

2.15 Transportation and Traffic

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
15. TRANSPORTATION AND TRAFFIC—				
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that would result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

Siskiyou County is primarily a rural, low-density county with its major trip attractors are dispersed throughout the County. Therefore, the dominant mode of transportation is the private automobile. The roadway network that would be affected by the Proposed Project and Weed Segment is located in central Siskiyou County and the north/northwest portion of the City of Weed. The transportation system in the area of the Proposed Project and Weed Segment is composed of an interconnected network of State and county roads; local transit systems; and rail rights-of-way. The roadway network in the area of the Proposed Project and Weed Segment is described below.

Roadway Network

Regional and local access to the Proposed Project and Weed Segment is provided by several State and local roadways, each of which would be used to transport construction materials, equipment, and workers to and throughout the Proposed Project and Weed Segment corridors. The Proposed Project and Weed Segment corridors and surrounding roadway network are illustrated in Figure 1-1. The paragraphs below provide descriptions of the regional and local roadway network.

Regional Roadways

Regional access to the Proposed Project and Weed Segment is provided by Interstate-5 (I-5) and State Route 97 (SR 97). Below are summary descriptions of each of these regional roadways.

Interstate 5 (I-5) is a north-south freeway that extends from the Mexican border to the Canadian border, traversing the states of California, Oregon, and Washington. In the project vicinity, I-5 is generally a four-lane, limited access freeway that traverses in a northwesterly direction. The Proposed Project would cross I-5 twice, south of Grenada. Traffic volumes along I-5 in the area are highest south of Weed, with an annual average daily traffic (ADT) level of 22,900 vehicles per day (vpd). North of Weed and SR 97 traffic volumes are lower, with annual ADT levels ranging between 15,200 and 17,400 vpd (Caltrans, 2006).

State Route 97 (SR 97) is a southwest-northeast oriented highway that extends from I-5 at Weed, up through Klamath Falls, Oregon and Yakima, Washington, to the Canadian border. This highway is generally a two-lane route with pull-out lanes on steep inclines and turn lanes at major intersections and crossroads. Due to the variety of recreational uses (e.g., camping, boating, and hunting) that occur in the region, traffic volumes tend to be higher during the summer months when these activities are in season. Traffic volumes in the Weed Segment area are several times higher near the I-5 interchange compared to several miles northeast of the interchange. For example, immediately northeast of the I-5 interchange, the annual ADT level is 12,300 vpd, while north of Big Springs Road (approximately 4.5 miles northeast of the interchange), the annual ADT is 3,250 vpd (Caltrans, 2006).

Local Roadways

The local roadways that border, cross, or may be used to access the Proposed Project and the Weed Segment are described below. Some of the roads would be affected during line stringing activities over the roads, while others would be used for access throughout the construction phase of the Proposed Project and Weed Segment. The majority of the local roads have low traffic volumes. Below are summary descriptions of the roadways that may be affected by the Proposed Project and the Weed Segment. Traffic volumes are provided below for the roads where recent (within five years) data exist. In addition to the public roads listed below, the Proposed Project and Weed Segment would cross a number of private roads that provide direct access to private property.

Proposed Project

Montague Grenada Road is a two-lane roadway with unimproved shoulders.

Breceda Lane is a two-lane roadway with unimproved shoulders.

99-87 Cutoff (County Road A12) is a two-lane roadway with paved shoulders. The Proposed Project crosses the road near Grenada.

Truttman Lane is a two-lane dirt roadway with no shoulders where the Proposed Project would cross.

Old Highway 99 is a two-lane roadway with shoulders that experiences a moderate amount of traffic volumes. Old Highway 99 has an ADT of 2,019 vpd one mile north of the 99-87 Cut Off (County Road A 12), as reported in a 2006 traffic count (Siskiyou County, 2006c).

Pumphouse Road is a 1.5-lane dirt roadway with limited to no shoulders. The Proposed Project would parallel Pumphouse Road and would cross the road west of I-5.

Louie Road is a two-lane roadway with discontinuous narrow shoulders.

Slough Road is a two-lane dirt (with some asphalt portions) roadway with shoulders. The Proposed Project crosses this roadway at four locations. Slough Road has an ADT of 67 vpd, as reported in a 2002 traffic count conducted 1,000 feet north of Edgewood Road (Siskiyou County, 2006c).

Jackson Ranch Road is a two-lane roadway with unimproved shoulders. The Proposed Project would cross Jackson Ranch Road north of its intersection with Hoy Road.

Hoy Road is a two-lane roadway with no shoulders. The Proposed Project would cross Hoy Road at two locations west of the Weed Junction Substation.

Weed Segment

W. Lincoln Avenue is a two-lane roadway with limited shoulders that provides access to the Lincoln Heights neighborhood of the City of Weed. The Weed Segment would cross W. Lincoln Avenue west of Alameda Avenue.

Kennedy Avenue is a two-lane residential connector with limited shoulders that provides access to the Lincoln Heights neighborhood of the City of Weed off of W. Lincoln Avenue. The Weed Segment would parallel Kennedy Avenue to the east.

Alameda Avenue is a two-lane residential connector with limited shoulders that provides access to the Lincoln Heights neighborhood of the City of Weed off of W. Lincoln Avenue. The Weed Segment would parallel Alameda Avenue to the west.

Public Transit

The Siskiyou Transit and General Express (STAGE) provides fixed-route bus service to most of the communities along the I-5 corridor in the Proposed Project and Weed Segment areas, including Weed, Gazelle, and Grenada (Siskiyou County, 2006a). The routes utilize I-5 in the Proposed Project and Weed Segment areas.

Bicycle and Pedestrian Transportation

Bicycle facilities include bike paths, bike lanes, and bike routes. Bike paths are paved trails that are separated from the roadways. Bike lanes are lanes on roadways that are designated for use by bicycles by striping, pavement legends, and signs. Bike routes are roadways that are designated

for bicycle use with signs, but do not have additional width for bicycle lanes. There are no designated bicycle facilities that would be crossed by the Proposed Project or Weed Segment.

Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals. Within the vicinity of the Proposed Project and Weed Segment, there are no designated pedestrian facilities that would be affected by construction activities.

Airports

Two general aviation airports (Weed Airport and Montague-Yreka Rohrer Field Airport) are located in the vicinity of the Proposed Project and the Weed Segment. Weed Airport is approximately four miles northwest of the City of Weed adjacent to I-5, and approximately three quarters of a mile west of the nearest portion of the Proposed Project. The Weed Airport is maintained and operated by Siskiyou County and is open to the public. It has one runway that is 5,000 feet long and 60 feet wide (Siskiyou County, 2006b). Montague-Yreka Rohrer Field Airport is approximately one mile west of the City of Montague, and approximately 1.5 miles north of the northernmost segment of the Proposed Project. The Montague-Yreka Rohrer Field Airport has two runways; one is 2,080 feet long and 100 feet wide and the other is 3,360 feet long and 50 feet wide (Airport Data, 2006). The Montague-Yreka Rohrer Field Airport is maintained and operated by the cities of Montague and Yreka and is open to the public.

Rail Service

The Union Pacific Railroad line runs the entire length of the states of California, Oregon, and Washington and numerous other western states. The Proposed Project is immediately adjacent and parallel to the east side of the Union Pacific Railroad ROW for approximately three miles between the 99-87 Cutoff (Pole 12/28) and Pumphouse Road (Pole 13/31). The Proposed Project would also cross the Union Pacific Railroad ROW at Pole 11/24. The Weed Segment would not cross a railroad ROW.

Regulatory Context

The development and regulation of the Proposed Project and Weed Segment area transportation network primarily involves State and local jurisdictions. All roads within the Proposed Project and Weed Segment area are under the jurisdiction of State or local agencies. State jurisdiction includes permitting and regulation of the use of State roads, while local jurisdiction includes implementation of State permitting, policies, and regulations, as well as management and regulation of local roads. Proposed Project and Weed Segment construction work that would occur within or over a public roadway would require encroachment permits prior to commencing work in the public ROW from all jurisdictions that manage or maintain the applicable roadway(s). Applicable State and local laws and regulations related to traffic and transportation issues are discussed below.

California Department of Transportation

The California Department of Transportation (Caltrans) manages interregional transportation, including management of construction activities within or above the California highway system. In addition, Caltrans is responsible for permitting and regulating the use of State roadways. The project area includes two roadways that fall under Caltrans' jurisdiction (i.e., I-5 and SR 97).

Caltrans' construction practices require temporary traffic control planning for any time the normal function of a roadway is suspended. In addition, Caltrans requires that permits be obtained for transportation of oversized loads and transportation of certain materials, and for construction-related traffic disturbances. Caltrans regulations would apply to the overhead construction of the proposed transmission line over I-5, as well as the transportation of oversized loads associated with the construction of the Proposed Project and the Weed Segment.

Siskiyou County and City of Weed General Plans

Several of the roads that parallel or would be crossed by the Proposed Project and Weed Segment are under the jurisdiction of Siskiyou County or the City of Weed. County and City policies and regulations regarding the design or use of roadways are detailed in the circulation elements of the Siskiyou County General Plan and the City of Weed General Plan. However, because the plans focus on the design and implementation of circulation system improvements, policies in these elements do not directly relate to the Proposed Project and Weed Segment.

Transportation and Traffic Impacts and Mitigation Measures

According to the CEQA *Guidelines*, a project would normally result in an impact to transportation and traffic if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. Occasional post-construction maintenance activities involving one or two vehicle trips at a time would briefly affect only local segments. Therefore, these impacts would be less than significant.

The duration of potentially significant impacts related to short-term disruption of traffic flow and increased congestion generated by construction vehicles and/or loss of a travel lane to accommodate the construction work zone, would be limited to the period of time needed to complete construction of a project component. Therefore, mitigation measures identified below focus on reducing the short-term project construction effects; long-term mitigation measures are not needed. Impacts to transportation and traffic would result from increases in traffic volumes, short-term closure of roads, loss of travel lanes, and potential safety effects associated with construction were evaluated.

- a) **Increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system: *Less than significant with mitigation. See discussion under b.***

- b) **Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways: *Less than significant impact with mitigation.***

The Proposed Project and Weed Segment would not introduce any new uses to the project corridors that would generate long-term changes in traffic. Thus, potential traffic and transportation effects would be confined to construction of the Proposed Project and Weed Segment.

Construction activities would consist of replacing the existing wood poles with new wood poles, establishing a new 1.6 mile ROW with wood poles, installing new conductor, and upgrading the Lucerne and Weed Substations. Proposed Project construction activities are expected to last approximately four months, with the construction period for the Weed Segment is expected to last approximately eight months. Daily vehicle trips would be generated associated with the arrival and departure of construction workers. Heavy truck trips would be required for hauling equipment and materials to and from the construction sites. It is estimated that several construction crews would operate concurrently each day, with a total of up to 35 workers associated with the Proposed Project. It is assumed that construction of the Weed Segment would also require a total of up to 35 workers. Construction activities would include hauling of oversize loads, including poles, conductor spools, substation hardware, various types of equipment, etc.

A two-acre staging area is proposed to be located along E. Louie Road near Pole 5/36 and 6/36, approximately 1,000 feet east of I-5. The staging area would include a field office, provide a reporting area for workers, be used to store materials and equipment, and provide a parking area for project vehicles. Construction worker and truck trips would be concentrated along E. Louie Road near the proposed staging area site. Access to the site would be achieved directly from E. Louie Road.

It is anticipated that construction of the Proposed Project would require temporary lane and/or road closures of Pump House Road during installation and removal of poles along the north side of the road. Temporary closure of this road could affect agricultural operations in the area, as well as disrupt access to residences and ranches in the area.

Installation of the Proposed Project and Weed Segment would require overhead crossings of several roadways, including two I-5 crossings. The placement of the transmission line on poles across roadways would temporarily disrupt existing transportation and traffic patterns in the vicinity of the crossings. Impacts would include direct disruption of traffic flows and street operations. Transmission line stringing work across the two I-5 crossings would notably affect traffic flow and operations at these locations.

Prior to stringing conductor, temporary guard structures are proposed to be installed along the I-5 crossings (as well as potentially other road crossings) for public protection. The purpose of the guard structures would be to prevent the conductor from being lowered or falling into traffic. The guard structures would consist of H-frame wood poles

placed on each side of the road being crossed. Installation and removal of the guard structures would be similar to that of wood poles. It should be noted that the use of guard structures during transmission line stringing activities over roadways would be at the discretion of the regulatory agency with permit authority of the roadway. For example, Caltrans may require other or additional safety measures as part of its encroachment permit requirements.

In addition to transmission line stringing activities over public roads, both the Proposed Project and Weed Segment would cross private roads, potentially resulting in short-term (e.g., a couple of hours) restrictions to private property access.

Construction of the transmission line would generate both construction worker and truck delivery trips. Assuming a trip generation rate of 1.5 trips per day per worker, the 35 employees would not be anticipated to exceed 53 auto round trips (106 one-way trips) from the construction workers traveling to and from the work site each day. Accounting for the delivery of construction components and material excavation, the total number of off-site construction truck trips would be approximately 10 round trips (20 one-way trips) per work day over a four-month period. Construction of the Weed Segment, which would commence approximately 20 months after completion of the Proposed Project, is anticipated to result in a similar amount of daily construction trips.

Construction-generated traffic would be temporary and therefore would not result in any long-term degradation in operating conditions or level of service on any of the roadways in the vicinity of the Proposed Project or Weed Segment. Because not all construction-related trips would be assigned to the same construction location (i.e., crews would be assigned to a substation or different pole alignment section), these project-generated trips would not result in substantial traffic. Therefore, this short-term increase in vehicle trips would not significantly affect level of service and traffic flow on roadways. The primary impacts from the movement of construction trucks would include short-term and intermittent lessening of roadway capacities due to slower movements and larger turning radii of the trucks compared to passenger vehicles.

Once constructed, the transmission lines and substations would require routine maintenance trips, inspection, and vegetation management activities. Vegetation management in the right-of-way could include control of noxious weeds and trimming of shrubs or trees for safety upkeep and would be limited to seasonal and yearly traffic. Maintenance activities would not increase above existing levels that are employed to maintain the existing transmission line and therefore, would not result in an increase in traffic in the project area.

Impact 2.15-1: Project construction activities could adversely affect traffic and transportation conditions in the Proposed Project and Weed Segment areas. This would be a less than significant impact with implementation of Mitigation Measures 2.15-1a through 2.15-1f.

As specified under Mitigation Measure 2.15-1a, PacifiCorp shall obtain all necessary local road encroachment permits and coordinate all private road crossings with applicable property owners prior to construction. In addition, Mitigation Measure 2.15-1b requires the contractor to prepare a traffic management plan in accordance with professional engineering standards prior to construction. Specific requirements that may be included in the traffic management plan are identified under Mitigation Measures 2.15-1b through 2.15-1f. Implementation of Mitigation Measures 2.15-1a through 2.15-1f would ensure that potential impacts associated with temporary road and lane closures, and increases in construction traffic, would be less than significant.

Mitigation Measure 2.15-1a: PacifiCorp shall obtain and comply with local road encroachment permits for public roads that are crossed by the Proposed Project and Weed Segment. PacifiCorp shall also coordinate short-term construction activities at private road crossings with the applicable private property owners. Copies of all encroachment permits and evidence of private property coordination shall be provided to the CPUC prior to the commencement of construction activities.

Mitigation Measure 2.15-1b: PacifiCorp shall prepare and implement a Traffic Management Plan subject to approval by the appropriate jurisdiction (i.e., Caltrans, Siskiyou County, or City of Weed). The approved Traffic Management Plan and documentation of agency approvals shall be submitted to the CPUC prior to the commencement of construction activities. The plan shall:

- Include a discussion of work hours, haul routes, work area delineation, traffic control and flagging;
- Identify all access and parking restriction and signage requirements;
- Lay out plans for notifications and a process for communication with affected residents and landowners prior to the start of construction. Advance public notification shall include posting of notices and appropriate signage of construction activities. The written notification shall include the construction schedule, the exact location and duration of activities within each street (i.e., which road/lanes and access point/driveways would be blocked on which days and for how long), and a toll-free telephone number for receiving questions or complaints; and
- Include plans to coordinate all construction activities with emergency service providers in the area, consistent with Mitigation Measure 2.13-2a (see Section 2.13, *Public Services*). Emergency service providers would be notified of the timing, location, and duration of construction activities. All roads would remain passable to emergency service vehicles at all times.

Mitigation Measure 2.15-1c: PacifiCorp shall identify within the Traffic Management Plan all roadway locations where special construction techniques (e.g., night construction) would be used to minimize impacts to traffic flow.

Mitigation Measure 2.15-1d: PacifiCorp shall coordinate with Caltrans, Siskiyou County, City of Weed, and any other appropriate entity, regarding measures to

minimize the cumulative effect of simultaneous construction activities in overlapping areas.

Mitigation Measure 2.15-1e: PacifiCorp shall encourage construction crews to park at the staging area, Lucerne Substation, or the Weed Substation to avoid reducing the public parking capacity in the area.

Mitigation Measure 2.15-1f: PacifiCorp shall consult with STAGE and any other appropriate transit district prior to construction to coordinate bus stop relocations (if necessary) and to reduce potential interruption of transit service.

Significance after Mitigation: Less than significant.

- c) **Change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks: *No impact.***

The Proposed Project and Weed Segment would not change air traffic patterns. The Proposed Project and Weed Segment would not require the use of helicopters or other aircraft. No impacts would occur. For a discussion of general aviation safety hazards associated with the Proposed Project and Weed Segment, refer to Section 2.7, *Hazards and Hazardous Materials*.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment): *Less than significant with mitigation.***

The Proposed Project and Weed Segment would not change the configuration (alignment) of area roadways, and would not introduce types of vehicles that are not already traveling on area roads. However, heavy equipment operating adjacent to or within a road right-of-way could increase the risk of accidents. Construction related trucks on local and State roadways would interact with other vehicles. Potential conflicts could also occur between construction traffic and alternative modes of transportation (e.g., bicyclists and buses).

Impact 2.15-2: Project construction activities could increase potential traffic safety hazards for vehicles, bicyclists and pedestrians on public roadways. This would be a less than significant impact with implementation of Mitigation Measures 2.15-1b through 2.15-1d.

Implementation of Mitigation Measure 2.15-1b requires PacifiCorp to prepare a Traffic Management Plan in accordance with professional engineering standards prior to construction, including compliance with roadside safety protocols to reduce the risk of accidents. Specific requirements that shall be included in the Traffic Management Plan to reduce the potential for traffic safety hazards are identified under Mitigation Measures 2.15-1b through 2.15-1d. Thus, implementation of Mitigation Measures 2.15-1b through

2.15-1d would ensure temporary increases in the potential for accidents would be mitigated to a less than significant level.

Mitigation Measure 2.15-2: Implement Mitigation Measures 2.15-1b through 2.15-1d.

Significance after Mitigation: Less than significant.

e) **Result in inadequate emergency access: *less than significant with mitigation.***

Impact 2.15-3: Project construction activities could result in delays for emergency vehicles on project area roadways. This would be a less than significant impact with implementation of Mitigation Measure 2.15-1b.

Construction of the Proposed Project and Weed Segment would have temporary effects on traffic flow, particularly where the line would be constructed over roadways. Transmission line pole installation across roads and the temporary reduction in travel lanes could result in delays for emergency vehicles passing through the vicinity of a Proposed Project or Weed Segment work areas.

Implementation of Mitigation Measure 2.15-1b would require the construction contractor to establish methods to maintain traffic flow in and along the Proposed Project and Weed Segment to minimize disruption to emergency vehicle access to land uses along the alignments. Specific requirements that shall be included in the traffic management plan are identified under Mitigation Measure 2.15-1b. Implementation of Mitigation Measure 2.15-1b would ensure potential impacts associated with temporary effects on emergency access would be mitigated to a less than significant level.

Mitigation Measure 2.15-3: Implement Mitigation Measure 2.15-1b.

Significance after Mitigation: Less than significant.

f) **Result in inadequate parking capacity: *Less than significant.***

Construction vehicles associated with the Proposed Project and Weed Segment that would transport materials and workers on a daily basis to and from the construction yard/staging area would be parked overnight at the construction yard. Other vehicles would be parked at the various construction sites within the transmission ROW if space is available and some would park near that day's construction site and would require a lengthened construction zone to accommodate parking needs. Vehicles would also be parked at the Lucerne and Weed substations. Nonetheless, given the dispersed nature and small size of the proposed construction workforce, the Proposed Project and Weed Segment would not generate a substantial number of parked vehicles along the alignments at any one location and impacts would be relatively brief; therefore impacts would be less than significant.

- g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks): *Less than significant with mitigation.***

Impact 2.15-4: Project construction activities could disrupt railroad operations along the Union Pacific Right of Way. This would be a less than significant impact with implementation of Mitigation Measure 2.15-4.

The Proposed Project and Weed Segment would have no long-term impact on demand for alternative transportation or on alternative transportation facilities. However, construction of the Proposed Project would have the potential to disrupt rail traffic along the Union Pacific Railroad. Transmission line stringing activities would be required over the railroad near Pole 11/24, approximately 250 feet north of the Montague Grenada Road/Union Pacific Railroad intersection. Similar to transmission line stringing activities over roads, stringing over a railroad could temporarily disrupt train movements. However, implementation of Mitigation Measure 2.15-4 would require PacifiCorp to coordinate all activities within the railroad ROW with Union Pacific, in order to schedule transmission line stringing activities within the railroad ROW so that railroad traffic would not be impacted. Implementation of Mitigation Measure 2.15-4 would ensure that impacts to railroad operations would be less than significant.

Mitigation Measure 2.15-4: PacifiCorp shall coordinate all construction activities within the railroad ROW with Union Pacific in order to schedule transmission line stringing activities so that railroad traffic would not be impacted. PacifiCorp shall provide documentation to the CPUC indicating Union Pacific Railroad concurrence with scheduled transmission line crossings prior to conducting any construction activities within the railroad ROW.

Significance after Mitigation: Less than significant.

References – Transportation and Traffic

- Airport Data. 2006. FAA Information about Montague-Yreka Rohrer Field Airport (105). Accessed website (<http://www.airport-data.com/airport/105>) on June 8, 2006.
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- PacifiCorp. 2006. Supplement to PacifiCorp's (U 901 E) Application A.05-12-011 For a Permit to Construct. March 31, 2006.
- Siskiyou County. 2006a. Accessed the Siskiyou Transit and General Express (STAGE) website (<http://www.co.siskiyou.ca.us/dpw/transportation.htm>) on June 8, 2006.
- Siskiyou County. 2006b. Accessed the Siskiyou County Airports website (<http://www.co.siskiyou.ca.us/dpw/airports.htm>) on June 8, 2006.
- Siskiyou County. 2006c. Personal communication with Jeremy Lipke, Civil Engineering Assistant with the Siskiyou County Public Works, on June 26, 2006.