

# Route Elements

This section provides information regarding existing aspects of SR 273 such as right of way, traffic control, intelligent transportation systems, modal elements, bridges and highway structures, weigh stations, Caltrans support facilities, and environmental. It also contains information about other specific uses in the corridor such as utilities, the railroad, and frontage roads.

## 1. Right of Way

### a. State Route 273

This section contains general right of way information regarding SR 273. It outlines the different types of right of way, the approximate right of way widths, the state’s ownership status, and where the state has access control along the route. It also lists the various rights of way which share the corridor with SR 273.

The right of way for SR 273 consists of real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guide way, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.). The existing right of way for SR 273 is summarized in **Table 2.1**.

<b>Table 2.1</b>				
<b>Existing Right of Way Information for SR 273</b>				
<b>Begin PM</b>	<b>End PM</b>	<b>Approximate R/W Width</b>	<b>Ownership Status</b>	<b>Access Control</b>
3.81	7.50	110' - 200'	Granted/Deeded	Access Control
7.50	8.90	120'	Granted/Deeded	Access Control (east side only)
8.90	14.35	120'	Granted/Deeded	Access Control
14.35	14.60	120'	Granted/Deeded	Access Control (west side only)
14.60	17.91	80' - 150'	Granted/Deeded	None
17.91	18.00	80' - 150'	Granted/Deeded	Access Control (east side only)
18.00	18.16	240' - 275'	Granted/Deeded	Access Control (east side only)
18.16	20.03	240' - 275'	Granted/Deeded	Access Control
Source: California Department of Transportation, District 2, Right of Way Record Maps PM = Post Mile; R/W = Right of Way Note: In some locations, the state may have additional rights for supporting facilities or maintenance activities.				

Granted/Deeded Rights means property that has been granted to, or purchased by, the State of California and held in fee title. Fee title means that the state has full ownership, and thus full control of activities on the property. Access Control is the condition where the right of owners or occupants of abutting land as well as other entities and individuals to access a highway is fully or partially controlled by public authority. In those areas with access control, access from adjoining properties directly to SR 273 is prohibited except at designated points such as existing roadway intersections.

The state acquired access control during the late 1950’s with an eye towards making SR 273, then US Highway 99, an expressway. Access control enables the state to control where an owner, which is adjacent to the state right of way, can and cannot gain access to a state facility.

This allows the state greater latitude in designing and maintaining its facilities. With the construction of Interstate 5, it was no longer necessary to pursue this type of improvement for SR 273 and the acquisition of access control was halted. The District's policy has been to maintain access control where it already exists, but not to purchase any more along the route.

There are many areas along the route where the state does not own access control. In these areas, there are instances where access to properties adjacent to the route may span the entire width of the parcel instead of being contained to a specific permitted access point or points.

#### b. Frontage Roads

A frontage road is a parallel facility designed to provide, and control, access to abutting property and areas adjacent to the highway which it parallels. The existence of frontage roads provides access to local land uses and keeps local trips off the state system. The existing frontage roads along the route are owned by the local jurisdiction in which they are located. In some locations, the frontage roads are continuous, and in other locations they stop and start.

In a few locations along SR 273, right of way beyond what is needed for the route has been acquired and set aside for development into 'future frontage roads.' With the construction of Interstate 5, the demand required to trigger development of continuous frontage roads along SR 273, between the City of Anderson and the City of Redding, was substantially reduced. In some instances, where these future frontage roads have not been developed as such, adjoining properties have encroached into them. The county has no current plans to develop additional frontage roads along SR 273, nor does their general plan indicate a future need for it. For a graphical representation of right of way ownership along the SR 273 corridor, please refer to the three maps in **Appendix B** - State Route 273 Ownership Profile.

#### c. Railroad

Union Pacific Railroad (UPRR) abuts the state right of way, to the east, for much of the route's distance between the City of Anderson and the City of Redding (approximately PM 5.2 to 14.8). UPRR has rights which predate SR 273. This can, and does, have a direct bearing on the development of SR 273 and the ability to respond to any increase in demand for the route. The proximity of the railroad (see **Exhibit 3 – Route Jurisdictions** for a graphical representation) affects expansion of the route to the east, and also has an impact on intersections along this portion of the route.

#### d. A.C.I.D. Canal

Anderson-Cottonwood Irrigation District (A.C.I.D.) Canal is another parallel facility which enters and leaves the state right of way at a number of points along the route. The A.C.I.D. canal was constructed primarily between 1914 and 1918. It uses a network of canals and ditches to divert water from the Sacramento River to fields in Cottonwood, Anderson, and southern Redding.

#### e. Other

There are a number of utilities which exist along the SR 273 corridor. These range from telephone and electric lines, to fiber optic and gas lines. Generally, if these facilities are within

the state right of way under easement, the utility must move when the need arises (i.e. for an upcoming project).

## **2. Traffic Control**

A traffic control device is a marking, sign, signal, or other device used to regulate, warn, or guide traffic. Traffic control devices can be placed on, over, or adjacent to a street, highway, pedestrian facility, or shared-use path by authority of a public agency having jurisdiction. The following types of traffic control are utilized for SR 273:

### a. Markings

Markings are all pavement and curb markings, object markers, delineators, colored pavements, barricades, channelizing devices, and islands used to convey regulations, guidance, or warning to road users.

Following are some examples of how markings are used at various intersections along the route:

**Pleasant Hills Drive (PM 4.12):** This intersection has many turn lanes, and also includes a lane marked for bicycle use. Large white arrows are painted in each lane to show the movements allowed for that particular lane, and the lane for bicycle use is marked “bike lane” with a smaller arrow showing which direction to ride. White dashed lines through the intersection assist with lane placement as vehicles progress through this intersection. Crosswalks are also marked with white stripes.



Pleasant Hills Drive (looking east)



Pleasant Hills Drive (looking south)

**South Bonnyview Road / Cedars Road (PM 12.68):** At this intersection, a number of different markings are used: white arrows in each lane indicate the movements allowed for each lane, solid white stripes separate lanes in the same direction, solid yellow stripes divide opposing lanes of traffic, and dashed white lines provide guidance for traffic as it passes through the intersection. Also, depending on placement, yellow or white striping is used to create spacing, or islands, between traffic lanes. Markings are also used to indicate where vehicles should stop when indicated to do so, placement of bicycles approaching the intersection, and to alert drivers to a railroad crossing.



South Bonnyview Road (looking west)



Cedars Road (looking east)

**Buenaventura Boulevard (PM 14.48):** At this intersection, markings are used to denote permitted turning movements, lanes, and stopping locations. Where there are two side-by-side left-turn-only lanes, the lanes are marked with a dotted white line as they proceed through the intersection. The stop bar for the left turn only lane on Buenaventura Boulevard is set back from the intersection to increase clearance for vehicle turning left from SR 273 NB.

**Cypress Avenue (PM 15.97):** This intersection has a multitude of possible movements available to the user. Large white arrows are painted in each lane approaching this intersection to illustrate the options allowed for each lane. Crosswalks and stop bars are also painted for clarity. Concrete islands are used to channelize and guide traffic through this intersection.



Northbound SR 273 at Cypress Avenue

## b. Signs

Signs are devices mounted on fixed support, conveying a message through word or symbol to regulate, warn, or guide traffic.

Following are some examples of how signs are used at various locations along the route:

**SB 273 to SB Onramp to I-5 (PM 3.81):** This sign indicates that southbound SR 273 transitions into the southbound onramp to southbound I-5 at the southern end of the route in the City of Anderson.



Southbound SR 273 looking south from Pleasant Hills Drive

**Buenaventura Avenue (PM 14.48):** A large sign on northbound SR 273, just south of Buenaventura Boulevard, indicates a turnoff for SR 299W, and the towns of Weaverville and Eureka. There is also a “Historic Route 99” sign on NB 273 just south of Buenaventura Boulevard.



SR 273 northbound (south of Buenaventura Blvd.)



Historic Route 99 Sign

**Cypress Avenue (PM 15.97):** Just south of Cypress Avenue is a sign that indicate Cypress Avenue links to I-5, and another sign highlights landmarks such as the Redding’s City Center, and the Sundial Bridge.



Northbound SR 273 just south of Cypress Avenue

**SR 273 Southbound on Gold Street at Market Street (PM 16.26):** Many signs are utilized in unison to guide users through this intersection by knowing what options are available for each lane.



Signs on SR 273 southbound at Gold and Market Streets

**Large Overhead Signs:** There are several instances where large overhead signs are utilized along the route. One example is on North Market just south of Lake Boulevard to indicate the option of continuing north on SR 273 to reach northbound I-5, or turning east onto Lake Boulevard which becomes eastbound SR 299 and links to southbound I-5.



Northbound SR 273 (North Market) just south of Lake Boulevard

### c. Stop Control

Stop Control is traffic control at an intersection where all approaches or the minor approaches are controlled by stop signs. For a listing of stop control locations on SR 273, refer to **Appendix C** which provides basic information to consider for planning and project development purposes.

Following are some examples of how stop control is used at various locations along the route:

**Hill Street (PM 7.54):** Hill Street, which only approaches SR 273 from the west, is stop-controlled and has access to both the northbound and southbound lanes of SR 273.



Hill Street (Anderson) at SR 273 (looking east)

**Grange Street (PM 15.44):** Grange Street is off-set at SR 273 and the west leg of this intersection is stop-controlled. A center island on SR 273 restricts this approach to only allow a right turn onto southbound SR 273.



Grange Street at SR 273 (looking east)

**Lincoln Street (PM 16.18):** This intersection is located where SR 273 is one-way southbound only. There are stop signs on both the westbound and eastbound approaches of Lincoln Street at this location.



Lincoln Street - SB Couplet in foreground, NB Couplet in distance (looking east)

#### d. Signals

Signals are power-operated control devices by which traffic (including vehicles, pedestrians, and bicycles) is alternately directed to stop and permitted to proceed. Traffic signals assign the right-of-way to the various traffic movements.

For a listing of signalized intersections, refer to **Appendix D** which provides basic information to consider for planning and project development purposes. The Caltrans District 2 Office of Traffic Engineering and Operations should be contacted prior to undertaking any research, design, construction, or other activities when signalized intersections may be involved.

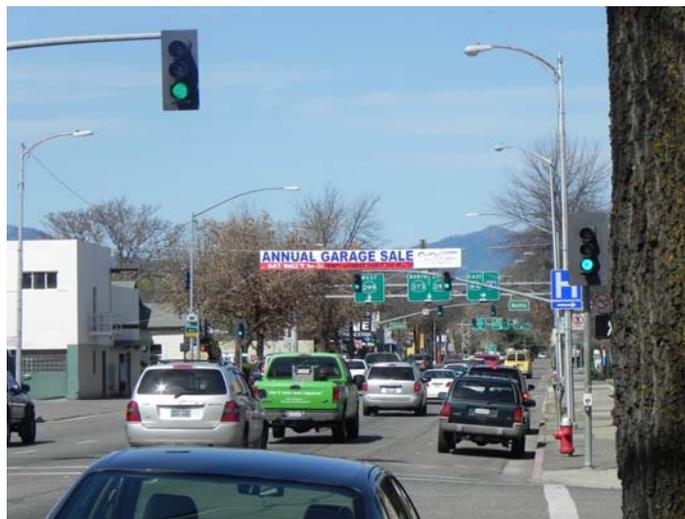
Signal installation costs are usually shared between Caltrans and the local entity, or paid for by a developer. The signals on SR 273 are owned, operated, and maintained by Caltrans. Intersection improvements will be coordinated with the side-street jurisdiction at that location.

Signal coordination is the establishment of timed relationships between adjacent traffic control signals. It is typically seen in urban areas where the signals are close enough to each other to allow for appropriate timing of the signals involved. Signal coordination is utilized on SR 273 in the couplet area of downtown Redding. In this area of the route, the lights are spaced closely enough to allow for coordinated timing of the signals. This coordinated timing improves efficiency by enhancing traffic flow, reducing delays, and lowering vehicle emissions.

Signal coordination becomes increasingly more difficult in instances where there are long distances between signals, multiple jurisdictions involved, signals triggered by cross traffic, and in more rural or less populated areas. An example of where SR 273 is not conducive to signal coordination is in the long portion of the route which falls between the northern part of the City of Anderson, and the southern part of the City of Redding.

Following are some examples of how signals are used at various locations along the route:

**Couplet Area:** This section of the route utilizes coordinated traffic signals to improve the efficiency of traffic flow. This reduces traffic delays and lowers vehicle emissions by reducing both vehicle stop and starts, and the amount of time vehicle are left sitting idle.



Coordinated traffic signals - SR 273 Couplet (northbound) at Yuba Street

**South Bonnyview Road (PM 12.68):** In addition to the traffic signals and flashing railroad crossing lights, this intersection also has a pre-emptive railroad signal. In the event of a red light, vehicles traveling westbound on South Bonnyview Road, towards SR 273, are directed to stop prior to crossing the railroad tracks. A second signal, on the other side of the tracks, stays green a short while longer to allow vehicles, which had passed the first signal before turning red, to clear the tracks. There is no vehicle storage area between the railroad tracks and SR 273.



South Bonnyview Road at SR 273 (looking west)

**Lake Boulevard (PM 18.62):** A variety of signal features are used to facilitate an efficient flow of traffic through this intersection. It utilizes a combination of dedicated single- and double-left-turn lanes, through lanes, dedicated right-turn-only lanes, free-right lanes, and a pedestrian crossing.



Northbound SR 273 at Lake Boulevard



Pedestrian Crossing at Lake Boulevard

### **3. Intelligent Transportation Systems (ITS)**

Intelligent Transportation Systems (ITS) consists of a broad range of wireless and wire line communications-based information and electronics technologies used to address existing transportation issues. These technologies can be used to provide early warning and real-time information, and often offer the potential to improve safety and efficiency relatively quickly and at a reasonable cost. In addition, ITS elements are used to provide advanced warning about adverse road conditions or incidents, giving travelers the option to adjust their travel plans. Road and traffic information may be obtained via on-system elements such as Changeable Message Signs (CMS), Closed Circuit Television (CCTV), and Highway Advisory Radios (HAR), the Caltrans website <http://www.dot.ca.gov/hq/roadinfo/>, or the Caltrans Highway Information

Network at 1-800-GAS-ROAD. See **Table 2.2** for locations of existing and possible ITS elements along SR 273.

The Redding Area Fiber Plan calls for installing fiber along SR 273 from the City of Anderson to the route’s junction with I-5 in the northern portion of the City of Redding. The fiber would be used for Transportation Management Systems (TMS) communications back to the Transportation Management Center (TMC) in Redding.

<b>Table 2.2</b>			
<b>SR 273 Intelligent Transportation Systems</b>			
<b>Location</b>	<b>Post Mile *</b>	<b>Type</b>	<b>Status</b>
Pinon Avenue / Barney Street	4.44	CCTV	P
Briggs Street	5.83	CCTV	P
Girvan Road	11.57	CCTV	P
South Bonnyview Road	12.00	CMS	P
South Bonnyview Road	12.68	CCTV	P
South Bonnyview Road	13.50	CMS	P
Buenaventura Boulevard	14.47	CCTV	P
Wyndham Lane	14.96	CCTV	P
Riverside Drive	17.03	CCTV	P
Lake Boulevard	18.62	CCTV	E
Source: California Department of Transportation, District 2 Office of ITS Engineering and Support CCTV = Closed Circuit Television; CMS = Changeable Message Sign; E = Existing; P = Possible * All post mile locations for ITS elements with a “possible” status are approximate.			

#### **4. Modal Elements**

##### a. Bicycle

SR 273 is designated as the north-south bicycle route from the City of Anderson to north of the City of Redding (as Interstate 5 is closed to bicycles where it parallels SR 273). Interstate 5 can be used for interregional bicycle travel except when another parallel option is available, as is the case with SR 273. Bicycle use is allowed along SR 273 for its entire length. In the City of Anderson, bicycle facilities along the route consist mainly of Class I, with some Class II. In the section of SR 273 between the city limits of Anderson and Redding, bicycles are allowed on the paved shoulders along the route. In the City of Redding, some Class II facilities are designated. (For definitions of bicycle facility designations, see **Appendix A – Glossary**.)

Caltrans has created the “District 2 Cycling Resources Page” which is available at <http://www.dot.ca.gov/dist2/rideurbike.htm>. This resource page provides some links and information for cyclists to use when planning their cycling activities. One of the links is to the “Caltrans District 2 Cycling Guide”, <http://www.dot.ca.gov/dist2/pdf/bikeguide.pdf>. This guide was designed to give the cyclist an idea of what to expect while cycling in the northeastern counties of California, the area covered by Caltrans, District 2.

## b. Pedestrian

Access control along SR 273 precludes pedestrian access along much of the route. Most signalized intersections along the route have pedestrian crosswalks. In the City of Anderson and the City of Redding, pedestrian crossings are more frequent, and sidewalks provide for pedestrian travel along many areas of the route. In the section between the city limits of Anderson and Redding, pedestrian usage on SR 273 consists primarily of crossing the route rather than traveling along the route.

## c. Transit

There are a variety of transit options available along the route. It should be noted that providing transit in a rural area can be challenging for a number of reasons. Among those reasons are the difficulty in scheduling due to smaller less-populated communities separated by long distances and limited funding. Following are some of the transit options available along the route:

### 1. Bus

Redding Area Bus Authority (RABA) provides bus transit service along SR 273 and between the Cities of Anderson, Redding, and Shasta Lake. In Anderson, RABA leaves the Walmart Supercenter, travels north on SR 273, makes a loop through the downtown area, then continues north on SR 273 again, stops at the Shasta County Social Service Offices on Breslauer Way, and ends at the Redding Downtown Transit Center. From here, several routes are available to take passengers throughout various parts of Redding, and to outlying areas. There is a route which leaves from the Masonic Avenue Transit Center, located near Lake Boulevard, and makes a loop through the City of Shasta Lake.

The RABA bus routes in the following list use SR 273 as a portion of their route. Since not all of RABA's routes use SR 273, this list does not include all of the routes provided by RABA. For a complete list of RABA's routes, please consult their website at: [www.rabaride.com](http://www.rabaride.com).

- Route 1 operates on Market Street (SR 273) from North Point Drive to Caterpillar Road.
- Route 2 operates on California Street (SR 273) from Yuba Street to Tehama Street.
- Route 3 operates on Market Street (SR 273) from Girvan Road to South Bonnyview Road, and also from Wyndham Lane to Parkview Avenue.
- Route 5 operates on Pine Street (SR 273) from Placer Street to Shasta Street, on California Street (SR 273) from Placer Street to Tehama Street, and on Market Street (SR 273) from Tehama Street to Shasta Street.
- Route 6 operates on Market Street (SR 273) from Shasta Street to Tehama Street and on Tehama Street to California Street.
- Route 7 operates on Market Street (SR 273) from Lake Boulevard to North Point Drive.

- Route 9 begins at the Walmart Supercenter in Anderson and follows SR 273 from Pleasant Hills Drive to South Street, and again from Briggs Street to the Redding DTC.
- Route 11 operates on Market Street (SR 273) from Cypress Avenue to East Street, on California Street (SR 273) from Tehama Street to Shasta Street, and again from Yuba Street to Cypress Avenue (via California, Gold, and Market Streets).
- Route 14 operates on Market Street (SR 273) from Quartz Hill Road to Lake Boulevard.
- Routes 3 and 9 each include stops at the Shasta County Social Service Offices on Breslauer Way.

RABA's transit hub, the Downtown Transit Center (DTC), was dedicated in August 1996 and is located at 1530 Yuba Street, just a half block west of southbound SR 273 and the Promenade. RABA also has a maintenance facility, located at the intersection of SR 273 (South Market Street) and Ellis Street, which provides for the maintenance and storage needs of its transit buses and vans. RABA provides fixed route, regularly scheduled local bus service, as well as curb-to-curb demand response service for people with disabilities. RABA also operates the Burney Express, an express route from the Redding DTC to Burney under contract to Shasta County.

The DTC is a multimodal facility which, in addition to RABA, shares its location with the Redding Greyhound Station and Amtrak Thruway Bus Service. The DTC provides options for both local, and long distance, travel as well as automobile and bicycle parking for its passengers. Greyhound provides intercity bus transportation throughout North America. Amtrak Thruway Bus Service supports Amtrak train routes by transporting passengers to and from cities which are off the main train routes.

The following transit providers bring passengers to the Redding DTC in the SR 273 corridor:

**Sage Stage:** This provider offers one round-trip a day, Mondays and Fridays only, between Alturas and Redding, connecting with RABA, Greyhound, and Amtrak at the Redding DTC.

**Susanville Indian Rancheria Public Transportation:** This provider offers one round-trip a day (Monday through Saturday) from Susanville to Redding, via Red Bluff. It also provides access to locations in Red Bluff and Redding, and to other mode choices via the Redding DTC.

**Trinity Transit:** This provider offers rural residents a round-trip link between rural areas of Trinity County and transit services in Redding and Arcata. The Hayfork, Redding, and Willow Creek routes operate Monday through Friday; all other routes operate Monday-Wednesday-Friday.

## 2. Railroad

Rail can be used to transport passengers. Amtrak's Coast Starlight route travels daily between Los Angeles and Seattle. The Starlight makes one northbound and one southbound stop early in the morning to let passengers on and off at the station in downtown Redding. The station is located directly across the tracks from Redding's Downtown Transit Center and provides both short- and long-term parking for its passengers. Amtrak uses UPRR's tracks.

### 3. Airports

There are two airports near SR 273 though neither is directly on the route. Redding Municipal Airport is located just a few miles east of the route and provides commercial airline passenger service and other aviation related services. Benton Airpark, a general aviation airport, is located just to the west of the route and provides charter service, flight training, and aircraft rental.

#### d. Park and Ride Lots

Park and Ride lots are locations where patrons drive private automobiles or ride bicycles to a transit station or carpool/vanpool waiting area, and park the vehicle. They then ride the transit system or take a carpool or vanpool to their destination. Agencies other than Caltrans may operate Park and Ride lots. The only Park and Ride lot along SR 273 is on Westside Road just south of Clear Creek Road, at PM 11.8. This City of Redding owned lot, which opened in 1981, has 11 parking spaces and 4 bicycle lockers.

## 5. Freight Elements

Transportation of freight, or goods, provides significant benefits to the state's economy. California moves its freight through a combined network of highways, rail lines, seaports, airports, pipelines, intermodal terminals, and international border crossings. The three main elements responsible for the movement of freight in the vicinity of the SR 273 corridor are trucks, rail, and air.

#### a. Trucks

SR 273 is designated as a Terminal Access route to the National Network for trucks established under the national Surface Transportation Assistance Act (STAA) of 1982. A Terminal Access route allows larger STAA trucks access for deliveries and pick-ups but not for long distance travel. In the case of SR 273, STAA trucks may travel to and from I-5 to the north or south of the couplet section (downtown Redding). However, they are not authorized to travel on SR 273 for its entire length (from I-5 in Anderson to I-5 in north Redding) due to restrictions in the downtown area of Redding. STAA trucks may also utilize SR 273 and Buenaventura Avenue to access SR 299 to the west of Redding. Upgrades to SR 273 to allow through travel for STAA trucks have not occurred due to the extent of impacts it would have on the downtown area of Redding and given that it is unnecessary because I-5 already provides for North-South movement of interregional freight through Shasta County.

#### b. Rail

Rail can be used to transport items over long distances and can handle items of great size, weight, and/or volume. The Union Pacific Railroad (UPRR) parallels SR 273 for much of its length, initially to the east of the route, then to the west. The route passes under the UPRR via an underpass at PM 14.77. The UPRR was developed to move freight, and has a switching yard located in downtown Redding.

The following spurs appear to be off the main UPRR rail line:

1. Sierra Pacific Industries and/or Siskiyou Forest Products
2. Near Weaver Lumber on Eastside Road
3. South of the UPRR underpass, to serve a propane facility

Although the freight carried by the railroad is primarily interregional, it does have an impact on traffic in the SR 273 corridor. The railroad has right-of-way over other traffic in the corridor; therefore, any roads which intersect the railroad are blocked during the passing of a train along the corridor, and also while the switching yard in downtown Redding is being utilized. This impacts traffic flow by delaying any mode of travel attempting to get on or off of SR 273 at roads which are common to both the railroad and SR 273.

#### c. Air

There is one airport in proximity to SR 273 which moves freight. The Redding Municipal Airport, located just a few miles east of the route, is operated and maintained by the City of Redding Airports Division. The Redding Municipal Airport provides the opportunity for air carriers to move freight in and out of Redding. For example, Redding Jet Center has an air cargo division which transports freight via a variety of aircraft.

## **6. Bridges and Highway Structures**

There are 17 structures on SR 273. These structures are divided into the following categories:

- Bridges are structures which are more than 20 feet in length and span a body of water. There are 13 bridges on the route.
- Grade separations are vertical separations of intersecting facilities (road, rail, etc.) by the provision of crossing structures. The following structures fall into this category: South Anderson Separation at PM 3.81 (both NB and SB), and the Northbound SR 273 to Northbound I-5 Connector at PM 20.00.
- An underpass is where the state highway crosses under a railroad. This occurs on SR 273 where it crosses under the South Redding UP, at PM 14.77, just north of Buenaventura Boulevard.

See **Appendix E** for a complete list of bridges and structures on SR 273.

## **7. Weigh Stations**

California's "Commercial Vehicle Enforcement Facilities" are commonly referred to as weigh stations or truck scales. These facilities are operated by the California Highway Patrol (CHP). A portable scale site is located on the west side of SR 273, just south of Canyon Road. Currently, there are no existing or planned weigh in motion (WIM) stations on SR 273.

## **8. Caltrans Support Facilities**

There are a number of Caltrans facilities located along or near SR 273.

### a. District Office

District 2, the second largest geographical Caltrans district, is headquartered at 1657 Riverside Drive, Redding, CA 96001, just two blocks west of SR 273. The following functions are located at this site: Administration, Planning, Local Assistance, Maintenance and Operations, Intelligent Transportation Systems (ITS), Public Information Office, Personnel, Information Technology (IT), Permits, Materials Testing, and Office of Safety and Health. Additional functions are provided at another location, West Venture, which is situated just a couple of blocks east of the route. Functions located at this site include Construction, Design, Environmental, Hydraulics, Landscape, Map Files, Office of Engineering, Program Project Management, Right of Way Engineering, Right of Way, and Surveys.

### b. Maintenance Station

The District 2 Redding Maintenance Station Regional Maintenance Headquarters is located on George Drive, just off Caterpillar Road which intersects SR 273 at PM 19.77 at the northern end of the route. This maintenance station is responsible for maintaining the District's highways year-round. This site contains the Regional Maintenance Headquarters, the Highway Maintenance Station, and the Landscape Maintenance Station. Field crews are responsible for daily maintenance of their assigned highway segments. Annual activities include snow removal, pothole patching, culvert cleaning, litter removal, paving and much more. Additionally, a large part of their time is spent responding to highway incidents that occur including traffic accidents, landslides, falling rock, and hazardous material spills.

### c. Shop II

The Redding Shop II, also located on George Drive, is responsible for servicing and repairing the equipment this is used in the process of maintaining District 2 highway facilities. This equipment includes, but is not limited to, car-pool vehicles, trucks, and heavy equipment.

### d. Special Crews

The Special Crews unit, located just west of the route on Mountain Lakes Drive, is also responsible for the maintenance and upkeep of state facilities.

## **9. Environmental**

Caltrans strives to maintain, operate, and improve the highway in a manner sensitive to, and consistent with, the environmental setting. Environmental issues are addressed in the System Planning process, as well as the project planning and project development process, as early as feasible. Known environmental issues and concerns are included in a TCR so that planners,

engineers, and other project development staff can incorporate environmental factors into project design in the early stages of a project.

Information regarding some of the specific environmental issues identified is provided in the Segment Fact Sheets with additional environmental details shown in **Appendix F – Environmental Features**.

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