COATS
TECHNICAL MEMORANDUM ONE

VOLUME ONE:

REVIEW OF LEGACY SYSTEMS

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GLOSSARY OF ABBREVIATIONS

ARTS	Advanced Rural Transportation Systems
ATR	Automatic Traffic Recorder
AVI	Automatic Vehicle Identification
Caltrans	California Department of Transportation
CARS	California Amateur Radio System
CCTV	Closed Circuit Television
CHP	California Highway Patrol
COATS	California/Oregon Advanced Transportation Systems
CMS	Changeable Message Sign
CPA	Critical Program Area
CWRR	California Western Railroad
CVISN	Commercial Vehicle Information Systems and Networks
CVO	Commercial Vehicle Operations
CW	Continuous Wave
DMS	Dynamic Message Sign
DOT	Department of Transportation
DSIS	Downhill Truck Speed Information Systems
EMS	Emergency Medical Systems
EMSA	Emergency Medical Services Authority
GIS	Geographic Information Systems
GPS	Global Positioning Systems
GPRA	Government Performance and Results Act
HAR	Highway Advisory Radio
HF	High Frequency
ISTEA	Intermodal Surface Transportation Efficiency Act
ITEN	Integrated Tactical Enforcement Network
ITIP	Interregional Transportation Improvement Plan
ITS	Intelligent Transportation Systems
LPR	License Plate Reader
LROP	Long Range Operational Plan
MPO	Metropolitan Planning Organization
MSU	Montana State University
NCR	North Coast Railroad
NWP	Northwestern Pacific Railroad

NSA	National System Architecture
ODOT	Oregon Department of Transportation
OSP	Oregon State Police
RABA	Redding Area Bus Authority
RCMS	Radar Changeable Message Sign
RTPA	Regional Transportation Planning Agency
RWIS	Remote Weather Information System
SHOPP	State Highway Operation and Protection Program
SOC	Satellite Operation Center
SOVA	Southern Oregon Visitors Association
STIP	Statewide Transportation Improvement Plan
TDM	Transportation Demand Management
TIF	Truck Inspection Facility
TMC	Traffic Management Center
USDOT	United States Department of Transportation
VMS	Variable Message Sign
WIM	Weigh In Motion
WTI	Western Transportation Institute

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1 INTRODUCTION

The overall goal of rural ITS planning, demonstration, and deployment is to "…make rural travel safe, dependable and convenient". This goal will be accomplished by providing an integrated system whereby transportation agencies, transit providers, emergency managers and tourism officials will be able to manage the transportation system more efficiently within the predominantly rural study area. More specifically, the objectives of the California/Oregon Advanced Transportation Systems (COATS) project include:

identifying rural transportation problems,

matching potential ITS-related solutions to these problems and

determining feasible ways to implement these solutions.

To carry out these objectives, investigations of technical, institutional, planning, maintenance, operations, phasing, cost, and deployment issues will be considered. Specifically, the COATS project will attempt to:

- identify the transportation and information needs within the study area;
- determine ITS solutions that would be beneficial, cost-effective and deployable, using the nationally-defined ITS user services/market packages (national architecture) to identify potential technologies for consideration;
- identify, design and deploy initial, small-scale projects/systems on a multi-year basis to test the feasibility of rural ITS; and
- develop a Model Deployment and Evaluation Plan for implementing rural ITS strategies on a larger scale. Emphasis will be placed on the integration and expansion of future ITS components within the study area.

To maximize resources and foster cooperation, the California Department of Transportation (Caltrans) and the Oregon Department of Transportation (ODOT) are partnering to investigate the feasibility of Intelligent Transportation Systems (ITS) in rural areas. Specifically, the rural areas of interest are located in Northern California and Southern Oregon, as shown in Figure 1. A key element of this effort will be to adopt a strategy that will lead to the use of ITS technologies to enhance safety and improve the movement of people, goods, and services, thereby promoting economic development in the bi-State region. WTI is working with Caltrans, ODOT and their respective regional and local governments to solve significant transportation-related problems in rural portions of their States, northern California and southern Oregon.

1.1 Review of Legacy Systems Report Objectives

The Review of Legacy Systems report attempts to summarize existing transportation systems and planned transportation improvements within the COATS corridor and include them in GIS maps, thereby completing Tasks 2.1, 2.2 and 2.5. These tasks, again, are to review local and statewide Intelligent Transportation Systems (ITS) plans and programs (Task 2.1), inventory ITS and Other Local Systems (Task 2.2) and to establish geographic areas of focus (Task 2.5). By reviewing and documenting local and statewide efforts, redundancy among the various projects can be reduced. Although the name of this report is the Review of Legacy Systems, the term "Legacy" does not imply that only **existing** transportation systems/projects/programs are included. The Review of Legacy Systems report also contains information regarding **planned** transportation systems/projects/programs. Planned projects are those in which money has been allocated.

The Western Transportation Institute (WTI) at Montana State University (MSU) surveyed appropriate project participants to identify and inventory existing systems and planned programs. These existing and planned programs fall into one of two categories: advanced technology-related programs/projects or traditional programs/projects. The advanced technology-related programs/projects were divided into the seven following categories.

- Traveler Safety and Security
- Emergency Services
- Tourism and Travel Information Services
- Public Traveler Services/Public Mobility Services
- Infrastructure Operations and Maintenance Systems
- Fleet Operations and Maintenance
- Commercial Vehicle Operations

The traditional programs/projects were divided into three main categories: infrastructure, emergency medical services and transit services. Included in the infrastructure category were rail, air, marine and intermodal facilities, as well as safety rest areas and commercial vehicle operations.

The information collected in this report coupled with future reports will assist in identifying gaps and potential correlation between existing or planned systems and help identify future ITS solutions that may add value to on-going efforts. The Review of Legacy Systems report is Volume One of a two-volume report called, Technical Memorandum One. Volume

Two of this report is called the Conditions and Performance report. Volume One details the existing and planned transportation systems within the corridor and Volume Two details the types of transportation challenges existing within the corridor. The Traveler Needs Survey, or Technical Memorandum Two, summarized the perceived needs and information preferences of the general traveling public. Using both volumes of Technical Memorandum One and Technical Memorandum Two, ITS-related programs and projects can be identified and prioritized for use in specified areas.

1.2 Volume One Contents and Organization

The five main sections contained within the Review of Legacy Systems report are 1) Introduction, 2) Data Collection and Review, 3) Summary of Existing and Planned Transportation Systems, 4) Summary of the Report and 5) Appendices. Data collection was performed using surveys and personal interviews of various project participants and stakeholders. Basic discussions of each of the pertinent reports and data received are contained in Section 2. The data collected from each State is categorized into one of two categories: 1) advanced technology-related data and 2) traditional approach data. Section 3 contains detailed descriptions of pertinent transportation systems/solutions, as well as GIS maps of their locations. Transportation systems/solutions are categorized by the Advanced Rural Transportation Systems (ARTS) Strategic Plan (1) Critical Problem Areas (CPAs). Section 4 provides a general summary of the document. Tabulated data of the existing and planned transportation systems/solutions are located in Appendices D and E.

2 DATA COLLECTION AND REVIEW

Due to the large amount of data available regarding legacy systems in northern California and southern Oregon, a system of collecting and organizing pertinent data was necessary. The three main steps to acquiring and organizing the legacy systems data were to:

1. develop and distribute a survey to project participants,
2. use information from the survey to identify and contact additional stakeholders, and
3. review and categorize incoming data.

2.1 Data Collection Survey

A survey was designed and distributed to project participants by WTI (Appendix A). The purpose of the survey was to collect data regarding existing or planned transportation systems and improvements (both advanced and traditional) within the study area. In addition, data were collected for Task 2.3 (Identifying Transportation and Safety Related Problems) since many of these participants would be able to include these types of data along with legacy data.

The survey contained nine main sections or areas of questioning corresponding to the ARTS CPAs. Questions that were related to accident data collection, emergency incidents and response times, traffic counts, visitor demographics and State/National Park operations were used to fulfill the requirements of Task 2.3 (see Volume Two). Information was also requested regarding regional management and coordination, stakeholder identification and other ITS programs and activities not directly addressed in the survey.

2.2 Categorization and Review of Documents

The various documents submitted by project partners in California and Oregon were reviewed and organized by State into the following categories: advanced technology related documents and traditional programs, projects and improvements. Documents that provided information regarding advanced approaches to transportation system problems (existing or planned) were categorized into the advanced section. Documents that provided information regarding traditional approaches to transportation problems (existing or planned) were placed in the traditional section. Due to the nature of some of these documents, the information within them contains both advanced and traditional legacy data. Where this occurs it will be noted. Information will also be categorized by the State to which it pertains.

Within this section, a brief description of each of the documents received is given. This description is intended for the reader to gain knowledge regarding the general purpose of the document and the types of information it includes. Information that is more specific will be provided when pertinent.

2.2.1 Documents Discussing California's Advanced Technology-Related Approaches

2.2.1.1 California Interstate 5 Canyon Closure

The California Interstate 5 Canyon Closure (2) document contains four different plans for closing sections of I-5 upon notification of an incident. It also includes the procedures to re-open the roadway and a list of agencies that may need to be notified of an incident.

2.2.1.2 Route Concept Reports

Route Concept Reports contain the Department of Transportation's goal for the development of each route in terms of level of service, and broadly identify the nature and extent of improvements needed to reach those goals. Some areas covered in all Route Concept Reports include: route definitions, route purpose, existing facilities, related facilities, current operating conditions, route concept, concept rationale, and issues of concern and improvements.

Route I-5: (3)

- Rest Stops at Corning, Red Bluff (PM 33.3), Red Bluff (PM 34.3), O'Brien, Lakehead, Weed and Collier
- Park and Ride Lot at Bowman Road Intersection,
- Greyhound – 28 daily trips in Tehama and Shasta Counties and 14 in Siskiyou County
- Trailways Lines, Inc. – 6 daily trips in Tehama, Shasta and Siskiyou Counties
- STAGE – 17 daily trips in Siskiyou County
- Proposed measures to reduce deer accidents using fencing, deer mirrors, and/or roadside clearance

Route 3: (4)

- Proposed measures to reduce deer accidents using fencing, deer mirrors, and/or roadside clearance
- STAGE schedules two daily commuter trips, five days/week between Etna and Yreka and mid-day trips on Tuesday and Thursday

Route 36: (5)

- Rest Stop at Chester
- Mount Lassen Motor Transit daily bus service from Red Bluff to Susanville
- Considered highway construction in Lassen County

Route 44: (6)

- Rest Stops at Shingletown and Bogard
- Park and Ride Lots on Deschutes Road, Black Butte Store and Shingletown

Route 89: (7)

- Proposed measures to reduce deer accidents using fencing, deer mirrors, and/or roadside clearance
- Rest Stop in Plumas County (left)
- Park and Ride Lots at Blairsden, Burney and Mt. Shasta
- STAGE – three trips/day, five days/week between Mt. Shasta and McCloud

Route 96: (8)

- Rest Stops at Collier (Junction 96/I-5) and Independence Creek
- Park and Ride Lot at Pacific Crest Trailhead
- STAGE (Siskiyou Transit and General Express) – one round trip per day, two days/week between Yreka and Happy Camp
- Proposed measures to reduce deer accidents using fencing, deer mirrors, and/or roadside clearance

Route 97: (9)

- Rest Stops at PM 0.2 (left) and PM 21.7 (left)
- Portable Scale Pit at PM 3.0 (left and right)
- STAGE schedules two trips/day, five days/week from Yreka to Weed
- Greyhound – six routes daily

Route 101: (10)

- Park and Ride Lots at Eureka and Trinidad and near Fortuna
- Mendicino Transit Authority runs from Ukiah to Arnold
- Humboldt Transit Authority runs from Scotia to Trinidad
- Del Norte Public Bus runs from Klamath to Crescent City

Route 139: (11)

- Proposed measures to reduce deer accidents using fencing, deer mirrors, and/or roadside clearance
- Greyhound – two scheduled runs daily (north and south)

Route 161: (12) No issues of concern or planned improvements.

Route 299: (13)

- Rest Stops at Douglas City (right) and Hatchett Mountain (right)
- Park and Ride Lot at Junction 89/299

- Truck Scales at Shasta County, PM 12.7 (right), Shasta County, PM 54.3 (left) and Shasta County, PM 76.2 (left)
- Redwood Empire Lines – five scheduled routes from Eureka to Redding
- Greyhound – four routes

Route 395: (14)

- Rest Stops at Honey Lake (right) and Secret Valley (left)
- Park and Ride Lot at Janesville
- Greyhound – scheduled routes

2.2.1.3 District 1 Long Range Operational Plan and Modal Transfer Locations

The District 1 Long Range Operational Plan and Modal Transfer Locations (15) document lists existing and planned ITS projects within District 1 in California. This plan discusses the purpose and responsibilities of the Traffic Management Team in District 1. Also included with this document was a list of intermodal transfer locations.

2.2.1.4 Transportation Management Center Master Plan

The Transportation Management Center Master Plan (16) discusses methods to increase safety and reduce incidents, delay, environmental degradation, and cost to taxpayers. The discussion covers TMC facility development, costs and benefits, regionalization, partnerships, management, operations and ITS architecture and solutions. Some of the ITS equipment that is being looked at includes CMSs, HARs, automatic toll collection, transit management, information kiosks, fleet management, and alternatives to transportation.

2.2.1.5 District 1 System Management Plan

The purpose of the District 1 System Management Plan (17) is to describe how the District envisions the transportation system will be maintained, managed, and developed over the next 20 years and beyond. This Plan discusses each of the primary modes of transportation in the District, including the existing system, anticipated future directions, issues, proposed improvements, and strategies for development of each mode.

- Rail – North Coast Railroad (NCR), California Western Railroad (CWRR) and Northwestern Pacific Railroad (NWP) serve 101 from Eureka to San Francisco Bay and 20 west of Willits.
- Maritime Facilities – Humboldt Bay, Crescent City Harbor and Noyo Harbor at Fort Bragg.

2.2.1.6 1998/99 Transit Needs Assessment for Shasta County

The 1998/99 Transit Needs Assessment for Shasta County (18) includes discussions in the following areas: unmet transit needs, transit demand analysis, description of existing transit services, existing transit performance, and transit evaluation. The summary of this needs assessment is that, generally, public and private transit operators serve the primary areas of high transit demand, as well as many other specialized transit needs throughout the county. All the information pertains to Shasta County in California.

2.2.1.7 Draft - Regional Transportation Plan for Shasta County

The Draft – Regional Transportation Plan for Shasta County (19) contains a discussion of regional transportation issues, problems and possible solutions. The Plan includes goals, objectives and policies for each transportation mode and area of concern, as well as actions to be taken to implement Plan goals, objectives and policies, and estimated available funding. Some of the areas of concern include transit and paratransit, streets and highways, goods movement, aviation, passenger rail, air quality, environmental resources and costs. Short-range and long-range objectives are listed for each area of concern.

2.2.1.8 Caltrans Strategic Plan

The purpose of the Caltrans Strategic Plan (20) is to help Caltrans in its ongoing development of dynamic, open models for planning, management and resource allocation. This Plan also develops Caltrans' system for gauging its success. It includes a short discussion of values, visions, planning processes, performance measures, assumptions and the 1998 Strategic Priorities for Caltrans.

2.2.1.9 Caltrans Strategic Plan Supplemental: Strategic Priorities and Implementation Framework

The Caltrans Strategic Plan Supplemental (21) includes the four new 1998 Strategic Priorities, which include Transportation Partnerships, Developing our Workforce, Integrating Project Management, and Optimizing Transportation Operations, including the Implementation Framework. The key issues in this Plan are to prepare a 1999 Caltrans Comprehensive Plan, to maintain, manage, and improve the transportation system to achieve optimal results, to address customer needs and values, to improve organizational competency and to improve partnerships.

2.2.1.10 Feasibility of ITS Applications in Rural California

The Feasibility of ITS Applications in Rural California (22) report contains prioritized stakeholder input on problems and advanced technology solutions and examines potential Advanced Rural Transportation System applications based on a pilot workshop in Bishop,

California. This study recommends short term and long-term deployment strategies, research and development, funding opportunities and next steps to build a successful Intelligent Transportation System that meets stakeholder needs.

2.2.1.11 Traffic Management Plan State Route-70 Corridor

The State Route-70 Corridor Traffic Management Plan (23) was written to identify the roadwork activities scheduled for the SR-70 Corridor and to address its cumulative affect on traffic. This report is primarily focused on two areas: public information and traffic flow maintenance.

- Portable Dynamic Message Signs (DMSs) will be placed at several locations to advise motorists of expected delays due to construction.
- California Highway Patrol will input information into the California Highway Information Network (CHIN) for public access. This information will include lane closures and conditions causing significant delays.
- Permanent and possibly one portable Highway Advisory Radio (HAR) will be used to provide the public with complete real-time road information. They will be used in conjunction with the DMSs.
- The Internet web site used to gather road information similar to CHIN is located at http://www.dot.ca.gov/hq/roadinfo/index.htm.

2.2.1.12 Caltrans Emergency Operations Plan

The Caltrans Emergency Operations Plan (24) was established to provide guidelines on how to respond to and manage emergencies resulting from natural or man-made disasters, technological incidents or nuclear related operations.

2.2.1.13 Caltrans Incident Command System

The Caltrans Incident Command System (25) document describes the components, operations, and responsibilities of the Incident Command System in California.

2.2.1.14 Special Study for Route 299 (including Appendix)

The Special Study for Route 299 (26) was done to determine the most effective mix of projects eligible for STIP funding over the next 20 years. This covers Route 299 from Arcata to Redding.

2.2.2 Documents Discussing California's Traditional Approaches

2.2.2.1 Statewide Transportation Improvement Plan Interim Guidelines for 1998

The purpose of the Statewide Transportation Improvement Plan Interim Guidelines for 1998 (27) is to assist Caltrans and regions in the development of their project proposals for the 1998 State Transportation Improvement Program (STIP). These guidelines include such topics as display of project descriptions and costs, shared balances and adjustments, commission action and adoption, STIP management, and STIP development schedule and procedures.

2.2.2.2 Interregional Transportation Improvement Plan (ITIP)

The Interregional Transportation Improvement Plan (28) contains information on the vision for the interregional system and strategies for development, measured performance of the transportation system, State highways overview, priority considerations for State highways, gateways, and factors for timing and selection of ITIP improvements. The vision includes intercity passenger rail, grade separations at railroad crossings and mass transit guideways. It also includes using advanced technologies on the highway system. Analysis of the projects included in the prior plan indicated that most of the improvements contemplated in the earlier plan have not been accomplished and are still needed and of high priority. Caltrans also realizes that new opportunities and challenges, not identified in the earlier planning efforts, may deserve active consideration. This document also identifies high emphasis Interregional Routes and "Gateways", which include 101, 99, 395, 58, 198, 41, 46, 152, 156, 20 and 299.

2.2.2.3 1998 Interregional Transportation Improvement Program

The Interregional Transportation Improvement Program (29) includes a listing of projects on the California State highway system. Most of the proposed highway projects are on focused and gateway routes that are needed to build the higher standard statewide truck system required for linking rural and smaller urban centers to the larger high growth urban centers. These projects are designed to significantly improve safety while reducing interregional travel time for people and goods.

2.2.2.4 California Rural Advanced Transportation System

The California Rural Advanced Transportation System documents (30) are Caltrans' major and minor programs of existing and planned construction in District 1 from the years 1994 to 2002. The projects are listed by year, county, route, type of work, etc. These documents also include a cost estimate for each project.

2.2.2.5 Shasta County Social Service Transportation Coordination Plan and Inventory

The Shasta County Social Service Transportation Coordination Plan and Inventory (31) is an inventory update where the findings from the inventory are used as a base to develop or reaffirm goals, objectives and policies for coordination of social service transportation systems, based on local conditions. Each agency has a list of responsibilities based on the findings from the inventory.

2.2.2.6 Caltrans' Planning Documents

This packet includes background information for Caltrans along with descriptions and tables of planned construction projects for their Transportation Programs. These Programs include the State Highway Operation and Protection Program (SHOPP) and the State Transportation Improvement Program (STIP).

2.2.3 Documents Discussing Oregon's Advanced Technology-Related Approaches

2.2.3.1 Draft Emergency Operations Plan

The Draft Emergency Operations Plan (32) sets ODOT's emergency response policy and provides for a coordinated response with ODOT's local, state, federal, tribal, and private sector partners. It describes what actions ODOT will take to respond to an emergency, emergency response roles of units within ODOT, and ODOT emergency response equipment, facilities, and resources. This document also shows the locations of ports of entry, commercial service airports, general aviation airports and transit districts.

2.2.3.2 Model Incident Response Procedures

The Model Incident Response Procedures (33) are part of ODOT's Emergency Operations Plan. The procedures provide guidance and instructions for ODOT employees to handle incidents, including disabled vehicles, obstacles or debris on the roadway, spilled cargo or material, motor vehicle accidents, or any other situation which may affect normal traffic flow or pose a hazard to the public. These procedures incorporate the use of news media, variable message signs, road and weather reports, and Emergency Aid Center signs.

2.2.3.3 Oregon ITS Strategic Plan 1997-2017

The purpose of the Oregon ITS Strategic Plan for 1997-2017 (34) is to identify transportation challenges and ITS solutions within the State of Oregon. More specifically, it is designed to evaluate the effectiveness of different technologies that meet the present and future goals of the Oregon Transportation Plan, to develop a coordinated program of deploying suitable ITS technologies and strategies, to develop an institutional framework for ITS deployment and

operations and to identify the necessary policies and legal parameters for successful ITS deployment.

2.2.3.4 Public Transit Management System Transportation Entities and Performance Results

The Public Transit Management System Transportation Entities and Performance Results documents (35) are summaries of all the transportation entities and the performance results for Regions 3, 4, and 5 in Oregon. These documents include such information as operation hours, passenger trips, operating expense, cost/trip, etc. for the 1996 Fiscal Year.

2.2.4 Documents Discussing Oregon's Traditional Approaches

2.2.4.1 Final Statewide Transportation Improvement Program 1998-2001

The Final Statewide Transportation Improvement Program for 1998-2001 (36) prioritizes, schedules, and assigns funding to projects, thus defining the capital improvement program for Oregon. The document includes multi-modal (highway, rail, aeronautics, public transit and safety) projects, thereby fulfilling the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA). The document also includes projects of regional interest that are fully funded by the metropolitan planning organizations (MPOs) and projects on the state, city, and county transportation systems, as well as projects in the National Parks, National Forests and on Indian Reservations. The program is updated every two years.

2.2.4.2 Oregon's Visitor Industry

The Oregon's Visitor Industry report (37) includes the following information on tourism in Oregon: direct economic impacts, employment, regional visitation, out-of-state and in-state visitors, visitor satisfaction and their trip characteristics. This document also includes the locations of the rest areas in Oregon.

2.2.5 Other Pertinent Documents

2.2.5.1 U.S. Department of Transportation's Advanced Rural Transportation Systems Strategic Plan

The U.S. Department of Transportation's Advanced Rural Transportation Systems Strategic (ARTS) Plan (1) defines the role of the Federal Government in developing rural ITS options. It discusses the management strategy of the Government with emerging ITS technologies within rural settings from conception to viable options for implementation. This Plan meets the needs of the U.S. Department of Transportation by providing a basis for decision making as well as addressing requirements of the Government Performance and Results Act (GPRA).

3 EXISTING AND PLANNED TRANSPORTATION SYSTEMS

Existing and planned transportation systems fall into two categories. These two categories are projects, programs and improvements that 1) are advanced technology-related, or 2) utilize traditional engineering approaches. Since there are several advanced technology approaches that can be implemented to solve transportation issues, classifications that are more specific need to be used. These classifications, called "clusters", have evolved through several rural outreach sessions and represent the general categories that emerged from rural needs assessment studies and are defined by the United States Department of Transportation (USDOT) ARTS Strategic Plan (1). Traditional engineering approaches can also be more specifically classified into three categories. These categories are defined as 1) infrastructure programs and projects, 2) emergency medical services and 3) transit services.

3.1 Advanced Technology-Related Approaches

Traditionally, research and application of ITS solutions have focused primarily on urban transportation problems and needs. Advanced technology applications in rural settings offer a unique challenge in terms of needs, priorities, technologies, benefits, communications infrastructure, and public and private sector roles and responsibilities. In an effort to simplify and organize research and application efforts, advanced approaches to rural transportation system problems and needs have been categorized into general focus areas or "clusters" called Critical Problem Areas (CPAs). The seven CPAs are defined as:

4. *Traveler Safety and Security*: Addresses the need for improving driver ability to operate a vehicle in a safe and responsible way and for improving driver notification of potentially hazardous driving conditions.

Emergency Services: Focuses on improving communications, management of emergency service fleets and critical information transmission. This cluster also deals with improving coordination efforts between service providers and improving real-time emergency information.

Tourism and Travel Information Services: Focuses on providing travel information and mobility services to travelers unfamiliar with a rural area.

Public Traveler Services/Public Mobility Services: Focuses on improving accessibility and reducing isolation for travelers using or relying on public transportation.

Infrastructure Operations and Maintenance: Focuses on improving the efficiency and operation activities of rural transportation systems.

Fleet Operations and Maintenance: Focuses on providing efficient scheduling, routing, locating and maintaining of rural fleets.

Commercial Vehicle Operations: Focuses on the coordination and provision of services for rural fleet operations management (1).

The aforementioned clusters are not mutually exclusive and overlap is to be expected when all categories are utilized in a specific rural setting. In addition, boundaries between cluster groups are not fixed, allowing relationships between cluster concepts. Figure 1 shows the mutual and conceptual relationship between these clusters.

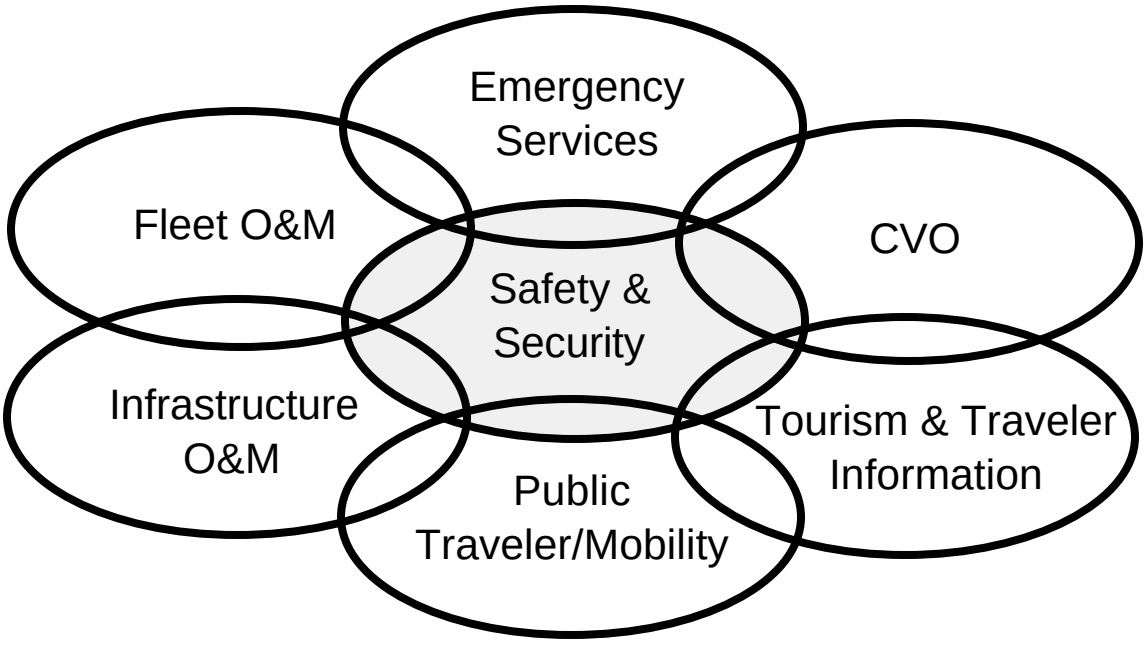

Figure 1: ARTS Critical Problem Areas Cluster Relationships (1).

Review and discussion of the advanced technology-related programs and planned improvements within the COATS corridor have been organized to align with the CPAs. This method of organization will enable the review of current efforts to correspond with the National System Architecture (NSA), thereby ensuring compatibility with future project efforts in identifying applicable solution technologies and systems.

3.1.1 Traveler Safety and Security

Systems within the study area that are classified in the Traveler Safety and Security CPA category include Road Weather Information Systems (RWIS), Automated High Wind Advisory Systems, Changeable Message Signing (CMS), Highway Advisory Radio (HAR), and Motorist-

Aide Call Boxes. Locations of existing and planned Traveler Safety and Security infrastructure are shown in Figure 2.

3.1.1.1 Road Weather Information Systems

Road and Weather Information Systems are designed to help transportation system managers, the motoring public, and commercial vehicle operators make better travel and/or maintenance decisions by describing current and predicted weather conditions. RWIS stations may be used to relay pertinent travel information to motorists, including road surface conditions, wind speed and direction, air temperature, relative humidity, precipitation, visibility levels, snow depth and sub-surface temperature. Transmission of information can be made through the Internet, kiosks or variable message signs. Department of Transportation personnel may be able to use information from RWIS locations to update travel advisories or manage specific infrastructure operations, such as snow removal. In the future, officials involved with these systems envision networking RWIS with similar systems in surrounding States.

Current efforts in northern California include three existing and 14 planned RWIS stations. The planned RWIS sites in California are to be located in District 2 as part of its 5-Year ITS Implementation Plan (38). One of the existing RWIS stations also contains an Automated Wind Advisory System and two of the planned RWIS stations are expected to utilize this system. District 1 is planning to install pavement sensors south of Crescent City on Highway 101 (39). These sensors will be linked to a variable message sign to indicate when potentially hazardous pavement conditions exist.

There are 38 existing and 18 planned RWIS sites in southern Oregon (40, 41). Seven of the existing RWIS sites are located Region 2, 16 in Region 3, 12 in Region 4, and three in Region 5. The planned RWIS stations are part of a two-phase project where eight of the RWIS stations are to be constructed in the fall of 1998 and the remaining 10 are scheduled to be constructed the following year. Part of Oregon's RWIS deployment provides for pavement conditions forecasting that enable maintenance crews to perform "pre-icing" treatments.

3.1.1.2 Automated Seismic Road Closure Systems

The seismic road closure system aids in highway operation and increased traveler safety and security by warning or redirecting bridge travel during seismic activity. Bridges that have not been retrofitted for seismic activity can be fitted with automatic gates to close the highway during potentially unsafe conditions. Sensors activate pagers to expedite DOT dispatch and response personnel so qualified employees can confirm the structural integrity of the bridge (39).

3.1.1.3 Dynamic Message Signing

Dynamic Message Signs (DMSs) which consist of either variable message signs (VMSs) or changeable message signs (CMSs), are used to transmit real-time data to transportation users. Sophisticated DMSs may be updated using a modem from a satellite operation center or a traffic management center. The primary use of these signs is incident management with secondary uses in maintenance and construction activities.

In California, there are 12 existing DMSs with plans for adding 30 additional signs. Eight of the existing DMSs are permanent and four are portable. Seven of the eight permanent DMS locations are within District 2 and the remaining one in District 1 (15). All four of the portable DMS locations are within District 1. In District 1 there are also five portable DMSs outside the corridor that would most likely be available for use within the corridor. Nineteen of the planned DMS locations are for District 1 and 11 are for District 2. The planned DMS locations in District 2 are part of that District's 5 Year ITS Implementation Plan (38).

Oregon currently has one existing DMS in Region 3 and has plans (40) to implement two DMS locations in the fall of 1998. The existing DMS is part of Oregon's ITS Strategic Plan for 1997-2017 (34).

3.1.1.4 Highway Advisory Radio

Highway advisory radio is used to inform travelers of road conditions, weather conditions, possible road closures, chain requirements, and so forth, as well as an incident management aid. This technology may be used with the DMSs to provide information that is more detailed.

Currently, there are nine existing and six planned highway advisory radio locations in California. Four of the existing HAR locations are within District 1 (42), leaving the remaining five in District 2. All of the planned HAR locations are within District 2 and are part of that District's 5 Year ITS Implementation Plan (38). One of the planned HAR locations is considered a Super Station. According to the Oregon ITS Strategic Plan (34), Region 5 has installed DMS and a radio system for broadcasting weather conditions.

3.1.1.5 Motorist-Aide Call Boxes

Motorist-aide call boxes provide transportation users with the ability to call for roadside assistance. Each call box location gives the motorist pertinent information, such as a call box telephone number, identification number, post-mile, county and highway information to help motorists identify their exact location. District 1 has 71 call boxes covering 275 miles with an average spacing of 8.5 miles between boxes (43). Current plans call for an additional 40 call

boxes to be installed per year. There are no motorist-aide call boxes in District 2 of California or in southern Oregon.

3.1.2 Emergency Medical Services

Advanced technology-related emergency services that are existing or planned within the corridor include projects/programs that are specifically designed to enhance transportation-related challenges within emergency services. These technologies may be used in any of the traditional emergency services such as fire stations, ambulance services, highway patrol, state police and air ambulance services. Most of the information received from project participants did not include whether these types of advanced technologies existed in any of the existing emergency services. The only plans for using ITS systems to enhance emergency services is in District 1 in California. District 1 is planning to implement three advanced technology EMS systems near Willits, California by the year 2000 (15).

3.1.3 Tourism and Traveler Information Services

Programs contained within this CPA include both public and private efforts designed to inform motorists of road and weather conditions, local and statewide points of interest, seasonal activities, highway maintenance operations or construction projects to provide additional information that may influence travel decisions. Specific technologies that will be considered for discussion include Internet links and kiosks. Figure 3 shows a map of the tourism and traveler information services available within the region.

3.1.3.1 Internet Links

Rapid growth in Internet use has made it possible to utilize it as an effective means of communication with travelers and tourists. By providing real-time information, system users can be better informed as to possible delays, detours or basic travel news. By connecting the Internet with various data collection devices, such as RWIS, critical weather information can be made available. For those who travel frequently, monthly travel news reports can be sent to them using email.

The California Department of Transportation has developed Internet links for disseminating travel and tourist information (44). Their website contains searchable information by route. Plans are to have all of the RWIS, closed circuit television (CCTV) and HAR data, as well as DMS displays, available through the Internet. Other Internet efforts are made mostly by private companies with a local interest in tourism or travel.

As part of Oregon's ITS Strategic Plan for 1997-2017 (34), ODOT is planning to integrate RWIS information into their website (45). Current efforts include a BBS/Internet Public Information System and email information transfer in Region 4. ODOT has also developed a News Media Paging System in Region 4. Private companies in Oregon also supply travel information via the Internet (46). Oregon has now implemented their Travel Advisor on the Internet that provides real time information regarding construction, cameras, rail, airports, buses and scenic routes (www.odot.state.or.us/roads/index.htm).

3.1.3.2 Kiosks

Kiosks are a high quality technology used to disseminate pertinent information to travelers and tourists through a touchscreen interface. Kiosks generally use laserdisk technology, which can be upgraded several times per year. Kiosks also have the ability to be fitted with an Internet connection, allowing users to search for information that is updated on a more consistent basis. General locations for kiosks might be truck stops, rest areas or visitor information centers.

California's District 2 has plans for installing nine information kiosks at several rest areas and a truck stop and truck scale in 1998 as part of that district's 5 Year ITS Implementation Plan (38). Information regarding kiosk locations within District 1 was not provided.

There are 27 information kiosks currently being used in Oregon in Regions 2, 3 and 4 (47). One kiosk is located in Region 2, 23 in Region 3 and three in Region 4. Technologies using both DMS and information kiosks are planned for all regions of Oregon as part of Oregon's ITS Strategic Plan for 1997-2017 (34). As part of Oregon's Green Light Project (45), a travel advisory system called "TRIPNET" is being designed that will provide motorists with real-time road and weather information from sophisticated monitoring devices. This information can be delivered to motorists via the Internet or kiosks. Specific locations have not yet been determined. SOVA also has various kiosk locations around the State (46).

3.1.4 Public Traveler Services/Public Mobility Services

This cluster is focused on providing accessibility to rural travelers, visitors and residents. Some of the advanced systems to be considered to help improve mobility to these rural transportation users might be advanced transit or paratransit systems or advanced ride sharing and matching systems. Other advanced systems might include technologies such as computer aided dispatching or improved fixed-route and demand responsive operations. Information regarding advanced transit or paratransit systems has not been received from California. Oregon is planning to develop 50 "smart" passenger and freight trains as part of the Oregon ITS Strategic Plan for 1997-2017 (34).

3.1.5 Infrastructure Operations and Maintenance

In general, this cluster is focused on improving and automating pavement management systems, providing early detection and deployment of services, assisting in traffic operations and managing work zones. Specific technologies within this cluster might include road weather information systems, variable message signs, automated scour detection systems, seismic bridge closure systems, high wind advisory systems, unstable slope monitors, highway advisory radio, closed circuit television (CCTV) cameras and automatic traffic recorders (ATRs). Also included in this section is discussion related to current communications infrastructure. Figure 4 shows a map of the infrastructure operations and maintenance within the region.

Current work in California includes flood and scour detection at two sites in District 2 (38). This system is designed to automatically contact maintenance personnel when river flows reach a level in which scour will occur on a 'scour-critical' bridge, thereby ensuring continuous monitoring as to its structural integrity until scour conditions cease.

Closed circuit television cameras are used to verify and monitor traffic incidents and traffic, roadway and weather conditions. There are currently four CCTV locations planned in District 2. These existing and planned sites were all set up as part of District 2's 5-Year ITS Implementation Plan (38). There are no existing or planned CCTVs within District 1.

Current planning efforts in Oregon include installing four CCTV locations within the corridor. These were developed as part of Oregon's ITS Strategic Plan for 1997-2017 (34). Also located within the corridor is one surveillance camera located in Region 3. In addition, incident/traffic management centers were established in each region as part of this plan. A more detailed discussion of these centers is given below.

3.1.5.1 Automatic Traffic Recorders

Automatic traffic recorders collect and store daily traffic volumes and axle configurations, allowing Department of Transportation personnel to download and utilize the data. Data transmission can be made through hard connections like telephone or modem or through satellite connections in remote locations.

District 2 in California currently has 240 permanent traffic data recorder stations (48). Information regarding ATR locations in District 1 and plans for additional installations of ATRs in either district was not provided.

Currently there are 39 full telemetry ATR locations in southern Oregon (49). Four stations are located in Region 2, 19 in Region 3, 12 in Region 4 and four in Region 5.

3.1.5.2 Traffic Management Centers

Traffic Management Centers (TMCs) are used to coordinate operations and response associated with incidents within their defined boundaries. Common incidents might include pass closures due to inclement weather conditions, debris on roadway or accidents. Satellite operations centers have a Public Information Officer who controls the flow of information to the media and promotes and facilitates interagency coordination.

Northern California has two Satellite Operations Centers (SOCs), based out of the Sacramento TMC (16, 50). These SOCs are located in Eureka and Redding. These centers act as primary coordination points for Department of Transportation response to all types of major incidents within their jurisdiction. Oregon has two TMC locations within the corridor (34), located in Bend and Medford. There are also other TMCs and SOCs outside the corridor that help manage transportation facilities within the corridor. The SOC outside the corridor is located in Kingvale, California and the TMCs are located in Marysville and Sacramento, California and in Portland and Salem, Oregon.

3.1.5.3 Regional Management Efforts

Regional management and coordination is critical to the success of all ITS systems. Cooperation, communication and coordination of efforts between the many agencies and stakeholders within the study area is essential to an integrated and efficient program.

The communication infrastructure is the backbone of technology transfer and communication between agencies. Both States in the COATS project use microwave, low-band UHF, 800 MHz radio, 47 MHz radio, cellular telephones, scanners, facsimile, telephone and Internet to transmit data, and to conduct public/private and public/public communication. The majority of communication from office to field is conducted through microwave and radio. Cellular communications are also used, depending on coverage. Centrally located base stations allow multiple agencies to share the use of the microwave transmitters/receivers. Emergency communication in California has recently been enhanced through the California Amateur Radio System (CARS), which utilizes high frequency (HF), 70 centimeter and 2 meter voice and digital modes as well as limited Continuous Wave (CW) on the HF system (51, 52, 53).

California and Oregon DOTs and Oregon State Police (OSP) are working together to coordinate northern California and southern Oregon maintenance crews and law enforcement agencies during emergencies or severe weather events. The OSP has installed Automatic

Computer Terminals in over 400 police cars and 375 troopers and are using a high band radio system for communication.

3.1.6 Fleet Operations and Maintenance

Advanced technologies can be used to assist in fleet management and operations like scheduling, routing and maintaining fleet vehicles. Services like advanced dispatching and routing, vehicle tracking or fleet maintenance and management can be provided to transit operators, paratransit operators and maintenance crews. As part of California's 5-Year ITS Implementation Plan for District 2 (38), an automated snowplow retrofitted with lane departure and collision warning systems will be deployed. No information was provided for this type of activity in Oregon.

3.1.7 Commercial Vehicle Operations

The Commercial Vehicle Operations CPA includes several ITS technologies and systems, such as Weigh-In-Motion (WIM), Automated Vehicle Identification (AVI), downhill speed warning and dynamic curve warning systems. The systems that are discussed in detail below are also shown in Figure 5.

3.1.7.1 Weigh-In-Motion/Automated Vehicle Identification

When combined and properly integrated with a database management system, WIM and AVI form a technology known as the pre-clearance system. Transponders carried by truckers contain information regarding the vehicle's registration, tax payments, truck size, weight and height. Coupling this system with the existing ATRs provides a valuable data collection tool for transportation system managers.

Current efforts in California include five weigh-in-motion sensors and two automatic vehicle identification systems. The technologies are located in District 2 and established as part of their 5-Year ITS Implementation Plan (38). District 1 has one WIM site and is planning to add another WIM location in 1999 (15). District 2 also has two automatic truck-pass systems that use both WIM and AVI on Interstate 5.

As part of Oregon's ITS Strategic Plan for 1997-2017 (34), several new technologies have been integrated into the system and others are yet planned for commercial vehicle operations. The Oregon Department of Transportation's Motor Carrier Division has implemented many new systems, including commercial vehicle information systems and networks (CVISN), downhill truck speed information systems (DSIS), GPS and direct communication, highway warning systems for weather hazards, integrated tactical enforcement network (ITEN), license plate

readers, pre-clearance systems, roadside communication systems and safety enhancements, and hardware and software upgrades. Altogether, the planned systems in Oregon include 10 additional pre-clearance sites, two DSISs with weigh-in-motion, plate readers and overhead DMS, and additional integrated tactical enforcement networks.

3.1.7.2 Speed and Curve Warning Systems

Downhill speed-warning systems are designed to inform the commercial vehicle operator of safe operating speeds for downhill grades. They feature weigh-in-motion scales, automatic vehicle identification readers, and overhead variable message signs. As trucks pass over the WIM scales, the AVI reader identifies the truck and recommends a safe downhill speed based on the vehicle's weight. Manual override of the system allows spontaneous messages to be displayed to notify motorists of emergencies when they arise.

The dynamic curve warning system is designed to warn motorists of upcoming curves that are potentially dangerous, depending on the speed of the vehicle. Variable message signs are used to display current vehicle speed, safe speed and a short informative message. This system can be linked to TMCs for up-to-date messaging.

As of now, there are no speed warning systems or dynamic curve-warning systems installed within northern California. However, there are plans for installing five Radar Changeable Message Signs (RCMS), that are part of the dynamic curve warning systems, in District 2 as part of its 5-Year ITS Implementation Plan (38). These systems are to be installed in late 1998.

Oregon also has no speed warning or dynamic curve warning systems currently installed within the study area. Plans for installing one speed warning system are tentatively scheduled for mid-1999 (34). This site will include WIM, AVI and a DMS.

3.2 Traditional Projects, Programs and Improvements

Traditional projects, programs and improvements are defined as solutions to transportation challenges that do not involve advanced technology-related systems (i.e., ITS technologies). Traditional programs that are included in this section are those relating to infrastructure, emergency medical services and transit services.

3.2.1 Infrastructure

The types of systems that will be considered for discussion are existing or planned traditional approaches to infrastructure challenges as found in each State's transportation

improvement plans and other infrastructure facilities. The other categories include rail facilities, airports, marine facilities, intermodal transfer locations, safety rest areas and commercial vehicle facilities. Figure 6 shows these traditional infrastructure elements.

Many of the traditional improvements were found using the Statewide Transportation Improvement Plans (STIPs), Interregional Transportation Improvement Plans (ITIPs) or Statewide Highway Operation and Protection Programs (SHOPPs) for each State (27, 28, 29, 36, 54). STIP and non-STIP projects for California and Oregon include safety projects, rehabilitation, overlays and other types of construction. The STIPs for each State are contained within Geographic Information Systems (GIS) databases, and are continually updated with current information. Non-STIP projects, such as major and minor reconstruction/maintenance projects, are included when sufficient information is available. A brief description of some of these projects, programs and improvements, as supplied by the Departments of Transportation in California and Oregon, are given in the following sections with details located in Appendix B (California) and Appendix C (Oregon).

3.2.1.1 Rail

Locations of rail lines and freight transfer facilities were obtained from US Census Bureau TIGER line data (55). A noteworthy rail project in the corridor is a rehabilitation effort on 12 miles of railroad between Alturas, California and Lakeview, Oregon. The project will involve the installation of new railroad ties between the Oregon/California border and industries in Lakeview. Trains will be able to operate at 25mph after the project, which is a 15mph improvement over today's speeds (34).

3.2.1.2 Air

Air transportation can be an effective means of transferring goods and travelers. The locations of all major airports in California were located using a 1997-98 California Aeronautical Chart (56). Airports in Oregon were found using Oregon's Draft Emergency Operations Plan (32) and an Oregon highway map (57). The purpose of this task was to identify and locate airports of sufficient size to promote and utilize intermodal transportation. Airports with paved runways 1500 feet or greater were considered.

3.2.1.3 Marine

Marine facilities offer great intermodal potential, since ships loaded with cargo boxes often can be transferred to rail or truck. California has three marine facilities near Highway 101 (17). Region 3 in Oregon contains 14 marine facilities eight of which are located in Coos Bay and six in North Bend (58).

3.2.1.4 Intermodal Hubs

Intermodal programs and projects include systems that deal with the movement of goods through and within the corridor. This usually involves more than one transportation mode, such as rail, marine, truck or air. Specific programs include rail facilities, airports, commercial vehicle loading/unloading facilities and marine ports. Information on these types of facilities was not provided by California, but it is assumed that these types of facilities exist. Oregon currently has 10 unload/reload facilities: six in Region 2 (Eugene), three in Region 3 and one in Region 4 (58).

3.2.1.5 Safety Rest Areas

Safety rest areas are an integral part of the transportation infrastructure. They provide opportunities for travelers to obtain travel information and help to refresh weary motorists. Advanced technology-related systems utilized at these locations are discussed in previous sections of this report.

The State of California currently has 30 safety rest areas within the corridor (59). Six are located in District 1, 22 in District 2 and two in District 3. Information regarding plans for additional safety rest areas or upgrades to existing facilities was not provided.

Oregon currently has 15 safety rest areas within the corridor (60). Two are located in Region 2, seven in Region 3, four in Region 4 and two in Region 5. Other rest areas are owned and operated by the National Park Service but are not considered "safety" rest areas. Information regarding plans for additional safety rest areas or upgrades to existing facilities was not provided.

3.2.1.6 Commercial Vehicle Operations

Traditional projects and programs involving commercial vehicle operations are included in one of three categories: unloading/reloading facilities, infrastructure facilities and weigh stations. Since unloading/reloading facilities were discussed in more detail above, it will not be included in the discussion below. Commercial vehicle infrastructure projects, programs and improvements include runaway truck ramps and weigh stations, inspection stations and brake check stations. The map in Figure 7 shows the location of each of these elements.

Runaway truck ramps provide commercial vehicle operators the opportunity to leave the roadway and slow the vehicle in case of brake failure. In California's District 1, there are two runaway truck ramps and in District 2 there are three such facilities.

Weigh station facilities are considered a traditional approach to controlling and checking commercial vehicle operations (61, 62, 63). There are several weigh station facilities within the COATS study area. Plans for additional weigh station locations in both California and Oregon have not been made; however, plans for upgrading existing weigh stations with ITS technologies exist and was discussed in Section 2. Information regarding truck inspection facilities and brake check stations was also received from District 1 (15).

3.2.2 Emergency Medical Services

Traditional emergency medical services include fire stations, highway patrol, public and private ambulance services (ground and air) (64, 65). These services are listed in the appropriate section in Appendix E. Figure 8 shows the locations of each of these service types.

3.2.3 Transit Systems

Current transit efforts in California include bus systems, passenger rail trains, rideshare programs and park-and-ride lots (19, 66, 67, 68). There are seven bus stations within the corridor: four in District 1, and three in District 2. In District 1, bus lines include the Mendocino Stage and the MTA Coast Van; in District 2, bus lines are the Lassen Rural Bus and the Sage Stage. There are eight passenger rail train facilities in District 1 and three in District 2. There are several transit providers in both districts. In District 1, there are seven transit providers and in District 2 there are four transit providers. There are five park-and-ride lots in California's District 1 (42, 15) and none in District 2. In District 1, there are two dial-a-ride providers and none in District 2.

California currently has 14 park-and-ride lots within the corridor. The purpose of these lots is to provide a place to store an automobile while the passengers ride transit or are involved in a ridesharing program. There are seven existing park-and-ride lots in District 1 and seven in District 2. Plans for additional park-and-ride lots in either District have not been made; however, one lot in District 1 has plans to be eliminated due to low use.

Transit efforts in Oregon consist of bus stations, passenger rail stations, rideshare programs and various other improvement efforts (35). Currently there are seven bus stations: one in Region 2, three in Region 3 and three in Region 4. There are three passenger rail stations: one in Region 2 and two in Region 4.

Other efforts include an ODOT, Region 3 program designed to reduce single-occupant vehicles near urban centers, and encourage transit use. Oregon also has plans for implementing programs like a Carpool/Transportation Demand Management (TDM) program, several rideshare programs, park-and-ride lots and bus rapid transit. Many of the planned systems are included in the STIP for Oregon located in Appendix C. A map of the traditional transit services and routes within the corridor are shown in Figure 9.

4 SUMMARY

The three main steps in developing the Review of Legacy Systems report were to 1) make contacts and gather information regarding legacy systems, 2) review and organize information and 3) tabulate and geographically map important transportation systems/solutions. Contacts were made by sending a survey to all project participants that requested pertinent project information and additional contacts. Follow-up to these additional contacts allowed a more complete database to be developed.

Information collected from project participants and stakeholders was organized into two main categories: advanced technology-related projects, programs and improvements and traditional projects, programs and improvements. The advanced technology-related projects, programs and improvements were also divided into several categories corresponding to the ARTS CPAs. The traditional projects, programs and improvements were divided into three categories: highway, intermodal and commercial vehicle operations.

The appendices contain the organized data from the surveys and personal interviews. To better show the geographic locations of these technologies, maps were formed using this information. However, due to the large volume of traditional programs and projects proposed within the corridor, GIS maps were not made to illustrate this information.

Information contained in this report cannot, by itself, be used to make recommendations regarding the implementation of ITS-related projects and programs. Rather, this information was gathered to document previous and future efforts to avoid duplication of programs or projects.

Volume II attempts to identify and define potential transportation challenges within the COATS study area. These challenges may include safety problems, congestion, freight movement, incident response, mobility, tourism, environmental impacts and deteriorating infrastructure. By integrating the work in the Review of Legacy Systems report with the work in Volume II, possible solutions to these challenges can be formulated.

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APPENDICES

APPENDIX A – DATA COLLECTION SURVEY

TRAFFIC DATA AND INFORMATION

Traveler Facilities

Please provide the number and location of the rest areas for which your agency is responsible. (provide map if it is more convenient)_____

Traffic Data

Please supply traffic volume (ADT, and/or AADT), vehicle classifications, and other available traffic data for the routes contained within the corridor. _____

Please supply available information on O-D surveys conducted within the study area. _____

Crash Data

Please supply three years of accident data on all corridor routes. All available data fields are needed to determine analysis possibilities. If possible, contact Pat McGowen, WTI, prior to assembling these data to determine the preferred format and data fields. _____

Are animal-vehicle collisions a problem within the corridor? If so, what data are collected regarding these crashes? (please provide) _____

Hazardous Materials Incident Data

Please provide information on all HAZMAT-related incidents/crashes that have occurred on the corridor roadways in the past three years. Attach or send electronic file. _____

Commercial Vehicles (CVO)

On your main through routes, what is the average daily truck traffic on the main travel routes? _____

Please provide information on weigh station operations and capabilities regarding weight, size, IFTA, etc… _____

Are there any size/weight/cargo restrictions on routes within the study area? If so, please specify. _____

Roadway Inventory

Do you have an inventory of roadway characteristics for the corridor routes in your area? (Lane widths, shoulder width, striping, guard rail, no-passing zones, etc.) Please supply electronic copies or attach. _____

TRANSPORTATION IMPROVEMENT NEEDS

Please provide a paper or electronic copy (if available) of improvement plans for the corridor routes including STIP and non-STIP programmed projects._____
_____

Please list the transportation system challenges in your jurisdictions. These would consist of items such as congested corridors, access constraints, lack of transit service, high accident areas and signal coordination. _____

EMERGENCY RESPONSE

Do you have information on emergency notification and response times? If so, please provide 3 year history of accident notification and response times via electronic file: Preferred format: Excel or Access. _____

VISITOR CHARACTERISTICS

Demographics

Do you have information on visitors or tourists who visit your area (group size, age, time spent, origin, number of visits, method traveler learned of your establishment, transportation information utilized, median income, average $ spent on trip, etc.)? If yes please supply or attach. _____

PUBLIC TRANSPORTATION

Agencies/Operators

Are there public transit systems operating in your area? If so, please provide the following information.

Transit Agency Name(s): _____

Who operates and controls this system? _____

What type of system is it? (fixed route, demand responsive, etc.)_____

What is its area of coverage? _____

What are, if any, the plans for improvements or upgrades to this system? _____

What is the size of the transit fleet and total ridership? _____

What category does the typical passengers fit into? Elderly, Mobility-Impaired, Disabled, General Public? _____

What is the average number of refused rides per month (and reason)?_____
_____

What system used for communication with the vehicles? _____

Is there a system used to automate or partially automate vehicle dispatch (i.e., computer-aided dispatch)? _____

INTERMODAL OPPORTUNITIES

Modal Transfer Locations

Please list (if any) modal transfer points located in your jurisdiction. This would include items such as airports, bus stations, rail stations, ocean ports, and park-n-ride lots. _____

Is anything prohibiting modal transfers or use of other modes? If so, please explain. _____

Are there currently any plans to improve the modal transfer system? _____

Have there been any advanced technology (ITS) studies in your area? If yes please provide title and author. _____

INVENTORY OF STAKEHOLDERS

Stakeholders are individuals, groups or institutions who have a direct "stake" or primary interest in the improvement of the transportation system in the study area.

Please give the name and address of any major stakeholders, in your jurisdiction, that should be considered for inclusion in the planning process. (e.g. Large Employers, Transit Providers, Tourist Attractions, Freight Operators, Military Institutions, Major Activity Centers, Special Event Centers, etc.) Use additional sheets if necessary.
_____
_____
_____
_____

EXISTING AND PLANNED SYSTEMS

Communications Infrastructure

What one-way and two-way communications technologies are used within your agency operations, who is responsible for maintaining the system, and where are they located? Provide a map if necessary. Potential technologies include radio repeaters, Cellular radio/phones, microwave towers, Internet, Fax, Telephone, etc.
_____
_____
_____

Do you share communications resources with any other agency? If so, please specify. Communications methods may include: 2-way radio towers/repeaters (locations),

cellular, radio, phone, fax, Internet, state mutual aid radio frequency, UHF/VHF frequency use/agreements, etc.…

_____

_____

_____

Traveler Safety and Security

How does your agency learn of unsafe travel conditions? _____

_____

How do you inform the traveling public of unsafe or potentially hazardous driving conditions (weather, traveling at excessive speed for conditions, etc.)? _____

_____

Where are these information devices located? (please provide milepost, geographic location, or a map) _____

Does the area within the corridor have adequate cellular coverage? If not, where are the deficiencies? _____

Are there current methods for disseminating information on road closures, incidents, major events, etc. that will require traveler re-routing or delay? _____

_____

Weather Information and Roadway Management

Where do you have permanent count stations? (Please provide mile post, geographic location or a map) _____

How are the count stations controlled, and how is data transmitted/collected from these count location(s)? (fiber optics, download from portable collector, modem, radio, custom software, etc.) _____

Are there any other surveillance/data collections systems (not mentioned above) that are in your area (detectors, weather sensors, cellular call-in, etc.)? _____

_____

Are there any Road Weather Information System (RWIS) sites on routes within the study area?

_____

Are there any planned installations of such equipment in the future? _____

How are RWIS or other weather data sources used in your jurisdiction/area within the corridor?

_____

Travel and Tourism Information and Services

The following questions apply to technologies such as Variable Message Signs (VMS), Highway Advisory Radio (HAR), Kiosks, Internet, etc.

What methods are used to provide the traveler with important traffic information? (Please provide operational information, milepost, geographic location or a map if applicable.)?_____

How is the information updated? _____

How is the system controlled and managed? _____

What type of information is sent by this system (standard messages)? _____
_____

How many of these technologies are portable installations versus fixed installations? _____

What is the primary purpose message capability, and message associated with each system? _____

What are the secondary uses of these systems? _____

How do you inform the public about the existence of the system or presence of a current message being broadcast/displayed? _____

Are the messages prerecorded, just-in-time, or real-time? _____

How is the system powered? (AC, DC, solar, etc.) _____

Commercial Vehicle Operations

What electronic pre-clearance, automated credential information systems, and automated enforcement capabilities are available within the corridor? _____
_____

REGIONAL MANAGEMENT AND COORDINATION

What regional centers are available for coordination of incident response, traffic management, emergency management, etc. _____

How do the centers coordinate on a local level? _____

State/National Park Operations

What existing systems and facilities help to alleviate congestion in the State and National Parks within the study area? _____

Are there any parking management strategies used in the State and National Parks in the Study area? _____

ITS PROGRAMS/ACTIVITIES

What other ITS activities/programs exist or are underway in your jurisdiction within the study area? Please describe. _____

APPENDIX B – CALIFORNIA MAJOR AND MINOR STIP

Fiscal Year	County	Route	Mile Post	Type of Work	Under Construction
Major STIP					
96-97	Hum	96	19.4-21.9	Remove Slides & Realign	Compl.
96-97	Hum	101	8.9-11.3	Rehabilitate Roadway - CAPM	Compl.
96-97	Hum	101	61.5-64.3	Rehabilitate Roadway - CAPM	Compl.
96-97	Hum	101	79.9-86.5	Rehabilitate Roadway - CAPM	Compl.
96-97	Hum	101	R97.5-100.7	Roadway Rehabilitation & Seismic	Yes
96-97	Hum	299	0.0-5.9	Rehabilitate Roadway - CAPM	Compl.
96-97	Hum	299	R1.5-R1.6	Rehab Bridge (Scour)	Yes
96-97	Lak	20	41.6	Slide Repair	Compl.
96-97	DN,Hum,Lak,Men-Var			Curb Ramps	Compl.
96-97	DN	101	36.1-36.2	Seismic Retrofit	Compl.
96-97	DN	199	22.3, 23.8	Remove Slides	Compl.
96-97	Hum	96	12.3-12.5	Seismic Retrofit	Compl.
96-97	Hum	96	25.3-R41.0	Reconstruct Embankment	Compl.
96-97	Hum	96	R44.3	Install Temporary Bridge	Compl.
96-97	Hum	101	27.1-27.2	Seismic Retrofit	Compl.
96-97	Hum	101	67.4-67.5	Reconstruct Buttress	Compl.
96-97	Hum	101	R129.8	Restore Roadway	Compl.
96-97	Hum	254	8.6	Place RSP	Compl.
96-97	Hum	254	10.8-10.9	Restore Roadway	
96-97	Hum	255	0.2-0.6	Seismic Retrofit	
96-97	Hum	255	0.6-1.3	Seismic Retrofit	
96-97	Hum	255	0.6-1.3	Seismic Retrofit - Activated Gates	Yes
96-97	Hum	299	R1.5-R1.6	Seismic Retrofit	Yes
96-97	Hum	299	R25.0	Restore Roadway	Compl.
96-97	Lak	20	37.4, 39.2	Restore Embankment	Compl.
96-97	Lak	175	21.5	Restore Roadway	
96-97	Men	1	52.6-59.7	Seismic Retrofit	Compl.
96-97	Men	1	62.0-62.6	Seismic Retrofit	Yes
96-97	Men	1	69.7-69.8	Bridge Replacement	
96-97	Men	1	104.5	Remove Slide & Reconstruct Roadway	Compl.
96-97	Men	20		Seismic Retrofit	Compl.
96-97	Men	20	25.9, 28.5	Restore Embankment	Compl.
96-97	Men	20	33.6	Seismic Retrofit	Compl.
96-97	Men	101	93.7-93.8	Seismic Retrofit	
96-97	Men	101	87.0, 99.7	Remove Slides, Place K-rail, Pilot Car	Compl.
96-97	Men	128	31.6-36.1	Restore Embankment	Compl.
96-97	Men	175	0.4	Seismic Retrofit	Compl.
96-97	Men	253	2.0-2.1	Restore Roadway	Compl.
96-97	Men	271	4.8-5.4	Seismic Retrofit	Yes
96-97	Sis	96	13.7-13.9	Restore Roadway	Compl.
96-97	Tri	299	4.7	Restore Roadway	
97-98	DN	199	8.5-8.6	Stabilize Roadway	
97-98	Hum	101	70.6-73.1	Rehabilitate Roadway	
97-98	Hum	254	24.1, 42.8	Place RSP & Restore Embankment	Yes
97-98	Men	1	20.8-38.7	Rehab Roadway - CAPM	Yes

Fiscal Year	County	Route	Mile Post	Type of Work	Under Construction
Major STIP					
97-98	Men	1	75.8-75.9	Restore Roadway	Yes
97-98	Men	101	2.1, 3.2	Restore Roadway	Yes
97-98	Men	162	13.7-15.2	Restore Embankment & RSP	
97-98	Lak	20	38.1-38.5	Curve Correction	
97-98	Men	101	35.5-39.1	Median Barrier	Compl.
97-98	DN	101	14.4-14.7	Install Tieback Wall	
97-98	Hum	96	16.6-16.7	Remove Slide	Yes
97-98	Hum	96	19.9-21.5	Restore Roadway	
97-98	Hum	96	25.2-27.3	Restore Roadway	
97-98	Hum	101	24.6-86.6	Restore Roadway	Compl.
97-98	Hum	101	29.3-29.5	Constr. Stab Trench	Yes
97-98	Hum	101	R94.0	Stabilize Slope	
97-98	Hum	101	R129.2-R129.5	Restore Slopes	
97-98	Hum	101	R131.5	Repair Embankment	
97-98	Hum	101		Maintain Roadway	Yes
97-98	Hum	169		Restore Roadway	Yes
97-98	Hum	254	12.7-22.5	Restore Roadway	
97-98	Men	1	4.7-6.7	Restore Roadway	
97-98	Men	1	6.7-6.8	Restore Roadway	Yes
97-98	Men	1	41.1-41.2	Restore Roadway	Yes
97-98	Men	1	41.2-41.3	Restore Roadway	Yes
97-98	Men	1	71.8	Restore Roadway	Yes
97-98	Men	1	82.1	Realign Roadway	
97-98	Men	20	15.4-15.5	Remove Slide & Place Rock	Yes
97-98	Men	20	20.2-20.3	Remove Slide	Yes
97-98	Men	101	R34.4	Rock Buttress	Yes
97-98	Men	101	R84.9-R101.9	Stabilize Slopes	Yes
97-98	Men	101	87.0-87.2	Remove Slide	Yes
97-98	Men	128	3.5-7.7	Restore Roadway	Yes
97-98	Men	162	15.5-20.9	Reconstruct Embankment	Yes
97-98	Men,Lak	175		Restore Roadway	
97-98	Men	253	10.2-10.3	Restore Roadway	Yes
97-98	Men	271	0.2-18.6	Restore Roadway	
98-99	DN	169	2.5-2.7	Upgrade Rail & Widen	
98-99	Hum	36	13.5-35.4	Rehab Roadway - CAPM	
98-99	Hum	96	3.8-8.6	Rehab Roadway - CAPM	
98-99	Hum	96	8.6-R14.2	Rehab Roadway - CAPM	
98-99	Hum	101	0.3-R17.9	Rehab Roadway - CAPM	
98-99	Hum	101	R17.9-R22.4	Roadway Rehabilitation	
98-99	Hum	101	106.1-109.7	Rehab Roadway - CAPM	
98-99	Hum	299	19.0-R29.2	Rehab Roadway - CAPM	
98-99	Lak	20		Rehab Roadway - CAPM	
98-99	Lak	29	0.0-19.9	Rehab Roadway - CAPM	
98-99	Lak	29	R40.4-52.4	Rehab Roadway - CAPM	
98-99	Men	1	0.1-15.2	Rehab Roadway - CAPM	
98-99	Men	1	43.1	Clean & Paint Bridge	
98-99	Men	1	48.2-59.7	Rehab Roadway - CAPM	
98-99	Men	1	60.2-60.4	Replace Bridge	
98-99	Men	1	60.3	Clean & Paint Bridge	
98-99	Men	1	83.0-83.5	Realign Roadway	

Fiscal Year	County	Route	Mile Post	Type of Work	Under Construction
Major STIP					
98-99	Men	20	36.4-36.5	Widen Bridge & Upgr Rail	
98-99	Men	101	R87.5-T91.3	Rehab Roadway - CAPM	
98-99	Men	101	100.1-R101.2	Rehab Roadway - CAPM	
98-99	Men	101	R101.2-T104.2	Rehabilitate Roadway	
98-99	Hum	299	41.2-R42.1	Passing Lanes E/B & W/B	
98-99	Men	1	59.8-62.1	Widen, Channel. & Signals	
98-99	Men	101	72.0-73.0	NB & SB Passing Lanes	
98-99	Men	101	72.0-73.0	Passing Lanes N/B & S/B	
98-99	DN	101	20.3-22.3	4-Lane Expressway	
98-99	Men	253	2.3-2.7	Restore Roadway	
98-99	Men	128	1.6	Repair Eroded Embankment	
98-99	Men	128	4.2	Repair Eroded Embankment	
98-99	Men	101	0.8-5.0	Road Rehabiliation (ADD ON to Allocation)	
99-00	DN	101	26.2-26.8	Roadway Rehabilitation	
99-00	DN	199	T0.5-36.4	Rehab Roadway - CAPM	
99-00	DN	199	30.8-33.5	Roadway Rehabilitation	
99-00	Hum	101	28.5-33.2	Roadway Rehabilitation	
99-00	Hum	101	33.2-35.8	Rehabilitate Roadway	
99-00	Hum	101	78.0-79.8	Rehabilitate Roadway	
99-00	Hum	101	79.2-79.8	Rehabilitate Roadway	
99-00	Hum	101	79.8-80.0	Widen Bridge & Upgrade Rail	
99-00	Hum	101	87.8-R97.5	Rehab Roadway - CAPM	
99-00	Lak	20	18.0-34.5	Rehabilitate Roadway	
99-00	Lak	20	37.4-38.1	Rehabilitate Roadway	
99-00	Lak	29	9.5-10.0	Replace Bridge	
99-00	Men	1	3.7-38.2	Reconstruct Roadway	
99-00	DN,Hum,Lak,Men			Changeable Message Signs	
99-00	Hum	101	75.7-76.0	Cont. Left Turn Lane	
99-00	Men,Lak	20	43.0, 0.6	Passing Lanes E/B & W/B	
99-00	Men	101	38.2-39.4	Curve Realignment	
00-01	Men	1	90.9-105.6	Rehab Roadway - CAPM	
00-01	Men	101	19.5-R31.0	Roadway Rehabilitation (Ramps)	
01-02	DN	101		Rail Upgrade and Widening	
01-02	Hum	101	56.5-57.2	Bridge Replacement	
01-02	Hum	299	R1.5-R1.6	Rail Upgrade and Widening	
01-02	Hum	299	33.2-35.6	Rail Upgrade and Widening	
01-02	Men	128	28.3	Bridge Replacement	
01-02	Men	128	43.4	Rehabilitate Bridge Foundation	
01-02	Men	162		Rail Upgrade and Widening	
01-02	Lak	20	12.2-13.6	Continuous Lt Turn Lane	
01-02	Men	101	T43.5-51.3	4-Lane Freeway	
Minor STIP					
94-95	Hum	225	8.3	Rehab RR-Xing	Compl
94-95	Men	1	61.2-61.3	Upgrade Inters.	Compl.
94-95	DN	101	15.3-15.4	Vert Curve Correction	Compl.
94-95	Hum	36	14.4 Rt	Replace RSP	Compl.
94-95	Hum	36	22.3-22.6	Repair Drainage	Compl.
94-95	Hum	96	28.1	Remove Slide	Compl.
94-95	Hum	221	74.6-76.4	Place RSP	Compl.

Fiscal Year	County	Route	Mile Post	Type of Work	Under Construction
Minor STIP					
94-95	Lak, Men	20, 222		Seismic Retrofit	Compl.
94-95	Lak	175	1.9	Reconstruct Embankment	Compl.
94-95	Lak	175	21.06	Reconstruct Embankment	Compl
94-95	Lak	20	18.4-27.3	Place RSP	Compl.
94-95	Lak	281	14.55	Remove Slide	Compl.
94-95	Men	1	7.2	Reconstruct Embankment	Compl.
94-95	Men	1	82.9	Place RSP	Compl.
94-95	Men	1	82.9	Tieback Wall	Compl.
94-95	Men	128	3.5 Rt	Restore Slope	
94-95	Men	162	16.1	Restore Roadway	Compl.
94-95	Men	175	3.38	Reconstruct Embankment	Compl.
95-96	DN	199	8.6	Stabilize Roadway	Compl.
95-96	Hum	101	129.5-129.8	Erosion Control	Compl.
95-96	Hum	255	5.9-6.2	Lt Turn Channel	Compl.
95-96	Hum	101	0.9-2.7	0.15' Blanket of OGAC	Compl.
95-96	Men	20	8.8-19.6	Constr Turnouts	Compl.
95-96	DN	101		Seismic Retrofit	Compl.
95-96	DN	199	23.8	Remove Slide	Compl.
95-96	DN	199	30.0-30.1	Rock Buttress	Compl.
95-96	Hum	101	28.2-33.3	Place Test Striping	Compl.
95-96	Hum	101		Seismic Retrofit	Compl.
95-96	Hum	254	17.3	Place RSP	Compl.
95-96	Men	1	34.2, 38.3	Reconstruct Embankment	Compl.
95-96	Men	1	44.0-47.4	Drainage Repairs	Compl.
95-96	Men	1	83.3	Realign Roadway	
95-96	Men	101	76.1-76.3	Restore Embankment	Compl.
95-96	Men	253	0.8-1.0	Restore Embankment	
96-97	Hum	101	78.4-78.6	Upgrade Drainage & Signals	Yes
96-97	Lak	29	34.6-34.8	Place AC	Compl.
96-97	DN	199	1.1-3.3	Place OGAC Surfacing	Compl.
96-97	Hum	254	0.9-1.1	Curve Correction	Compl.
96-97	Lak	20		Widen & Channel	Compl.
96-97	Men	1	54.5-R54.7	Widen & Channelize	Compl.
96-97	Hum, Sis	96	23.4, 13.9	Restore Roadway	Compl.
96-97	Hum	36	13.8	Restore Embankment	Compl.
96-97	Hum	101	29.3-29.5	Restore Roadway	Compl.
96-97	Hum	101	32.7	Rock Buttress	Compl.
96-97	Hum	101	R133.62	Restore Roadway	
96-97	Hum	169	15.2-22.2	Remove Slides	Yes
96-97	Hum	200	1.9	Rock Buttress	Compl.
96-97	Hum	254	4.1-17.1	Repair Slipouts & Culvert	Compl.
96-97	Hum	254	12.7	Restore Embankment	
96-97	Hum	299	R26.38	Restore Roadway	Compl.
96-97	Lak	20	37.0-46.5	Remove Debris	Compl.
96-97	Lak	29	21.8	Stabilize Slide	Compl.
96-97	Men	1	51.9-82.9	Seismic Retrofit	Compl.
96-97	Men	1	60.2	Seismic Retrofit	
96-97	Men	1	75.0	Seismic Retrofit	Compl.
96-97	Men	101	36.0	Restore Embankment	Compl.
96-97	Men	101	83.8	Restore Roadway	
96-97	Men	101	102.3	Restore Embankment	Compl.
96-97	Men	128	4.3-9.7	Remove Debris	Compl.
96-97	Men	162	5.7-6.1	Restore Embankment	Compl.

Fiscal Year	County	Route	Mile Post	Type of Work	Under Construction
Minor STIP					
96-97	Men	162	6.0-6.1	Restore Embankment	Yes
HQ 97-98	Hum	101	10.0-14.3	Subsurface Drains	
HQ 97-98	Lak	29	36.0-36.4	Remove Islands	
HQ 97-98	Men	101	R97.8-R98.8	Subsurface Drains	
HQ 97-98	Men	271	19.7	Restore Roadway	
HQ 97-98	DN,Hum-Var			Upgrade Appr Rail	
HQ 97-98	Hum	101	25.6-25.9	Recrown Roadway	
HQ 97-98	Hum	101	56.6-57.2	Median Barrier	
HQ 97-98	Hum	101	76.0-76.1	Retaining Wall	
HQ 97-98	Hum	101	R89.7-R90.2	Median Barrier	
HQ 97-98	Men	1	60.5-60.8	Install Signals	
HQ 97-98	Hum	36	13.8	Place RSP	
HQ 97-98	Hum	96	25.3-R41.0	Reconstruct Embank.	
HQ 97-98	Hum	299	R2.3-20.0	Restore Roadway	
HQ 97-98	Lak	20		Restore Roadway	
HQ 97-98	Lak	175	21.07	Restore Roadway	
HQ 97-98	Lak	20		Restore Roadway	
HQ 97-98	Men	101	R21.9	Weigh-In-Motion	
HQ 97-98	Son	101	R49.7-50.2	Message Signs	
97-98	Hum	96	33.9	Replace Culverts	Compl.
97-98	Hum	101	R11.3-14.3	Subsurface Drains	
97-98	Lak	29	36.0-36.4	Remove Islands	Yes
97-98	Men	101	18.5	Replace Drainage	Compl.
97-98	Men	101	R97.8-R98.8	Subsurface Drains	Yes
97-98	Men	271	19.7	Restore Roadway	Yes
97-98	DN,Hum-Var			Upgrade Appr Rail	
97-98	Hum	101	56.6-57.2	Median Barrier	
97-98	Hum	101	R89.7-R90.2	Median Barrier	Yes
97-98	Men	1	60.5-60.8	Install Signals	
97-98	Men	20	12.6-26.8	Place OGAC	Yes
97-98	DN	101	12.1-12.5	Place RSP	Yes
97-98	DN	101	15.2-22.8	Maintain Roadway	Yes
97-98	DN	101	18.8-21.9	Restore Roadway	
97-98	DN	199	5.9-6.0	Remove Slide	Yes
97-98	DN	199	23.8	Remove Slide	Compl.
97-98	DN	199	23.8	Remove Slide	Yes
97-98	Hum	36	21.4-21.8	Slide & Slipout	Yes
97-98	Hum	96	3.0-3.1	Remove Slide	Yes
97-98	Hum	101	R89.8	Place RSP	
97-98	Hum	200	2.1-2.2	Repair Drainage	Yes
97-98	Hum	299	R2.3-20.0	Restore Roadway	Compl.
97-98	Lak	20	26.9-27.0	Restore Slope	Yes
97-98	Lak	20		Restore Roadway	Compl.
97-98	Lak	175	21.07	Restore Roadway	
97-98	Men	1		Restore Roadway	Compl.
97-98	Men	1	4.7-5.0	Maintain Roadway	Yes
97-98	Men	1	9.9, 78.7	Restore Roadway	Yes
97-98	Men	1	38.2	Restore Roadway	Yes
97-98	Men	1	40.8, 41.0	Place Rock Buttresses	Yes
97-98	Men	1	41.0-41.1	Restore Roadway	Yes
97-98	Men	20	8.8	Install Bailey Bridge	Yes
97-98	Men	101	R86.0-R86.2	Remove Slide	Yes
97-98	Men	128	34.0-34.1	Restore Roadway	Compl.

Fiscal Year	County	Route	Mile Post	Type of Work	Under Construction
Minor STIP					
97-98	Son	101	R49.7-50.2	Message Signs	Yes
98-99	Hum-L-5703 (Brdgvle)			Cnstr Sand House	
98-99	Hum-L-5712 Garberville			Mech. Shop	
98-99	Hum	101	R5.6-R5.9	Remove A.C. Berm	
98-99	Hum	101	112.2-112.3	Restore Roadway	
98-99	Hum	169	22.0	Restore Roadway	
98-99	Hum	255	8.5-8.6	Modifiy Signals	
98-99	Hum	299	R5.9-R7.2	Rehab Rdwy - CAPM	
98-99	Lak	175	27.2-27.5	Install Drainage	
98-99	Men	1	40.9	Repair Slipout	
98-99	Men	101	18.5	Improve Drainage	
98-99	Men	101	R89.2	Rehab Culvert - Invert	
98-99	Hum	101	25.6-25.9	Recrown Roadway	
98-99	Hum	200	R0.1-R0.5	Widen Shoulder	
98-99	Hum	299	30.2-30.6	Super Improvement	
98-99	Lak	20		Mod Rt Turn Channel.	
98-99	Lak	175	6.8-7.0	Curve Correction	
98-99	Hum	36	21.4-21.8	Realign Highway	
98-99	Hum	36	22.2-23.9	Restore Roadway	
98-99	Hum	101	0.3-0.4	Restore Roadway	
98-99	Hum	254	4.4-4.6	Stabilize Roadway	
98-99	Hum	299	R21.5-R21.7	Restore Roadway	
98-99	Hum	299	R25.0-R25.1	Restore Roadway	
98-99	Men-L-5710			Install Wash Rack	
98-99	Men	1	75.0	Realign Highway	
98-99	Men	1	85.3-85.9	Restore Roadway	
98-99	Men	1	95.1-99.4	Restore Roadway	
98-99	Men	1	97.9	Restore Roadway	
98-99	Men	20	8.8	Restore Roadway	
98-99	Men	20	25.9-26.0	Restore Roadway	
98-99	Men	101	R21.9	Weigh-In-Motion	
98-99	Men	101	76.4-76.5	Restore Roadway	
98-99	Men	253	2.0-2.2	Restore Roadway	
99-00	DN	101	9.4-9.7	Grade Raise	
99-00	Hum-L-5727 Willow Cr.			Mechanic Fac.	
99-00	Hum	101	113.3-113.4	Stabilize Slope	
99-00	Hum	211	73.9-74.0	Replace Driveways	
99-00	Hum	299	R29.1	Constr Sand House	
99-00	Men	1	90.9-105.3	Rehab Culverts	
99-00	Men	101	41.1	Constr Truck Scales	
99-00	Men	101	100.1	Remove Rock	
99-00	DN	101	22.3-23.6	Widen Shoulders	
99-00	DN	199	12.8-12.9	Widen Roadway	
99-00	Men	128	43.7-44.0	Vert Curve Correction	
99-00	DN	199	26.7-26.9	Realign Roadway	
99-00	DN	199	6.41-9.81	Remove Rock OC's	
99-00	DN	199	22.38-23.90	Remove Rock OC's	
99-00	DN	199	26.12-26.92	Remove Rock OC's	
00-01	DN-5707 Crescent City			Rehab Shed	
00-01	DN	101	23.9-24.6	Grade Raise	
00-01	DN	197	5.8-6.0	Repair Embankment	
00-01	DN	199	7.5-8.8	Reconstruct Roadway	

Fiscal Year	County	Route	Mile Post	Type of Work	Under Construction
Minor STIP					
00-01	Hum-L-5708			Warehouse Expand	
00-01	Hum-L-5512			Remodel Lab	
00-01	Hum	36	5.7-7.6	Widen Shoulders	
00-01	Hum	200	1.9-2.4	Curve Correction	
00-01	Men	128	14.3-15.3	E.B. Passing Lane	
00-01	Men	128	28.3-29.3	Left Turn Lane	
01-02	DN-5707 Crescent City			Rehab Shed	
01-02	Hum-L-5711			Modify Facilities	
01-02	Lak-L-5706			Mechanic Fac.	
01-02	Men-L-5718			Rehab Barn/Fuel	

APPENDIX C – OREGON STIP/SHOPP

ODOT Region	County	Work Type	OR Hwy #	Route	Beg. MP	End MP	Const. Year	Work Description
3	Coos	BRIDGE	9	101	244.8	0	2001	Replace structure.
3	Coos	PRESRV	9	101	273.8	273.9	1998	Reconstruct the channel and replace access bridge.
3	Coos	SAFETY	240		1.83	1.87	2001	Signal replacement.
3	Coos	SAFETY	35	42	24	24.01	2001	Signal replacement.
3	Coos	PRESRV	35	42	30.3	36.35	2001	Overlay roadway.
3	Coos	PRESRV	35	42	4	7.8	2001	Overlay roadway.
3	Coos	BRIDGE	9	101	234	234.9	1998	Remove all paint in sub structure; spot paint super structure, repair electrical system.
3	Coos	BRIDGE			0.27	0.41	1998	Replace structure.
3	Coos	SAFETY	9	101	240	244.3	1998	Construct left turn lanes, deceleration & acceleration lanes.
3	Coos	BRIDGE	9	101	232.8	233.5	1999	Replace structure, construct climbing lane.
3	Coos	MISCEL	9	101	220	220.1	1999	Repair slide.
3	Coos	SAFETY	35	42	38.25	46.25	1999	Install guardrail on this section of highway.
3	Coos	BRIDGE			3.3	3.31	2000	Replace structure.
3	Coos	BRIDGE			0.21	0.22	2000	Replace structure.
3	Coos	BRIDGE	241		0.5	0	2000	Replace grid deck and wood approach spans; realign easterly approach span.
4	Crook	BRIDGE	41	26/126	28.11	28.25	1999	Replace structure.
4	Crook	BRIDGE			0	0	1999	Replace structure.
4	Crook	SAFETY	41	26/126	19.7	19.8	2000	Traffic signal.
4	Crook	ENHANC	41	26/126	0	0	1998	Acquire, relocate & restore Redmond Depot building to Prineville junction.
3	Curry	MISCEL	9	101	312	312.3	1999	Repair slide.
3	Curry	MISCEL	9	101	349.1	349.6	2001	Repair slide.
3	Curry	SAFETY	9	101	322	322.2	2000	Construct a left turn refuge.
3	Curry	PRESRV			0	3.3	2000	Upgrade roadway.
3	Curry	MISCEL	9	101	329	0	1998	
3	Curry	MISCEL	9	101	311.2	311.7	2001	Repair slide.
3	Curry	PRESRV	9	101	330	334.8	2001	Overlay roadway.
3	Curry	PRESRV	9	101	315.4	317	1999	Overlay roadway.
3	Curry	PRESRV	9	101	285.3	289.6	2000	Overlay roadway.
3	Curry	BRIDGE	9	101	315.5	0	2000	Replace structure.
3	Curry	PRESRV	9	101	337.6	339.9	1998	Construct a two-inch overlay.
3	Curry	SAFETY	9	101	310.2	310.3	2001	Repair slide.
3	Curry	BRIDGE	9	101	347.8	0	2001	Paint steel on the structure.
3	Curry	PRESRV	9	101	295.1	299.8	2001	Overlay roadway.
4	Deschutes	PRESRV	15	126	0	0	1998	Millout/inlay, preservation overlay. Work on Santiam & McKenzie Hwys.
4	Deschutes	PRESRV	7	20	12.3	20.97	2001	Millout/inlay travel lanes preservation overlay.
4	Deschutes	MODERN	4	97	129.9	130.5	1998	Construct over-crossing & intersection connections.
4	Deschutes	SAFETY	4	97	122	122	1998	Install traffic signal & widen Sister's Ave for left turn lane & 2 bike lanes.
4	Deschutes	MISCEL			0	0	1999	Promote/manage carpool program & implement transportation demand management initiatives.

ODOT Region	County	Work Type	OR Hwy #	Route	Beg. MP	End MP	Const. Year	Work Description
4	Deschutes	MODERN	4	97	134.8	141.8	1999	Construct new roadway.
4	Deschutes	MODERN	4	97	129.9	130.5	1999	Connext US 97 x'ing to Deschutes Market Rd.
4	Deschutes	MISCEL	4	97	143.5	144.9	2000	Relocate weigh scale.
4	Deschutes	SAFETY	15	126	109.6	109.7	2000	Left turn refuge.
4	Deschutes	MISCEL			0	0	2001	Promote/manage carpool program & implement transportation demand management initiatives.
4	Deschutes	MODERN	4	97	133.5	134.9	2001	Raised median barrier & partial frontage road.
4	Deschutes	SAFETY	17	20	93	93.12	2001	Intersection revision.
4	Deschutes	SAFETY	4	97	143.5	149.5	2001	Median barrier.
4	Deschutes	PRESRV	4	97	135.4	142.2	2001	Millout/inlay/overlay preservation.
4	Deschutes	PRESRV	4	97	120.4	122	2001	Millout/inlay, upgrade/ADA intersections & sidewalks.
4	Deschutes	MISCEL			0	0	2000	Promote/manage carpool program & implement transportation demand management initiatives.
4	Deschutes	MISCEL			0	0	1998	Promote/manage carpool program & implement transportation demand management initiatives.
3	Douglas	SAFETY	1	I-5	88.12	129.2	1998	Install protective screening.
3	Douglas	MODERN			21.7	26.2	2000	Reconstruction, realignment.
3	Douglas	MODERN			11	13.9	1999	Reconstruct 2.8 miles.
3	Douglas	SAFETY			0	0	1999	Replacement of guard rail end connections to bridges.
3	Douglas	PRESRV	45	38	0.01	6.6	1999	Inlay/overlay construction. Widen WB connection through railroad x'ing. Improve vertical alignment.
3	Douglas	PRESRV	231	138	14	17	1999	Overlay roadway.
3	Douglas	PRESRV	73	138	16	18	1999	Overlay roadway.
3	Douglas	PRESRV	45	38	49.52	52.3	1999	Construct a two-inch overlay.
3	Douglas	MODERN	1	I-5	124	125	2001	Add a third lane Northbound.
3	Douglas	SAFETY	35	42	76.14	76.19	1998	Modify the existing signal and construct a new connection w/Hwy. 35 and Grant Smith Rd.
3	Douglas	PRESRV	35	42	61.8	67.6	1998	Construct a two inch wearing surface.
3	Douglas	PRESRV	1	I-5	108.4	112.5	2001	Inlay/overlay.
3	Douglas	SAFETY			0	0	1998	Regionwide permanent striping.
3	Douglas	PRESRV	1	I-5	117.7	122.3	2000	Inlay/overlay.
3	Douglas	PRESRV	73	138	77.5	83.5	2000	Overlay roadway.
3	Douglas	PRESRV	45	38	10	16	2000	Overlay roadway.
3	Douglas	PRESRV	45	38	51	54	2000	Overlay roadway.
3	Douglas	SAFETY	1	I-5	109.2	109.6	2000	Repair rockfall.
3	Douglas	SAFETY	234	99	17.41	17.64	2000	Signal replacement.
3	Douglas	BRIDGE	45	38	19.05	0	2001	Widen or replace structure.
3	Douglas	PRESRV	9	101	198.6	207.5	1998	Construct a two-inch overlay.
3	Douglas	MODERN	45	38	36.44	0	2001	Improve intersection and widen Bridge #01614.
3	Douglas	BRIDGE			1.7	1.71	2000	Replace structure.
3	Douglas	PRESRV	35	42	71.8	76	2001	Overlay roadway.
3	Douglas	PRESRV	231	138	1	4	2001	Overlay roadway.
3	Douglas	SAFETY	1	I-5	131.6	131.7	2001	Repair rockfall.
3	Douglas	SAFETY	35	42	48.82	49	2001	Repair rockfall.
3	Douglas	MODERN	1	I-5	136.2	0	2001	Construct signals & ramps; construct new SB off-ramp.
3	Douglas	PRESRV	I-5	I-5	98.92	108.4	1998	Inlay/overlay; raise structures and widen Riddle (tri-cities) undercrossing. (cmb.w/09204).

ODOT Region	County	Work Type	OR Hwy #	Route	Beg. MP	End MP	Const. Year	Work Description
3	Douglas	BRIDGE	9	101	210.2	211	1998	Replace Smith River Bridge & Long Bell Bridge on new alignment.
3	Douglas	PRESRV	1	I-5	140.6	147.7	1998	Construct a overlay with an inlay in the slow lane replace bridge rails; rubbilize PCC.
3	Douglas	BRIDGE	45	38	22.6	28.31	1998	Replace Weatherly Creek Bridge on new alignment; widen Paradise Creek Bridge.
5	Harney	MODERN			20	24.3	2001	4.3 mile reconstruct.
5	Harney	PRESRV	48	395	40.38	67.78	1999	2 inch grind out, 2 inch EAC inlay, chip seal, and guard-rail installation.
5	Harney	BRIDGE			0.68	0.69	2001	Replace structure and realign county road.
5	Harney	PRESRV	7	20	171.1	183	2000	Grind, emulsified ashaltic concrete (EAC) paving, chip seal and bridge work.
5	Harney	PRESRV	440	205	49.6	71.3	2000	Leveling, overlay, and guardrail.
5	Harney	BRIDGE			0.49	0.54	1999	Replace structure.
5	Harney	PRESRV	7	20	133.7	134.4	1998	Raise roadway, reconstruct intersection, replace structure.
3	Jackson	BRIDGE			0.01	0.04	2000	Replace existing bridge.
3	Jackson	PLANNG			0	0		TDM rideshare.
3	Jackson	OPERTN			0	0		Operations support.
3	Jackson	TRANST			0	0		Operations support.
3	Jackson	TRANST			0	0		Rideshare.
3	Jackson	OPERTN			0	0		Operation support.
3	Jackson	OPERTN			0	0		
3	Jackson	MODERN	22	62	7.4	10.2	1998	Widen highway to 3 & 4 lanes and new connection to Alta Vista Road.
3	Jackson	MODERN	272	238	37.6	38.8	2000	Build new alignment for Hwy. 238 from junction of Hwy 62/OR 99 to intersection of Sage Rd./Rossanley.
3	Jackson	MISCEL			0	0		Planning assistance.
3	Jackson	SAFETY			0	0	1999	Install traffic signal.
3	Jackson	SAFETY	63	99	19.03	19.4	2001	Signal replacement.
3	Jackson	MODERN			0	0	1999	Construct a new three lane roadway.
3	Jackson	MISCEL			0	0	1998	CMAQ reserve fund; projects to be selected.
3	Jackson	TRANST			0	0	1999	Adv public transportation system.
3	Jackson	TRANST			0	0	2001	Vehicle maintenance support.
3	Jackson	MODERN			0	0	2001	Construct new three lane roadway.
3	Jackson	MODERN			0	0	2001	Realign and widen to five lanes.
3	Jackson	MODERN			0	0	2001	Construct new three or five lane roadway.
3	Jackson	MODERN			0	0	2001	Widen to three lanes.
3	Jackson	MODERN			0	0	2001	Construct new three lane roadway.
3	Jackson	TRANST			0	0	2000	Vehicle maintenance support.
3	Jackson	OPERTN			0	0		Operation support.
3	Jackson	TRANST			0	0	1999	Vehicle maintenance support.
3	Jackson	OPERTN			0	0		Operations support.
3	Jackson	TRANST			0	0	1998	Bus Purchases.
3	Jackson	PLANNG			0	0		TDM rideshare.
3	Jackson	MODERN			0	0	1999	Widen to three lanes with curb gutter, bike lanes, and sidewalk.
3	Jackson	OPERTN			0	0		Operations support.
3	Jackson	SAFETY			0.01	1.51	2000	Safety improvements.

ODOT Region	County	Work Type	OR Hwy #	Route	Beg. MP	End MP	Const. Year	Work Description
3	Jackson	SAFETY	22	62	0.01	7.4	2000	Safety work.
3	Jackson	PLANNG			0	0		TDM rideshare.
3	Jackson	OPERTN			0	0		Operations support.
3	Jackson	MODERN			0	0	2000	Widen to three lanes with curb gutter, bike lanes, and sidewalk.
3	Jackson	PRESRV	22	62	62	65	2001	Overlay roadway.
3	Jackson	PRESRV	1	I-5	43.13	49.05	2000	6" overlay.
3	Jackson	MODERN			0	0	1998	Widen From 2 To 5 Lanes, Safety Improvements.
3	Jackson	MODERN			0	0	1998	Widen to three lanes with bike lanes.
3	Jackson	BRIDGE	293		12.97	0	1998	Replace structure.
3	Jackson	SAFETY	1	I-5	0.01	12	1998	Drainage & erosion correction and Durastripe.
3	Jackson	BIKPED			0	0	1998	Construct bike path.
3	Jackson	MODERN			0	0	1998	Widen with shoulder bike ways.
3	Jackson	PRESRV	1	I-5	14	27	2000	Overlay ramps.
3	Jackson	PRESRV	271	99	0	3	1999	Overlay roadway.
3	Jackson	MODERN			0	0	1998	Construct 5 lane section with bike lanes.
3	Jackson	PRESRV	272	238	29.5	32.41	1999	Overlay roadway.
3	Jackson	MODERN			0	0	1998	Widen to rural two lane with shoulder bikeways.
3	Jackson	PRESRV	63	99	17.02	19.55	1999	Overlay roadway.
3	Jackson	MISCEL			0	0	1998	Portals, signs, rec. and scenic @ various locations on Rogue and Umpqua.
3	Jackson	PRESRV	272	238	13	16	2001	Overlay roadway.
3	Jackson	MODERN			0	0	1998	Widen to three lanes with bike lanes.
3	Jackson	MODERN			0	0	1998	Widen to rural two lane with shoulder bikeways.
3	Jackson	TRANST			0	0	1998	Vehicle maintenance support.
3	Jackson	PRESRV	25	199	28	36	1998	Overlay roadway.
3	Jackson	TRANST			0	0	1998	Seal fuel tanks.
3	Jackson	MODERN			0	0	1998	Construct new two lane roadway with bike lanes.
3	Jackson	BRIDGE	271	99	10	10	1998	Deck overlay.
3	Jackson	BIKPED			0	0	1998	
3	Jackson	PRESRV	21	66	9	22	2000	Overlay roadway.
3	Jackson	BRIDGE	1	I-5	13.2	17.2	2001	Structural overlay.
3	Jackson	BIKPED			0	0	1998	Obtain adequate row and construct sidewalks along Crater Lake Avenue to provide continuous walkway for peds.
3	Jackson	SAFETY	1	I-5	0	0	2000	Install protective screening.
3	Jackson	PRESRV			0	0	1998	Pave .25 miles of dirt roads within city limits to reduce airborne particulate. Add sidewalks, bike lanes.
3	Jackson	MODERN			0	0	1998	Realign and construct three lanes with bike lanes.
3	Jackson	MODERN			0	0	1998	Widen to two to three lanes with bike lanes & sidewalks.
3	Jackson	MODERN			0	0	1998	Widen to two to three lanes with bike lanes.
3	Josephine	PRESRV	25	199	0.35	6.92	1998	Widen shoulders & overlay entire section and traffic signal at Dowell Road.
3	Josephine	SAFETY	25	199	2.04	2.06	1998	Install a 5 phase fully actuated traffic signal.
3	Josephine	SAFETY			0	0	1999	0.6 mile intersection reconstruction.
3	Josephine	BRIDGE			0.38	0.45	1999	Rehabilitation of the structure.
3	Josephine	PRESRV	1	I-5	49.05	58.2	1999	Structure work.

ODOT Region	County	Work Type	OR Hwy #	Route	Beg. MP	End MP	Const. Year	Work Description
3	Josephine	BRIDGE			0.02	0.04	1998	Replace structure.
3	Josephine	PRESRV	60	99	0.01	8.9	1999	Overlay roadway.
3	Josephine	BRIDGE			0.07	0.08	1998	Replace structure.
3	Josephine	BRIDGE	260		12.7	13	2000	Replace structure.
3	Josephine	BRIDGE			2.4	2.42	1998	Replace structure.
3	Josephine	PRESRV	272	238	5.87	13.78	2000	Overlay roadway.
3	Josephine	PRESRV	25	199	0.01	1.5	2000	Overlay roadway.
3	Josephine	BRIDGE	272	238	6.06	6.22	2001	Replace approach spans.
3	Josephine	PRESRV	38	46	0	0	1998	Variable rehabilitation.
3	Josephine	PRESRV	25	199	16	24	2001	Overlay roadway.
3	Josephine	SAFETY	25	199	1	1.2	1999	Construct new signal.
3	Josephine	MODERN	25	199	0.01	2.7	1999	Reconstruct 6th & 7th Streets, replace traffic signals, reconstruct curb radii.
4	Klamath	BRIDGE			0.19	0.21	2000	Replace structure.
4	Klamath	PRESRV	4	97	185.6	195.6	2000	Mill out/inlay travel lanes; overlay entire surface; widen shoulders.
4	Klamath	BRIDGE			0	0	2001	Replace structure.
4	Klamath	PRESRV	4	97	227	237	2000	Millout/inlay travel lanes preservation overlay.
4	Klamath	BRIDGE	50	39	4.97	5.1	1998	Replace bridge deck & geothermal de-icing system.
4	Klamath	MISCEL			0	0	2000	Slide correction, pavement reconstruction.
4	Klamath	MODERN	422		0.16	5.34	2000	5.18 mile reconstruct.
4	Klamath	PRESRV	4	97	280.3	291.7	1998	Overlay existing roadway.
4	Klamath	MISCEL			0	0	1998	CMAQ projects for Klamath Falls.
4	Klamath	PRESRV	20	140-B	54.11	63.4	1998	Overlay existing roadway; with some widening & realigning.
4	Klamath	PRESRV			0	0	2000	6.1 miles resurfacing.
4	Klamath	PRESRV	50	39	16.25	27.1	2001	Preservation overlay.
4	Klamath	PRESRV	21	66	43	50	2001	Digout base failures; preservation overlay.
4	Klamath	PRESRV	18	58	75	86.25	1998	Overlay roadway; install guardrail; slope work.
4	Klamath	SAFETY	424	140	1.36	1.76	1999	Construct median divider.
4	Klamath	SAFETY	4	97	271.2	271.9	2001	Acceleration lane; guardrail.
4	Lake	BRIDGE	19	31	109.3	109.4	2000	Replace bridge.
4	Lake	PRESRV	19	31	144	152.7	2000	Preservation overlay.
4	Lake	BRIDGE	20	140-B	93.92	93.92	2000	Replace bridges.
4	Lake	BRIDGE	19	31	46.75	46.75	2001	Replace bridge.
4	Lake	SAFETY	19	31	27.1	28.3	1998	Install guardrail some earth work will be required to provide wide area for flares.
4	Lake	MODERN	431	140	0	8.6	1998	Widen roadway and correct horizontal curves.
4	Lake	PRESRV	20	140-B	92.2	95	2001	Millout/inlay travel lanes preservation overlay.
4	Lake	PRESRV	19	31	142.6	144.1	2001	Millout/inlay crown preservation overlay upgrade/ADA sidewalks.
4	Lake	PRESRV	19	31	86	95	2001	Preservation overlay, guardrail.
4	Lake	PRESRV	19	31	95	100	2001	Preservation overlay & shoulder widening.
4	Lake	MISCEL			0	0	1998	CMAQ projecs for City of Lakeview.
2	Lane	BRIDGE	9	101	191	191	2001	Rehab electrical.
2	Lane	TRANST			0	0	1999	State Participation = $8,000.0
2	Lane	TRANST			0	0	1998	Rideshare
2	Lane	TRANST	69		12.7	12.8	1998	

ODOT Region	County	Work Type	OR Hwy #	Route	Beg. MP	End MP	Const. Year	Work Description
2	Lane	TRANST			0	0	1999	
2	Lane	TRANST			0	0	2001	
2	Lane	BRIDGE	18	58	56	56.03	2000	Tunnel and rail improvements at MP 53.23, 56.29, & 56.32.
2	Lane	BRIDGE	9	101	168.4	0	2000	Rehab & install cathodic protection.
2	Lane	MISCEL			0	0	2000	
2	Lane	MODERN	69		3.1	6.3	2001	Construct an over-crossing at Royal Avenue.
2	Lane	TRANST			0	0	1998	
2	Lane	SAFETY	200		18.07	18.7	2001	Construct continuous center turn lane.
2	Lane	TRANST			0	0	1999	
2	Lane	TRANST			0	0	1999	
2	Lane	TRANST			0	0	1999	
2	Lane	TRANST			0	0	1999	
2	Lane	TRANST			0	0	1998	
2	Lane	TRANST			0	0	1998	
2	Lane	TRANST			0	0	1998	Cost = $1.25M S5309, $75K TGM, $170 STP and $781 SIB Funds.
2	Lane	SAFETY	69		12.98	12.99	1998	Safety improvements.
2	Lane	MODERN			0	0	2001	Interchange reconstruction.
2	Lane	MODERN	62	126	55.6	57.25	1998	4-lane new construction.
2	Lane	PRESRV			0	0	2000	
2	Lane	BRIDGE	1	I-5	192.8	192.8	2000	Seismic retro bridge #08329.
2	Lane	BIKPED			0	0	2000	New bicycle/pedestrian path.
2	Lane	SAFETY			0	0	1999	Funds will go to McKenzie Hwy-Jasper Rd. (42nd) job if Jasper exten. is withdrawn.
2	Lane	PRESRV			0	0	1999	Various street improvements.
2	Lane	SAFETY	62	126	0	0.3	2000	Realign intersection & construct left-turn refuge.
2	Lane	PRESRV	69		6.58	13	1999	Pavement preservation.
2	Lane	PRESRV			0	0	1998	Overlay and minor reconstruction.
2	Lane	TRANST			0	0	2001	
2	Lane	TRANST			0	0	1998	
2	Lane	PRESRV	1W		107	108.7	1998	Pulverize old PCC roadway and leave as base, then reconstruct section.
2	Lane	MISCEL	15	126	0	0	1998	Scenic enhancement.
2	Lane	PRESRV	18	58	0.4	6.5	1999	Preserve pavement, safety improvements, widen shoulders.
2	Lane	MODERN			4.1	8.1	1998	Slide and curve correction.
2	Lane	SAFETY	18	58	44.13	44.35	1999	Geological study to determine best solution.
2	Lane	TRANST			0	0	2000	
2	Lane	SAFETY	62	126	7	7.57	1998	
2	Lane	TRANST			0	0	2000	
2	Lane	TRANST			0	0	2001	
2	Lane	TRANST			0	0	2000	
2	Lane	TRANST			0	0	1998	
2	Lane	TRANST			0	0	1998	
2	Lane	TRANST			0	0	2000	
5	Malheur	PRESRV	7	20	245.7	258.2	1999	Hot mix pavement through Vale, EAC pavement, chip seal, rock-fall correction, and guardrail.

ODOT Region	County	Work Type	OR Hwy #	Route	Beg. MP	End MP	Const. Year	Work Description
5	Malheur	SAFETY	6		377.6	377.6	1998	Erect variable message sign.
5	Malheur	MODERN	455	95	27.4	30.3	2001	Address transportation problems associated with Snake River Correctional Facility expansion.
5	Malheur	BRIDGE	456	95	10.98	11.08	2001	Place scour protection.
5	Malheur	BRIDGE			4.41	4.42	1998	Replace structure.
5	Malheur	BRIDGE	7	20	203.3	203.3	2000	Place scour protection.
5	Malheur	PRESRV	456	95	66.18	75.7	1998	2 inch EAC leveling, 6 inch EAC overlay, and dry key chip seal.
5	Malheur	SAFETY	456	95	0	121	1999	Construct rumble strips.
5	Malheur	BRIDGE			12.2	12.3	1999	Replace structure.
5	Malheur	BRIDGE			10	10.01	1999	Rehabilitate structure.
5	Malheur	PRESRV	7	20	223.1	245.7	2000	EAC overlay, chipseal, guardrail.

APPENDIX D – ADVANCED TECHNOLOGY PROJECTS/PROGRAMS

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Traveler Safety and Security							
RWIS	E	CA	D1	101	R128.95		
RWIS	E	CA	D2	I-5	R14.45	N	Black Butte Summit
RWIS	E	CA	D2	I-5	R7.1	S	Truck Scales
RWIS	E	CA	D2	5	23	N	Edgewood
RWIS & AutomatedWind Advisory	E	CA	D2	I-5	R18.5	N	Weed Airport
RWIS	P	CA	D2	299	51.27		Cedar Pass Summit
RWIS	P	CA	D2	395	133.3		Sage Hen Summit
RWIS	P	CA	D2	299	12.7		Adin Summit
RWIS	P	CA	D2	36	11.76		Fredonyer Summit
RWIS	P	CA	D2	44	50.5		Eskimo Hill
RWIS	P	CA	D2	299	68.17		Hatchet Mt. Summit
RWIS	P	CA	D2	89	3.23		Deadhorse Summit
RWIS	P	CA	D2	299	72.2		Buckhorn Summit
RWIS	P	CA	D2	299	48.5		Mtn Oregon
RWIS	P	CA	D2	97	29.91		Mt. Hebron
RWIS	P	CA	D2	89	29.2		McCloud Summit
RWIS	P	CA	D2	36	87.8		Morgan Summit
RWIS*	P	CA	D2	70	55.24		Lee Summit
RWIS & AutomatedWind Advisory*	P	CA	D2	395	20.2		Hallelujah Junct.
RWIS & AutomatedWind Advisory	P	CA	D2	395	56.5		Janesville
RWIS & AutomatedWind Advisory	P	CA	D2	I-5	R44.3	N	Walters Rd
RWIS	E	OR	R2	20, 126	80.77	2-3-7	Santiam Pass
RWIS	E	OR	R2	58	62.07	2-5-1	Willamette Pass Ski Area
RWIS	E	OR	R2	58	53.00	2-5-2	
RWIS	E	OR	R2	126	12.74	2-5-3	Walterville Scalehouse
RWIS	E	OR	R2	99	16.81	2-5-4	
RWIS	E	OR	R2	126	26.48	2-5-5	Siuslaw/Whiteacre Turnoff
RWIS*	E	OR	R2	20	20.00	4-10-5	Horse Ridge
RWIS	E	OR	R2	20, 126	85.03	4-10-4	Jack Lake Rd. Suttle Lake
RWIS	E	OR	R3	5	147.20	3-6-1	
RWIS	E	OR	R3	5	167.60	3-6-2	
RWIS	E	OR	R3	5	90.20	3-6-3	
RWIS	E	OR	R3	42	58.50	3-6-4	
RWIS	E	OR	R3	5	109.00	3-6-5	
RWIS	E	OR	R3	42	42.00	3-7-1	
RWIS	E	OR	R3	101	233.00	3-7-2	
RWIS	E	OR	R3	42	40.00	3-7-3	
RWIS	E	OR	R3	101	307.00	3-7-4	
RWIS	E	OR	R3	101	293.50	3-7-5	
RWIS	E	OR	R3	101	258.00	3-7-6	
RWIS	E	OR	R3	5	5.02	3-8-1	Siskiyou Summit
RWIS	E	OR	R3	230	12.5	3-8-2	West Diamond Lake Summit

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Traveler Safety and Security							
RWIS	E	OR	R3	140	8.57	4-11-4	Camas Prairie
RWIS	E	OR	R3	66	49.9	4-11-6	Hayden Mountain Summit
RWIS	E	OR	R3	5	28.33	3-8-3	Medford Viaduct
RWIS	E	OR	R4	97	142.27	4-10-1	Lava Butte
RWIS	E	OR	R4	372	21.98	4-10-6	Mt. Bachelor
RWIS	E	OR	R4	97	230.00	4-10-7	Sand Creek/Silver Lake Cutoff
RWIS	E	OR	R4	58	72.63	4-10-8	Stockpile Site
RWIS	E	OR	R4	31	29.00	4-10-9	Horse Ranch Hill
RWIS	E	OR	R4	31	63.01	4-10-10	Picture Rock Pass
RWIS	E	OR	R4	140	30.93	4-11-1	Bly Mountain Summit
RWIS	E	OR	R4	140	66.75	4-11-2	Quartz Mountain Summit
RWIS	E	OR	R4	395	90.02	4-11-3	Valley Falls Junction
RWIS	E	OR	R4	97	136.00		Bend
RWIS	E	OR	R4	20	104.62		Riley Junction
RWIS	E	OR	R4	140	58.7	4-11-5	Doak Mountain
RWIS	E	OR	R5	95	2.28	5-14-2	Succor Creek
RWIS	E	OR	R5	205	62.5	5-14-3	P'Hill
RWIS	E	OR	R5	95	121.11	5-14-5	McDermitt
RWIS*	P 1998	OR	R2	I-5	236.06		Wah-Chang Rd in Albany
RWIS	P 1999	OR	R2	58	62.5		Odell Lake
RWIS	P 1999	OR	R3	I-5	167.84		N. Douglas County Line
RWIS	P 1999	OR	R3	42	43.53		Coos Bay - Roseburg Hwy
RWIS	P 1998	OR	R3	I-5	27		Medford Viaduct
RWIS	P 1998	OR	R4	26	36.29		Brightwood Weigh Station
RWIS	P 1999	OR	R4	140	31		Klamath Falls - Lakeview Hwy
RWIS	P 1999	OR	R4	395	39.78		Battle Mountain
RWIS	P 1998	OR	R4	97	150		
RWIS	P 1999	OR		6	32.76		Wilson River Hwy
RWIS	P 1998	OR		233	19.53		W. Diamond Lake Hwy
CMS	E	CA	D1	101	31.6	S	N OF 101/20 SEP
CMS Portable*	E	CA	D1			N	BRACUT
CMS Portable*	E	CA	D1			N	BRACUT
CMS Portable*	E	CA	D1			S	UKIAH
CMS Portable*	E	CA	D1			S	UKIAH
CMS Portable*	E	CA	D1			S	UKIAH
CMS Portable	E	CA	D1			N	FORTUNA
CMS Portable	E	CA	D1			N	CRESCENT CITY
CMS Portable	E	CA	D1			S	CLEARLAKE OAKS
CMS Portable	E	CA	D1			S	LAKEPORT
CMS	E	CA	D2	I-5	R44.3	N/S	Walters Rd
CMS	E	CA	D2	I-5	9.68	N	Ream Rd
CMS	E	CA	D2	I-5	R13.19	S	Abrams Lake Rd
CMS	E	CA	D2	I-5	39.8	N	Truck Scales
CMS	E	CA	D2	I-5	41.53	S	Truck Scales
CMS	E	CA	D2	I-5	10.86	N	Smith Rd

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Traveler Safety and Security							
CMS	E	CA	D2	I-5	20.98	N	Pine Grove
CMS*	P 1999	CA	D1	101	20.0	N	S OF CUSHING CRK
CMS	P 2000	CA	D1	101	37.4	S	S OF SMITH RIVER
CMS	P 2000	CA	D1	101	R28.5	N	S OF 101/199 SEP
CMS	P 2000	CA	D1	199	36.2	S	S OF STATE LINE
CMS	P 1998	CA	D1	101	89.4	S	N OF 101/299 SEP
CMS	P 1998	CA	D1	101	87.7	N	S OF 101/299 SEP
CMS	P 1998	CA	D1	101	58.7	S	N OF JCT 36
CMS	P 2000	CA	D1	101	56.5	N	S OF JCT 36
CMS	P 2000	CA	D1	20	32.6	W	E OF JCT 53
CMS	P 2000	CA	D1	20	30.6	E	W OF JCT 53
CMS	P 2000	CA	D1	20	7.4	E	W OF JCT 29
CMS	P 2000	CA	D1	53	5.1	N	S OF JCT 20
CMS	P 2000	CA	D1	1	57.3	S	S OF JCT 20 AT GIBNEY
CMS	P 2000	CA	D1	101	49.2	N	N OF WILLITS
CMS	P 1998	CA	D1	101	29.8	N	S OF 101/20 SEP
CMS	P 1998	CA	D1	101	31.6	S	N OF 101/20 SEP
CMS	P 2000	CA	D1	20	1.0	E	E OF JCT 1
CMS	P 2000	CA	D1	20 E	33.9	W	W OF WILLITS
CMS	P 2000	CA	D1	20 W	32.6	W	E OF 20/101 SEP
CMS	P	CA	D2	I-5	R65.52	N	Bailey Hill Rd
CMS	P	CA	D2	395	R27.1		Jct. 395/36
CMS	P	CA	D2	36	21.1		W of Susanville
CMS*	P	CA	D2	395	R2.08	N	CA/NV State Line
CMS	P	CA	D2	I-5	0		Dist 2/3 Border (Orland)
CMS	P	CA	D2	I-5	8.8	S	N of Corning
CMS	P	CA	D2	36	43	E	Red Bluff
CMS	P	CA	D2	I-5	39.5	N	Truck Scales
CMS	P	CA	D2	299	22.1	W	Redding
CMS	P	CA	D2	I-5	R43.5	S	Lakehead Rest Area
CMS	P	CA	D2	44	R2.08		Shasta View
CMS	P	CA	D2	299	R27.22		Old Oregon Trail UC
CMS	E	OR	R3	5 (1)	28.33		Medford
CMS	P 1998	OR	R3	I-5	16.72		
CMS	P 1998	OR	R3	I-5	31.31		
HAR	E	CA	D1	101	46.4		WILLITS AT JCT 20
HAR	E	CA	D1	53	1.47		CLEARLAKE AT DAM RD
HAR	E	CA	D1	101	77.3		EUREKA-DIST OFFICE
HAR	E	CA	D1	101	77.3	N	EUREKA SHOP YARD
HAR	E	CA	D2	395	R27.1		Jct. 395/36
HAR	E	CA	D2	I-5	R44.31	S	Walters Rd
HAR	E	CA	D2	I-5	R13.19	S	Abrams Lake Rd
HAR	E	CA	D2	I-5	26.6		Red Bluff Central IC
HAR	E	CA	D2	299	79.68		Jct. 89/299
HAR*	E	CA	D2	395	1.5	N	Inspection Station

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Traveler Safety and Security							
HAR*	P	CA	D2	70	20.5		E of Chico
HAR*	P	CA	D2	99	35		Intersection of 32/99
HAR	P	CA	D2	299	42		Alturas
HAR	P	CA	D2	I-5	0		Dist 2/3 Border (Orland)
HAR	P	CA	D2	36	R12.5		Rest Area
HAR	P	CA	D2	299	0.9		Adin Jct 299/139
HAR	P	CA	D2	299	58.2		Douglas City
HAR Super Station	P	CA	D2	I-5	R16.15		Hilltop OC
Call Box	E	CA	D1	199	1	Right	Del Norte County
Call Box	E	CA	D1	199	3	Right	Del Norte County
Call Box	E	CA	D1	199	8	Left	Del Norte County
Call Box	E	CA	D1	199	10.81	Right	Del Norte County
Call Box	E	CA	D1	199	20.07	Right	Del Norte County
Call Box	E	CA	D1	199	23.13	Right	Del Norte County
Call Box	E	CA	D1	199	26.12	Right	Del Norte County
Call Box	E	CA	D1	199	33.32	Left	Del Norte County
Call Box	E	CA	D1	101	14.8	Left	Del Norte County
Call Box	E	CA	D1	101	18.97	Right	Del Norte County
Call Box	E	CA	D1	101	36.53	Left	Del Norte County
Call Box	E	CA	D1	299	12.6		Humboldt County
Call Box	E	CA	D1	299	21.1		Humboldt County
Call Box	E	CA	D1	299	27.8		Humboldt County
Call Box	E	CA	D1	299	37.7		Humboldt County
Call Box	E	CA	D1	299	42.5		Humboldt County
Call Box	E	CA	D1	101	97.6		Humboldt County
Call Box	E	CA	D1	101	97.5		Humboldt County
Call Box	E	CA	D1	101	107.2		Humboldt County
Call Box	E	CA	D1	101	107.3		Humboldt County
Call Box	E	CA	D1	101	56.1		Humboldt County
Call Box	E	CA	D1	101	56		Humboldt County
Call Box	E	CA	D1	101	47.1		Humboldt County
Call Box	E	CA	D1	101	39.3		Humboldt County
Call Box	E	CA	D1	101	39.2		Humboldt County
Call Box	E	CA	D1	101	32.1		Humboldt County
Call Box	E	CA	D1	101	32		Humboldt County
Call Box	E	CA	D1	101	23.1		Humboldt County
Call Box	E	CA	D1	101	23		Humboldt County
Call Box	E	CA	D1	101	15.7		Humboldt County
Call Box	E	CA	D1	101	15.6		Humboldt County
Call Box	E	CA	D1	101	8.1		Humboldt County
Call Box	E	CA	D1	101	8		Humboldt County
Call Box	E	CA	D1	101	68.4		Humboldt County
Call Box	E	CA	D1	101	68.5		Humboldt County
Call Box	E	CA	D1	101	131.6		Humboldt County
Call Box	E	CA	D1	101	131.7		Humboldt County

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Traveler Safety and Security							
Call Box	E	CA	D1	20	4.45		Lake County
Call Box	E	CA	D1	20	5.94		Lake County
Call Box	E	CA	D1	20	10.85		Lake County
Call Box	E	CA	D1	20	12.68		Lake County
Call Box	E	CA	D1	20	15.52		Lake County
Call Box	E	CA	D1	20	21.16		Lake County
Call Box	E	CA	D1	20	23.09		Lake County
Call Box	E	CA	D1	20	32.82		Lake County
Call Box	E	CA	D1	20	34.42		Lake County
Call Box	E	CA	D1	20	36.4		Lake County
Call Box	E	CA	D1	20	38.66		Lake County
Call Box	E	CA	D1	20	40.85		Lake County
Call Box	E	CA	D1	20	42.36		Lake County
Call Box	E	CA	D1	20	44.7		Lake County
Call Box	E	CA	D1	20	46.22		Lake County
Call Box	E	CA	D1	29	3.33		Lake County
Call Box	E	CA	D1	29	8.04		Lake County
Call Box	E	CA	D1	29	12.06		Lake County
Call Box	E	CA	D1	29	16.78		Lake County
Call Box	E	CA	D1	29	18.02		Lake County
Call Box	E	CA	D1	29	22.5		Lake County
Call Box	E	CA	D1	29	24.47		Lake County
Call Box	E	CA	D1	29	26.81		Lake County
Call Box	E	CA	D1	29	29.65		Lake County
Call Box	E	CA	D1	29	33.59		Lake County
Call Box	E	CA	D1	29	35.71		Lake County
Call Box	E	CA	D1	29	38.2		Lake County
Call Box	E	CA	D1	29	48.63		Lake County
Call Box	E	CA	D1	29	51.43		Lake County
Call Box	E	CA	D1	53	4.13		Lake County
Call Box	E	CA	D1	53	6.43		Lake County
Call Box	E	CA	D1	20	31.05		Lake County
Call Box	E	CA	D1	29	14.28		Lake County
Call Box	E	CA	D1	29	31.2		Lake County
Emergency Services							
EMS	P 2000	CA	D1	101	42.3	N	S OF WILLITS
EMS	P 2000	CA	D1	101	49.2	S	N OF WILLITS
EMS	P 2000	CA	D1	20 W	32.6	E	W OF WILLITS
Tourism and Travel Information Services							
Information Kiosks	P '98	CA	D2	I-5	R58.0	S	Collier Rest Area
Information Kiosks	P '98	CA	D2	I-5	33.3	N	Rest Area
Information Kiosks	P '98	CA	D2	I-5	34.3	S	Rest Area
Information Kiosks	P '98	CA	D2	I-5	10.3	N/S	Corning Rest Area
Information Kiosks	P '98	CA	D2	I-5	R25.8	N/S	Weed Rest Area
Information Kiosks	P '98	CA	D2	I-5	R7.1	S	Truck Scales

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Tourism and Travel Information Services							
Information Kiosks	P '98	CA	D2	I-5	R43.5	S	Lakehead Rest Area
Information Kiosks	P '98	CA	D2	I-5	9.77		Knighton Rd Truck Stop
Information Kiosks	P '98	CA	D2	I-5	31.1	N	Obrian Rest Area
Information Kiosks	E	OR	R2	58	62.07		Willamette Pass
Information Kiosks	E	OR	R3	101	234.03		North Bend
Information Kiosks	E	OR	R3	101	260.64		Bandon
Information Kiosks	E	OR	R3	101	327.85		Gold Beach
Information Kiosks	E	OR	R3	101	354.73		Rest Area N.E. of Brookings
Information Kiosks	E	OR	R3	101	355.38		Brookings
Information Kiosks	E	OR		101	358.76		Harbor
Information Kiosks	E	OR	R3	199	27.71		Cave Junction
Information Kiosks	E	OR	R3	46	19.51		Oregon Caves National Monument
Information Kiosks	E	OR	R3	5	19.10		Ashland
Information Kiosks	E	OR	R3	5	28.33		Medford
Information Kiosks	E	OR	R3	5	28.33		Medford
Information Kiosks	E	OR	R3	5	28.33		Medford
Information Kiosks	E	OR	R3	5	28.33		Medford
Information Kiosks	E	OR	R3	5	35.44		Central Point
Information Kiosks	E	OR	R3	5	55.38		Grants Pass
Information Kiosks	E	OR	R3	5	58.06		Grants Pass
Information Kiosks	E	OR	R3	5	98.28		Canyonville
Information Kiosks	E	OR	R3	5	124.14		Roseburg
Information Kiosks	E	OR	R3	5	124.14		Roseburg
Information Kiosks	E	OR	R3	42	72.74		Winston
Information Kiosks	E	OR	R3	138	16.34		Glide
Information Kiosks	E	OR	R3	138	50.00		
Information Kiosks	E	OR	R3	138	78.83		Diamond Lake
Information Kiosks	E	OR	R4	97	272.61		Klamath Falls
Information Kiosks	E	OR	R4	97	280.16		Klamath Falls
Information Kiosks	E	OR	R4	97	289.44		Worden
Infrastructure Operations and Maintenance							
Flood and Scour Detection	E	CA	D2	96	75.01		Horse Creek
Flood and Scour Detection	E	CA	D2	3	8.66		Scott River
CCTV	P	CA	D2	89	29.2		McCloud Summit
CCTV	P	CA	D2	I-5	R65.52	N	Bailey Hill Rd
CCTV	P	CA	D2	I-5	R14.45	N	Black Butte Summit
CCTV	P	CA	D2	I-5	16.8		Central IC
CCTV	P 1998	OR	R3	I-5	5		
CCTV	P 1998	OR	R3	I-5	73		
CCTV	P 1998	OR	R3	199	16.1		
CCTV	P 1998	OR	R4	97	135.97		Various locations in & around Bend
ATR	E	CA	D2	3	L 0.10		JCT RTE 36
ATR	E	CA	D2	3	6.56		HAYFORK
ATR	E	CA	D2	3	30.31		JCT RTE 299

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure Operations and Maintenance							
ATR	E	CA	D2	3	30.88		WEAVERVILLE JCT RTE 299
ATR	E	CA	D2	3	32.31		WEAVERVILLE CTY DMP RD
ATR	E	CA	D2	3	37.60		RUSH CREEK ROAD
ATR	E	CA	D2	3	59.64		TRINITY CNTR MAINT STA
ATR	E	CA	D2	3	32.23		FT. JONES SCOTT RVR RD
ATR	E	CA	D2	3	45.18		FOREST MNTN RANCH
ATR	E	CA	D2	3	R46.87		JERRYS RD (CONN TO I-5)
ATR	E	CA	D2	3	L49.20		WEST CENTER STREET
ATR	E	CA	D2	3	R48.30		N JCT RTE 5
ATR	E	CA	D2	I-5	R9.97		GALLAGHER AVE. O.C.
ATR	E	CA	D2	I-5	R10.06		CORNING N RDSIDE REST
ATR	E	CA	D2	I-5	R24.47	N	OFF TO SO. RDBL
ATR	E	CA	D2	I-5	R24.57	S	ON FR SO. RDBL
ATR	E	CA	D2	I-5	R24.71	N	ON FR SO. RDBL
ATR	E	CA	D2	I-5	R24.83	S	OFF TO SO. RDBL
ATR	E	CA	D2	I-5	R25.12		DIAMOND AVE 8-100 N ON
ATR	E	CA	D2	I-5	R25.15		DIAMOND AVE 8-100 S OFF
ATR	E	CA	D2	I-5	R28.53	S	OFF TO HOFT RD/OLD 99
ATR	E	CA	D2	I-5	30.15		WILCOX RD INTERCHANGE
ATR	E	CA	D2	I-5	R3.39		JCT RTE 273
ATR	E	CA	D2	I-5	R6.53	N	OFF TO RIVERSIDE AVE
ATR	E	CA	D2	I-5	R6.60	S	ON FROM RIVERSIDE AVE
ATR	E	CA	D2	I-5	R6.70	N	ON FROM RIVERSIDE AVE
ATR	E	CA	D2	I-5	R6.90	S	OFF TO RIVERSIDE AVE
ATR	E	CA	D2	I-5	R7.90		0.8 MI. N. OF SACTO. RIVER
ATR	E	CA	D2	I-5	R13.95		HARTNELL AVE.
ATR	E	CA	D2	I-5	R14.23		CYPRESS ST NB OFF
ATR	E	CA	D2	I-5	R14.28		CYPRESS ST SB ON
ATR	E	CA	D2	I-5	R14.65		CYPRESS ST SB OFF
ATR	E	CA	D2	I-5	R14.76		CYPRESS ST NB ON
ATR	E	CA	D2	I-5	R14.91		REDDING, CYPRESS ST
ATR	E	CA	D2	I-5	R15.15	N	OFF TO WB 299
ATR	E	CA	D2	I-5	R15.27	N	OFF TO HILLTOP
ATR	E	CA	D2	I-5	R15.39	S	OFF TO EB 299
ATR	E	CA	D2	I-5	R15.71	S	OFF TO WB 299
ATR	E	CA	D2	I-5	16.15	N	HILLTOP AT OFF FROM I-5
ATR	E	CA	D2	I-5	R23.91	N	OFF TO MTN GATE
ATR	E	CA	D2	I-5	R23.92	S	ON FROM MTN GATE
ATR	E	CA	D2	I-5	R24.24	S	OFF TO MTN GATE
ATR	E	CA	D2	I-5	R24.26	N	ON FROM MTN GATE
ATR	E	CA	D2	I-5	R24.88		0.8 MI N/O MNTN GATE OC
ATR	E	CA	D2	I-5	R25.86		FAWNDALE OVRCRSSING
ATR	E	CA	D2	I-5	R26.22		FAWNDALE N/B ON
ATR	E	CA	D2	I-5	R26.23		FAWNDALE S/B OFF
ATR	E	CA	D2	I-5	R27.46		BRIDGE BAY N/B OFF

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure Operations and Maintenance							
ATR	E	CA	D2	I-5	R27.60		BRIDGE BAY S/B ON
ATR	E	CA	D2	I-5	R27.62		BRIDGE BAY N/B ON
ATR	E	CA	D2	I-5	R27.77		BRIDGE BAY S/B OFF
ATR	E	CA	D2	I-5	R45.74		VOLLMERS RD N/B OFF
ATR	E	CA	D2	I-5	R45.86		VOLLMERS RD S/B ON
ATR	E	CA	D2	I-5	R45.91		VOLLMERS RD N/B ON
ATR	E	CA	D2	I-5	R46.19		VOLLMERS RD S/B OFF
ATR	E	CA	D2	I-5	R48.96		LA MOINE S/B ON
ATR	E	CA	D2	I-5	R49.18		LA MOINE RD N/B OFF
ATR	E	CA	D2	I-5	R49.32		LA MOINE RD S/B OFF
ATR	E	CA	D2	I-5	R49.38		LA MOINE N/B ON
ATR	E	CA	D2	I-5	R50.55		POLLARD FLAT S/B ON
ATR	E	CA	D2	I-5	R50.58		POLLARD FLAT N/B OFF
ATR	E	CA	D2	I-5	R50.91		POLLARD FLAT N/B ON
ATR	E	CA	D2	I-5	R50.99		POLLARD FLAT S/B OFF
ATR	E	CA	D2	I-5	R57.33		SIMS RD IC
ATR	E	CA	D2	I-5	R11.37		O.2 MI N/O LASSEN AVE OC
ATR	E	CA	D2	I-5	R12.91		ABRAMS LK RD INTCHNGE
ATR	E	CA	D2	I-5	R23.17		EDGEWOOD IC
ATR	E	CA	D2	I-5	R68.170		HILT ROAD INTERCHANGE
ATR	E	CA	D2	32	R24.63		JCT RTE 36
ATR	E	CA	D2	36	R28.96		JCT RTE 3 NORTH
ATR	E	CA	D2	36	R22.05		BOWMAN RD.
ATR	E	CA	D2	36	R30.00		CANNON ROAD
ATR	E	CA	D2	36	39.40		BAKER ROAD
ATR	E	CA	D2	36	R41.24		MAIN STREET
ATR	E	CA	D2	36	L39.75		MAIN STREET
ATR	E	CA	D2	36	L41.10		RED BLUFF, WALNUT ST
ATR	E	CA	D2	36	L41.20		RED BLUFF, WALNUT ST
ATR	E	CA	D2	36	41.40		RED BLUFF SACTO RVR BR
ATR	E	CA	D2	36	42.72		RED BLUFF CHESTNUT AVE
ATR	E	CA	D2	36	42.87		RED BLUFF CHESTNUT AVE
ATR	E	CA	D2	36	43.90		JCT RTE 99
ATR	E	CA	D2	36	44.37		JCT RTE 99 RED BLUFF E
ATR	E	CA	D2	36	55.20		CO RD A6 MANTON RD
ATR	E	CA	D2	36	57.21		CO RD A6 MANTON RD
ATR	E	CA	D2	36	82.19		MINERAL MAINT STA
ATR	E	CA	D2	36	6.05		JCT RTE 89 SOUTH
ATR	E	CA	D2	36	6.54		JCT RTE 89 SOUTH
ATR	E	CA	D2	36	8.89		CHESTER, N. FORK FEATHER RIVER BR.
ATR	E	CA	D2	36	9.18		CHESTER, MELLISA AVE
ATR	E	CA	D2	36	18.40		JCT RTE 147
ATR	E	CA	D2	36	18.95		JCT RTE 44
ATR	E	CA	D2	36	R19.67		JCT RTE 44

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure Operations and Maintenance							
ATR	E	CA	D2	36	24.45		COTTAGE STREET
ATR	E	CA	D2	36	24.99		SUSANVILLE, PACIFIC ST.
ATR	E	CA	D2	36	26.01		RIVERSIDE DRIVE
ATR	E	CA	D2	36	R28.00		JCT RTE 395
ATR	E	CA	D2	44	R0.07	E	OFF TO NB RTE 5
ATR	E	CA	D2	44	R0.10	W	OFF TO NB RTE 5
ATR	E	CA	D2	44	0.13		ON HILLTOP RD
ATR	E	CA	D2	44	0.13		ON HILLTOP RD
ATR	E	CA	D2	44	R0.16	E	OFF TO HILLTOP
ATR	E	CA	D2	44	R0.18	E	ON FR NB 5/HILLTOP
ATR	E	CA	D2	44	R0.62	W	ON FR DANA/FRIENDLY
ATR	E	CA	D2	44	R0.79	E	OFF TO DANA/FRIENDLY
ATR	E	CA	D2	44	R1.09	W	OFF FR VICTOR AVE.
ATR	E	CA	D2	44	R1.14	E	OFF TO VICTOR AVE.
ATR	E	CA	D2	44	1.40		ON VICTOR AVE.
ATR	E	CA	D2	44	R1.37	W	OFF TO VICTOR AVE.
ATR	E	CA	D2	44	R1.43	E	ON FR VICTOR AVE.
ATR	E	CA	D2	44	R1.51		REDDING, VICTOR AVENUE
ATR	E	CA	D2	44	R1.87	W	ON FROM SHASTA VW DR
ATR	E	CA	D2	44	R1.88	E	OFF TO SHASTA VIEW DR
ATR	E	CA	D2	44	R2.11	W	ON FRM N SHASTA VW DR
ATR	E	CA	D2	44	R2.26	W	OFF TO SHASTA VIEW DR
ATR	E	CA	D2	44	R2.27	E	ON FROM SHASTA VW DR
ATR	E	CA	D2	44	R4.30		AIRPORT ROAD
ATR	E	CA	D2	44	R6.71		DESCHUTES RD IC
ATR	E	CA	D2	44	R6.77	W	WB ON RAMP
ATR	E	CA	D2	44	R6.81	E	EB OFF RAMP
ATR	E	CA	D2	44	R7.21	W	WB OFF RAMP
ATR	E	CA	D2	44	7.23	E	EB ON RAMP
ATR	E	CA	D2	44	R7.38		DESCHUTES ROAD
ATR	E	CA	D2	44	R18.87		DERSCH ROAD
ATR	E	CA	D2	44	R19.03		DERSCH ROAD
ATR	E	CA	D2	44	32.00		SHINGLETOWN
ATR	E	CA	D2	44	42.48		VIOLA
ATR	E	CA	D2	44	49.10		LASSEN NATL PARK ENTR
ATR	E	CA	D2	44	62.60		JCT RTE 89
ATR	E	CA	D2	44	63.55		JCT RTE 89
ATR	E	CA	D2	44	37.17		JCT RTE 36
ATR	E	CA	D2	49	7.42		JCT RTE 70
ATR	E	CA	D2	89	8.65		BLAIRSDEN, JCT RTE 70
ATR	E	CA	D2	89	14.50		JCT RTE 70
ATR	E	CA	D2	89	20.47		GREENVILLE BECKWOURTH RD
ATR	E	CA	D2	89	R41.73		JCT RTE 36
ATR	E	CA	D2	89	R0.24		WEST JCT RTE 36

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure Operations and Maintenance							
ATR	E	CA	D2	89	0.07		JCT RTE 44
ATR	E	CA	D2	89	21.69		4 CORNERS JCT RTE 299
ATR	E	CA	D2	89	22.06		4 CORNERS JCT RTE 299
ATR	E	CA	D2	89	28.60		LAKE BRITTON
ATR	E	CA	D2	89	24.52		MINNESOTA AVE
ATR	E	CA	D2	89	25.10		BROADWAY & S AVE
ATR	E	CA	D2	89	33.94		MOUNT SHASTA BLVD.
ATR	E	CA	D2	96	38.92		HAPPY CAMP MAINT STA
ATR	E	CA	D2	96	41.32		HAPPY CAMP, MAIN ST.
ATR	E	CA	D2	96	60.75		SEIAD MAINT. STATION
ATR	E	CA	D2	96	103.31		JCT RTE 263
ATR	E	CA	D2	96	105.82		JCT RTE 5 KLMTH RVR BR
ATR	E	CA	D2	97	L0.09		JCT RTE 5
ATR	E	CA	D2	97	0.96		JCT. RTE 265
ATR	E	CA	D2	97	1.14		LINCOLN STREET, WEED
ATR	E	CA	D2	97	20.20		GRASS LAKE
ATR	E	CA	D2	97	34.53		1.7 MI. S/O BALL MTN ROAD
ATR	E	CA	D2	97	50.90		DORRIS, FIRST STREET
ATR	E	CA	D2	97	53.69		JCT. RTE 161 EAST
ATR	E	CA	D2	99	0.11		BUTTE-TEHAMA CO LINE
ATR	E	CA	D2	99	5.08		SOUTH AVENUE
ATR	E	CA	D2	99	11.18		SHERMAN STREET
ATR	E	CA	D2	99	12.31		ARAMAYO WAY
ATR	E	CA	D2	99	24.76		JCT RTE 36 RED BLUFF E
ATR	E	CA	D2	139	0.09		SUSANVILLE, JCT RTE 36 MAIN ST
ATR	E	CA	D2	139	3.40		SUSANVILLE DUMP ROAD
ATR	E	CA	D2	139	0.03		ADIN, JCT RTE 299
ATR	E	CA	D2	139	17.12		CANBY, JCT RTE 299
ATR	E	CA	D2	139	17.86		TULELAKE QRNTINE STA
ATR	E	CA	D2	139	50.68		MODOC-SISKIYOU CO LINE
ATR	E	CA	D2	139	4.77		JCT RTE 161 OR STATE LN
ATR	E	CA	D2	147	0.13		JCT RTE 89
ATR	E	CA	D2	147	1.79		JCT RTE 36
ATR	E	CA	D2	151	0.08		SHASTA DAM
ATR	E	CA	D2	151	3.97		LAKE BLVD
ATR	E	CA	D2	151	5.51		SPRR UNDERPASS
ATR	E	CA	D2	151	6.76		CASCADE BLVD; JCT RTE 5
ATR	E	CA	D2	161	1.11		JCT RTE 97
ATR	E	CA	D2	161	19.18		JCT RTE 139
ATR	E	CA	D2	172	0.05		JCT RTE 36
ATR	E	CA	D2	172	8.84		JCT RTE 36
ATR	E	CA	D2	263	49.39		JCT RTE 3 TEBEE STREET
ATR	E	CA	D2	263	56.34		JCT RT 96 SHASTA RVR BR
ATR	E	CA	D2	265	20.21		WEED, JCT RTE 5

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure Operations and Maintenance							
ATR	E	CA	D2	273	3.41		S. JCT ROUTE 5
ATR	E	CA	D2	273	3.56		S.JCT ROUTE 5
ATR	E	CA	D2	273	11.08		CANYON ROAD
ATR	E	CA	D2	273	11.16	N	CANYON ROAD
ATR	E	CA	D2	273	11.20	S	CANYON ROAD
ATR	E	CA	D2	273	12.57		BONNEYVIEW/CEDARS RD.
ATR	E	CA	D2	273	14.08		BRESLAUER
ATR	E	CA	D2	273	14.32		BRESLAUER
ATR	E	CA	D2	273	15.76		MARKET / CYPRESS & PINE
ATR	E	CA	D2	273	15.97		MARKET / PINE
ATR	E	CA	D2	273	17.35		QUARTZ HILL RD-LT R10-RT
ATR	E	CA	D2	273	18.50		LAKE BLVD
ATR	E	CA	D2	273	18.65		LAKE BLVD
ATR	E	CA	D2	273	19.90		N. JCT ROUTE 5
ATR	E	CA	D2	273	20.03		N. JCT ROUTE 5
ATR	E	CA	D2	284	0.04		JCT RTE 70
ATR	E	CA	D2	299	50.24		WEAVERVILLE W CITY LMT
ATR	E	CA	D2	299	52.15		WEAVERVILLE WASH ST.
ATR	E	CA	D2	299	52.92		WEAVERVILLE MARTIN RD
ATR	E	CA	D2	299	56.87		JCT RTE 3 SOUTH
ATR	E	CA	D2	299	69.08		TRI/SHA COUNTY LINE
ATR	E	CA	D2	299	8.72		FRENCH GULCH RD.
ATR	E	CA	D2	299	21.86		REDDING WEST CITY LIMIT
ATR	E	CA	D2	299	23.81		COURT STREET
ATR	E	CA	D2	299	24.06		REDDING JCT RTE 273
ATR	E	CA	D2	299	R24.47		REDDING BUTTE ST OVERCROSSING
ATR	E	CA	D2	299	R25.56		REDDING JCT. RTE. 5
ATR	E	CA	D2	299	R25.65		E/B OFF RAMP TO S/B I-5
ATR	E	CA	D2	299	R25.82		W/B OFF RAMP TO S/B I-5
ATR	E	CA	D2	299	25.13		N JCT RTE 5 LAKE BLVD IC
ATR	E	CA	D2	299	28.43		OLD OR TRAIL INTRSCTN
ATR	E	CA	D2	299	31.71		BELLA VISTA DSCHTS RD
ATR	E	CA	D2	299	58.62		BIG BEND ROAD
ATR	E	CA	D2	299	71.69		TAMARACK ROAD
ATR	E	CA	D2	299	75.63		BURNEY MAINT STA
ATR	E	CA	D2	299	79.68		4 CORNERS JCT RTE 89
ATR	E	CA	D2	299	80.24		4 CORNERS JCT RTE 89
ATR	E	CA	D2	299	91.42		FALL RIVER MILLS
ATR	E	CA	D2	299	91.42		FALL RIVER MILLS
ATR	E	CA	D2	299	3.77		CEMETERY ROAD
ATR	E	CA	D2	299	14.42		LOOKOUT-SUSANVILLE RD
ATR	E	CA	D2	299	15.31		LOOKOUT-SUSANVILLE RD
ATR	E	CA	D2	299	0.10		ADIN, JCT. RTE. 139
ATR	E	CA	D2	299	17.94		JCT. RTE. 139, NORTH

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure Operations and Maintenance							
ATR	E	CA	D2	299	39.33		JUNIPER STREET
ATR	E	CA	D2	299	40.38		ALTURAS JCT. RTE. 395 S.
ATR	E	CA	D2	299	41.17		ALTURAS JCT. RTE. 395 N.
ATR	E	CA	D2	395	R1.5		JCT. RTE. 70
ATR	E	CA	D2	395	7.75		JCT. RTE. 70
ATR	E	CA	D2	395	31.35		GARNIER ROAD
ATR	E	CA	D2	395	51.83		BUNTINGVILLE-STANDISH RD CO RD A 3
ATR	E	CA	D2	395	R60.93		JCT. RTE. 36
ATR	E	CA	D2	395	R61.29		JCT. RTE. 36
ATR	E	CA	D2	395	69.98		BUNTINGVILLE CO RD A 3
ATR	E	CA	D2	395	70.20		STANDISH COUNTY RD. A3
ATR	E	CA	D2	395	2.68		LIKELY JESS VALLEY RD.
ATR	E	CA	D2	395	22.07		ALTURAS FIRST STREET
ATR	E	CA	D2	395	22.76		JCT RTE 299
ATR	E	CA	D2	395	23.04		ALTURAS MAINT STA
ATR	E	CA	D2	395	28.37		JCT. RTE. 299 EAST
ATR	E	OR	R2	36	41.04		6.6 miles west of
ATR	E	OR	R2	58	35.53		1.4 miles east of Oakridge
ATR	E	OR	R2	126	43.86		2.7 miles west of Elmira
ATR	E	OR	R2	126	23.7		2.7 miles east of Vida
ATR	E	OR	R3	62	15.47		2.9 miles south of Shady Cove
ATR	E	OR	R3	62	0.66		0.1 mile NE of Biddle Rd Overpass
ATR	E	OR	R3	38	23.68		6.8 miles east of Scottsburg
ATR	E	OR	R3	42	70.51		1.2 miles west of Brockway
ATR	E	OR	R3	66	23.3		4.2 miles east of Ashland
ATR	E	OR	R3	99	15.82		1.4 miles south of Talent
ATR	E	OR	R3	101	221.67		1.09 mile S of Coos-Douglas Co line
ATR	E	OR	R3	101	261.94		1.3 miles south of Bandon
ATR	E	OR	R3	101	362.01		1.1 miles N of OR-CA Border
ATR	E	OR	R3	138	28.3		1 mile E of Susan Creek State Park
ATR	E	OR	R3	140	16.03		1.27 mile E of Lake Creek Rd (E Jct)
ATR	E	OR	R3	199	41.29		0.4 mile N of OR-CA Border
ATR	E	OR	R3	238	24.94		0.5 mile west of Ruch
ATR	E	OR	R3	I-5	143.26		4.9 miles north of Oakland Junction
ATR	E	OR	R3	I-5	42.84		2 miles west of Gold Hill
ATR	E	OR	R3	I-5	16		3.1 miles south of Ashland
ATR	E	OR	R3	I-5	22.3		3.2 miles north of Ashland
ATR	E	OR	R3	I-5	28.33		south approach of Medford Viaduct
ATR	E	OR	R3	I-5	61.48		5.7 miles north of Grants Pass

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure Operations and Maintenance							
ATR	E	OR	R4	39	11.89		1.7 miles east of Merrill
ATR	E	OR	R4	20	13.51		5 miles east of Bend
ATR	E	OR	R4	31	49.65		2.3 miles east of SilverLake
ATR	E	OR	R4	62	92.58		0.3 mile south of Fort Klamath
ATR	E	OR	R4	97	138.57		2.6 miles south of Bend
ATR	E	OR	R4	97	204.7		1.5 miles south of Chemult
ATR	E	OR	R4	97	289.43		2.3 miles N of OR-CA Border
ATR	E	OR	R4	140	36.58		4.2 miles east of Beatty
ATR	E	OR	R4	372	19.25		0.4 mile west of road to Sunriver
ATR	E	OR	R4	395	49.6		0.3 mile N. of Central Oregon Hwy.
ATR	E	OR	R4	395	120.83		0.3 mile of Jct w/Lakeview - Burns Hwy
ATR	E	OR	R4	395	157.43		0.3 mile N of OR-CA Border
ATR	E	OR	R5	20	126.63		2.1 miles south of Hines
ATR	E	OR	R5	20	258.44		0.3 mile west of Cairo Junction
ATR	E	OR	R5	20	189.35		at Juntura
ATR	E	OR	R5	95	101.17		3.0 miles S of Blue Mtn Pass Summit
Traffic Management Center*	E	CA	D3	20	1.47		Marysville
Traffic Management Center*	E	CA	D3	5	29.91		Sacramento
Traffic Management Center*	E	OR	R1	99	4.59		Portland
Traffic Management Center*	E	OR	R2	22	2.82		Salem
Traffic Management Center	E	OR	R3	5	28.33		Medford
Traffic Management Center	E	OR	R4	20	18.51		Bend
Satellite Operations Center	E	CA	D1	101	75.91		Eureka
Satellite Operations Center	E	CA	D2	5	14.46		Redding
Surveillance Cameras	E	OR	R3	5 (1)	28.33		Medford
Fleet Operations and Maintenance							
Automated Snow Plow	P	CA	D2	44	15.5		E of Bogard
Commercial Vehicle Operations							
WIM	E	CA	D1	101	65.6		
WIM	E	CA	D2	97	45		Between Mt. Hebron Summit & Macdoel
WIM	E	CA	D2	I-5	39.7		Cottonwood Scales
WIM	E	CA	D2	I-5	22.14		N of N. Jct 151/I-5
WIM	E	CA	D2	I-5	7.1		Dunsmuir Scales
WIM	P '99	CA	D1	101	R21.9		
WIM	E	OR	R2	58	17.17	E/W	Lowell
WIM	E	OR	R3	5	130.03	S	Wilbur
WIM	E	OR	R4	97	271.41	N/S	Klamath Falls
WIM	E	OR	R4	97	271.73	N	Klamath Falls
AVI – Preclearance	E	CA	D2	I-5	39.7		Cottonwood Scales
AVI – Preclearance	E	CA	D2	I-5	7.1		Dunsmuir Scales
AVI – Preclearance	P	OR	R2	58	17.17	E/W	Lowell
AVI – Preclearance	E	OR	R3	5	19.1	N/S	Ashland

CPA/Technology	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Commercial Vehicle Operations							
AVI – Preclearance	P	OR	R3	5	130.03	S	Wilbur
AVI – Preclearance	P	OR	R4	97	271.41	S	Klamath Falls
AVI – Preclearance	P	OR	R4	97	271.73	N	Klamath Falls
RCMS	P '98	CA	D2	I-5	58.1	N	N of Sima Rd
RCMS	P '98	CA	D2	I-5	29.9	S	N of Side Hill Viaduct
RCMS	P '98	CA	D2	I-5	31.9	S	N of Obrian UC
RCMS	P '98	CA	D2	I-5	36.7	S	N of Upper Salt Creek
RCMS	P '98	CA	D2	I-5	49.1	S	N of Lamoine OC

* Not included in the figures due to locations outside the study area.

APPENDIX E – TRADITIONAL PROJECTS/PROGRAMS

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure							
CA Western Railroad	E	CA	D1				Fort Bragg to Willits
Rail Facility	E	OR	R2	5	191		Eugene
Rail Facility	E	OR	R4	97	203.2		Chemult
Rail Facility	E	OR	R4	97	272.31		Klamath Falls
Ward Airport	E	CA	D1	199	14.64		Gasquet
Andy McBeth Airport	E	CA	D1	101	4.64		Klamath
Hoopa Airport	E	CA	D1	96	11.6		On Trinity River
FSS Arcata Airport	E	CA	D1	101	85.83		North of Arcata
Eureka Airport	E	CA	D1	101	75.91		Eureka
Kneeland Airport	E	CA	D1	101	75.91		South of Eureka
Dinsmore Airport	E	CA	D1	3	7.2		West of Hayfork
Shelter Cove Airport	E	CA	D1	101	11.13		West of Garberville
Ukiah Municipal Airport	E	CA	D1	101	24.59		Ukiah, Intermodal
Willits Municipal Airport	E	CA	D1	101	45.17		Willits, Intermodal
Garberville Airport	E	CA	D1	101	11.13		Garberville
Rohnerville Airport	E	CA	D1	101	61.53		South of Fortuna
Murray Field	E	CA	D1	101	75.91		Eureka, Intermodal
Arcata/Eureka Airport	E	CA	D1	101	91.47		McKinleyville, Intermodal
McNamara Field	E	CA	D1	101	25.84		Crescent City, Intermodal
Rohrer Airport	E	CA	D2	5	47.56		Between Montague & Yreka
Siskiyou County Airport	E	CA	D2	3	53.22		North of Montague
Tulelake Airport	E	CA	D2	139	44.5		South of Newell
Butte Valley Airport	E	CA	D2	97	40.41		North of Macdoel
Weed Airport	E	CA	D2	5	19.07		North of Weed
Scott Valley Airport	E	CA	D2	44	30		North of Greenview
Happy Camp Airport	E	CA	D2	96	41.1		Happy Camp
Cedarville Airport	E	CA	D2	299	57.35		Cedarville
Eagleville Airport	E	CA	D2	299	65		Eagleville
Alturas Airport	E	CA	D2	395	22.07		Alturas
California Pines Airport	E	CA	D2	395	22.07		South of Alturas
Ravendale Airport	E	CA	D2	395	108.46		Ravendale
Adin Airport	E	CA	D2	299	0.33		Adin
Southard Airport	E	CA	D2	299	15.1		North of Bieber
Spaulding Airport	E	CA	D2	139	30.8		Eagle Lake
Susanville Airport	E	CA	D2	36	24.46		Susanville
Fall River Mills Airport	E	CA	D2	299	74.98		Between Burney & Bieber
Chester-Rogers Airport	E	CA	D2	89	36.66		Lake Almanor
Dunsmuir-Mott Airport	E	CA	D2	89	24.75		McCloud
Shingletown Airport	E	CA	D2	44	42.82		West of Viola
Trinity Center Airport	E	CA	D2	3	60		Clair Engle Lake

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure							
Lonnie Pool Airport	E	CA	D2	299	51.03		Weaverville
Benton Airport	E	CA	D2	5	14.46		Redding
Red Bluff Airport	E	CA	D2	5	24.87		Red Bluff
Corning Airport	E	CA	D2	5	8.98		Corning
Haigh Airport	E	CA	D2	5	0		Orlano & Hamilton City
Hyampom Airport	E	CA	D2	3	6.7		Hyampom
Hayfork Airport	E	CA	D2	3	7.2		Hayfork
Ruth Airport	E	CA	D2	36	15		South of Ruth
Round Valley Airport	E	CA	D2	162	29		Covelo
Glenn County Airport	E	CA	D2	5	9.87		Willows
Colusa County Airport	E	CA	D2	5	18.72		Colusa
Redding Airport	E	CA	D2	5	14.46		Redding
Crescent Lake State Airport	E	OR	R2	429	2.25		Crescent Lake Jct
Cottage Grove State Airport	E	OR	R2	5	174.74		Cottage Grove
McKenzie Brdg State Airport	E	OR	R2	126	49.78		McKenzie Bridge
Oakridge State Airport	E	OR	R2	58	34.13		Oakridge
Santiam Jct State Airport	E	OR	R2	20	71.45		Santiam Jct
Eugene Airport	E	OR	R2	5	191		Eugene
Bandon State Airport	E	OR	R3	101	260.64		Bandon
Lakeside State Airport	E	OR	R3	101	222.01		Lakeside
Brookings State Airport	E	OR	R3	101	355.38		Brookings
Cape Blanco State Airport	E	OR	R3	101	290		Denmark
Toketee State Airport	E	OR	R3	138	54.6		Clearwater
Pinehurst State Airport	E	OR	R3	66	23.4		Pinehurst
Prospect State Airport	E	OR	R3	62	42.21		Prospect
North Bend Airport	E	OR	R3	101	234.03		North Bend
Roseburg Airport	E	OR	R3	5	124.14		Roseburg
Medford Airport	E	OR	R3	5	28.33		Medford
Beaver Marsh State Airport	E	OR	R4	138	13.7		Beaver Marsh
Chiloquin State Airport	E	OR	R4	97	247.44		Chiloquin
Alkali Lake State Airport	E	OR	R4	395	41.3		Alkali Lake
Paisley State Airport	E	OR	R4	31	98.22		Paisley
Klamath Falls Airport	E	OR	R4	97	272.31		Klamath Falls
McDermitt State Airport	E	OR	R5	95	121.11		McDermitt
Owyhee Rsrvr State Airport	E	OR	R5	201	8.01		Owyhee Dam
Rome State Airport	E	OR	R5	95	53.18		Rome
Trinidad Bay	E	CA	D1	101	100.71		Trinidad
Crescent City Harbor	E	CA	D1	101	25.84		Crescent City
Marine Transportation	E	CA	D1	101	75		Humbolt Bay
Marine Facility	E	OR	R3	101	236.77		Coos Bay (8)
Marine Facility	E	OR	R3	101	234.03		North Bend (6)
Reload Facility	E	OR	R3	140	0		White City (1)
Reload Facility	E	OR	R3	101	236.77		Coos Bay (1)
Reload Facility	E	OR	R3	5	55.78		Grants Pass (1)
Reload Facility	E	OR	R4	97	289.44		Worden (1)

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure							
Reload Facility	E	OR	R2	5	191		Eugene (6)
Safety Rest Area	E	CA	D1	101	R105.2	N	Hum Cnty
Safety Rest Area	E	CA	D1	101	R105.9	S	Hum Cnty
Safety Rest Area	E	CA	D1	199	33.4	N/S	DN Cnty
Safety Rest Area	E	CA	D1	101	82.5	N	Men Cnty
Safety Rest Area	E	CA	D1	101	61.8	N/S	Men Cnty
Safety Rest Area	E	CA	D1	101	58.9	S	Men Cnty
Safety Rest Area	E	CA	D2	I-5	R25.6	N/S	Sis Cnty, Weed
Safety Rest Area	E	CA	D2	I-5	R58.6	N/S	Sis Cnty, Collier
Safety Rest Area	E	CA	D2	97	21.8	N/S	Sis Cnty
Safety Rest Area	E	CA	D2	44	14.5	E/W	Las Cnty, Bogard
Safety Rest Area	E	CA	D2	395	96.5	N/S	Las Cnty, Secret Valley
Safety Rest Area	E	CA	D2	I-5	R10.3	N/S	Teh Cnty, Corning
Safety Rest Area	E	CA	D2	I-5	35	N	Teh Cnty
Safety Rest Area	E	CA	D2	I-5	34.7	S	Teh Cnty
Safety Rest Area	E	CA	D2	299	60.6	E/W	Sha Cnty, Hatchett Mountain
Safety Rest Area	E	CA	D2	44	34.7	E/W	Sha Cnty, Shingletown
Safety Rest Area	E	CA	D2	I-5	R31.1	N	Sha Cnty, O'Brien
Safety Rest Area	E	CA	D2	I-5	R43.1	S	Sha Cnty, Lakehead
Safety Rest Area	E	CA	D2	299	R3.6	E/W	Tri Cnty
Safety Rest Area	E	CA	D2	299	56.9	E	Tri Cnty, Douglas City
Safety Rest Area	E	CA	D2	36	12.8		Chester, Plumas County
Safety Rest Area	E	CA	D2	96	105.82		Collier, Jct 96/I-5
Safety Rest Area	E	CA	D2	96	28.5		Independence Creek
Safety Rest Area	E	CA	D2	97	0.2	Left	
Safety Rest Area	E	CA	D2	I-5	33.3		Red Bluff
Safety Rest Area	E	CA	D2	I-5	34.3		Red Bluff
Safety Rest Area	E	CA	D2	395	49.6	Right	Honey Lake
Safety Rest Area	E	CA	D2	89	36.63	Left	Plumas County
Safety Rest Area	E	CA	D3	I-5	R14.6	N/S	Gle Cnty
Safety Rest Area	E	CA	D3	I-5	R24.3	N/S	Col Cnty
Safety Rest Area	E	OR	R2	I-5	177	N/S	14 mi S of Eugene
Safety Rest Area	E	OR	R2	I-5	242.23	N/S	8 mi N of Albany
Safety Rest Area	E	OR	R3	I-5	144.14	N/S	20 mi N of Roseburg
Safety Rest Area	E	OR	R3	I-5	80.78	N/S	25 mi N of Grants Pass
Safety Rest Area	E	OR	R3	I-5	60.78	N/S	5 mi N of Grants Pass
Safety Rest Area	E	OR	R3	I-5	10	N	10 mi N of CA Line
Safety Rest Area	E	OR	R3	I-5	114.14	N/S	12 mi S of Roseburg
Safety Rest Area	E	OR	R3	I-5	21.33	S	7 mi S of Medford
Safety Rest Area	E	OR	R3	101	317.85	N/S	10 mi N of Gold Beach
Safety Rest Area	E	OR	R4	395	79.64	N/S	63 mi N of Lakeview
Safety Rest Area	E	OR	R4	20	41	E/W	41 mi E of Bend
Safety Rest Area	E	OR	R4	97	208.2	N/S	5 mi S of Chemult
Safety Rest Area	E	OR	R4	97	280.31	N/S	8 mi S of Klamath Falls
Safety Rest Area	E	OR	R5	20	154.1	E/W	24 mi E of Burns

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Infrastructure							
Safety Rest Area	E	OR	R5	20	112.1	E/W	18 mi W of Burns
Emergency Services							
Del Norte Air Ambulance	E	CA		101	25.84		Cresent City
Lakeshore Fire Department	E	CA		53	2.96		Clear Lake
Coffee Creek Volunteer FD	E	CA		3	59.64		Trinity Center
Palo Cedro Fire Company	E	CA		44	7		Palo Cedro
Shasta Fire Department	E	CA		299	18.5		Shasta
Shasta Lake City Fire Prot Dis	E	CA		5	22.14		Shasta Lake
Weed Fire Department	E	CA		5	19.07		Weed
City of Dunsmuir Fire Dept.	E	CA		5	2.51		Dunsmuir
Hamilton Branch FPD	E	CA		89	36.66		Lake Almanor
Keswick Volunteer Fire Co.	E	CA		299	18.5		Shasta
Montgomery Creek Fire Dept.	E	CA		299	56.9		Montgomery
Hat Creek Volunteer Fire Co.	E	CA		89	10.5		Hat Creek
Ca Dept. of Forestry/Fire Prev	E	CA		5	14.46		Redding
Loleta Fire Dept.	E	CA		101	65.95		Loleta
Orleans Fire Dept.	E	CA		96	37.83		Orleans
Shelter Cove Fire Dept.	E	CA		101	10.8		Whitethorn
City of Red Bluff Fire Dept.	E	CA		5	24.87		Red Bluff
Hayfork Volunteer Fire Dept.	E	CA		3	7.2		Hayfork
Platina-Wildwood Fire Dept	E	CA		36	35.3		Wildwood
Shasta Lake Volunteer Fire Dep	E	CA		5	42.31		Lakehead
Tehama County Fire Dept.	E	CA		5	24.87		Red Bluff
Grenada Fire Department	E	CA		5	38.21		Grenada
Montague Fire District	E	CA		3	53.22		Montague
Fort Jones Fire Department	E	CA		3	32.2		Fort Jones
Bella Vista Volunteer Fire Co.	E	CA		299	31.47		Bella Vista
Anderson Fire Department	E	CA		5	4.29		Anderson
West Almanor Comm. Serv. Dist.	E	CA		36	8.84		Chester
Big Bend Vol. Fire Co.	E	CA		299	60.05		Big Bend
Old Station Volunteer Fire Dep	E	CA		44	62.69		Old Station
Oak Run Vol. Fire Company	E	CA		299	46.74		Oak Run
Mountain Gate Fire Dept.	E	CA		5	14.46		Redding
Jones Valley Fire Department	E	CA		5	14.46		Redding
Igo-Ono Volunteer Fire Co.	E	CA		299	18.5		Igo
Happy Valley Fire Dept.	E	CA		5	4.29		Anderson
French Gulch Fire District	E	CA		299	8.65		French Gulch
Cottonwood Fire Protection Dis	E	CA		5	1.91		Cottonwood
Centerville Fire Dept.	E	CA		5	14.46		Redding
Cassell Volunteer Fire Co.	E	CA		89	18.53		Cassell
City Ambulance of Eureka Inc.	E	CA		101	75.91		Eureka
Fortuna Rescue	E	CA		101	75.91		Eureka
Garberville Rescue	E	CA		101	75.91		Eureka
Hoopa Health Assn EMS	E	CA		96	10.95		Hoopa
Lakeport Fire Department	E	CA		29	39.8		Lakeport

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Emergency Services							
Lucerne Fire Department	E	CA		20	18.53		Lucerne
Redwood Empire Life Support	E	CA		29	39.8		Lakeport
Arcata Mad River Ambulance Inc	E	CA		101	85.83		Arcata
St. Elizabeth Hospital	E	CA		5	24.87		Red Bluff
Northern Siskiyou Ambulance	E	CA		3	47.38		Yreka
Mount Shasta Ambulance	E	CA		5	10.49		Mt. Shasta
Happy Camp Ambulance	E	CA		96	41.1		Happy Camp
Seneca District Hospital	E	CA		36	8.84		Chester
Peninsula Fire District	E	CA		89	36.66		Lake Almanor Penin.
Indian Valley Hospital Amb.	E	CA		89	20.22		Greenville
Modoc Medical Center	E	CA		395	22.07		Alturas
Westwood Fire Department	E	CA		36	3.71		Westwood
Westside Ambulance Association	E	CA		5	25.53		Orland
Glenn Ambulance	E	CA		5	9.87		Willows
Colusa Ambulance	E	CA		5	18.72		Colusa
North Valley Ambulance	E	CA		5	14.46		Redding
Mayers Memorial Hospital	E	CA		299	91.56		Fall River Mills
Burney Fire District	E	CA		299	74.98		Burney
Southern Trinity Area Rescue	E	CA		36	3.33		Mad River
Clearlake Oaks Fire Dept.	E	CA		53	2.96		Clearlake
Nice Fire and Rescue Dept.	E	CA		20	10.5		Nice
Lewiston Volunteer Fire Dept.	E	CA		299	67.43		Lewiston
McCloud Comm Serv Dist.	E	CA		89	24.75		McCloud
Shingletown Volunteer Fire Dep	E	CA		44	27.83		Shingletown
Butte Valley Ambulance Service	E	CA		97	50.89		Dorris
City of Etna Ambulance	E	CA		3	21		Etna
Surprise Valley Hospital Amb.	E	CA		299	57.35		Cedarville
Trinity Center Volulnteer FD	E	CA		3	59.64		Trinity Center
Del Norte Ambulance Inc.	E	CA		101	25.84		Crescent City
Mountain EMS Inc.	E	CA		36	24.46		Susanville
Mercy Medical Center	E	CA		5	14.46		Redding
Upper Lake Fire Protection Dis	E	CA		20	8.79		Upper Lake
Ukiah Ambulance	E	CA		101	24.59		Ukiah
Ukiah Fire Department	E	CA		101	24.59		Ukiah
Laytonville Fire Dept	E	CA		101	68.78		Laytonville
Northern Pacific Emer Serv	E	CA		101	45.17		Willits
Mendocino Coast Hosp Amb	E	CA		1	60.68		Fort Bragg
Covelo Fire Dept Amb	E	CA		162	29		Covelo
Brooktrails Fire Dept Amb	E	CA		101	45.17		Willits
CA-OR Life Flight	E	CA	D1	101	36.31		Smith River
Air Life of Oregon	E	OR		97	135.97		Bend
Ashland Fire & Rescue	E	OR		5	19.1		Ashland
Basin Volunteer Ambulance Service	E	OR		39	23.82		Malin
Bay Cities Ambulance	E	OR		101	236.77		Coos Bay
Bend Fire Department	E	OR		97	135.97		Bend
Bly Rescue Unit	E	OR		140	53.87		Bly

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Emergency Services							
Bonanza Area Ambulance	E	OR		140	5.94		Bonanza
Burns Ambulance Service	E	OR		20	130.1		Burns
Chemult Rural Fire Protection District	E	OR		97	203.2		Chemult
Chiloquin Volunteer Ambulance Service	E	OR		97	247.44		Chiloquin
Coquille Valley Ambulance	E	OR		42	10.85		Coquille
Cottage Grove/South Lane Rural Fire Department Ambulance	E	OR		5	174.74		Cottage Grove
Crescent Rural Fire Protection District	E	OR		97	185.57		Crescent
Douglas County Fire District #2	E	OR		5	124.14		Roseburg
Drain Rural Fire District	E	OR		38	50.2		Drain
Eugene Department of Public Safety-Fire/EMS Division	E	OR		5	191		Eugene
Glendale Ambulance	E	OR		5	80.3		Glendale
Glide Rural Fire Protection District	E	OR		138	16.34		Glide
Harriman Ambulance Service	E	OR		97	272.31		Klamath Falls
Jackson County Fire District #3	E	OR		140	0		White City
Jackson County Fire District #4	E	OR		62	18.37		Shady Cove
Jackson County Fire District #5	E	OR		99	17.22		Talent
Jordon Valley Ambulance Service	E	OR		95	19.44		Jordan Valley
Keno Fire Department Ambulance	E	OR		66	49.91		Keno
Klamath County Fire District #4	E	OR		97	272.31		Klamath Falls
La Pine Rural Fire Protection District	E	OR		97	168.04		La Pine
Lakeview Disaster Unit	E	OR		395	142.64		Lakeview
Lower Umpqua EMS	E	OR		101	211.11		Reedsport
Medic 4 Ambulance	E	OR		5	124.14		Roseburg
Mercy Flights, Inc	E	OR		5	28.33		Medford
Merle West Medical Center	E	OR		97	272.31		Klamath Falls
Mid-County Ambulance Service, Inc	E	OR		140	35.92		Sprague River
Myrtle Point Ambulance	E	OR		42	20.01		Myrtle Point
North Lake County Emergency Medical Services	E	OR		31	55.3		Christmas Valley
Nyssa Ambulance Service	E	OR		201	0.4		Nyssa
Oakridge Fire Department Ambulance	E	OR		58	24.13		Oakridge
Pacific Flights, Inc	E	OR		5	28.33		Medford
Paisley Disaster Unit	E	OR		31	98.22		Paisley
Port Orford Community Ambulance, Inc	E	OR		101	299.83		Port Orford
Powers Volunteer Fire Department	E	OR		42	17.52		Powers
Rogue River Rural Fire Protection District	E	OR		5	45.61		Rogue River
Silver Lake Rural Fire Protection District	E	OR		31	47.35		Silver Lake
Sisters-Camp Sherman Rural Fire Protection District	E	OR		126	100.03		Sisters
Springfield Fire & Life Safety	E	OR		126	1.34		Springfield
Sunriver Fire Department-Ambulance	E	OR		372	19.25		Sunriver
Superior Air Charter, Inc	E	OR		5	28.33		Medford
Sutherlin Fire Department	E	OR		5	136.52		Sutherlin
Timberland Logging	E	OR		5	19.1		Ashland
Vale Ambulance Service	E	OR		20	245.49		Vale
West Medic 1 of Oregon, Inc	E	OR		97	272.31		Klamath Falls
Western Lane Ambulance District	E	OR		101	190.23		Florence
Winston-Dillard Fire District #5	E	OR		42	72.74		Winston
Coos Bay Police Department	E	OR		101	236.77		Coos Bay
Coos County Sheriff's Office	E	OR		42	10.85		Coquille
Myrtle Point Police Department	E	OR		42	20.01		Myrtle Point

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Emergency Services							
North Bend Police Department	E	OR		101	234.03		North Bend
OSP Regional Dispatch - Medford	E	OR		5	28.33		Medford
Brookings Police Department	E	OR		101	355.38		Brookings
Curry County Sheriff's Office	E	OR		101	327.85		Gold Beach
Deschutes County Communications	E	OR		97	135.97		Bend
OSP Regional Dispatch	E	OR		97	135.97		Bend
Douglas County Communications	E	OR		5	124.14		Roseburg
Myrtle Creek Police Department	E	OR		5	108.31		Myrtle Creek
Coos Forest Protective Association	E	OR		101	211.11		Reedsport
Douglas Fire Protection Association	E	OR		5	124.14		Roseburg
WES Ambulance	E	OR		5	124.14		Roseburg
Reedsport Police Department	E	OR		101	211.11		Reedsport
Burns Police Department	E	OR		20	130.1		Burns
Ashland Police Department	E	OR		5	19.1		Ashland
Medford Emergency Center	E	OR		5	28.33		Medford
Southern Oregon Regional Communications	E	OR		5	28.33		Medford
Josephine County 911 Agency	E	OR		5	55.78		Grants Pass
Klamath County 911 Communications	E	OR		97	272.31		Klamath Falls
Lakeview Fire Department	E	OR		395	142.64		Lakeview
Central Lane Communications Center	E	OR		5	191		Eugene
Florence Police Department	E	OR		101	190.23		Florence
Cottage Grove Police Department	E	OR		5	174.74		Cottage Grove
Oakridge Police Department	E	OR		58	34.13		Oakridge
Lane County Sheriff's Office	E	OR		5	191		Eugene
Springfield Police Department	E	OR		126	1.34		Springfield
Ontario Police Department	E	OR		201	25.51		Ontario
Malheur County Sheriff's Office	E	OR		20	245.49		Vale
COQUILLE FD	E	OR		42	10.85		COQUILLE
NORTH BAY RFPD	E	OR		101	234.03		NORTH BEND
COOS BAY F&R	E	OR		101	236.77		COOS BAY
MILLINGTON FD	E	OR		101	236.77		COOS BAY
MYRTLE POINT FD	E	OR		42	20.01		MYRTLE POINT
DORA-SITKUM RFPD	E	OR		42	20.01		MYRTLE POINT
NORTH BEND FD	E	OR		101	234.03		NORTH BEND
SHUTTER CREEK CORR INST	E	OR		101	234.03		NORTH BEND
CHARLESTON RFPD	E	OR		101	236.77		COOS BAY
POWERS FD	E	OR		42	17.52		POWERS
GREENACRES RFPD	E	OR		101	236.77		COOS BAY
BANDON RFD	E	OR		101	260.64		BANDON
LAKESIDE RFPD	E	OR		101	222.01		LAKESIDE
FAIRVIEW RFPD	E	OR		42	10.85		COQUILLE
SUMNER RFPD	E	OR		101	236.77		COOS BAY
BRIDGE VOL RFPD	E	OR		42	20.01		MYRTLE POINT
HAUSER RFPD	E	OR		101	234.03		NORTH BEND
PISTOL RIVER VOL FD	E	OR		101	339.1		PISTOL RIVER
LANGLOIS RFPD	E	OR		101	281.53		LANGLOIS
BROOKINGS FD	E	OR		101	355.38		BROOKINGS
OPHIR RFPD	E	OR		101	316.95		OPHIR
SQUAW VALLEY N BANK RFPD	E	OR		101	327.85		GOLD BEACH
GOLD BEACH FD	E	OR		101	327.85		GOLD BEACH
UPPER CHETCO RFPD	E	OR		101	358.76		HARBOR

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Emergency Services							
WINCHUCK RFPD	E	OR		101	358.76		HARBOR
SIXES RFPD	E	OR		101	295.75		SIXES
HARBOR RFPD	E	OR		101	358.76		HARBOR
CAPE FERRELO RFPD	E	OR		101	355.38		BROOKINGS
PORT ORFORD FD	E	OR		101	399.83		PORT ORFORD
CLOVERDALE RFPD	E	OR		126	100.03		SISTERS
SUNRIVER FD	E	OR		372	19.25		SUNRIVER
LAPINE RFPD	E	OR		97	168.04		LAPINE
BEND FD	E	OR		97	135.97		BEND
SISTERS-CAMP SHERMAN RFPD	E	OR		126	100.03		SISTERS
AZALEA VOLS	E	OR		5	88.12		AZALEA
REEDSPORT VOL FD	E	OR		101	211.11		REEDSPORT
DAYS CREEK RFD	E	OR		227	11.67		DAYS CREEK
YONCALLA RFPD	E	OR		5	149.94		YONCALLA
GLIDE RFPD	E	OR		138	16.34		GLIDE
WINCHESTER BAY RFPD	E	OR		101	215.74		WINCHESTER BAY
OAKLAND RFPD	E	OR		5	138.36		OAKLAND
WINSTON-DILLARD RFPD #5	E	OR		42	72.74		WINSTON
KELLOGG RFD	E	OR		5	138.36		OAKLAND
TILLER RFPD	E	OR		227	26.3		TILLER
FAIR OAKS RFPD	E	OR		5	136.52		SUTHERLIN
CANYONVILLE FD	E	OR		5	98.28		CANYONVILLE
SUTHERLIN FD	E	OR		5	136.52		SUTHERLIN
CAMAS VALLEY VOL RFD	E	OR		42	56.02		CAMAS VALLEY
GARDINER RFPD	E	OR		101	208.3		GARDINER
MILO RFPD	E	OR		227	11.67		DAYS CREEK
TENMILE RFPD	E	OR		42	66.35		TENMILE
ELKTON RFPD	E	OR		38	35.87		ELKTON
LOOKINGGLASS RFD	E	OR		5	124.14		ROSEBURG
MYRTLE CREEK FD	E	OR		5	108.31		MYRTLE CREEK
GLENDALE FD	E	OR		5	80.3		GLENDALE
RICE HILL RFD	E	OR		5	138.36		OAKLAND
TRI CITY FD 4 DOUG	E	OR		5	108.31		MYRTLE CREEK
SCOTTSBURG RFD	E	OR		38	16.88		SCOTTSBURG
GLENDALE RFPD	E	OR		5	80.3		GLENDALE
DRAIN RFPD	E	OR		38	50.2		DRAIN
DOUGLAS CO RFPD #2	E	OR		5	124.14		ROSEBURG
DIAMOND LAKE VOL	E	OR		138	78.83		DIAMOND LAKE
UMPQUA VOL FD	E	OR		5	163.13		UMPQUA
ROSEBURG FD	E	OR		5	124.14		ROSEBURG
RIDDLE VOL FD	E	OR		5	103.65		RIDDLE
BURNS FD	E	OR		20	130.1		BURNS
HINES FD	E	OR		20	128.73		HINES
JACKSON CO RFPD #4	E	OR		62	18.37		SHADY COVE
MEDFORD FD	E	OR		5	28.33		MEDFORD
APPLEGATE RFPD #9	E	OR		238	32.4		JACKSONVILLE
JACKSON CO RFPD #3	E	OR		140	0		WHITE CITY
ASHLAND F&R	E	OR		5	19.1		ASHLAND
TALENT FD	E	OR		99	17.22		TALENT
JACKSON CO RFPD #5	E	OR		99	17.22		TALENT
JACKSON CO RFPD #6	E	OR		5	45.61		ROGUE RIVER

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Emergency Services							
JACKSONVILLE FD	E	OR		238	32.4		JACKSONVILLE
V A DOMICILIARY	E	OR		140	0		WHITE CITY
LAKE CREEK RFPD #8	E	OR		140	7.97		EAGLE POINT
EAGLE POINT FD	E	OR		140	7.97		EAGLE POINT
BUTTE FALLS VOL FD	E	OR		140	28.6		BUTTE FALLS
PHOENIX VOL FD	E	OR		99	11.03		PHOENIX
ROGUE RIVER RFPD	E	OR		5	45.61		ROGUE RIVER
ROGUE VALLEY INTL AIRPORT FD	E	OR		5	28.33		MEDFORD
PROSPECT RFPD	E	OR		62	42.21		PROSPECT
COLESTIN RFPD	E	OR		5	19.1		ASHLAND
WOLF CREEK RFPD	E	OR		5	76.5		WOLF CREEK
GRANTS PASS DEPT PUB SFTY	E	OR		5	55.78		GRANTS PASS
WILLIAMS RFPD	E	OR		238	13.77		WILLIAMS
RURAL METRO FD	E	OR		5	55.78		GRANTS PASS
GRANTS PASS RURAL	E	OR		5	55.78		GRANTS PASS
ILLINOIS VALLEY RFPD	E	OR		199	27.71		CAVE JUNCTION
CRESCENT RFPD	E	OR		97	185.57		CRESCENT
CHEMULT RFPD	E	OR		97	203.2		CHEMULT
BLY RFPD	E	OR		140	53.87		BLY
BONANZA RFPD	E	OR		140	5.94		BONANZA
CRATER LAKE NAT'L PARK FD	E	OR		62	83.63		CRATER LAKE
KLAMATH CO FD #5	E	OR		140	5.94		BONANZA
KLAMATH CO FD #4	E	OR		97	272.31		KLAMATH FALLS
CHILOQUIN-AGENCY LK RFPD	E	OR		97	247.44		CHILOQUIN
KLAMATH CO FD #1	E	OR		97	272.31		KLAMATH FALLS
MERRILL FD	E	OR		39	13.59		MERRILL
KINGSLEY FIELD FD	E	OR		97	272.31		KLAMATH FALLS
KENO RFPD	E	OR		66	49.91		KENO
HARRIMAN RFPD	E	OR		97	272.31		KLAMATH FALLS
MALIN RFPD	E	OR		39	23.82		MALIN
SPRAGUE RIVER VOL	E	OR		140	35.92		SPRAGUE RIVER
CRESCENT-ODELL LAKES RFPD	E	OR		58	2.25		CRESCENT LAKE
MERRILL RFPD	E	OR		39	13.59		MERRILL
KLAMATH CO FD #3	E	OR		140	35.92		SPRAGUE RIVER
LAKEVIEW FD	E	OR		395	142.64		LAKEVIEW
NEW PINE CREEK RFPD	E	OR		395	157.43		NEW PINE CREEK
SILVER LAKE RFPD	E	OR		31	47.35		SILVER LAKE
PAISLEY VOL FD	E	OR		31	98.22		PAISLEY
THOMAS CREEK W SIDE RFPD	E	OR		395	142.64		LAKEVIEW
CHRISTMAS VALLEY RFPD	E	OR		31	55.3		CHRISTMAS VALLEY
SUMMER LAKE FD	E	OR		31	69.09		SUMMER LAKE
SPRINGFIELD FIRE LIFE SFTY	E	OR		126	1.34		SPRINGFIELD
LANE CO FD #1	E	OR		126	46.2		VENETA
FLORENCE FD	E	OR		101	190.23		FLORENCE
CRESWELL RFPD	E	OR		5	182.83		CRESWELL
PLEASANT HILL RFPD	E	OR		58	5.73		PLEASANT HILL
SIUSLAW RFPD #1	E	OR		101	190.23		FLORENCE
OAKRIDGE FD	E	OR		58	34.13		OAKRIDGE
SANTA CLARA RFPD	E	OR		5	191		EUGENE
COTTAGE GROVE/S LANE RURAL FD	E	OR		5	174.74		COTTAGE GROVE
EUGENE FIRE & EMS	E	OR		5	191		EUGENE

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Emergency Services							
GOSHEN RFPD	E	OR		5	191		EUGENE
MAPLETON FD	E	OR		126	14.09		MAPLETON
WESTFIR FD	E	OR		58	31.29		WESTFIR
SWISSHOME-DEADWOOD RFPD	E	OR		36	7.94		SWISSHOME
UPPER MCKENZIE RFPD	E	OR		126	49.78		MCKENZIE BRIDGE
LORANE RFPD	E	OR			37.7		LORANE
LANE RURAL F&R	E	OR		5	191		EUGENE
BLUE RIVER FD	E	OR		126	40.7		BLUE RIVER
DEXTER RFPD	E	OR		58	9.56		DEXTER
LOWELL FPD	E	OR		58	13.2		LOWELL
MCKENZIE RFPD	E	OR		126	1.34		SPRINGFIELD
JORDAN VALLEY FD	E	OR		95	19.44		JORDAN VALLEY
ADRIAN RFPD	E	OR		201	11.72		ADRIAN
VALE FD	E	OR		20	245.49		VALE
CHP Humboldt Dispatch Center	E	CA					Arcata
CHP Redding Dispatch Center	E	CA					Redding
CHP Susanville Dispatch Center	E	CA					Susanville
CHP Yreka Dispatch Center	E	CA					Yreka
CHP Ukiah Dispatch Center	E	CA					Ukiah
Crescent City CHP	E	CA					Crescent City
Humboldt CHP	E	CA					Arcata
Garberville CHP	E	CA					Redway
Red Bluff CHP	E	CA					Red Bluff
Redding CHP	E	CA					Redding
Susanville CHP	E	CA					Susanville
Yreka CHP	E	CA					Yreka
MT. Shasta CHP	E	CA					Mt. Shasta
Ukiah CHP	E	CA					Ukiah
Williams CHP	E	CA					Williams
Willows CHP	E	CA					Willows
Quincy CHP	E	CA					Quincy
Alturas CHP	E	CA					Alturas
Trinity River CHP	E	CA					Weaverville
Gold Run CHP	E	CA					Gold Run
Grass Valley CHP	E	CA					Grass Valley
Oroville CHP	E	CA					Oroville
Humboldt County Sheriff	E	CA					Eureka
Lake County Sheriff	E	CA					Lakeport
Mendocino County Sheriff	E	CA					
Shasta County Sheriff	E	CA					Redding
Siskiyou County Sheriff	E	CA					
Chico Police	E	CA					Chico
Cloverdale Police	E	CA					Cloverdale
Eureka Police	E	CA					Eureka
Fort Bragg Police	E	CA					Fort Bragg
Fortuna Police	E	CA					Fortuna
Grass Valley Police	E	CA					Grass Valley
Mt. Shasta Police	E	CA					Mt. Shasta
Red Bluff Police	E	CA					Red Bluff
Redding Police	E	CA					Redding
Ukiah Police	E	CA					Ukiah

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Yuba City Police	E	CA					Yuba City
Intermodal Programs and Projects							
Park and Ride Lot	E	CA	D1	101	59.9	N/S	Fortuna
Park and Ride Lot	E	CA	D1	101	79.3		Eureka
Park and Ride Lot	E	CA	D1	29	39.8		Lakeport
Park and Ride Lot	E	CA	D1	101	100.7	E/W	Trinidad
Park and Ride Lot	E	CA	D1	101	74.8		Elk River
Park and Ride Lot	E	CA	D2	44	7		Deschutes Rd
Park and Ride Lot	E	CA	D2	44	24.8		Black Butte Store
Park and Ride Lot	E	CA	D2	44	31.7		Shingletown, Shasta County
Park and Ride Lot	E	CA	D2	96	52.5		Pacific Crest Trailhead
Park and Ride Lot	E	CA	D2	I-5	41.5		Bowman Rd Interchange
Park and Ride Lot	E	CA	D2	395	52.6		Janesville
Park and Ride Lot	E	CA	D2	89	8.7		Blairsden
Park and Ride Lot	E	CA	D2	89	21.6		Burney
Park and Ride Lot	E	CA	D2	89	R34.3		Mt. Shasta
Park and Ride Lot	E	CA	D2	299	79.68		Jct. 89/299
Park and Ride Lot	E	CA	D2	273	11.8		Clear Creek Rd
Park and Ride Lot	E	CA	D2	I-5	41.5		Cottonwood
Park and Ride	P 1998	OR	R2	69	12.7		Lane County
Intercity Transit Services	E	CA	D2				Redding Amtrak
Intercity Transit Services	E	CA	D2				Dunsmuir Amtrak
Intercity Transit Services	E	CA	D2				Mount Lassen Motor Transit
Fixed Route	E	CA	D2				Weaverville, Lewiston, Hayfork
Demand Responsive	E	CA	D2				Alturas to Susanville/ Klamath Falls
Transit Service	E	CA	D1				Eureka to Redding
Transit Service	E	CA	D1				Arcata
Fixed Route	E	CA	D1				Eureka
Bus Service	E	CA	D2	35			Red Bluff to Susanville
Greyhound	E	CA	D2	97			
Greyhound	E	CA	D2	I-5			Tehama County
Greyhound	E	CA	D2	I-5			Shasta County

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Intermodal Programs and Projects							
Greyhound	E	CA	D2	I-5			Siskiyou County
Trailways Lines, Inc	E	CA	D2	I-5			Tehama County
Trailways Lines, Inc	E	CA	D2	I-5			Shasta County
Trailways Lines, Inc	E	CA	D2	I-5			Siskiyou County
Greyhound	E	CA	D2	395			
Greyhound	E	CA	D2	139		N/S	
Del Norte Public Bus	E	CA	D1	101	R4.6-26.2	N/S	Klamath to Crescent City
Arcata Transit Service	E	CA	D1				Humboldt County
Mad River Transit Service	E	CA	D1				Humboldt County
Humboldt Transit Authority	E	CA	D1				Humboldt County
Lake Transit Authority	E	CA	D1				Lake County
Lassen Transit Authority	E	CA	D2				Lassen County
Mendocino Stage	E	CA	D1				Mendocino County
Mendocino Transit Authority	E	CA	D1				Mendocino County
Redwood Coast Transit	E	CA	D1				Redwood Coast
Sage Stage	E	CA	D2				Modoc County
Lassen Rural Bus	E	CA	D2				Susanville, W & S Lassen Co.
Mt Lassen Cab, Shuttle	E	CA	D2				Susanville
Plumas County Transit	E	CA	D2				Quincy, Portola, Chester, Meadow Valley, Bucks Lake Rd, Pineleaf
Redding Area Bus Authority	E	CA	D2				Redding, Anderson, Shasta Lake
Consolidated Transportation Service Agency	E	CA	D2				Outside RABA Service Area
STAGE (Siskiyou Transit & General Express)	E	CA	D2				I-5 Corridor, Happy Camp, Yreka, Weed, Mt. Shasta, McCloud, Etna
Tehama Rural Area Express	E	CA	D2				Corning, Red Bluff
VanTrans	E	CA	D2				Red Bluff
Trinity County Service	E	CA	D2				Hayfork to Weaverville
Eureka Transit Service	E	CA	D1	101			Eureka
Redwood Empire Lines	E	CA	D1	299		E/W	District 1 on 299
Bus Station	E	CA	D1				Ukiah Bus Stations
Bus Station	E	CA	D1				Willits Bus Stations
Bus Station	E	CA	D1				Laytonville Bus Stations
Bus Station	E	CA	D1	101			Greyhound
Greyhound	E	CA	D2				Redding
Bus Station	E	CA	D2	299E			Greyhound
Dial-a-Ride, Fixed Route	E	CA	D1				Mendicino County
Redwood Dial-a-Ride	E	CA	D1	101			Crescent City
Intercity Transit Services	E	OR	R4				Klamath Falls Amtrak
Intercity Transit Services	E	OR	R4				Chemult Amtrak
Intercity Transit Services	E	OR	R2				Eugene Amtrak
Intercity	E	OR	R3				North Bend-Bend & In Between

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Intermodal Programs and Projects							
Intercity	E	OR	R3				Jackson County
Fixed Route	E	OR	R5				Ontario
Fixed Route	E	OR	R4				Crook County to Redmond
Bus Station	E	OR	R4	97	135.97		Bend
Bus Station	E	OR	R3	5	124.14		Roseburg
Bus Station	E	OR	R3	5	28.33		Medford
Bus Station	E	OR	R3	5	55.78		Grants Pass
Bus Station	E	OR	R4	97	272.31		Klamath Falls
Bus Station	E	OR	R4	395	142.64		Lakeview
Bus Station	E	OR	R2	5	191		Eugene
Dial-a-Ride	E	OR	R3				Bandon
Dial-a-Ride	E	OR	R3				Coos County
Dial-a-Ride	E	OR	R3				Brookings
Dial-a-Ride	E	OR	R3				Sutherlin
Dial-a-Ride	E	OR	R3				Ashland
Dial-a-Ride	E	OR	R3				Sutherlin, Oakland, 3-Mile Rd
Dial-a-Ride	E	OR	R3				Winston
Dial-a-Ride	E	OR	R3				Curry County
Dial-a-Ride, Taxi Ticket Stub	E	OR	R3				Douglas County
Dial-a-Ride	E	OR	R3				Roseburg & Winston
Dial-a-Ride	E	OR	R3				Gold Beach
Dial-a-Ride	E	OR	R3				Josephine County
Dial-a-Ride, Fixed Route	E	OR	R3				Josephine County
Dial-a-Ride	E	OR	R3				Myrtle Point
Dial-a-Ride	E	OR	R3				Jackson County
Dial-a-Ride, Fixed Route	E	OR	R3				Medford, Ashland, Etc.
Dial-a-Ride	E	OR	R3				Grants Pass
Dial-a-Ride, Fixed Route	E	OR	R3				Myrtle Creek, Green Dist., Etc.
Dial-a-Ride	E	OR	R3				Roseburg
Dial-a-Ride	E	OR	R3				NE Jackson County
Dial-a-Ride	E	OR	R3				Coos Bay, North Bend
Dial-a-Ride	E	OR	R4				Central Oregon
Dial-a-Ride, Fixed Route	E	OR	R4				Klamath Falls
Dial-a-Ride	E	OR	R4				Deschutes & Jefferson County
Dial-a-Ride	E	OR	R4				Bend
Dial-a-Ride	E	OR	R4				Deschutes County
Dial-a-Ride	E	OR	R4				Deschutes, N. Klamath County
Dial-a-Ride	E	OR	R4				Burns, Hines
Dial-a-Ride	E	OR	R4				Klamath County
Dial-a-Ride	E	OR	R4				Out of District
Dial-a-Ride, Taxi Ticket Stub	E	OR	R4				Klamath County
Dial-a-Ride	E	OR	R4				Lake County
Dial-a-Ride, Fixed Route	E	OR	R4				Crook, Jefferson, Deschutes Co

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Intermodal Programs and Projects							
Dial-a-Ride	E	OR	R4				Klamath Falls
Dial-a-Ride	E	OR	R4				Prineville
Dial-a-Ride	E	OR	R5				Grant County
Dial-a-Ride	E	OR	R5				Ontario
Dial-a-Ride	E	OR	R5				Malheur County
Dial-a-Ride, Fixed Route	E	OR	R5				
Dial-a-Ride, Fixed Route	E	OR	R5				Nyssa
Dial-a-Ride	E	OR	R5				Vale
Commercial Vehicle Operations							
Weigh Station**	E	CA	D2	I-5	7	S	N of Mott Rd
Weigh Station**	E	CA	D2	I-5	41	N	S of Bowman Rd
Weigh Station**	E	CA	D2	I-5	41	S	S of Bowman Rd
Weigh Station	E	CA	D1	101	49	S	N of Willits
Weigh Station	E	CA	D1	20	34	W	E of US 101
Weigh Station	E	CA	D1	101	97	S	N of McKinnlyville
Weigh Station	E	CA	D1	299	7	W	E of Blue Lake
Weigh Station	E	CA	D2	299	13	E	Whiskeytown Reservoir
Portable Scale Pit	E	CA	D2	97	3	Left/Right	
Truck Scales	E	CA	D2	299	12.7	Right	Shasta County
Truck Scales	E	CA	D2	299	54.3	Left	Shasta County
Truck Scales	E	CA	D2	299	76.2	Left	Shasta County
Truck Escape Ramp	E	CA	D1	101	R127.55		
Truck Escape Ramp	E	CA	D1	101	R129.53		
Truck Escape Ramp	E	CA	D2	I-5	58.2		Siskiyou County
Truck Escape Ramp	E	CA	D2	299	58.4		Shasta County
Truck Escape Ramp	E	CA	D2	299	47.1		Trinity County
Inspection Stop	E	CA	D1	20	0.79	E	
Inspection Stop	E	CA	D1	20	34.90	W	JEO Jct 53
Inspection Stop	E	CA	D1	20	28.30	E	5 Mi W Willits
Inspection Stop	E	CA	D1	101	24.80	S	JSO Crescent City
Inspection Stop	E	CA	D1	101	23.30	S	JNO Garberville
Inspection Stop	E	CA	D1	101	55.90	N	JSO Fortuna
Inspection Stop	E	CA	D1	101	97.26	S	Crannell
Inspection Stop	E	CA	D1	101	121.60	S	JNO Orick
Inspection Stop	E	CA	D1	101	19.00	N	JNO Garberville
Inspection Stop	E	CA	D1	101	41.17	S	4 Mi S Willits
Inspection Stop	E	CA	D1	101	48.65	S	Willits
Inspection Stop	E	CA	D1	101	65.00	N	JSO Laytonville
Inspection Stop	E	CA	D1	101	86.60	S	JSO Leggett
Inspection Stop	E	CA	D1	199	7.90	S	
Inspection Stop	E	CA	D1	199	33.20	S	
Inspection Stop	E	CA	D1	299	7.38	W	JEO Blue Lake
Brake Check Area	E	CA	D1	36	28.17	W	
Brake Check Area	E	CA	D1	36	32.08	W	
Brake Check Area	E	CA	D1	101	130.29	N	
Brake Check Area	E	CA	D1	101	130.58	S	
Brake Check Area	E	CA	D1	101	16.46	S	

Program/Infrastructure	Existing/ Planned, Date	State	Region(R)/ District(D)	Route	MP	Dir	Location
Commercial Vehicle Operations							
Brake Check Area	E	CA	D1	101	20.74	N	
Brake Check Area	E	CA	D1	199	33.45	S	
Weigh Station	E	OR	R3	101	276.11	N	2 mi S of Bandon
Weigh Station	E	OR	R3	42	21.87	W	E City Lmts of Myrtle Point
Weigh Station	E	OR	R3	42	5.50	N	5 mi N of Coquille
Weigh Station	E	OR	R3	101	227.89	S	6 mi N of Coos Bay Brdg
Weigh Station	E	OR	R3	101	357.73	N	S City Lmts of Brookings
Weigh Station	E	OR	R3	101	353.18	S	3 mi N of Brookings
Weigh Station	E	OR	R3	101	309.42	N	8 mi S of Port Orford
Weigh Station	E	OR	R2	20	0.15	E	Jct US20/OR126
Weigh Station	E	OR	R4	20	11.60	W	11 mi E of Bend
Weigh Station	E	OR	R3	I-5	130.03	S	5 mi N of Roseburg
Weigh Station	E	OR	R3	I-5	111.07	N	3 mi N of Myrtle Creek
Weigh Station	E	OR	R3	42	71.20	E	2 mi W of Winston
Weigh Station	E	OR	R3	138	15.14	E/W	1 mi W of Glide
Weigh Station	E	OR	R3	38	1.94	W	ECL of Reedsport
Weigh Station	E	OR	R3	138	22.62	E	2 mi W of Sutherlin
Weigh Station	E	OR	R5	20	134.17	E/W	1 mi E of Burns
Weigh Station	E	OR	R3	62	7.66	S	4 mi N of Medford
Weigh Station	E	OR	R3	I-5	18.24	S	3.5 mi N of OR 66 Exit
Weigh Station	E	OR	R3	I-5	18.08	N	3.5 mi N of OR 66 Exit
Weigh Station	E	OR	R3	140	13.85	W	20 mi E of Medford
Weigh Station	E	OR	R3	140	2.70	E	2 mi E of White City
Weigh Station	E	OR	R3	199	0.49	N	WCL of Grants Pass
Weigh Station	E	OR	R3	199	41.05	N	1/2 mi N of OR/CA Line
Weigh Station	E	OR	R3	199	8.70	N	8 mi S of Grants Pass
Weigh Station	E	OR	R3	199	20.60	S	7 mi N of Cave Jct
Weigh Station	E	OR	R4	97	271.41	S	1 mi N of Klamath Falls
Weigh Station	E	OR	R4	97	271.73	N	1 mi N of Klamath Falls
Weigh Station	E	OR	R4	66	44.81	E	5 mi W of Keno
Weigh Station	E	OR	R4	140	57.18	E	9 mi W of Klamath Falls
Weigh Station	E	OR	R4	140	14.59	W	13 mi E of Klamath Falls
Weigh Station	E	OR	R4	140	95.36	E/W	W City Lmts of Lakeview
Weigh Station	E	OR	R4	31	47.30	N	Silver Lake
Weigh Station	E	OR	R2	126	12.95	W	10 mi E of Springfield
Weigh Station	E	OR	R2	58	17.17	W	4 mi E of Lowell Jct
Weigh Station	E	OR	R2	126	43.00	E	1.2 mi E of Noti
Weigh Station	E	OR	R2	126	1.50	E	1.5 mi E of Florence
Weigh Station	E	OR	R2		6.31	N	1 mi S of Jasper
Weigh Station	E	OR	R2	126	45.20	W	3.2 mi E of Noti
Weigh Station	E	OR	R5	95	66.00	N/S	Jct OR78/US95