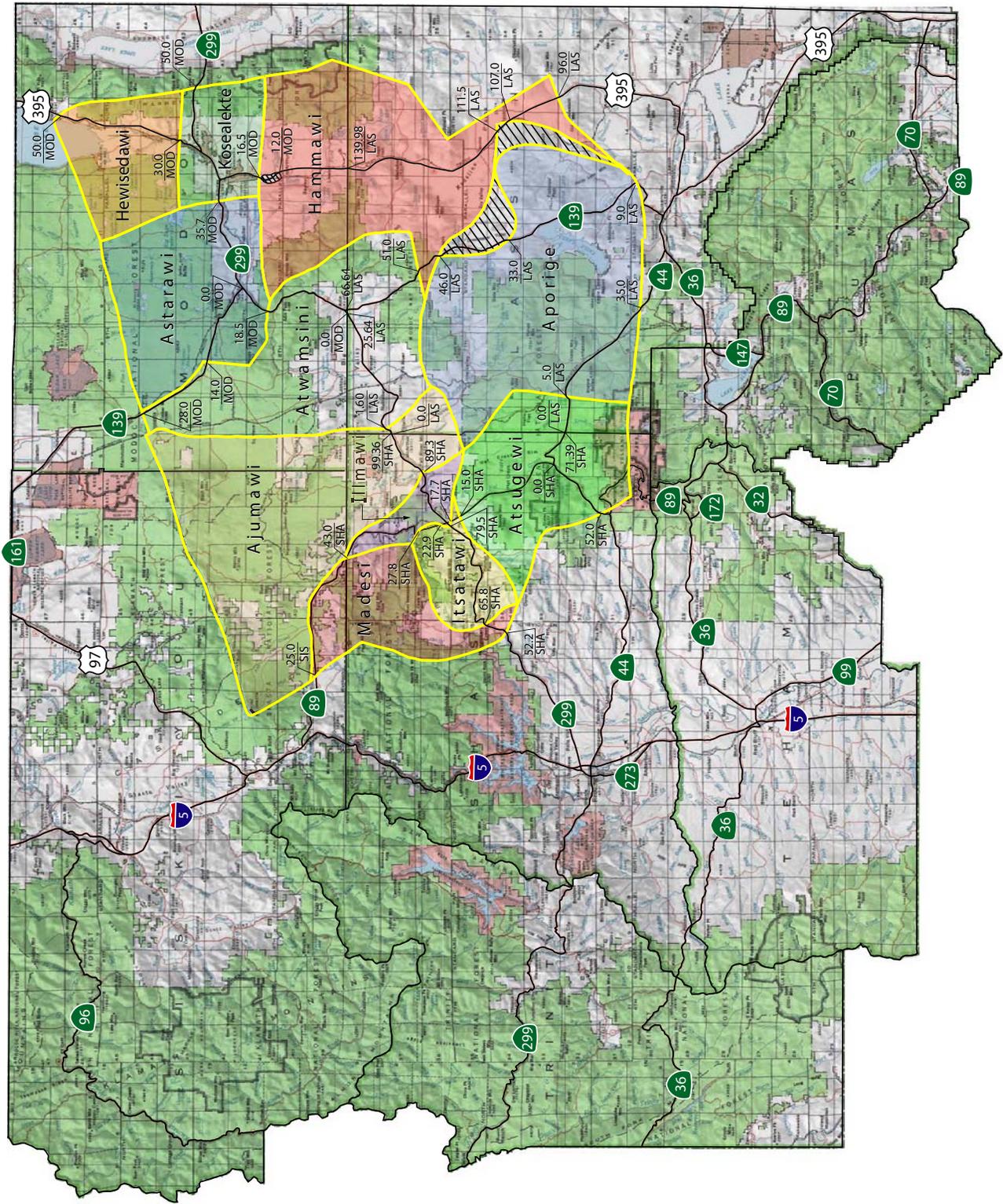
In addition to the Tribal Trust lands, the Tribe claims ancestral territory the territories represent the areas that were once inhabited by the Bands to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites. (See attached map)

TRIBAL GOVERNMENT

The Executive Department consist of the Tribal Chairperson, Vice-Chairperson, Secretary, Recording Secretary, Treasurer and Sergeant-At-Arms and are elected through a general election. All elected officials serve the Tribe for a term of 2 years and all elections are held in August. Tribal officials can be recalled or placed on moratorium either by the Council or the 2380 +/- general membership.

Tribal Council-A Band Head and a Band Alternate are elected by their own band members rather than through a general election. This person serves as a councilperson representing the band for a term of one year. Each Band has the power to form a cultural committee, select a cultural representative and to withdraw from participation with the Tribal Council. Six of the eleven elected members of the Tribal Council, or their alternates, shall constitute a quorum.

Services- The Tribe runs the Pit River Health Clinic in Burney, CA. And a satellite office, the XL Ranch Reservation Clinic, is located in Alturas, CA (Modoc County). They operate the Munik-Chun Day Care Center, for Tribal members in Burney, as well as the Pit River Casino, in Burney.



PIT RIVER TRIBE ANCESTRAL TERRITORY



updated 10-24-03

LEGEND:

 Shared Area w/Adjacent Tribal Bands
To Insure Cultural Representation on
State Highway Projects

This map is the property of the Pit River Tribe. It is provided for informational purposes only. It is not to be used for any other purpose without the express written consent of the Pit River Tribe. The map is not for use by any other person or organization without the express written consent of the Pit River Tribe. The map is not for use by any other person or organization without the express written consent of the Pit River Tribe. The map is not for use by any other person or organization without the express written consent of the Pit River Tribe.

REDDING RANCHERIA

INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

The Bureau of Indian Affairs purchased the land that is now considered the Redding Rancheria in 1922. The purpose of this purchase was to provide a place for homeless Indians to camp and live. **The Rancheria includes Indians from not just one tribe but Indians of Pit-River, Wintu and Yana descent.** Even Prior to the purchase of the land by the government for Indian homes, many Indians gathered in the area to fish for salmon in Clear Creek.

In 1958, Congress enacted the California Rancheria Act and with this act the Redding Rancheria was terminated on July 6, 1959. The act set forth the distribution of assets of the Rancheria. As the years progressed the Rancheria was parceled off and sold to Indians and non-Indians alike. The government no longer recognized the Rancheria.

In 1983, a U.S. District Court for the Northern District of California (*Tillie Hardwick v. United States of America*) Ruled that the failure of the BIA to comply with its obligations under the California Rancheria Act invalidated this legislation. As a result, the Redding Rancheria and 17 other California tribes were restored as federally recognized Indian tribes.

In 1987 the restored Redding Rancheria formally adopted its Constitution, and membership roll of the Redding Rancheria, members of the Rancheria are all descendents of the 17 original distributees who owned land on the Redding Rancheria, commonly known as the “flat”, when the Tribe was re-recognized by the federal government in 1986.

LAND BASE

Redding Rancheria Land-base: itself is 36 acres and is located adjacent to State Route 273, south of Redding. The Tribe has acquired an additional 150-acre parcel along Interstate 5 corridor, just south of Redding.

In addition to Tribal Trust land the Tribes claims ancestral territories in Shasta, and Trinity counties, the territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

TRIBAL GOVERNMENT

The Tribal government falls under the Indian Reorganization Act of 1934, The Constitution of the Redding Rancheria requires that to be a member of the Redding Rancheria you must be a lineal descendent of one of the original distributees. The Tribe starts with the General membership consisting of 292 members that meet in January and July of every year. The Tribal Council consists of seven elected officials, a Tribal-Chair and Vice- Chair, Treasurer, Secretary, with three Alternates, which meet when designated by the Tribal Council. The Tribal Council elections are held every 2 years, and Alternates every 1-year. All enrolled members are over the age 18 years.

Services the Rancheria operates the Tribal Administration offices, the Redding Rancheria Headstart, the Redding Rancheria Health Clinic in Redding and Weaverville, Win-River Mini-Mart, Redding Rancheria’s Win-River Casino, and the Hilton Garden Inn.

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SUSANVILLE INDIAN RANCHERIA INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

The Susanville Indian Rancheria's original 30 acres were purchased August 15, 1923 under the Landless and Homeless Act, in which U.S. Congress provided funds to purchase land for Landless and Homeless California Indians. The original 30-acre parcel was purchased for California Indians living in and around the Susanville area. Because there were many landless and homeless **Maidu, Paiute, Pit River, and Washoe Indians** living in the general Susanville area, the Rancheria land was purchased and considered to have "federal status as a tribe". The individual Indians from the various named tribes thus became one political, governmental entity. The Susanville Indian Rancheria is acknowledged as the Recognized tribe, although there are four anthropological Tribes involved, each of which is recognized as political entities. Thus, the Federal Government recognizes only the Susanville Indian Rancheria as the political entity for the Tribes.

LAND BASE

The Susanville Rancheria Land-Base: The Rancheria consists of three established communities: Lower Rancheria (the Original 30 acre Rancheria), Upper Rancheria (120 acres), and Sierra Housing area in Herlong (72 acres) in addition, the Tribe recently acquired a 3.21 acres parcel adjacent to Lower Rancheria, and put into trust status on January 5, 2004, and also 875 acres adjacent to the Upper Rancheria- put into trust status on December 08, 2004. The Old Indian Cemetery consisting of .53 acres- entered into trust on December 7, 1981. Two other properties have not been put into trust, 80 acres (Ravendale), that was donated to the Rancheria in 1994, along with 160 acres (the Cradle Valley Ranch) located in the National Plumas Forest. Bringing the total land base to 1,100.74 acres in trust status and 240 acres in fee status.

In addition to Tribal Trust lands the Rancheria claims Ancestral boundaries, the boundaries represent the areas that were once inhabited by the Tribes to camp, hunt, fish and gathering of vegetation for food consumption and Basketry material, sacred ceremonial and Burial sites. (See attached map)

TRIBAL GOVERNMENT

The Governing body: The Tribe elected to Charter under authority of the Indian Reorganization Act (IRA) of 1934, and thus the approval of its constitution and bylaws by the Secretary of the Interior in 1969. The Governing body of the Susanville Indian Rancheria is the General Council, which is composed of all members who are at least eighteen years old or older. The General Council has delegated the responsibility of running the day-to-day business of the Rancheria to the Tribal Business Council, which is a seven-member board. The General Council members elect the Tribal Business Council every three years. The officers of the Tribal Business Council are: Chairman, Vice Chairman and Secretary/Treasurer, a District one Councilman, and a District two Councilman, and two members at large. The Tribe has a voting membership of 325, but including spouses and members under the age of eighteen; there is a population of 427 individuals associated with the Rancheria.

SUSANVILLE INDIAN RANCHERIA
INFORMATION AND COMMUNITY FACT SHEET (continued)

The Susanville Rancheria services: Lassen Indian Health Center, the Tribal Health Program serves over 1,500 Native Americans in Lassen County, Other Services the Rancheria provides:

Adult Education	General Assistance
Adult Vocational Training/Job Placement	Housing Improvement
After-School Tutoring	Indian Child Welfare
Aid to Tribal Government Maintenance	Johnson O'Malley
Community Fire Protection	Road
Environmental Quality	Scholarships

In addition to services the Tribe runs the Diamond Mountain Mini-Mart, and Diamond Mountain Casino.

Susanville Rancheria's Commission & Committees:

Election Board: is to supervise, regulate, and conduct all elections of the Susanville Indian Rancheria.

Health Board: is to oversee the affairs of the Lassen Indian Health Center.

Housing Board: is to oversee the affairs of the SIR Housing Authority.

Diamond Mountain Mini-Mart Board of Directors: oversee the affairs of the Diamond Mountain Mini-Mart.

Gaming Commission: Tribal Gaming Commission is to reasonably inspect and regulate all Gaming within the jurisdiction of the Susanville Indian Rancheria.

Education Committee: is to oversee the Education Center's program, budget and activities as well as the Parent Advisory Committee.

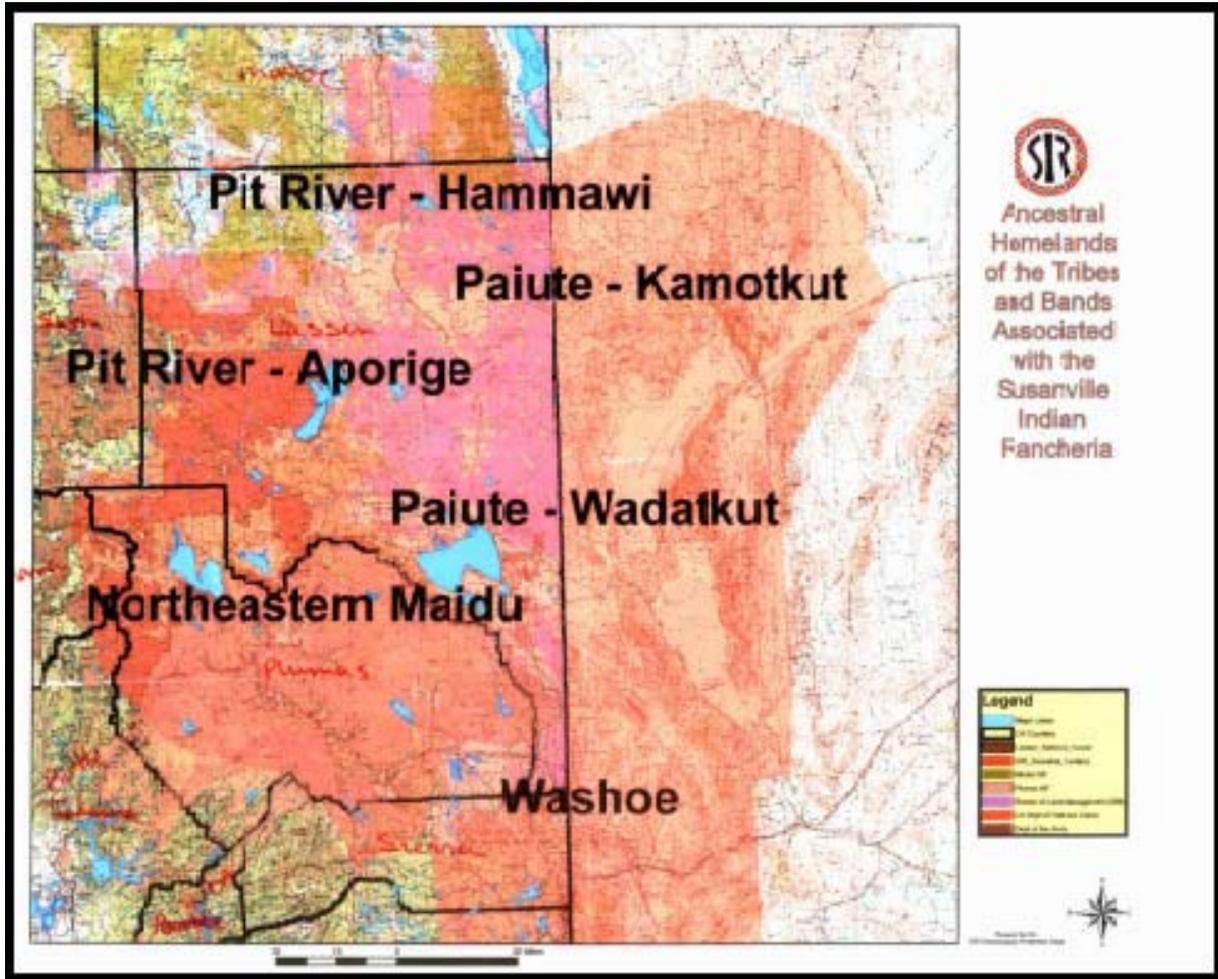
Enrollment Committee: Oversees Susanville Rancheria Tribal enrollment.

ICWA Committee: promotes the best interests of Indian children in Lassen County in child custody proceedings and offer secure foster family placement that achieves stability and security of the children and families.

Parent Advisory Committee: is responsible for the annual planning of programs and activities of the Education Center. The committee also participates in the development of the Education Center's services.

Tribal Government Liaison Committee: is to represent their respective tribe (Maidu, Paiute, Pit River, and Washoe) in cultural matters between the Susanville Indian Rancheria and other governmental agencies.

SUSANVILLE INDIAN RANCHERIA
INFORMATION AND COMMUNITY FACT SHEET (continued)



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TABLE BLUFF RESERVATION INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

In the early 1900's, a church group purchased 20 acres, in the Eel River estuary, for homeless Wiyot people. The Federal Government later transferred this land into trust status in 1908. This land became known as the Table Bluff Rancheria of Wiyot Indians, now referred to as "the old Reservation". In 1958, the Federal Government passed the California Rancheria Act that terminated the Tribe in 1961. In 1975, the Tribe filed suit against the Federal Government for unlawful termination, (*Table Bluff Band of Indians v. Lujan, United States*), it was determined 1981, the Tribe's termination was unlawful and trust status was reinstated.

In 1982 the restored Wiyot Tribe formally adopted its Constitution, and membership roll of the Table Bluff Rancheria.

In 1991, during another lawsuit regarding drinking water contamination and other sanitation issues on the old Reservation, the court mandated new land be purchased and the Tribe moved to another location. This location was approximately 1 mile away up on the bluff, and serves as the present Table Bluff Reservation. Some Wiyot people reside on the 88.5 acres of land called Table Bluff Reservation, 16 miles south of the City of Eureka. Currently there are over 400 members.

LAND BASE

The original 20 acres were put into fee simple under the individual families, but deemed to be under the Tribe's jurisdiction as long as held in Indian hands.

The Wiyot Tribe was also able to purchase back 1.5 acres of Indian Island in 2001. The Eureka City Council made history May 18, 2006 as they unanimously approved a resolution to return 60 acres, comprising the northeastern tip, of Indian Island to the Wiyot Tribe.

In addition to Tribal Trust land the Tribe claims ancestral territories, the territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

TRIBAL GOVERNMENT

Tribal Government- Consist of Tribal-Chair, Vice Chair, Treasurer, Secretary and two council members, members serve alternating 2 year terms.

Services: The Table Bluff Rancheria offers several programs: Indian Child Welfare, Child Care, Higher Education/Grants, Social & Education programs along with the Johnson O'Malley Program, this program, which was created by an act of Congress in 1934, provides supplementary financial assistance to meet the unique and specialized education needs of Indian Children.

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WASHOE TRIBE OF NEVADA & CALIFORNIA INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized

In 1917, a few small parcels of land with inadequate facilities were set aside at Reno, Carson City, and Dresslerville primarily for Washoe use. Schools for Indian children were segregated, their language and traditional customs were discouraged, and discriminatory policies restricted social interaction. Citizenship was not granted until 1924. Some improvement in conditions began to take place after the Indian (Federally recognized) Reorganization Act of 1934 when the Washoe became a legally constituted tribe with a written constitution and official tribal council. Major change, however, did not occur until after 1970 when the Washoe won a compensation of \$5 million (of a \$43 million claim filed in 1948) before the Indian Claims Commission. Through effective investment of 70 percent of the funds and issuing per capita payments only to older Members, considerable advancement has been made in tribal organization and services

LAND BASE

The Tribe has **four communities**, three in Nevada (Stewart, Carson, and Dresslerville), and one in California (Woodfords). There is also a Washoe community located within the Reno-Sparks Indian Colony. The Tribe has jurisdiction over trust allotments in both Nevada and California, with additional Tribal Trust parcels located in Alpine, Placer, Sierra, Douglas, Carson, and Washoe Counties.

Tribal history extends an estimated 9,000 years in the Lake Tahoe Basin and adjacent east and west slopes and valleys of the Sierra Nevada Mountain Range. The present day Washoe Tribe has deep roots in the past, radiating from Lake Tahoe, a spiritual and cultural center, and encompassing an area that stretches from Honey Lake to Mono Lake.

(See attached map)

TRIBAL GOVERNMENT

The Washoe Tribe is governed by the Tribal Council and a Chairman; Tribal Council consists of 12 representatives from the Washoe Tribal Community Councils. Each community council sends two permanent representatives to foster their voices in the governmental process. The number of enrolled Tribal members is 1500 +/-.

The Chairmanship is responsible for the daily operations of the Tribe. He/she represents the Tribe's interests in State and National politics and works with other state and federal agencies to achieve progress for the Tribe as a whole.

Tribal Council meets every two weeks to discuss issues, vote on resolutions, and hear the Washoe people during sessions.

Tribal Programs- a Head Start program and Native Temporary Assistance to Needy Families (T.A.N.F.) promote healthy and thoughtful development of children and families in the Washoe communities. A Tribal Administration Department oversees a team of management staff from a variety of departments: Washoe Utility Management Authority, Resources Policy Program, Information Technology, Planning, Language School (Washiw Wagiyay Manal), Maintenance, Education, Cultural Resources, Senior Center, Washoe Development Group, and the Woodfords Indian Education Center.

NON- FEDERALLY ACKNOWLEDGED TRIBES

Along with the federally acknowledged tribes that are listed, there are many non-federally acknowledged tribes that have been terminated or unrecognized of federal status. Many non-federally acknowledged tribes do not have the benefit of living on federal trust lands, yet still retain their own governmental structures and functions. These tribes often represent distinct and separate cultures from the federally acknowledged tribes and they continue their cultural traditions and their interest in protecting cultural resources throughout their aboriginal territories.

In order for a tribe to receive federal acknowledgment/recognition, and the benefits it confers, the Tribe must prove their continuous existence since 1900, by means of anthropological, genealogical, and historical data. The Office of Federal Acknowledgment implements the administrative process and is within the Office of the Assistant Secretary- Indian Affairs of the Department of the Interior.

Tribes can achieve federal acknowledgement/recognition through these ways:

- Restoration through Congress (if they were previously recognized)
- Judicial Process
- Merging with an acknowledged/recognized tribe
- The Administrative Process

All of the non-federally acknowledged tribes along the study corridor listed below are currently using the Administrative Process to seek federal acknowledgement/recognition, except for the Winnemem-Wintu Tribe, which is seeking acknowledgement using the Congressional Process.

HUMBOLT

Tsnungwe Council

TRINITY

Tsnungwe Council

Wintu Tribe of Northern CA

Nor-Rel-Muk Band of Wintu Indians

SHASTA

Winnemem-Wintu Tribe

Wintu Tribe of Northern CA

LASSEN

Honey Lake Maidu

United Maidu Nation

Wadatkata Band of Northern Paiute of the Honey Lake Valley

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Appendix C County Information

The 299-44-36-395 Corridor passes through the following six Counties:

Humboldt County

Humboldt County is located in northwestern California with the Pacific Ocean serving as the western boundary. The recorded County population is 126,518* and the County Seat is Eureka. The county covers 3,572 square miles of land, 28% of which are State and Federally owned.

Major Highways are US 101, State Routes 36, 96, 169 and 299. State Highways are 14% of maintained mileage in the County, but account for 58% of Daily Vehicle Miles of Travel (DVMT).

Trinity County

Trinity County is located in lower reaches of the Cascade Range in California and includes the 500,000-acre Trinity Alps Wilderness Area and the Trinity Lake, third largest lake in California. The recorded County population is 13,022* and the County Seat is Weaverville. The County encompasses approximately 3,191 square miles of land, 72% of which are State and Federally owned.

Trinity County has three major highways, SR 299, that traverses the county in an east-west direction, SR 36 parallels to the south, while SR 3 runs north south connecting the two routes. State Highways are 10% of maintained mileage in the County, but account for 60% of DVMT.

Shasta County

Shasta County is located in the central portion of northern California. This county is home to the state's largest lake (Lake Shasta) and also Whiskeytown National Recreation area. The recorded County population is 163,256* and the County Seat is Redding. The county has 3,775 square miles of land, approximately 40% of which are public lands.

The county has seven major highways; State Route 299, SR 44 and SR 36 traverse east west. Interstate 5, and State Routes 89, 151 and 273 run north south. Highways are 12% of maintained mileage in the County, but account for 56% of DVMT.

Lassen County

Lassen County is located in the northeastern region of California and includes the Lassen Volcanic National Park, Caribou Wilderness and the Mountain Meadows Reservoir. The recorded County population is 33,828* and the County Seat is Susanville. The Nevada State Line borders the east side of the county. Lassen County has approximately 4,547 square miles of land, of which 63% consists of public lands managed by federal, state or other governmental agencies.

The County has five major Highways, State Routes 44, 36 & 299 running east west, and US 395 and SR 139 run north south. State Highways are 19% of maintained mileage in the County, but account for 48% of DVMT.

Sierra County

Sierra County is located in the heart of the northern section of the Sierra Nevada. The Nevada State border is on the east. The recorded County population is 3,555* and the County Seat is Downieville. Sierra County has approximately 953 square miles of land.

State Routes 49 and 89 are the major Highways for this county, while portions of US 395 and Interstate 80 pass through the eastern corners of the county. State Highways are 12% of maintained mileage in the County, but account for 54% DVMT.

Washoe County Nevada

Washoe County is located in the northwest section of the state of Nevada along the eastern slopes of the Sierra Nevada Mountains. The recorded County population is 339,486* and the county seat is the City of Reno, the second largest city in Nevada. The County has 6,600 square miles of land, approximately 82 % of which is administered by Federal agencies.

The county has four major highways, Interstate 80, U.S. Route 395, Nevada SR 651 and Washoe County highway 447. Washoe County has the second highest Average Vehicle Miles Traveled (AVTM's) in the state, at 15.95%, second only to Clark County, which has 64.13% of AVTM's.

* U.S. Census Bureau - 2000 Census

**Appendix D
Highway Type and Lane Geometrics**

County.	Rte.	Begin PM	End PM	# Lanes	Highway Type	Divided/Undivided	Access Control	Outside Shoulder Width Range			
HUM	299	0.0	R5.928	2	Freeway	Divided	Full	3-8			
				4				8-11			
HUM	299	R5.928	R28.66	2	Expressway	Undivided	Partial	2-8			
HUM	299	R28.66	R29.127	4		Divided					
HUM	299	R29.127	33.40	2	Conventional	Undivided	None	4			
HUM	299	33.40	33.98	4		Divided					
HUM	299	33.98	38.72	2		Undivided					
HUM	299	38.72	39.0	4		Divided					
HUM	299	39.0	40.329	2		Undivided					
HUM	299	40.329	40.618			Divided					
HUM	299	40.618	43.035			Undivided					
TRI	299	0.0	50.62			Divided					
TRI	299	50.62	51.869			2			Undivided	Partial	8
TRI	299	51.869	52.371								
TRI	299	52.371	52.72								
TRI	299	52.72	60.817								
TRI	299	60.817	64.292			4			Expressway	Partial	0-4
TRI	299	64.292	64.729								
TRI	299	64.729	66.789								
TRI	299	66.789	67.153								
TRI	299	67.153	72.246	2	Conventional	None	4-8				
SHA	299	0.0	4.309								
SHA	299	4.309	19.578	4	Conventional	None	2-10				
SHA	299	19.578	22.039								
SHA	299	22.039	24.088								
SHA	299	24.088	24.088								
SHA	44	L0.0	L0.312	3	One Way City Street	Right Independent Alignment	Full	5-10			
SHA	44	L0.312	L0.395	2	Freeway						
SHA	44	L0.395	L0.54	3	One Way City Street	Left Independent Alignment	None	5-8			
SHA	44	L0.0	L0.312								
SHA	44	L0.312	L0.395								
SHA	44	L0.395	L0.54								
SHA	44	L0.54	L1.808	2	Freeway	Full	0-8				
SHA	44	L0.54	L1.808								
SHA	44	R0.0	R4.2	4	Freeway	Divided	Full	8-11			
SHA	44	R0.0	R4.2								
SHA	44	R4.2	R10.781	2	Expressway	Undivided	Partial	4-8			
SHA	44	R10.781	R27.992		Conventional	Undivided	None	2-9			
SHA	44	32.0	71.389			Undivided					
LAS	44	0.0	37.247			Undivided					
LAS	36	R19.196	24.46			Undivided					
LAS	36	24.46	R26.344			Undivided					
LAS	36	R26.344	R29.394			Undivided					
LAS	395	R61.0	43.907		Expressway	Undivided	Partial	4-8			
LAS	395	43.907	R24.354		Conventional	Undivided	None	4-11			
LAS	395	R24.354	15.870		Expressway	Undivided	Partial	8			
LAS	395	15.870	T5.318	2	Conventional	None	1-10				
LAS	395	T5.318	T5.210E								
LAS	395	T5.210E	R4.6	4	Freeway	Divided	Full	10			
LAS	395	R4.6	R2.102								
LAS	395	R2.102	0.0	2	Expressway	Right Independent Alignment	Partial	5-14			
SIE	395	R3.059	R0.0								
SIE	395	R3.124	R0.0			Left Independent Alignment					

R299-44-36-395 corridor information is provided from west to east. However, US 395 is a north-south corridor, thus Post Miles are reported in descending order consistent with the direction of data presentation from Arcata to Susanville.

Appendix E					
Existing Right-of-Way Width					
SR 299					
County	Begin PM	County	End PM	Approximate R/W width	Remarks
TRI	25.8	TRI	32.4	132'	-----
	32.4		33.6	Various	Prescriptive
	33.6		34.0	132'	-----
	34.0		35.4	Various	Prescriptive
	35.4		37.2	140'- 220'	-----
	37.2		39.5	Various	Prescriptive
	39.5		60.7	85'- 400'	-----
	60.7		72.2	225'- 600'	Access Control
SHA	0.0	SHA	5.7	80'- 400'	-----
	5.7		6.0	Various	Prescriptive
	6.0		6.9	80'- 400'	-----
	6.9		7.7	Various	Prescriptive
	7.7		8.6	400'	-----
	8.6		9.2	170'- 400'	Access Control
	9.2		10.5	200'- 400'	-----
	10.5		10.8	250'- 300'	Access Control
	10.8		11.1	400'	-----
	11.1		16.2	400'- 600'	Access Control
	16.2		24.088	80'- 400'	-----
SR 44					
County	Begin PM	County	End PM	Approximate R/W width	Remarks
SHA	R0.5	SHA	R10.8	180'-200'	Access Control
	R10.8		11.4	Various	Access Control on north side only
	R11.4		R12.75	Various	Prescriptive
	R12.75		R13.25	100'	-----
	R13.25		R13.4	40'	-----
	R13.4		R14.0	100'	-----
	R14.0		R17.5	50'-60'	-----
	R17.5	LAS	37.2	80'- 400'	-----
SR 36					
County	Begin PM	County	End PM	Approximate R/W width	Remarks
LAS	R19.196	LAS	21.3	150'- 250'	Access Control
	21.3		26.3	80'- 100'	-----
	26.3		R29.394	150'- 210'	Access Control
US 395					
County	Begin PM	County	End PM	Approximate R/W width	Remarks
LAS	R61.0	LAS	43.9	180'- 250'	Access Control
	43.9		25.3	100'- 200'	-----
	25.3		15.9	200'- 300'	Access Control
	15.9		11.5	100'- 400'	-----
	11.5		6.0	200'- 480'	-----
SIE	3.1	SIE	0.0	350'- 800'	Access Control
WAS	42.2	WAS	30.0		-----

**Appendix F
Park and Ride Facilities**

County	Route	Post Mile	Location Description
SHA	44	7	Deschutes Road
SHA	44	31.7	Shingletown
SHA	44	24.8	Black Butte Road
LAS	395	52.6	Janesville

**Appendix G
Rest Areas**

County	Route	Post Mile	Location Name	Description
TRI	299	R3.6	Salyer (Francis B. Mathews)	Rest Area with RV Sanitation Station
TRI	299	56.9	Moon Lim Lee	Rest Area
SHA	44	34.7	Shingletown	Rest Area
LAS	44	14.5	Bogard	Rest Area
LAS	395	49.5	Honey Lake	Rest Area

**Appendix H
Bicycle Status**

Bicycles permitted on the entire corridor accept for:

County	Route	Begin Post Mile	Location	End Post Mile	Location	Bike Status
SHA	44	L0.395	Continental Street	R1.239	Victor Avenue	Prohibited

District 1 Bicycle Touring Guide:

<http://www.dot.ca.gov/dist1/d1transplan/bikeguide/full.pdf>

District 2 Cycling Guide:

<http://www.dot.ca.gov/dist2/pdf/bikeguide.pdf>

Nevada Bicycle Advisory Board:

<http://www.bicyclenevada.com/>

**Appendix I
Chain Control Locations**

County	Route	PM	District Location ID	Location Description
SHA	44	22.6	1-E	9 miles west of Shingletown
SHA	44	25.2	2-E	5 miles west of Shingletown
SHA	44	34.5	3-E	3 miles east of Shingletown
SHA	44	42.5	4-E	Viola
SHA	44	54.3	5-W	8 miles west of Old Station
SHA	44	62	6-W	Old Station
SHA	44	63.5	7-E	2 miles east of Old Station
LAS	44	6.0	8-E	8 miles west of Bogard Ranger Station
LAS	44	14.4	8B-W	Bogard Ranger Station
LAS	44	14.5	9-E	Bogard Ranger Station
LAS	44	37.2	10-W	Jct. SR 36 - (6 miles west of Susanville)
TRI	299	44.8	1-E	1 mile east of Junction City
TRI	299	46.7	2-E	3 miles east of Junction City
TRI	299	46.7	2-E	3 miles east of Junction City
TRI	299	47.7	2A-E	3 miles west of Weaverville
TRI	299	51.2	3-W	Weaverville
TRI	299	51.2	3-W	Weaverville
TRI	299	60.6	4-E	3 miles east of Douglas City
TRI	299	60.6	4-E	3 miles east of Douglas City
TRI	299	67.4	5-E	11 miles east of Douglas City
TRI	299	67.4	5-E	11 miles east of Douglas City
SHA	299	2.7	6-W	21 miles west of Redding
SHA	299	2.7	6-W	21 miles west of Redding
SHA	299	5.3	7-W	19 miles west of Redding
SHA	299	5.3	7-W	19 miles west of Redding
SHA	299	17.8	8-W	6 miles west of Redding
SIE	395	0.1	1-N	Nevada Border
LAS	395	14.3	2-S	10 miles north of Jct. SR 70
LAS	395	50.06	3-S	9 mi south of Jct. SR 36/395
LAS	395	61.06	4-S	Jct. SR 36/395

**Appendix J
Highway Maintenance Facilities**

State	County	Route Served	Post Mile or Street	Location Description	Facility Type
CALIFORNIA	HUM	299	12.4	Pine Creek	S/SS
	HUM	299	34.1	Berry Summit	S/SS
	HUM	96	0.6	Willow Creek	HMS
	TRI	299	Memorial Drive	Weaverville	HMS, S/SS
	SHA	299	69.2	Buckhorn	SL
	SHA	44	George Drive	Redding	HMS
	SHA	44	33.9	Shingletown	S/SS
	SHA	44	62.7	Hat Creek	HMS
	LAS	44	14.5	Bogard	S/SS
	LAS	44	36.9	Junction SR 36/SR 44	S/SS
	LAS	36	Diane Drive	Susanville	HMS
	LAS	70	3.6	Hallelujah Junction	S/SS
	NEVADA	WAS	395	25.2	Near CA/NV State Line

Maintenance “Facility Type” Abbreviations

HMS-Highway Maintenance facility

S/SS-Sand/Salt Storage

SL- Satellite

Appendix K
Passing Lanes and Truck Climbing Lanes

County	Route	Post Mile Range	Direction
HUM	299	R5.84-R7.16	East Bound
HUM	299	R9.95-R10.92	West Bound
HUM	299	R11.26-R16.95	East Bound
HUM	299	R16.95-18.54	West Bound
HUM	299	20.50-R20.60	West Bound
HUM	299	R21.88	West Bound
HUM	299	R22.96-R23.85	East Bound
HUM	299	R24.60-R29.09	East Bound
HUM	299	R28.66-29.46E	West Bound
HUM	299	30.90-31.41	West Bound
HUM	299	36.15-37.20	West Bound
HUM	299	37.70-38.45	West Bound
TRI	299	29.4-30.2	West Bound and East Bound
TRI	299	46.88-47.77	East Bound
TRI	299	48.2-49.7	West Bound
TRI	299	55.7-57.7	West Bound and East Bound
TRI	299	62.45-62.71	West Bound and East Bound
TRI	299	62.81-62.92	West Bound
TRI	299	69.4/70.5	Westbound
TRI	299	70.58-72.17	East Bound
SHA	299	0.25-0.44	West Bound
SHA	299	2.05-2.27	West Bound
SHA	299	2.68-2.96	West Bound
SHA	299	4.00-4.28	West Bound
SHA	299	19.58-20.49	West Bound
SHA	44	R0.09-R0.63	West Bound- Auxiliary
SHA	44	R0.79-R1.24	West Bound- Auxiliary
SHA	44	17.00-17.50	East Bound
SHA	44	25.50-26.54	East Bound
SHA	44	36.26-36.60	East Bound
SHA	44	46.62-46.98	East Bound
SHA	44	48.19-48.29	East Bound
LAS	44	65.45-66.15	East Bound
LAS	36	22.54-24.60	West Bound
LAS	395	57.24-57.18	East Bound
LAS	395	48.75-47.89	West Bound
LAS	395	46.50-45.47	East Bound
LAS	395	41.08-40.11	West Bound
LAS	395	36.30-35.13	West Bound
LAS	395	R11.47-R10.36	West Bound
LAS	395	R2.10-R2.87	East Bound
LAS	395	R0.50-R1.09	East Bound

Appendix L : Maintenance Work

Work Performed by Field Maintenance Forces (work shown in dollars)

Post Mile Range	Average Annual Cost
HUM 0.0 /SHA 21.648	\$2,500,000
SHA 299 21.648 / SHA 44 R 3.808	\$ 250,000
SHA 44R 3.808 / LAS 036-R26.22	\$1,250,000
LAS 036-R26.22 / SIE 395 0.00	\$ 750,000
Note: Averages taken from 10-1-2002 through 10-1-2006	

Maintenance Contract Work (work shown in lane miles)

County	Route	Type of Work			
		Thin Blanket Overlay	Chip Seal	Grinder Digouts	Slurry Seal
TRI	299	90	25	*	*
SHA	299	43	40	10	12
SHA	44	52	39	63	*
LAS	44	17	38	*	*
LAS	36	17	20	3	4
LAS	395	21	201	3	*
SIE	395	19	*	*	*
Totals		259	363	79	16
Note: Averages taken from 1990 through 2005 * Work in this category performed by Field Maintenance only.					

**Appendix M-1:
Existing and Programmed Intelligent Transportation Systems (ITS)**

CO.	RT	PM	LOCATION	TYPE
TRI	299	48.00	Oregon Mountain	CCTV
TRI	299	48.00	Oregon Mountain	RWIS
TRI	299	48.10	Weaverville	sign HAR
TRI	299	51.20	Weaverville MCTE Sta.	HAR
TRI	299	51.80	Weaverville Fire Station	Flashing Beacon
TRI	299	52.80	Weaverville	sign HAR
TRI	299	69.70	Buckhorn Sandhouse	CCTV
TRI	299	69.70	Buckhorn Sandhouse	RWIS
SHA	299	21.90	West of Buenaventura Blvd.	CMS
SHA	299	21.99	Wildwood Drive	sign HAR
SHA	299	22.20	Buenaventura Blvd.	CCTV
SHA	299	22.63	East of Buenaventura Blvd.	CMS
SHA	44	0.85	Butte Street Overcrossing	CCTV
SHA	44	1.40	Victor Ave.	sign HAR
SHA	44	R2.71	Airport Rd.-West of	CMS
SHA	44	8.00	Silver Bridge Road	sign HAR
SHA	44	27.90	Shingletown (East)	CCTV
LAS	44	14.50	Bogard SRRA	CCTV
LAS	44	14.53	Borgard SRRA	RWIS
LAS	44	49.30	Eskimo Hill / Lassen Park Entrance	CCTV
LAS	44	36.94	Sandhouse Hwy. 44	CCTV
LAS	36	10.50	Fredonyer	RWIS
LAS	36	11.85	Fredonyer Summit	CCTV
LAS	36	13.00	Fredonyer	RWIS
LAS	36	R19.15	36 / 44 Intersection	CCTV
LAS	36	23.80	CDF	sign HAR
LAS	36	24.04	West Susanville @ Town Hill	CCTV
LAS	36	26.52	East Riverside Drive (Susanville)	CCTV
LAS	36	29.39	Susanville @ Junction 36/395	CCTV
LAS	395	1.50	Inspection Station # 6	HAR
LAS	395	1.70	Inspection Station	sign HAR
LAS	395	1.90	Inspection Station	sign HAR
LAS	395	4.00		CMS
LAS	395	21.90	Doyle Area - Hall Road	CCTV
LAS	395	21.90	Doyle Area - Hall Road	RWIS
LAS	395	49.60		HAR
LAS	395	51.50	Near Jct. 395 Buntingville Rd. Back	CMS
LAS	395	51.70	Buntingville Road	sign HAR
LAS	395	53.10	Sears Road	CCTV
LAS	395	53.10	Honey Lake SRRA- Sears Road	RWIS
LAS	395	60.10	Susanville #5	HAR
LAS	395	60.10	Diane Drive	sign HAR
LAS	395	60.10	Diane Drive	sign HAR
LAS	395	60.90	Near Jct. US 395 / 36	CMS

Source: California Department of Transportation, District 2 Division of Traffic Management
CCTV = Closed Circuit Television
CMS = Changeable Message Sign
HAR = Highway Advisory Radio
HAR sign = Highway Advisory Radio Sign
RWIS = Roadside Weather Information System

Appendix M-2					
Existing Traffic Count Stations:					
County	Route	Prefix	Post Mile	General Location	Station Type
HUM	299		0.200	Jct. 101 / 299	Control
HUM	299	R	7.600	Bluelake East	Control
HUM	299		41.860	Gambi Location East	Control
TRI	299		50.210	34' East of McCoy Lane	Control
TRI	299		52.130	East of Weaver Creek Bridge	Control
TRI	299		52.850	739' East of Martin Rd.	Profile
TRI	299		56.870	415' West of Rest Area Entrance	Trend
TRI	299		69.080	550' West of old Maintenance Station entrance	Control
SHA	299		8.720	30' West of Clear Creek Bridge	Profile
SHA	299		21.860	1350' West of Ridge Drive (Redding West City Limits)	Trend
SHA	299		23.780	140' West of Court Street	Trend
SHA	299		24.060	210' East of California St.	Control
SHA	44	L	0.384	Butte Street Overcrossing	Trend
SHA	44	L	1.476	East End of Sacramento Bridge	Control
SHA	44	R	1.510	272' West of Churn Creek Bridge	Control
SHA	44	R	4.300	27' West of West end of Stillwater Creek	Control
SHA	44	R	6.691	200' West of W/B On Ramp from Deschutes	Control
SHA	44	R	7.370	174' West of Cow Creek Bridge	Control
SHA	44	R	18.730	1,500' West of Dersch Road	Control
SHA	44	R	19.280	1,399' East of Dersch Road	Control
SHA	44	R	28.170	229' East of Alpine Meadows	Trend
SHA	44	R	49.100	1,431' West Lassen Park entrance	Control
SHA	44		62.590	400' West of Jct. 44/89 Intersection	Control
SHA	44		63.580	0.89 miles East of Jct 44/89 Intersection	Control
LAS	44		36.900	1,796' West of Jct. 36	Trend
LAS	36	R	19.690	2,603' East of Jct 44	Control
LAS	36		24.380	266' West of Cottage St., Susanville	Trend
LAS	36		24.990	Near Signal pole and High School crosswalk	Trend
LAS	36		26.010	370 feet East of Riverside Dr.- Old Maintenance St.	Control
LAS	36	R	28.000	1.4 Mi West of Jct 395	Control
LAS	395	R	1.500	200' North of Ag. Inspection Station	Trend
LAS	395		7.750	3.2 mi North of Jct. 70	Control
LAS	395		31.310	1.5 mi North of Garnier Road	Control
LAS	395		51.680	South of Co. Rd A-3 (Standish / Buntingville Rd)	WIM
LAS	395		51.720	946' South of Co. Rd A3 (Buntingville-Standish Rd)	Profile
LAS	395	R	60.870	926' South of Jct. 36	Control

Source: California Department of Transportation, District 2, Division of Traffic Management

Control Stations: are counted in one hour intervals by direction. The control stations provide day and seasonal factors used to factor profile counts to annual average daily traffic (AADT).

Profile Station: Profile counts are obtained on conventional highways and expressways for one to seven days in order to determine the number of vehicles at points of significant change.

Trend Station: FHWA specifically assigns these sites which collect traffic counts continuously. The sites are located on Interstate and primary highways that are functionally classified as one of the following highway types: freeway, expressway or conventional.

Weigh-In-Motion (WIM): Weigh-in-motion is weighing trucks at highway speeds with bending plates in the pavement. Axle spacing, overloads and speed data can be obtained.

**Appendix M-3
Future ITS Candidate List**

County	Route	Post Miles	Location	Type
TRI	299	51.30	West of Weaverville	CMS
TRI	299	51.80	Bremer Street	Flashing Beacon
TRI	299	53.62	Little Browns Creek-Weaverville Area	CMS
TRI	299	58.50	Just East of Hwy. 3	CMS
TRI	299	59.00	For Douglas City HAR	HAR sign
TRI	299	58.20	Near Douglas City	HAR
TRI	299	67.50	Trinity Mountain Road Chain Area	CCTV
SHA	299	0.03	Buckhorn Summit	CCTV
SHA	299	0.03	Buckhorn Summit	RWIS
SHA	299	5.30	Greenhorn Chain Control Area	CCTV
SHA	299	8.60	French Gulch Road Area	CCTV
SHA	299	8.70	French Gulch Area	CMS
SHA	299	8.72	Clear Creek near French Gulch	RWIS
SHA	299	12.60	Whiskeytown Scale CHP	EMS
SHA	299	14.49	Shasta Divide Whiskeytown Lake	RWIS
SHA	299	14.49	Shasta Divide Whiskeytown Lake	CCTV
SHA	299	22.23 / 24.09	Redding Local TMS Fiber Spurs Project	Spurs
SHA	299	24.40-25.90	299 Redding Area Detection	RTMS
SHA	44	R 0.0 / R 1.81	Northern Redding TMS Fiber Loop Project	Loops
SHA	44	R 0.0 / R 3.81	Redding Local TMS Spurs Project	Spurs
SHA	44	L0.1-R3.4	44 Redding Area Detection	MVDS
SHA	44	1.24	Redding Victor Ave. OC	CCTV
SHA	44	2.08	Redding Shasta View OC	CMS
SHA	44	2.10	Shasta View	CCTV
SHA	44	2.20	Shasta View	CCTV
SHA	44	3.63	Redding Airport Road OC	CCTV
SHA	44	6.97	Deschutes Road	CCTV
SHA	44	7.50	Deschutes Road OC West	CMS
SHA	44	26.00	Shasta Forest Village	CCTV
SHA	44	32.00	Shingletown Area	HAR
SHA	44	37.00	Starlight Pines Road Area	CCTV
SHA	44	37.05	Starlight Pines Road	RWIS
SHA	44	49.00	Old Station Area	HAR
SHA	44	50.52	Eskimo Hill Summit	RWIS
SHA	44	62.60	SR 89 Junction Area	CMS
SHA	44	62.68	SR 44 / SR 89 Junction	CCTV
SHA	44	63.00	SR 89 Junction Area	CMS
LAS	44	0.00	Shasta /Lassen County Line	RWIS
LAS	44	0.01	Shasta/Lassen County Line	CCTV
LAS	36	21.00	Susanville West of Town	CMS
LAS	36	22.00	Eagle Lake Road Area	HAR
LAS	395	1.65	South of Hallelujah Jct. US 395 / SR 70	CMS
LAS	395	4.0	South of Hallelujah Jct. US 395 / SR 70	CMS
LAS	395	5.50	Hallelujah Junction US 395 / SR 70	CCTV
LAS	395	25.80	North Doyle	CCTV
LAS	395	44.20	Milford	CCTV
LAS	395	49.60	Honey Lake SRRA-Sears Road	HAR
LAS	395	51.50	Near Jct. 395 Buntingville Road	CMS
LAS	395	60.9	South of Junction SR 36/US 395	CMS
LAS	395	61.46	On US 395 near Johnstonville Road intersection	Flashing Beacon
SIE	395	2.09	Near California and Nevada State Line	CMS

Source: California Department of Transportation, District 2 Division of Traffic Management

Note: Table Reflects California Department of Transportation proposed elements only.

CCTV = Closed Circuit Television
 CMS = Changeable Message Sign
 HAR = Highway Advisory Radio
 RTMS = Remote Traffic Microwave Sensor

RTMS = Remote Traffic Microwave Sensor
 RWIS = Roadside Weather Information System
 MVDS= Microwave Vehicle Detection System
 EMS = Extinguishable Message Sign

Appendix M-4

Future Traffic Count Station (TMS) Candidate List

County	Route	Postmile	Site #	Description	Need
TRI	299	0.000	P-42	Hum/Tri Co. Line	Standard TMS station
TRI	299	11.530	P-44	Burnt Ranch	Standard TMS station
TRI	299	24.260	P-46	Little French Creek	Standard TMS station
SHA	299	17.740	P-50	Rock Creek Rd.	Standard TMS station
SHA	44	6.691	P-13	Palo Cedro	Permanent Classification Station
SHA	44	42.818	P-67	Viola	Standard TMS Station
LAS	36	22.062	P-66	Co Rd A-1, Eagle Lake Rd	Standard TMS Station

Source: California Department of Transportation, District 2 Division of Traffic Management

Post miles are for reference. Exact location for site to be determined in design phase.

Standard TMS Station = Install 2 TMS loops, conduit, pull box & marker.

[Permanent Classification Station](#) = Install concrete pad, cabinet, conduit, power, phone, TMS loops and piezos.

Appendix N Level of Service

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

Highway Capacity Manual 2000:

The standard reference in highway capacity analysis is the Highway Capacity Manual 2000 prepared by the Transportation Research Board (National Research Council, Washington, D.C.). The Highway Capacity Manual 2000 (HCM 2000) is a collection of the state-of-the-art techniques for estimating the capacity and determining the level of service for transportation facilities. The HCM 2000 represents a systematic and consistent basis for evaluating transportation facilities with procedures that are applicable nation-wide. The HCM 2000 builds upon and expands the procedures and methodologies put forth in the 1950, 1965, 1985, 1994, 1997 manuals as well as other related research projects.

Methodologies:

The HCM 2000 contains analytical methodologies for the following situations: urban streets, signalized intersections, unsignalized intersections, pedestrians, bicycles, two-lane highways, multilane highways, freeway facilities, basic freeway segments, freeway weaving, ramps, interchanges and transit. Capacity and level of service is calculated differently for each facility type. A brief description of the procedures used to evaluate the conditions in the 299/44/36 395corridor follows:

- **Two lane highway** – LOS is determined by two measures. The first is “*Average Travel Speed*”, which is the average speed of all vehicles traveling a given distance in a given time as compared to the posted speed limit. The second is “*Percent Time Spent Following*”, which is the average amount of time a vehicle spends following behind another vehicle while traveling a given distance. Higher speeds and less time following behind other vehicles equate to higher LOS while lower speeds and more time following another vehicle equate to lower LOS.
- **Multilane highway/urban arterial** – “*Average Travel Speed*” is the basic measure for LOS. The average travel speed over a given length of roadway is determined from two factors: the running time (speed) of vehicles on the road itself and the delay encountered by through vehicles at signalized intersections. Higher speeds on the roadway with less delay at signalized intersections equate to higher LOS while lower speeds and greater delay at signalized intersections equate to lower LOS.
- **Freeway** – LOS is determined by the “*Density*” of vehicles traveling on a given section of freeway. Higher speeds with large distances between vehicles and little if any difficulty in maneuvering characterize better LOS. Lower speeds with little space between vehicles and limited opportunity to maneuver characterize lower LOS.
- **Signalized intersection** – “*Average Control Delay*” is the measure used to identify the LOS at a signalized intersection. It is calculated by determining the average delay encountered by vehicles passing through intersection in a given period of time, considering each lane group and approach to the intersection. An intersection where most vehicles experienced little delay (little stopped/slowed time due to encountering a “red light”) would have a high/good LOS, while an intersection where most vehicles experienced considerable delay (some requiring more than one cycle of the signal to clear the intersection) would have a low/poor LOS.

Appendix O
Projects to Bring State Route 299 to STAA Standard
Between US 101 and Interstate 5

Projects Completed

County	Location	Description
Trinity	PM 36.15	Widen Westbound Lane
Trinity	PM 36.3	Move Guardrail and Widen Both Lanes
Trinity	PM 47.1	Move Portions of Guardrail and Widen All Lanes
Trinity	PM 47.4	Restripe Existing Surface
Shasta	Eureka and Market	Restripe Through intersection, install signs
Shasta	Eureka and Market	Reconstruct sidewalk, widen lane for additional Turn Movement
Shasta	Market and Tehama	Modify island, Restripe and install signs
Shasta	Shasta and Pine	Restripe Through intersection, install signs
Shasta	Pine and Eureka	Restripe Through intersection, install signs
Shasta	Market and Lake Blvd.	Sign Westbound Lake Blvd for Truck Turning Lane
Shasta	I-5 NB offramp	Sign NB I-5 for Truck Turn Lane

Future Projects Needed

County	Location	Description
Major projects		
Trinity/Shasta	77.0/ 7.6	Buckhorn Grade Improvement Project
Minor projects		
Trinity	PM 0.7	Widen Eastbound Lane
Trinity	PM 2.4	Widen Both Lanes
Trinity	PM 12.5	Widen/Restripe Existing Surface
Trinity	PM 36.6	Widen Both Lanes
Trinity	PM 38	Widen Both Lanes
Trinity	PM 46.1	Widen Both Lanes

Sources:

2000 STAA Truck Study State Route 299W, District 2
District 2 Work Plan Status 4-4-07

Appendix P

Environmental Features

Flood plains:

Portions of the corridor are near or adjacent to floodplains mapped by the Federal Emergency Management agency (FEMA). When projects are planned within close proximity of these zones, potential hydraulic impacts will need to be considered.

- **Humboldt County**

- SR 299 passes adjacent to and crosses a mapped flood zone along the Mad River.

- **Trinity County**

- SR 299 is near mapped flood zones of the Trinity River and Weaver Creek.

- **Shasta County**

- SR 44 in Redding, over the Sacramento River.

- **Lassen County**

- SR 44 passes across two mapped flood zones near the McCoy Flat Reservoir and adjacent to the Hog Flat Reservoir.
- SR36 passes through a mapped flood zone of the Susan river near Susanville.
- US 395 passes in close proximity to mapped flood zones near Willow Boles, Susan River, Tanner Slough, and Honey Lake.

Special Designation:

- The section of State Route 44 that passes from Lassen Volcanic National Park to the junction with SR 36 is identified as a “Volcanic Legacy All American Road”.

Sensitive Species:

- Sensitive Species have been identified using the Quick Viewer version of the California Natural Diversity Database (CNDDDB) developed by the California Department of Fish & Game. According to the CNDDDB some of the sensitive species along the corridor are:
 - A small portion of SR 299 in Humboldt County, between Berry Summit and Willow Creek, passes through Critical Habitat for Northern Spotted Owl.
 - SR 299 in Humboldt and Trinity Counties pass through watersheds supporting Coho Salmon.
 - SR 299 and SR 44 pass through many Central Valley watersheds supporting Steelhead and Chinook salmon.
 - An area on SR 44 near Airport Road is shown as critical habitat for Slender Orcutt Grass.
 - US 395 in Sierra County passes through an identified wildlife corridor for deer.

- Vernal Pools exist along SR 44 in the vicinity of Silver Bridge Road just past Palo Cedro through the Millville Plains area. Approximate Post Miles are between R7.4 and R11.0.
- Willow Flycatcher Habitat is shown intermittently from approximately 10 miles west of Shingletown on SR 44 through Susanville on SR 36, with most habitat concentration shown in the areas of Shingletown, Viola and Susanville. Also some locations are shown along US 395 in Lassen County including Janesville, Honey Lake and Milford areas.
- U.S. Fish and Wildlife Service has also identified Vernal Pool Critical Habitat in two locations along SR 44:
 - Approximately 2,700 acres, straddles the Shasta/Lassen County border near SR 44 LAS PM 0.0.
 - The second site of approximately 8,400 acres is located just east of Poison Lake on SR 44 in Lassen County approximately between Post Miles 8.6 and 12.0.

Tribal Lands:

- Native American Tribal and Ancestral Lands are listed on the segment fact sheets where such lands are located near the corridor. See Appendix B for detailed information on each Tribe.

Air Quality:

- Currently Humboldt, Trinity, Shasta, Lassen and Sierra Counties are all currently classified as attainment areas with respect to all National Ambient Air Quality Standards (NAAQS).

Appendix Q - Route Designations

FEDERAL DESIGNATIONS

- **National Highway System (NHS)**

Added: 1995

Legislation: National Highway System Designation Act

ISTEA established a 155,000-mile NHS to provide an interconnected system of principle arterial routes to serve 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 Routes (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.

STATE CLASSIFICATIONS

- **State Highway System**

Added: Statues of 1964

Legislation: In the 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: Transportation Blueprint for the Twenty-first Century

In the California Streets and Highways Code-Sections 163-164.2

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.

High Emphasis Routes are a subset of the IRRS.

High Emphasis Route:

Added: 1990 IRRS Plan; 1998 Interregional Transportation Strategic Plan (ITSP)

Legislation: None

Due to the large number of routes and capacity improvements needed on the IRRS, the 1990 IRRS plan identified a subset of the 87 routes as being the most critical routes and identified them by the term "High Emphasis Routes." High Emphasis Routes are a priority for programming and construction. Originally, there were 13 routes listed as High Emphasis Routes in the 1990 IRRS Plan. The 1998 ITSP kept the original 13 High Emphasis routes and added an additional 21 routes to the category for a total of 34. In some cases, the High Emphasis routes in the ITSP are a series of joined portions of routes that constitute a major logical transportation corridor. An example of a High Emphasis Route corridor that is comprised of major portions of a primary route but also includes sub-portions of other routes is SR 36/SR 44/SR 299.

Focus Routes are a subset of the High Emphasis Routes.

Focus Routes-Interregional Transportation Strategic Plan:

Added: 1998 Interregional Transportation Strategic Plan (ITSP)

Legislation: None.

The term "Focus Route" is a phrase specific to the ITSP and represents a subset of the 34 High Emphasis Routes. The routes represent the 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards by 2020. Focus routes serve as a system of high volume primary arteries to which lower volume and facility-standard state highway routes can connect for purposes of longer interregional trips and access into statewide Gateways. All Focus Routes are on the NHS, and Freeway and Expressway System (F & E).

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

Added: Statutes of 1994

California Streets and Highways Code-Sections 2190-2191

The ICES system was created in response to State legislation that required the Department to identify significant National Highway System corridors that link 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.

- **Life Line Routes**

Added: *California Department of Transportation Strategic Plan-1994.*

Not in legislative statutes.

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

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. The F & E System has been constructed with a large investment of funds in order to control access, and to ensure the safety and operational integrity of highways.

Expressway: An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

Freeway: A divided arterial highway with full control of access and with grade separations at intersections. A freeway, as defined by statute, is also a highway in respect to which: (1) the owners of abutting lands have no right or easement of access to or from their abutting lands; or (2) such owners have only limited or restricted right or easement of access. This statutory definition also includes expressways.

- **California Truck Route Classifications**

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

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.

Appendix R - Scenic Designations

SCENIC ROUTES

Scenic Corridor: A band of land which is visible from and generally adjacent to, but outside of, the highway right of way having scenic, historical, or other aesthetic characteristics.

Scenic Highway: An officially designated portion of the State Highway System traversing areas of outstanding scenic beauty and/or historic character. Designations include: All-American Road, National Scenic Byway, U.S. Forest Service Byway, Historic Highway and State Scenic Highway.

Scenic Byways: Recognition of a roadway for its archeological, cultural, historic, natural, recreational, and/or scenic qualities. Scenic Byways can be designated at the local, state or national level.

The following scenic designations apply to this corridor

United States Department of Agriculture U.S. Forest Service Scenic Byway (Federal)

Added: 1988

Legislation: None

These routes are designated as “U.S. Forest Service Scenic Byways” and can consist of a combination of Federal, Interstate, State and County roads. A local jurisdiction turns in an application to the U.S. Forest Service office. The U.S. Forest Service, using a public participation plan process, decides if a route qualifies, and processes the designation. To qualify routes must showcase the outstanding scenery of the National Forest System, interpret the management activities of National Forests as well as the cultural and national values and attractions, and cultivate partnerships with local communities and organizations to enhance rural economic diversity. This designation provides no funding opportunities.

Wild and Scenic River

A US Forest Service designation as a wild and scenic river is intended to preserve the character of a river. Uses compatible with the management goals of a particular river are allowed; change is expected to happen. However, development must ensure the river’s free flow and protect its “outstandingly remarkable resources.” Congress created a national system of protected rivers that co-existed with use and appropriate development. The term “living landscape” has been frequently applied to wild and scenic rivers.

Appendix S: Glossary

Aa

Access Control: The condition where the right of owners or occupants of abutting land or other persons to access a highway is fully or partially controlled by public authority.

Access Management: Involves managing where vehicles enter the highway to improve highway operations and reduce accidents.

Access Point: Location where vehicles can enter or exit a highway.

Ancestral boundaries: The boundaries represent the areas that were once inhabited by Indian Tribes to camp, hunt, fish and gather vegetation for food consumption and basketry material, or had sacred ceremonial and burial sites.

Annual Average Daily Traffic (AADT): Daily traffic that is averaged over a calendar year or fiscal year.

Arterial: A class of street that primarily serves through-traffic and major traffic movements.

Arterial Highway: A general term denoting a highway primarily used by through traffic usually on a continuous route.

Auxiliary Lane: The portion of the roadway for weaving, truck climbing, speed change, or other purposes supplementary to through traffic movement.

Average Daily Traffic (ADT): The average number of vehicles passing a specified point during a 24-hour period. Frequently used in relation to the “peak-month” average daily traffic.

Average Lane Width: The average width of a travel lane. It is a weighted average of all lane widths found in the facility segment under consideration.

Average Median Width: The weighted average of all median widths found in the facility segment under consideration.

Average Travel Speed (ATS): A performance measure used to estimate level of service on a two-lane highway. The facility length divided by the average travel time of all vehicles traversing the facility, including all stopped delay times.

Average Shoulder Width: The weighted average of all shoulder widths found in the facility segment under consideration.

Bb

Bike Route Class: Classification of a bicycle facility. There are three classes: Class I (bicycle facility separate from roadway) provides completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized. Class II (designated bicycle facility adjacent to roadway) provides a striped lane for one-way bike travel on a street or highway, Class III (non-designated but open to bicycles) provides shared use with pedestrians or motor vehicle traffic.

Cc

California Environmental Quality Act (CEQA): 1970 State legislation that requires that State agencies regulate activities with major consideration for environmental protection.

Caltrans or Department: California Department of Transportation.

Capacity: The number of vehicles that a facility can accommodate during a specified period of time. It represents the flow rate that can be achieved during peak periods of demand. Capacity is also used to estimate the maximum amount of traffic that a facility can accommodate while maintaining a prescribed level of operation (Level of Service).

Capacity Expansion: New facilities and operational improvements, which add through lanes.

Changeable Message Signs (CMS): Electronic signs that can change the message it displays. Often used on highways to warn and redirect traffic. Also referred to as variable or electronic message signs.

Channelization: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands or other suitable means to facilitate the safe and orderly movement of both vehicles and pedestrians.

Clear Recovery Zone: An area clear of fixed objects adjacent to the roadway to provide a recovery zone for vehicles that have left the traveled way. A minimum clear recovery area of 20 feet on conventional highways and 30 feet on freeways and high-speed expressways is desirable.

Climbing lane: A lane added on an uphill grade for use by trucks, recreational vehicles and other heavy vehicles with speeds significantly reduced by grade.

Closed Circuit Television (CCTV): This ITS technology allows a camera to display remote verification of road and weather conditions, traffic conditions and incidents. This CCTV camera will have compatibility with other communication technologies, such as, cable TV, kiosks and the Internet.

Collector: A roadway providing land access and traffic circulation within residential, commercial and industrial areas.

Collision: An unintended event that produces damage or injury.

Concept: A strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

Concept LOS: Used to describe the target operational condition for a facility during the twenty-year planning horizon of the Corridor Management Plan. Planning studies for projects to improve highway capacity should begin at the time when a highway segment is projected to reach the concept LOS.

Continuous left-turn lane: A lane that simultaneously serves left turning vehicles traveling in opposite directions.

Congestion: Defined as, reduced speeds of less than 35 miles per hour for longer than 15 minutes.

Controlled Access Highway: In situations where the Director or the California Transportation Commission (CTC) has determined it advisable, a facility may be designated a "controlled access highway" in lieu of the designation "freeway". All statutory provisions pertaining to freeways and expressways apply to controlled access highways.

Conventional Highway: A highway without control of access, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

Corridor: A set of essentially parallel transportation facilities for moving people and goods between two points.

Corridor Management Plan (CMP): The intent of this plan is to provide one unified concept for managing, operating, improving, and preserving a corridor across all modes and jurisdictions for highest productivity, mobility, reliability, accessibility, safety, and preservation outcomes. The larger purpose of a CMP is to focus all transportation efforts on effective and efficient usage of all facilities on the corridor.

Corridor Preservation - Identify and discuss the locations targeted for corridor preservation, and address existing and future rail and highway corridor, and seaport and airport facility land reservation needs.

Dd

Daily Vehicle Miles of Travel: An estimate of Annual Vehicle Miles of Travel is the product of AADT X Segment Length X 365 days.

Delay: The time lost while traffic is impeded by some element over which the driver has no control.

Density: The number of vehicles per mile (or per lane per mile) on the traveled way at a given instant.

Design Exception: Written record that documents the engineering decisions leading to the exception from a design standard. Exceptions are possible for both mandatory and advisory design standards.

Design Speed: A speed selected to establish specific minimum geometric (horizontal, vertical, site distance) design elements for a particular section of highway.

District: Department of Transportation Districts.

Divided Highway: A highway with separated roadbeds for traffic in opposing directions.

Ee

Easement: A right to use or control the property of another for designated purposes.

Encroachment: Occupancy of project right-of-way by non-project structures or objects of any kind or character.

Environmental Impact Report (EIR): A detailed statement setting forth the environmental effects and considerations pertaining to a project as specified in California Environmental Quality Act (CEQA), and may mean either a Draft or a Final EIR.

Environmental Impact Statement (EIS): An environmental impact document prepared pursuant to the National Environmental Policy Act (NEPA) of 1969. The Federal government uses the term EIS in the place of the environmental impact report (EIR), which is used in CEQA.

Environmental Scoping Tool: A tool that visually displays, using GIS software, where habitats, species and hazardous sites are currently located.

Exclusive Turn Lane: A storage area designated to only accommodate left or right turning vehicles.

Ff

Facility Concept: General term used to describe the number of lanes and degree of access control on a State Route or Freeway. The term can be used to describe the existing facility or the future facility that will be required to handle projected traffic volumes within adopted level of service standards.

Fatal Plus Injury Actual: Contains specific data for accidents that are State highway related. Each accident record contains a ramp, intersection or highway post-mile address that ties it to the highway database.

Fatal Plus Injury Average: The Statewide Average Accident Rate (SWA) is based on a rated segment. The accident-rating factor (ARF) indicates how the existing segment compares to other segments on the State Highway System. The ARF is a comparison of then segment's accident rate to the statewide average accident rate for roads of the same type and having similar characteristics. Accident severity as well as accident frequency is considered in calculating the ARF.

Federal Highway Administration (FHWA): An agency of the US Department of Transportation that funds highway-planning programs.

Federal Transit Administration (FTA): An agency of the US Department of Transportation that funds transit planning and deployment programs.

Free Flow Speed: The average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by delay from traffic control devices.

Freeway-to-freeway Connection: A single or multilane connection between freeways.

Frontage Street or Road: A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.

Functional Classification: Guided by Federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterials and Major Collectors).

Gg

Gap: The time, in seconds, for the front bumper of the second of two successive vehicles to reach the starting point of the front bumper of the first.

Geometric Design: Geometric design is the arrangement of the visible elements of a road, such as alignment, grades, sight distances, widths, slopes, etc.

Goods Movement: The general term referring to the flow of commodities, modal goods movement systems and goods movement institutions.

Grade: As used in capacity analysis, grade refers to the average change in elevation on the segment under study, expressed as a percentage.

Grade Separation: A crossing of two highways or a highway and a railroad at different levels.

Hh

Highway: Term applies to roads, streets, and parkways, and also includes right-of-way, bridges, railroad crossings, tunnels, drainage structures, signs, guard rails, and protective structures in connection with highways.

Highway Advisory Radio (HAR): An ITS technology that provides valuable information to travelers through prerecorded messages that contain traffic information, road conditions, chain requirements and road closures, etc. Transmission is generally accomplished through low-powered AM broadcast.

Highway Capacity Manual (HCM): Updated in 2000 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (Level-of-Service) of transportation systems.

Highway Classification: For purposes of capacity analysis, separation of two-lane highways into Class I, II or III. Class I includes major interregional routes, Class II includes smaller links in the system and Class III includes segments of two-lane highway in smaller developed areas or communities.

Highway Trust Fund: Federal user fees on gasoline, etc. go into this fund. Used to reimburse states for Federal-aid projects.

Ii

Incident Management: Technologies that allow transportation managers to identify and respond quickly to incidents on the highway system.

Initial Study: A preliminary analysis prepared by the lead agency to determine whether an environmental impact report (EIR) or negative declaration must be prepared pursuant to the California Environment Quality Act (CEQA).

Intelligent Transportation Systems (ITS): Use of advanced sensor, computer, and electronic systems to increase the safety and efficiency of the transportation system.

Interchange: A system of interconnecting roadways in conjunction with one or more grade separations providing for the interchange of traffic between two or more roadways on different levels.

Intermodal: The ability to connect, and make connections between modes of transportation.

Intermodal Transportation Management System (ITMS): ITMS is an integral and fundamental tool used in system planning and advanced planning activities. The ITMS provides an interactive, intermodal and multimodal, quick response transportation planning

analysis tool for use in system planning and jointly with regional agencies.

Interregional Transportation Strategic Plan (ITSP): The ITSP identifies six key objectives for implementing the Interregional Improvement Program and strategies and actions to focus improvements and investments. This document also addresses development of the interregional road system and intercity rail in California, and defines a strategy that extends beyond the 1998 State Transportation Improvement Program (STIP).

Intersection: The general area where two or more roadways join or cross, which include roadside facilities for traffic movements in that area.

Interstate Highway System: The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the US to internationally significant routes in Mexico and Canada.

Kk

Kilometer Post (KP): Using kilometers and counties, the KP system identifies specific and unique locations in the California highway system.

LI

Left turn lane: A storage area designated to only accommodate left turning vehicles.

Local Street or Local Road: A street or road primarily for access to residences, businesses, or other abutting property.

Local Transportation Commission (LTC): A designated transportation planning agency for a county which is not within the jurisdiction of a statutorily created Regional Transportation Planning Agency or a Council of Governments.

Mm

Maintained Miles: The length of a facility that is preserved and kept in the safe and usable condition to which it has been improved.

Median: The portion of a divided highway separating the traveled ways for traffic in opposite directions.

Median Lane: A speed change lane within the median to accommodate left turning vehicles.

Memorandum of Understanding (MOU): Formal structure for interagency cooperation.

Merging: The converging of separate streams of traffic into a single stream.

Metropolitan Planning Organization (MPO): By federal provision, the Governor designates this organization by principal elected officials of general-purpose local governments. MPOs are established to create a forum for cooperative decision-making. Each MPO represents an urbanized area with a population of over 50,000 people.

Minimum Turning Radius: The radius of the path of the outer front wheel of a vehicle making its sharpest turn.

Mixed Flow: Traffic movement having automobiles, trucks, buses and motorcycles sharing traffic lanes.

Mode: Types of transportation: auto, bus, rail, etc.

Multimodal: The availability of transportation options using different modes within a system or corridor.

Multiple Lanes: Freeways and conventional highways are sometimes defined by the total number of through traffic lanes in both directions. Thus, an 8-lane freeway has 4 through traffic lanes in each direction. Likewise, a 4-lane conventional highway has 2 through traffic lanes in each direction.

Nn

National Environmental Policy Act (NEPA): 1969 legislation requiring all Federal agencies to prepare an environmental impact statement evaluating proposed Federal actions which may significantly affect the environment.

Non-Motorized Transportation Facility: That combination of vehicles and ways generally including bikeways bicycles, sidewalks, bridle paths and horses which permit the transport of people.

Pp

Passing Lane: A lane added to improve passing opportunities in one direction of travel on a two-lane highway.

Peak: 1. The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak. 2. The period during which the demands for transportation services is the heaviest.

Peak Period Directional Split: During the peak period, the directional distribution of traffic.

Platoon: A group of vehicles traveling together as a group, either voluntarily or involuntarily because of signal control, geometrics, lack of passing opportunities or other factors.

Post-Mile (PM): Using miles and counties, the PM system identifies specific and unique locations in the California highway system.

Percent Time Spent Following (PTSF): A performance measure used to estimate level of service on a two-lane highway. It is the average percentage of travel time that vehicles must travel in platoons behind slower vehicles due to the inability to pass.

Prescriptive: Type of easement that comes into existence without formal action because of long-term historical use in a corridor. A prescriptive right cannot be established over land owned by a governmental entity.

Programming: Process of scheduling high-priority projects for development and implementation.

Project Initiation Document (PID): A report that documents agreement on the design concept, design scope, schedule and estimated cost of a project so that the project can be included in a future-programming document. Reports include, among others, the PSR, PSSR, Combined PSR/PR, PEER and the NBSSR.

Project Report: Report summarizing the feasibility of needs, alternatives, costs, etc., of a proposed transportation project affecting state transportation facilities. Often project reports consist of a Transmittal Letter and a draft environmental document.

Public Participation: The active and meaningful involvement of the public in the development of transportation plans and programs.

Public Transportation: Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point or another. Routes and schedules may be determined through a cooperative arrangement.

Rr

Ramp: A connecting roadway between a freeway or expressway and another highway, road, or roadside area.

Ramp Metering: A traffic management strategy, which utilizes a system of traffic signals on freeway entrance and connector ramps to regulate the volume of traffic entering a freeway corridor. This is to maximize the efficiency of the freeway and thereby minimize the total delay in the transportation corridor.

Region (Transportation Planning): A geographical area assigned to a Regional Transportation Planning Agency (RTPA) responsible for regional transportation planning.

Regional Transportation Plan (RTP): State-mandated documents to be developed biennially by all region transportation planning agencies (RTPAs). They consist of policy, action and financial elements.

Regional Transportation Planning Agency (RTPA): Created by AB 69 to prepare regional transportation plans and designated by the Business, Transportation and Housing (BT&H) secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily-created agencies.

Rehabilitation: Activities, which preserve the quality and structural integrity of a roadway by supplementing normal maintenance activities.

Relief Route: An arterial highway that permits traffic to avoid part or all of an urban area.

Relinquishment: A transfer of the State's right, title, and interest in and to a highway, or portion thereof, to a city or county.

Resurfacing: A supplemental surface or replacement placed on an existing pavement to restore its riding qualities or increase its strength.

Right-of-Way: Real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.)

Roadbed: That portion of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds.

Roadway: That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including also the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

Road Weather Information Systems (RWIS): This ITS system collects pavement temperature, visibility, wind speed and direction and precipitation data and presents the data in a useable format to transportation system operators, potentially for the travelling public.

Ss

Safety Index: The traffic Safety Index is a tool for evaluating safety benefits which provides a measure of the accident dollars saved by the motorist expressed as a percentage of the sum of right-of-way (R/W) and construction costs.

Safety Roadside Rest: A roadside area provided for motorists to stop and rest for short periods. It includes paved parking areas, drinking water, toilets, tables, benches, telephones, information panels, and may include other facilities for motorists.

Segment: A portion of highway identified for analysis that is homogenous in nature.

Separate Turning Lane: An auxiliary lane for traffic in one direction, which has been physically separated from the intersection area by a traffic island.

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

Signalized Intersection: A place where two roadways cross and have a signal controlling traffic movements.

Speed Change Lane: An auxiliary lane, including tapered areas, primarily for the acceleration or deceleration of vehicles entering or leaving the through traffic lanes.

Stakeholder: Individuals and organizations that are actively involved in the project, or whose interests may be positively or negatively affected as a result of project execution or project completion. They may also exert influence over the project and its results. In transportation, stakeholders include FHWA, CTC, RTPAs, transportation departments, transportation commissions, cities and counties, Native American Tribal Governments, economic development and business interests, resource agencies, transportation interest groups, the public and the Legislature.

State Freeway and Expressway System: The Statewide system of highways declared by the Legislature to be essential to the future development of California.

State Highway Operation and Protection Program: A four-year program limited to projects related to state highway safety and rehabilitation.

State Implementation Plan (SIP): Plan required by the Federal Clean Air Act of 1970 to attain and maintain national ambient air quality standards.

State Routes: State highways within the State, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

State Transportation Improvement Program (STIP): Biennial document, adopted by the California Transportation Commission (CTC), which provides the schedule of projects to develop over the upcoming five years.

Surface Transportation Assistance Act (STAA) Trucks: This act required states to allow larger trucks on the National Network (NN), which is comprised of the Interstate State plus the non-Interstate System 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 (KRPA) distance, (3) unlimited length for both vehicle combinations, and (3) width up to 102 inches.

Tt

Telecommuting: The substitution, either partially or completely, of transportation to a conventional office through the use of computer and telecommunications technologies (telephones, personal computers, modems, facsimile machines, electronic mail, etc.)

Terrain: The surface features of an area of land; topography. In capacity analysis, classification into one of three categories: flat, rolling or mountainous.

Thrie Beam: A standard Caltrans median barrier composed of 12 gauge, triple corrugated galvanized steel beam mounted on wood posts and blocks.

Traffic Accident Surveillance and Analysis System (TASAS): A system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections in the State Highway System, Accidents can be selected by location, highway characteristics, accidents data codes or any combinations of these.

Traffic Conditions: Any characteristics of the traffic stream that may affect capacity or operation, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commutes and recreational drivers).

Traffic conflicts: exist wherever two vehicles have the potential of occupying the same space.

Traffic Lane: The portion of the traveled way for the movement of a single line of vehicles.

Traffic Markings: All lines, words, or symbols (except signs) officially placed within the roadway to regulate, warn, or guide traffic.

Traffic Sign: A device mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic.

Traffic Signal: A traffic control device regulating the flow of traffic with green, yellow and red phases.

Transit: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include: public transit, mass transit, public transportation, urban transit and paratransit.

Transportation Concept Report (TCR): Planning document that identifies current operating conditions, future deficiencies, route concept, concept level of service (LOS) and conceptual improvements for a route or corridor.

Transportation Demand Management (TDM): "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

Transportation Equity Act for the 21st Century (TEA21): As an addition to Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, TEA21, which was enacted June 9, 1998, authorizes highway, highway safety, transit and other surface transportation programs for the following 6 years.

Transportation Improvement Program (TIP): Federally required annual schedule of projects for transportation development for the

upcoming five years. A project must be in the appropriate regional-Federal TIP to receive Federal or CTC funding.

Transportation Management Center (TMC): A focal point that can monitor traffic and road conditions, as well as train and transit schedules, and airports and shipping advisories. From here, information about accidents, road closures and emergency notification is relayed to travelers.

Transportation Permits: The Department of Transportation has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight and loading of vehicles contained on Division 15 of the California Vehicle Code. Requests for such special permits requires the completion of an application for a Transportation Permit from the office Traffic Operations-Transportation Permits. Route Classes for length are labeled yellow, green, blue, brown and red. Route Classes for weight are labeled purple, orange and green. See <http://www.dot.ca.gov/hq/traffops/permits/> for more information.

Transportation System Development Program (TSDP): A TSDP identifies a reasonable, comprehensive and effective range of transportation improvements on state highways. It is the Department's statement of priorities for improvements in negotiating and joint planning with regional agencies.

Transportation System Management (TSM): TSM is 1) a process oriented approach to solving transportation problems considering both long and short range implications; and 2) a services and operations process oriented in which low capital, environmentally-responsive, efficiency-maximizing improvements are implemented on existing facilities.

Travel Way: The portion of the roadway for the movement of vehicles, exclusive of shoulders.

Typical Section: Depiction of the basic (or typical) design elements/features for an existing or planned facility. Typical sections can be prepared for a variety of facilities, including: highway sections, lane transition areas, medians, interchanges, pavement structural sections, bike paths and drainage systems.

Uu

US Department of Transportation: The principal direct Federal funding agency for transportation facilities and programs. Includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA), and other.

US Route: A network of highways of statewide and national importance. These highways can be freeways, expressways or conventional highways.

Vv

Vehicle Miles Traveled (VMT): Used in trend analysis and forecasts. (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specific time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given router or line or network during a specific time period.

Vista Point: A paved area beyond the shoulder, which permits travelers to safely exit the highway to stop and view a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water and telephones may be provided.

Volume: The number of vehicles passing a given point during a specified period of time.

Volume/Capacity Ratio (V/C Ratio): The ratio of flow rate to capacity for a transportation facility.

Ww

Weaving: The crossing of traffic streams, moving in the same general direction, accomplished by merging and diverging.

Weaving Section: A length of roadway over which traffic streams cross paths through lane-changing maneuvers, at one end of which two one-way roadways merge and at the other end of which they separate.

Appendix T: Reference Listing

DRAFT CMP AND RECIRCULATED DRAFT CMP REFERENCES

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Transportation System Projects, Federal Fiscal Years 2007-2016, Nevada Department of Transportation (October 2007)
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http://www.fws.gov/sacramento/es/crit_hab.htm
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<http://dot.ca.gov/> Department of Transportation (Caltrans)
<http://www.census.gov/> -US Census Bureau
<http://www.dot.ca.gov/hq/tsip/data.php> - Division of Transportation System Information (TSI)

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2004 Regional Transportation Plan – Non- Motorized for Shasta County
Shasta County Bike Corridors
Caltrans District 2 Cycling Guide
District 1 Bicycle Touring Guide