

SR 36 Transportation Concept Report

Segment Fact Sheets

Segment Fact Sheet Pages

The Segment Fact Sheets that follow provide detailed information for each segment on SR 36. Definitions for vocabulary on the Segment Fact Sheets are found in **Appendix N- Glossary**.

➤ **Segment Map (page 1)**

- ▶ Provides a visual reference for the segment including beginning and ending Post Miles and other significant location features.

➤ **Segment Fact Sheet (page 2)**

- ▶ System Designations
- ▶ Facility Concept and Future Design Concept
- ▶ Current Highway Information
- ▶ Existing and Future Traffic performance data
 - Average Daily Traffic (ADT) and Peak Hour traffic volume ranges.
 - Level of Service (LOS).
 - Collision rates.
 - Actual Collision Rates on Segment and Statewide Average for Highway type.

➤ **General Information Sheet (page 3)**

- ▶ Segment Description
- ▶ Segment Issues
- ▶ Segment Management

➤ **Projects (page 4)**

- ▶ Projects to improve operations are separated into three categories:
 - “Completed” – year the project was completed.
 - “In - Progress” – projects under development. Year shown is when construction is expected to begin. Estimated construction cost information reflects costs available during the development of the SR 36 Transportation Concept Report. Final costs of projects may vary from those shown.
 - “Potential Future 20-Year” – potential projects within 20 years.

Implementation of Improvements

“Potential Future 20-Year” improvements are identified based on capacity and operational analysis along with a public outreach program that included workshops and meetings with local and regional agencies and the general public. Future improvements may include features appropriate for all uses of the transportation system including: motorists, cyclists, and pedestrians. Implementation of many of the identified improvements will require funding and delivery partnerships between Caltrans and its local and regional partners.

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Segment 1

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Segment 1

US 101 to Redwood House Road (East of Carlotta)



SR 36 Transportation Concept Report

<u>General Information</u>			
County Humboldt	Route 36	Segment #: 1	Length Miles: 11.5
Location: US 101 to Redwood House Road (East of Carlotta)		PM Limits: 0.0 to 11.5	

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Minor Arterial	Present: 2C
Other Classifications: California Legal Advisory (From PM 1.65), Blue Star Memorial Highway	Twenty-Year: 2C
	Long Range: 2C
	<u>Future Design Concept</u>
	None Specified
	The Caltrans District 1 Route Concept Report for Route 36 in Humboldt County is available at the following web site link:
	http://www.dot.ca.gov/dist1/d1transplan/r36.pdf
Bicycle Status: Allowed	

Current Highway Information

Number of Lanes: 2	Percent RVs: 1-5 %
Terrain: Level/Rolling	Lane Width: Mostly 11-12 ft.
Percent Trucks: 9-20 %	Average Treated Shoulder: 0-4 ft. (PMs 0.0-2.76); 2-8 ft. (PMs 2.81-5.084); 0-4 ft. (PMs 5.084-11.487).



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	270 - 610	2100 - 4300	B	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	300 - 800	2150 - 5600	B	0.65	1.67	0.63	1.36
2030	400 - 1100	2200 - 6800	B	Rates are ACC/MV M (Accidents per Million Vehicle Miles)			
Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data from 01/01/2004 to 12/31/2008			

Segment 1

SR 36 Transportation Concept Report (TCR)

US 101 to Redwood House Road (East of Carlotta) (HUM PM 0.00 to 11.5)

Segment Description

This segment runs from the junction US 101 to Redwood House Road near the community of Carlotta in Humboldt County.

County	Route	Post Mile
Humboldt	36	0.0-11.5

The segment passes through the communities of Alton, Hydesville Riverside Park and Carlotta.

There is a public airport (Rohnerville Airport) in Fortuna.

Travel on this section of the route is a combination of local, regional and recreational trips between the coast and central valley. This section is essential to the connectivity of nearby communities to US 101 and serves as a critical link for communities to access essential services and goods.

Daily traffic volumes are around 4300 near the Junction of US 101 decreasing to 1900 on the east end near Carlotta. Daily truck volumes in this segment range from 160-790.

This segment passes through undeveloped land and rural residential areas within the communities. There is some general commercial use, aggregate production, and agricultural use (including plant nurseries, grain farming, and growing produce).

SR 36 in this segment is a 2-lane conventional highway with mostly 11- to 12-foot lanes, 0- to 8-foot treated shoulders.

Portions of this segment fall within Tribal /Ancestral Land(s) as identified by the Wiyot Tribe and the Bear River Band of the Rohnerville Rancheria.

Segment Issues

Key issues include:

- Several areas have narrow shoulders: 0-3 ft. (PMs 0.0-1.57), 2-ft. (PMs 4.3-4.6) and mostly 0-2 ft. (PMs 5.75-11.47).
- This segment has curved alignment with curve warning signs.
- There are two at-grade railroad crossings in Alton (PMs 0.17 and 0.23). These railroad tracks are currently non-operational.
- Maximum-posted speed is 55 in this segment. Posted speeds are lower in and near the communities of Hydesville and Carlotta.
- Kingpin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length from PM 1.65 to PM 40.45 in segment 3 west of Bridgeville.
- There is a passing lane for westbound traffic from PM 4.1 to PM 4.3.

Segment Management

This segment's challenges relate to curved alignment, narrow shoulders and passing through small communities.

There are no existing ITS elements on SR 36 in this segment. However, there are two Closed Circuit Televisions on US 101 near the SR 36 Alton Interchange (HUM 101 PM 55.96 at Metropolitan Road for northbound traffic and HUM 101 PM 59.0 at Drake Hill Road for southbound traffic) which are used to warn drivers about road conditions on SR 36.

Long-term considerations for this segment include:

A Changeable Message Sign (CMS) is possible east of Alton near PM 0.82 for westbound traffic to inform them of road issues on US 101.

Segment 1
SR 36 Transportation Concept Report (TCR)
US 101 to Redwood House Road (East of Carlotta) (HUM PM 0.00 to PM 11.5)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed Projects

Replace AC Surfacing Rubberized chip seal near Alton.	Maintenance	PM 0.3-13.4	2005	Maintenance	\$ 945,000	Caltrans
Alton Interchange Constructed "Spread Diamond" Interchange near Alton on Route 101 at the intersection of US 101 and SR 36 between the communities of Fortuna, Rio Dell and Hydesville. Extended the median barrier on US 101 between Drake Hill Road to just north of the Van Duzen Bridge. Extended local roads on the west side of US 101 and eliminated several road approaches.	Operational Improvement	PM R 0.0-0.5	2011	STIP	\$15,000,000	Caltrans, HCAOG

In-Progress

Carlotta Shoulder Widening Install left turn-pocket at Wilder Lane for eastbound traffic.	Operational Improvement	PM 5.8 - 7.6	2012	SHOPP	\$5,000,000	Caltrans
Hum 36 CAPM This Capital Preventative Maintenance project extends into segment 2, cost reflects entire project.	Pavement Rehabilitation	1.7-11.5	2013	SHOPP	\$13,300,000	Caltrans

Potential Future 20-Year

No capacity projects or significant operational projects are identified.

Segment 2

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Segment 2

East of Carlotta to Bridgeville, Alderpoint Road



**Humboldt
PM 11.50**

**Humboldt
PM 24.80**



SR 36 Transportation Concept Report

<u>General Information</u>			
County	Humboldt	Route	36
		Segment #:	2
Location:	Redwood House Road (East of Carlotta) to Bridgeville, Alderpoint Road		Length Miles: 13.3
		PM Limits:	11.5 to 24.8

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Minor Arterial	Present: 2C
Other Classifications: California Legal Advisory, and Blue Star Memorial Highway	Twenty-Year: 2C
	Long Range: 2C
	<u>Future Design Concept</u>
	None Specified
	The Caltrans District 1 Route Concept Report for Route 36 in Humboldt County is available at the following web site link:
	http://www.dot.ca.gov/dist1/d1transplan/r36.pdf
Bicycle Status: Allowed	

Current Highway Information

Number of Lanes:	2	Percent RVs:	1 %
Terrain:	Rolling	Lane Width:	Mostly 11-12 ft.
Percent Trucks:	9 %	Average Treated Shoulder:	0-4 ft. (many locations with 0-1 ft.)



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	330 - 380	1400 - 1600	B	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	400 - 450	1500 - 1700	B	0.91	2.15	0.67	1.46
2030	450 - 600	1600 - 1700	B	Rates are ACC/MV M (Accidents per Million Vehicle Miles)			
Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 1, Office of Traffic Safety, Collision Data 01/01/2004 through 12/31/2008			

Segment 2

SR 36 Transportation Concept Report (TCR)

Redwood House Road (East of Carlotta) to Bridgeville (HUM PM 11.5 to 24.8)

Segment Description

This segment runs from just east of Carlotta to the community of Bridgeville in Humboldt County.

County	Route	Post Mile
Humboldt	36	11.5-24.8

Travel on this section of the route is a combination of local, regional, and recreational trips between the coast and central valley. This section is essential to the community of Bridgeville for connections to US 101 and serves as a critical link for communities to access essential services and goods.

Daily traffic volumes range from 1600 near the west limits of Bridgeville and taper down on the eastern end near Alder Point Road to 1400. Daily truck volumes in this segment range from 30-160.

This segment passes through mostly forested land, some with old growth redwood trees.

SR 36 in this segment is a 2-lane conventional highway with mostly 11- to 12-ft. lanes, and 0- to 4-foot treated shoulders.

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Wiyot Tribe and the Bear River Band of the Rohnerville Rancheria.

Segment Issues

Key issues include:

- In the first seven miles of this segment, SR 36 passes through groves of old growth redwood trees, and the Grizzly Creek Redwoods State Park. Within this area there are several places with narrow shoulders (0-2 ft).
- Curved alignments with narrow shoulders and many 25 & 30 mph warnings. There are redwood trees near the roadway.
- A vehicle turn-out pocket is at PM 17.0 for eastbound traffic.
- Few pullout opportunities to get around slow moving vehicles.
- King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length for this entire segment.
- Motorcycle enthusiasts frequently use SR 36 for recreational riding and have expressed interest in rideability and preserving the character of the road.

Segment Management

This segment's challenges relate to curved alignments, heavily forested land and narrow shoulders.

Long-term considerations for this segment include widening shoulders in conjunction with rehabilitation projects.

Consider adding pull-outs that may be used when staging for emergencies, for disabled vehicles, or for turning around maintenance equipment.

Segment 2
SR 36 Transportation Concept Report (TCR)
Redwood House Road (East of Carlotta) to Bridgeville (HUM PM 11.5 to PM 24.80)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed Projects

Reconstruct Roadway	Major Damage (Emergency Opening)	PM 21.3-21.8	2000	SHOPP	\$1,775,000	Caltrans
Reconstruct Roadway						
Storm Damage Repair	Major Damage (Emergency Opening)	15.7-22.6	2003	SHOPP	\$1360,000	Caltrans
Repair slip out/concrete crib wall and repair roadway. Cost reflects two combined projects within the post mile range.						
Storm Damage Repair	Major Damage (Emergency Opening)	19.24-24.8	2006	SHOPP	\$800,000	Caltrans
Repair Roadway Slip-out. Project extends into segment 3, cost reflects entire project.						
Swains Flat Slide	Major Damage (Permanent Restoration)	PM 20.8-21.0	2010	SHOPP	\$615,000	Caltrans
Replace Structural Section						
Humboldt Slips	Storm Damage Repair	PM 23.3-24.82	2011	SHOPP	\$1,510,000	Caltrans
Repair storm damage at various locations near Bridgeville. Project extends into segment 3, cost reflects entire project.						

In-Progress

Humboldt 36 CAPM	Pavement Rehabilitation	11.5-13.5	2013	SHOPP	\$13,300,000	Caltrans
Capital Preventative Maintenance. Project extends into segment 1, cost reflects entire project.						
Hum 36 Culverts	Drainage System Restoration	PM 23.3-24.80	2013	SHOPP	\$ 460,000	Caltrans
Reconstruct Drainage. Project extends into segment 3, cost reflects entire project.						

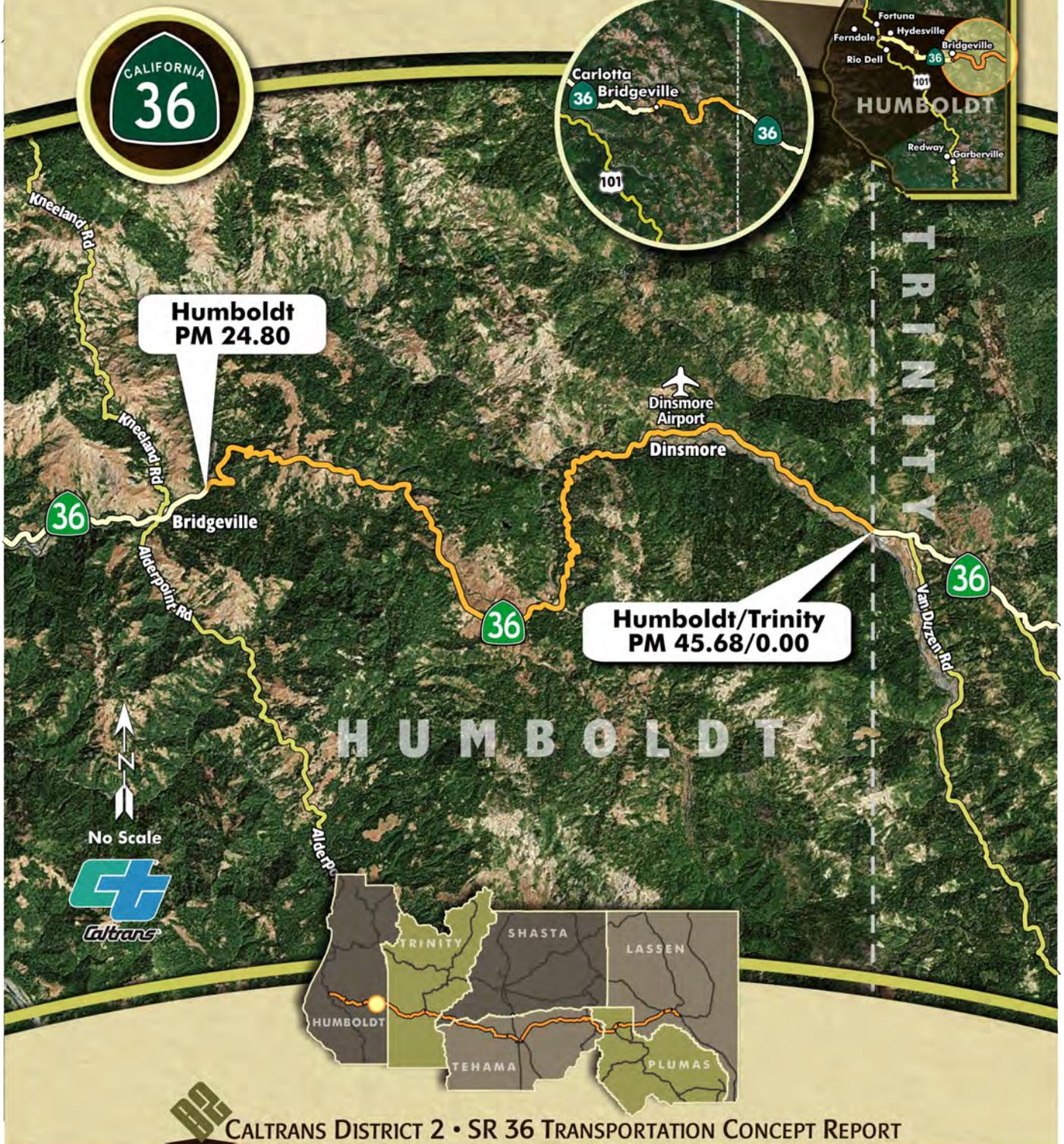
Potential Future 20-Year

No capacity projects or significant operational projects are identified.

Segment 3

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Segment 3 Bridgeville to HUM/TRI County Line



SR 36 Transportation Concept Report

<u>General Information</u>			
County Humboldt	Route 36	Segment #: 3	Length Miles: 20.9
Location: Bridgeville to HUM/TRI County Line		PM Limits: 24.8 to 45.68/TRI-0.00	

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Minor Arterial Other Classifications: California Legal Advisory, and Blue Star Memorial Highway Bicycle Status: Allowed	Present: 2C Twenty-Year: 2C Long Range: 2C <u>Future Design Concept</u> None Specified The Caltrans District 1 Route Concept Report for Route 36 in Humboldt County is available at the following web site link: http://www.dot.ca.gov/dist1/d1transplan/r36.pdf

Current Highway Information

Number of Lanes: 2	Percent RVs: 1 %
Terrain: Rolling/Mountainous	Lane Width: Mostly 11-12 ft. 10-ft. or under at some locations between PMs 32.8-37.5
Percent Trucks: 9 %	Average Treated Shoulder: 0-4 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	150 - 210	1100 - 1300	C	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	200 - 300	1200 - 1400	C	1.02	1.83	1.00	1.98
2030	250 - 400	1300 - 1500	C	Rates are A CC/MV M (Accidents per Million Vehicle Miles)			
Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 1, Office of Traffic Safety, Collision Data 01/01/2004 through 12/31/2008			

Segment 3

SR 36 Transportation Concept Report (TCR)

Bridgeville to Humboldt/Trinity County Line (HUM PM 24.8 to 45.68/TRI 0.0)

Segment Description

This segment runs from Bridgeville in Humboldt County to the Trinity County Line.

County	Route	Post Mile
Humboldt	36	24.8-45.68

The segment passes through the communities of Bridgeville and Dinsmore. Adjacent to SR 36 is the Dinsmore Airport which is a publically owned general aviation airport.

Travel on this section of the route is a combination of local, regional and recreational trips between the coast and central valley. This section provides connection of the local communities to US 101 and serves as a critical link for communities to access essential services and goods.

Daily traffic volumes range from 1100-1300 with the highest volumes near the west end of the segment. Daily truck volumes in this segment range from 35-50.

This segment passes through mountainous steep wooded terrain and rolling hills with scattered rural residences. SR 36 parallels and passes over the Van Duzen River.

SR 36 in this segment is mostly a 2-lane conventional highway with 11- to 12-foot lanes, and 0- to 4-foot treated shoulders.

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Wiyot Tribe and the Bear River Band of the Rohnerville Rancheria.

Segment Issues

Key issues include:

- Mountainous terrain near McClellan summit. Signed for 10 % grade 2 miles for eastbound traffic at PM 25.6, and 9% grade 2 miles for westbound traffic at PM 32.0.
- Several areas have limited shoulders between Post Miles 32.0 and 37.0.
- Narrow travel way between PM 36.1 to 42.5 that prevents centerline striping. The non striped sections are as follows: PMs: 37.09-37.32, 37.36-37.49, and 37.6-40.5. The travel lanes are narrow with no shoulders, and primarily built on active and non-active landslide areas.
- There are many cautionary signs on this curvy stretch of roadway that are 25 MPH or less.
- King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length from PM 1.65 in Segment 1 to PM 40.45 west of Bridgeville.
- Members of the public have indicated that they would like to see deer crossing signs near Dinsmore.
- The road parallels the Van Duzen River which is federally designated as a Wild & Scenic River.
- This area is densely forested, and extremely steep with geologically unstable hillsides.
- There are brake check areas on the westbound lane at PMs 28.29 and 32.07.
- There is a passing lane for eastbound traffic from PM 27.47 to PM 27.62.

Segment Management

This segment's challenges relate to mountainous terrain and the roadway alignment is in close proximity to the Van Duzen River. Existing constraints make it difficult to bring portions of SR 36 in this segment to 2-lane highway standards.

Long-term considerations for this segment include: rehabilitate or reconstruct narrow roadway sections to two 12-ft. lanes with shoulders. When practicable consider standard design speeds, however, it may be appropriate to consider lower design speeds (i.e., 25 mph) in areas with extensive constraints in order to improve existing conditions to a more acceptable level rather than not be able to make improvements at all.

A Project Study Report completed in 2004 (EA 01-43730K) looked at the narrow roadway sections between PMs 36.1 and 42.5. Two alternatives to widen and realign the highway in that area were developed. In 2011, District 1's application to the Forest Land Highway Program for a project to enhance safety, improve mobility, and widen the roadway, was approved. The project would improve some curves to a design speed of 25 mph, and reduce some grades. During Caltrans outreach, there was a general consensus that this section (PM 36.1 to 42.5) is the highest priority for improvement between Red Bluff and Fortuna within the next 20 years.

Possible ITS elements: Snow Warning Sign east of Bridgeville near PM 25.4, midway between Bridgeville and the Trinity County line near PM 45.10, consider: Changeable Message Sign (CMS), Closed Circuit Television (CCTV) and Roadside Weather Information System (RWIS) for eastbound traffic.

Segment 3

SR 36 Transportation Concept Report (TCR)

Bridgeville to Humboldt/Trinity County Line (HUM PM 24.80 to PM 45.68/TRI 0.0)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed Projects						
Storm Damage Repair	Major Damage (Emergency Opening)	25.5-25.9	2002	SHOPP	\$900,000	Caltrans
Stabilize Roadway						
Storm Damage Repair	Major Damage (Emergency Opening)	24.8-28.5	2006	SHOPP	\$800,000	Caltrans
Repair Roadway Slipout. Cost reflects full project addressed PM 19.28 through 28.5.						
Storm Damage Repair	Major Damage (Permanent Restoration)	PM 43.42	2006	SHOPP	\$350,000	Caltrans
Roadway Slipout.						
Ridgetop Wall	Storm Damage Repair	PM 29.0-29.5	2010	SHOPP	\$1,100,000	Caltrans
Cold Place AC Pavement, Place HMA Type A						
Matterhorn	Major Damage (Permanent Restoration)	PM 39.5	2010	SHOPP	\$1,048,000	Caltrans
Place RSP and construct tieback retaining wall about 5.1 miles east of Bridgeville.						
Buck Mountain Wall	Major Damage (Permanent Restoration)	PM 40.4	2009	SHOPP	\$1,800,000	Caltrans
Repair storm damage and construct retaining wall in Humboldt County near Dinsmore at 0.1 mile west of Van Duzen River Bridge.						
Humboldt Slips	Storm Damage Repair	PM 24.80-28.2	2011	SHOPP	\$1,510,000	Caltrans
Repair storm damage at various locations near Bridgeville. Cost reflects full project addressed PM 23.3 through 28.2.						
Place Hot Mix Asphalt	Maintenance Preservation	PM 35.4-40.5	2011	SHOPP	\$1,500,000	Caltrans
Rubberized Hot Mix Asphalt (HMA) Overlay near Dinsmore between the South Fork Van Duzen River Bridge and Trinity County Line.						

In-Progress

Humboldt 36 Culverts	Drainage System Restoration	24.80-37.1	2013	SHOPP	\$460,000	Caltrans
Reconstruct Drainage. Project extends into segment 2. cost reflects entire project.						
Roadway widening and realignment	Operational/Safety	PM 36.1-37.6	TBD	California Forest Highway Program/STIP	\$14,858,740	USFS/Caltrans
Improve roadway conditions totaling 1.5 miles to a design speed of 25 mph with 12 ft. lanes and 2 ft. shoulders. Improve of curve radii, horizontal site distance, and horizontal clearance. Also, reduce grades, roadway embankments and cut slopes. Install a new bridge at Burr Creek.						

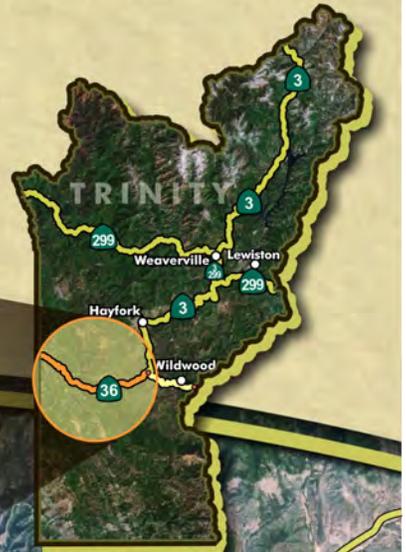
Potential Future 20-Year

Roadway widening and realignment	Operational/Safety	PM 37.6-40.5	TBD	TBD	TBD	TBD
Improve remaining sections of 20 ft roadway to 12 ft. lanes and 2 ft. shoulders						

Segment 4

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Segment 4 HUM/TRI County Line to SR 3



SR 36 Transportation Concept Report

General Information

County Trinity **Route** 36 **Segment #:** 4 **Length Miles:** 31.4
Location: HUM/TRI County Line to SR 3 **PM Limits:** 0.00 to R28.65

System Designations

Functional Classification: Minor Arterial
Other Classifications:
 California Legal Advisory, and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C
Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 50-60 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 4 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes: 2	Percent RVs: 1 %
Terrain: Mountainous	Lane Width: Mostly 12 ft.
Percent Trucks: 6%	Average Treated Shoulder: 0-4 ft. Many 1-2 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	90 - 210	600 - 1500	B				
2020	150 - 350	800 - 2100	B	0.88	1.71	1.34	2.65
2030	250 - 550	1100 - 2600	B	Rates are A CCMVM (Accidents per Million Vehicle Miles)			
Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 4

SR 36 Transportation Concept Report (TCR)

Humboldt/Trinity County Line to State Route 3 (TRI PM 0.0 to R28.65)

Segment Description

This segment runs from the Humboldt/Trinity County Line to State Route 3 in Trinity County.

County	Route	Post Mile
Trinity	36	0.0-R28.65

The segment passes through the communities of Mad River and Forest Glen. Ruth Lake Reservoir is accessed by Lower Mad River Road from SR 36.

Travel on this section of the route is a combination of local, regional, and recreational trips between the coast and central valley. This section serves as a critical link for communities to access essential services and goods. SR 36 provides connectivity for small communities to US 101, I-5 near Red Bluff and to SR 299 via SR3.

Daily traffic volumes range from 600-1500 with the highest volumes in the beginning of the segment on the west end near the Humboldt County Line. Daily truck volumes in this segment average near 30.

This segment passes through part of Six River National Forest near Ruth Lake Reservoir, Shasta-Trinity National Forest, and private undeveloped timberland. Timber harvest for lumber production is common here.

SR 36 in this segment is a 2-lane conventional highway with mostly 12-foot lanes, and 0- to 4-foot treated shoulders.

Segment Issues

Key issues include:

- SR 36 has curved alignment where it winds through mountainous terrain in this segment.
- Several locations in this segment have limited shoulders (1-2 foot).

- Heavy rainfall and moisture build-up is common causing debris shed, rock fall on steep cut slopes and ongoing slip-outs.
- On-going road bed movement between PMs 4-4.5 and 17-19 requiring yearly repair.
- South Fork Mountain (PM 10.22) elevation 4,077 ft. Harsh winter conditions are common in the higher elevations where heavy snows are difficult to manage during severe weather.
- There is a Vista Point and additional paved areas near PM 10.11 South Fork Mountain Road.
- Near Post Mile 27.0 a cautionary sign is posted to inform westbound travelers that narrow winding road begins 15 miles ahead which is not advisable for autos with trailers.
- Posted sign (PM 27.18 for westbound trucks) Kingpin to rear axle advisory recommending no tractor-semi trucks over 30 feet in length for the next 80 miles.
- Chain control requirements are common during winter snow storms.
- This remote area has limited cell phone coverage and limited services such as gas, food, lodging; which, complicates management of traffic incidents and temporary road closures. Near PM 2.5 there is a sign informing eastbound traffic that the "Next Services are 39 miles".
- Fourteen miles of switch back curves between PM 3.0 and PM 16.5.
- There are limited passing opportunities for vehicles to get around slower traffic.
- Members of the public have indicated that they would like to see deer crossing signs near South Fork Mountain and Forest Glen.

- There is a passing lane for eastbound (EB) traffic between PM 24.86 to 25.80 and one for westbound (WB) traffic between PM 25.64 to 25.82. There is a turn-out pocket on the EB lane at PMs R7.67-7.89.
- Recreational motorcycle and bicycle use has been increasing.
- A 27 mile portion of this segment is posted with cautionary signs to inform travelers of cattle.



TRI 36 PM 26.58 westbound

Segment Management

This segment's challenges relate to high elevation, mountainous highway where weather variations can result in slippery conditions complicating driving on this winding roadway. Long-term considerations for this segment include additional cautionary signs or Intelligent Transportation System elements. Possible elements to consider in this segment: Remote Weather Information System PM 10.26 and Closed Circuit Television PM 10.30 (both at South Fork Mountain) and a Highway Advisory Radio PM 2.40 near Mad River.

Adding more pullouts may be beneficial for slower vehicle use, when staging for emergencies, for disabled vehicles and for maintenance operations. Consider adding a sand house to enhance snow removal operations.

Segment 4
SR 36 Transportation Concept Report (TCR)
Humboldt/Trinity County Line to State Route 3 (TRI PM 0.0 to PM TRI R28.65)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed Projects

Chip Seal	Maintenance	PM 23.1-R28.65	2005	Maintenance	\$641,000	Caltrans
Warranty Chip Seal. Project extends into segment 5, cost reflects entire project.						

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

No capacity projects or significant operational projects are identified.

Segment 5

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Segment 5

SR 3 to TRI/SHA County Line



SR 36 Transportation Concept Report

<u>General Information</u>			
County Trinity	Route 36	Segment #: 5	Length Miles: 12.5
Location: SR 3 to TRI/SHA County Line		PM Limits: R28.6 to R41.14/SHA-0.00	

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Minor Arterial	Present: 2C
Other Classifications: California Legal Advisory, and Blue Star Memorial Highway	Twenty-Year: 2C
	Long Range: 2C
	<u>Future Design Concept</u>
	Design Speed: 40-60 mph
	Clear Recovery: 20 ft.
	Typical Section: Lane Width : 12 ft. Shoulder Width : 2 ft.
Bicycle Status: Allowed	Concept LOS: C/D

Current Highway Information

Number of Lanes: 2	Percent RVs: 2 %
Terrain: Mountainous/Rolling	Lane Width: 12-14 ft.
Percent Trucks: 8 %	Average Treated Shoulder: 0-1 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	90 - 100	300 - 340	B				
2020	150 - 200	500 - 600	B	2.28	3.13	1.37	2.70
2030	300 - 450	700 - 800	B	Rates are ACC/MV M (Accidents per Million Vehicle Miles)			
Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 5

SR 36 Transportation Concept Report (TCR)

State Route 3 to Trinity/Shasta County Line (TRI PM R28.65 to R41.14/SHA 0.0)

Segment Description

This segment runs from SR 3 to the Trinity/Shasta County line.

County	Route	Post Mile
Trinity	36	R28.65-R41.14

The segment passes through the community of Wildwood.

Travel on this section of the route is a combination of local, regional, and recreational trips between the coast and central valley. This section is essential to the connectivity of small communities to US 101, I-5 near Red Bluff and to SR 299 via SR3. This section serves as a critical link for communities to access essential services and goods.

Daily traffic volumes average 300-340 with volumes gradually increasing closer to Red Bluff in the segments that follow. Daily truck volumes in this segment average near 20.

This entire segment is encompassed within the Shasta-Trinity National Forest.

SR 36 in this segment is a 2-lane conventional highway with 12- to 14-foot lanes, and 0- to 1-foot treated shoulders.

Segment Issues

Key issues include:

- There are several places with limited shoulders (2 ft.) in the east end of this segment.
- Chain control requirements common during winter snow storms.
- Icy conditions are common during cold weather.
- The east end of this segment is signed as a cattle crossing area.
- An eastbound sign is posted just east of Junction SR 3 (PM 28.7) to inform drivers that snow is not removed during storms. Westbound another sign is also posted at the Hayfork Creek Bridge (PM R38.37).
- SR 36 passes through mountainous terrain in this segment. Heavy rainfall and moisture build-up can cause debris shed and rock fall on steep cut slopes. An example is a sign at PM 41.0 warning of Rock Slide area next 3 miles.
- This remote area has limited cell phone coverage and limited services such as gas, food, lodging; which, complicates management of traffic incidents and temporary road closures. At PM 41.0 there is a sign informing westbound traffic that the "Next Services are 39 miles".
- There are a number of cautionary signs on this curvy stretch of roadway as low as 15 to 30 MPH.

- King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length for this entire segment.



TRI PM 28.72 EB

- There are limited passing opportunities for vehicles to get around slower traffic.

Segment Management

This segment's challenges relate mountainous terrain with curvy alignments and remote location.

Long-term considerations for this segment include seeking opportunities for pavement overlays for roadway preservation and improved ride quality. Add paved shoulders where feasible and consider adding a sand house to enhance snow removal operations. Additional curve improvements may also be beneficial.

Adding more pullouts may be beneficial for slower vehicle use, when staging for emergencies, for disabled vehicles, and for maintenance operations.

Segment 5
SR 36 Transportation Concept Report (TCR)
State Route 3 to Trinity/Shasta County Line (TRI PM R28.65 to PM R41.14/SHA 0.0)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
------	------	----------	------	---------	------	---------

Completed Projects

Chip Seal	Maintenance	PM R 28.65 - R 32.0	2005	Maintenance	\$641,000	Caltrans
Warranty Chip Seal. Project extends into segment 4, cost reflects entire project.						
Dubakella Curve Improvement	Safety Improvements	PM 36.7-37.1	2010	SHOPP	\$1,151,000	Caltrans
Improve curve & widen shoulders – Approximately 8 miles east of Junction SR 3.						

In-Progress

Blue Point Curve Improvement	Safety Improvements	PM 30.4-30.7	2013	SHOPP	\$967,000	Caltrans
Improve curve in Trinity County about 12 miles east of Forest Glen from 1.7 miles to 2.1 miles east of SR 3.						

Potential Future 20-Year

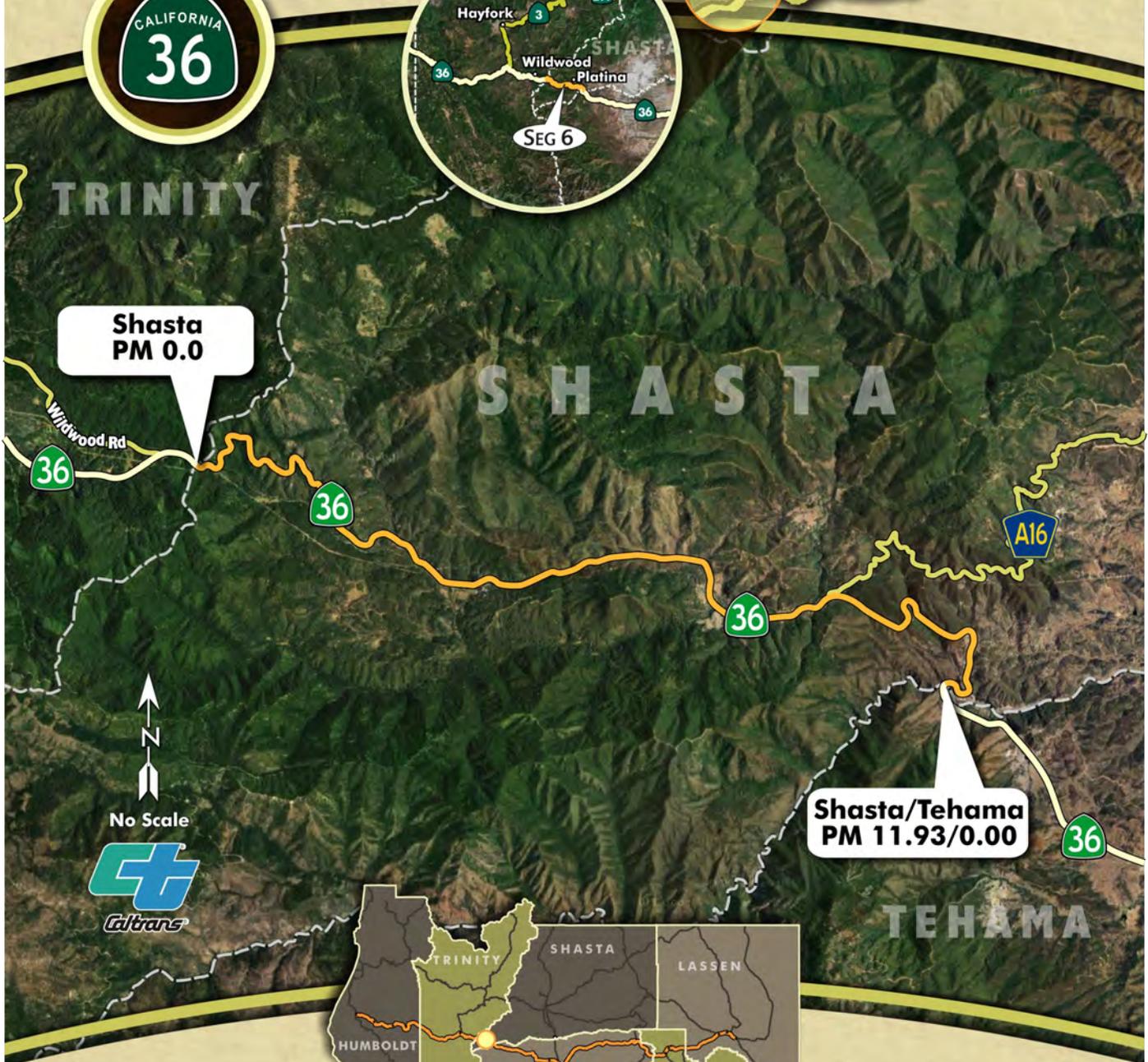
Capital Preventative Maintenance	Maintenance	PM 28.2-41.14	TBD	TBD	TBD	Caltrans
Extend pavement service life with preventative maintenance.						

Segment 6

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Segment 6

TRI/SHA County Line to SHA/TEH County Line



SR 36 Transportation Concept Report

General Information

County Shasta **Route** 36 **Segment #:** 6 **Length Miles:** 11.9
Location: TRI/SHA County Line to SHA/TEH County Line **PM Limits:** 0.00 to 11.93/TEH-0.00

System Designations

Functional Classification: Minor Arterial

Other Classifications:

California Legal Advisory, and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C
Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 40-60 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 2 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes: 2	Percent RVs: 2 %
Terrain: Mountainous/Rolling	Lane Width: 12-13 ft.
Percent Trucks: 6-9 %	Average Treated Shoulder: 0-2 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	110 - 140	300 - 650	B				
2020	150 - 200	500 - 900	B	0.50	1.51	1.37	2.70
2030	250 - 300	700 - 1100	B	Rates are ACC/MV M (Accidents per Million Vehicle Miles) Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			
Caltrans District 2, Office System Planning and Traffic Census							

Segment 6

SR 36 Transportation Concept Report (TCR)

Trinity/Shasta County Line to Shasta/Tehama County Line (SHA PM 0.0 to SHA 11.93/ TEH 0.0)

Segment Description

This segment crosses the south west corner of Shasta County from the Trinity/Shasta County Line to the Shasta/Tehama County Line.

County	Route	Post Mile
Shasta	36	0.0-11.93

The segment passes through the small community of Platina.

Travel on this section of the route is a combination of local, regional, and recreational trips between the coast and central valley and serves as a critical link for communities to access essential services and goods.

Daily traffic volumes range from 300-650 with the highest volumes in the middle of the segment near Platina Road (County Road A16). Daily truck volumes range from 20-60.

The highest traffic volumes are near the middle of the segment by Platina Road.

Travelling eastbound on this Shasta County segment, SR 36 descends from forested mountainous terrain into rolling foothills with mixed oak trees and varied shrubs.

Elevations continue to drop as the route extends towards the Sacramento River Valley in Tehama County.

SR 36 in this segment is a 2-lane conventional highway with 12- to 13-foot lanes, and 0- to 2-foot treated shoulders.

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Paskenta Band of Nomlaki Indians.

Segment Issues

Key issues include:

- Most of this mountainous segment has limited shoulder widths (1'-2').
- This segment passes by the Harrison Ranger Station (PM 4.3) in the Shasta-Trinity National Forest.



- The first few miles of this segment has a very curvilinear alignment and is signed as a rock slide area where rock fall is typical. For example there is such a warning sign at SHA PM 2.53 westbound
- The posted speed in this segment is 55 mph.
- There are several curves with cautionary 35 mph curve warning signs on the last 2 miles of the east end of this segment.
- Pedestrian crossing and School Bus Stop in Platina. Warning signs posted to alert drivers.
- King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length for this entire segment.
- The Elevation of the highway is 3000 ft. at PM 2.64, and descends to 2000 ft at PM 9.7.

Segment Management

This segment's challenges relate to steep/constricting terrain, curvy alignment and rock fall management.

Long-term considerations for this segment include:

Widen shoulders where feasible and consider improvements to aid rock fall management and snow storage between PM 0.0 and PM 3.5. Additional curve improvements may also be beneficial.

Segment 6
SR 36 Transportation Concept Report (TCR)
Trinity/Shasta County Line to Shasta/Tehama County Line (SHA PM 0.00 to PM 11.93/TEH 0.0)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
------	------	----------	------	---------	------	---------

Completed Projects

Middle Fork Cottonwood Creek Bridge	Bridge Scour Mitigation	PM 7.5 - 7.7	2004	SHOPP	\$1,858,000	Caltrans
Replace bridge (scour) / widen roadway						

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

Capital Preventative Maintenance	Maintenance	PM 0.0-11.93	TBD	TBD	TBD	Caltrans
Extend pavement service life with preventative maintenance.						

Segment 7

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SR 36 Transportation Concept Report

General Information

County Tehama **Route** 36 **Segment #:** 7 **Length Miles:** 34.5
Location: SHA/TEH County Line to Oak Knoll Road **PM Limits:** 0.00 to R33.74

System Designations

Functional Classification: Minor Arterial
Other Classifications:
 California Legal Advisory, and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C
Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 50-70 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 4 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes: 2	Percent RVs: 1 %
Terrain: Rolling/Level	Lane Width: Mostly 12 ft.
Percent Trucks: 5-6 %	Average Treated Shoulder: 0-4 ft., mostly 0-2 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Cd lision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	90 - 180	470 - 1450	B				
2020	150 - 250	800 - 2200	B	1.27	2.42	0.89	1.90
2030	200 - 400	1000 - 2800	B	Rates are A CC/MV M (A ccidents per Million Vehicle Miles) Source: Caltrans Distrit 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			
Caltrans District 2, Office System Planning and Traffic Census							

Segment 7

SR 36 Transportation Concept Report (TCR)

Shasta/Tehama County Line to Oak Knoll Rd (TEH PM 0.0 to R33.74)

Segment Description

This segment of the SR 36 is from the Shasta/Tehama County Line to Oak Knoll Rd.

County	Route	Post Mile
TEH	36	0.0-R33.74

The segment passes through the community of Dry Creek.

Travel on this section of the route is a combination of local, regional, and recreational trips between the coast and central valley and serves as a critical link for communities to access essential services and goods.

Daily traffic volumes range from 470-1450 with the highest traffic volumes in this segment on the east end near Oak Knoll Drive. Daily truck volumes in this segment range from 20-30.

SR 36 in this segment is a 2-lane conventional highway with 10- to 12-foot lanes, and 0- to 4-foot treated shoulders.

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Paskenta Band of Nomlaki Indians.

Segment Issues

Key issues include:

- This entire segment has a King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length.
- Lane widths are less than 10 feet in portions of the route between PMs 11.47-17.5 and near PM 28.8.
- Little to no shoulder between PM 23.2-28.8. Treated shoulders are mostly 0- to 2-foot.
- Land slide issues and steep slopes between PMs 26.2-25.7 and 29.1-32.2.



- There are limited services such as gas, food and lodging which complicates management of traffic incidents and temporary road closures.
- The posted speed in this segment is 55 mph.
- Recreational use of motorcycles, bicycles and pedestrians.
- Between PMs 12-17 there are cautionary signs to inform drivers that the road narrows, and several curves are signed with 30 and 35 mph curve warnings.

- Open range and deer crossing signs are posted in areas along rural SR 36 in Tehama County to warn drivers of both livestock and wild life.
- There are no passing lanes or truck climbing lanes in this segment, which can cause vehicle delays as a result of trucks and recreational vehicles.

Segment Management

This segment challenges relate to curvilinear alignment, narrow lane widths and shoulders, and unstable soils that cause slides and slip-outs.

Long-term considerations for this segment: Widen shoulders to 4-ft, and improve areas with lane widths lower than 12 ft. Consider curve improvement projects, and improvements that will reduce cut slope angles, to lower potential for rock fall onto the roadway. Additional curve improvements may also be beneficial.

Adding more pullouts may be beneficial for slower vehicle use, when staging for emergencies, for disabled vehicles, and for maintenance operations.

Segment 7
SR 36 Transportation Concept Report (TCR)
Shasta/Tehama County Line to Oak Knoll Road (TEH PM 0.00 to PM R33.74)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed Projects

McCoy Road	Operational Improvements	PM 38.1-39.2	2000	SHOPP	1879,000	Caltrans
Realign curves and replace bridge.						
Curve Improvement- Pentacola Gulch	Safety Improvements	PM 11.4-11.8	2007	SHOPP	\$1,328,000	Caltrans
Vertical and horizontal curve improvement. Tehama County near Platina from 1.1 miles to 1.4 miles east of Dry Creek Bridge.						
Curve Improvement – Rosewood Curves	Safety Improvements	PM 15.2- 15.8	2007	SHOPP	\$707,300	Caltrans
Curve improvement. In Tehama County about 5 miles west of Dry Creek from 4 miles west to 3.4 miles west of Salt Creek Bridge.						
Curve Improvement – McKay Curve	Safety Improvements	PM 28.8 – 30.00	2007	SHOPP	2,220,600	Caltrans
Curve Improvement In Tehama County about 9.9 miles west of Red Bluff from 0.7 miles east of East Leg Cannon Road to 1.3 miles west of Dibble Creek Road.						

In-Progress

No capacity projects or significant operational projects are in progress.

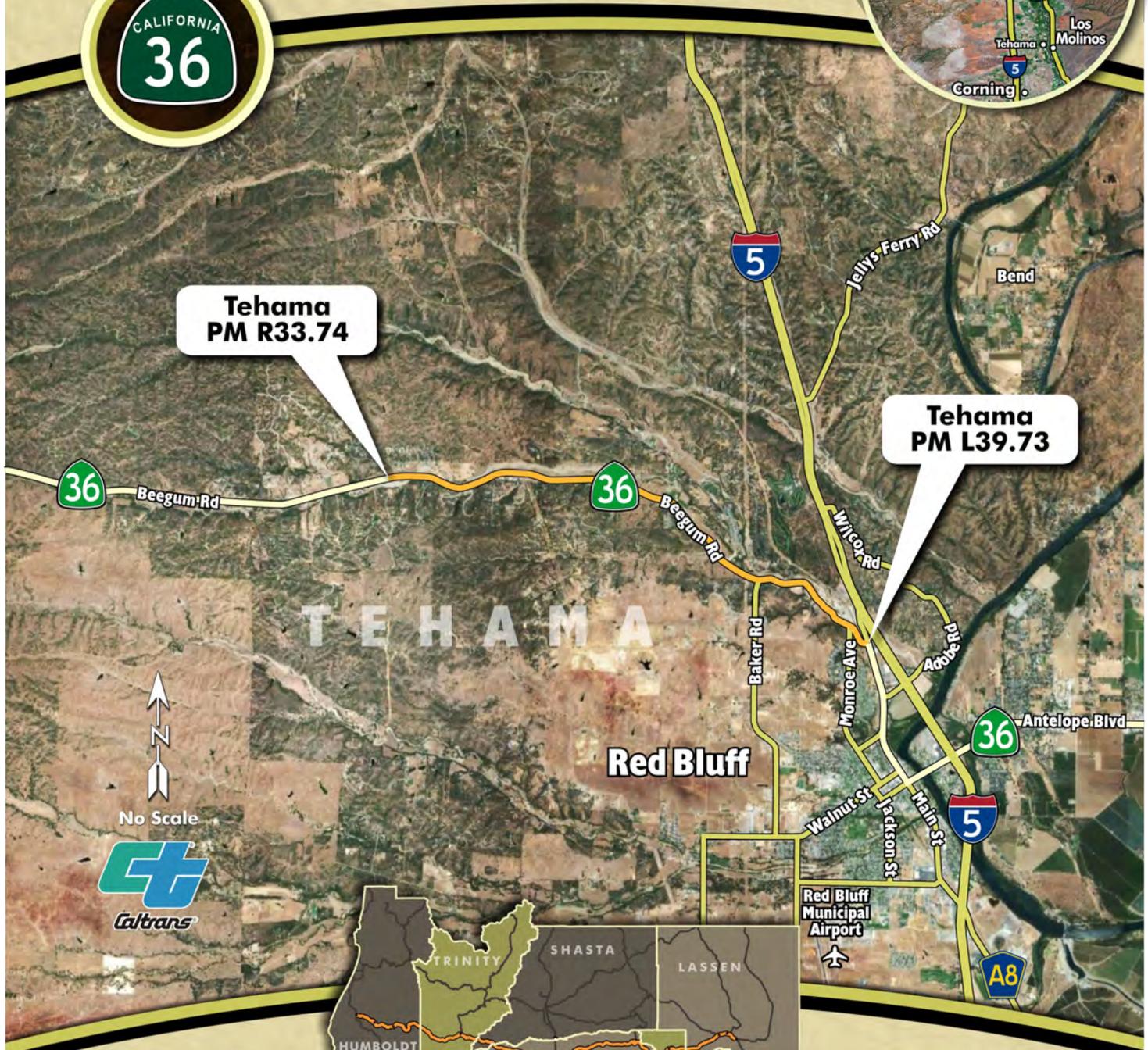
Potential Future 20-Year

No capacity projects or significant operational projects are identified.

Segment 8

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Segment 8 Oak Knoll Road to Main Street



SR 36 Transportation Concept Report

<u>General Information</u>			
County Tehama	Route 36	Segment #: 8	Length Miles: 6.6
Location: Oak Knoll Road to Main Street		PM Limits: R33.7 to L39.73	

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Minor Arterial	Present: 2C
Other Classifications: California Legal Advisory, and blue Star Memorial Highway	Twenty-Year: 2C
	Long Range: 2C
	<u>Future Design Concept</u>
	Design Speed: 50-70 mph
	Clear Recovery: 20 ft.
	Typical Section: Lane Width : 12 ft. Shoulder Width : 8 ft.
Bicycle Status: Allowed	Concept LOS: C/D

Current Highway Information

Number of Lanes: 2	Percent RVs: 1 %
Terrain: Rolling/Level	Lane Width: 9-12 ft.
Percent Trucks: 3-6%	Average Treated Shoulder: 0-8 ft, mostly 0-2 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	180 - 330	1450 - 3250	B				
2020	250 - 600	2800 - 5200	B	0.65	1.43	0.69	1.60
2030	350 - 1050	3900 - 6800	C	Rates are ACC/MV M (Accidents per Million Vehicle Miles)			
Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 8

SR 36 Transportation Concept Report (TCR)

Oak Knoll Drive to Main Street (TEH PM R33.74 to L 39.73)

Segment Description

This segment runs from Oak Knoll Drive to Main Street in Tehama County.

County	Route	Post Mile
TEH	36	R33.74-L39.73

The segment is mostly west of the Red Bluff City limits.

Travel on this section of the route is a combination of local, regional, interregional, and recreational trips.

Daily traffic volumes range from 1450-3250 with the highest traffic volumes in this segment near Main Street in Red Bluff. Daily truck volumes in this segment range from 90-360.

This segment passes through mostly rural agricultural land with and a few low density single family residential developments.

SR 36 in this segment is a 2-lane conventional highway with 9- to 12-foot lanes, and 0- to 8-foot treated shoulders. Treated shoulders are mostly 0- to 2-foot.

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Paskenta Band of Nomlaki Indians.

Segment Issues

Key issues include:

- Multiple access roads and driveways.
- There is an angular at-grade Railroad Crossing at PM 41.15 just west of Main St. This rail line is operational.
- When I-5 is temporarily closed, McCoy Road (PM R39.3) is a critical county road that sometimes serves as an alternate route, which creates temporary traffic increases on SR 36. McCoy Rd. also has some recent bridge improvements, housing developments, and a number of school buses use McCoy to access SR 36.
- The posted speed in this segment is 55 mph.
- King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length.
- PM 40.72 has a curve warning sign for the next 140 miles for westbound traffic.



- There is increased development activity in this area given its close proximity to Red Bluff.

Segment Management

This segment's challenges relate to multiple access roads, and curvilinear alignment.

Caltrans, in cooperation with the Tehama County Transportation Commission and City of Red Bluff, has developed alignment options for the area west of Main Street around the railroad tracks. The city has established development conditions to help try to preserve right of way in order to protect alignment options in this area.

Consider a Changeable Message Sign (CMS) near Baker Road PM 39.7 to notify people travelling westbound about road conditions such as traffic incidents, heavy snowfall or landslides, before they reach remote areas.

Segment 8
SR 36 Transportation Concept Report (TCR)
Oak Knoll Road to Main Street (TEH R PM 33.74 to PM L 39.73)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed Projects

Kinney Curve Improvement	Safety	PM 37.70-38.20	2007	SHOPP	\$770,650	Caltrans
Realign curve and add 4-foot shoulders. In Tehama County, near Red Bluff from 0.7 miles to 0.2 miles west of Kinney Avenue.						

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

Baker Road Curve Improvement and Shoulder Widening	Safety Improvements	PM 39.7-40.2	2013	SHOPP	\$2,000,000	Caltrans
The project will implement a curve improvement with lane and shoulder widening.						
SR 36 Realignment	Operational Improvements	PM 39.6-39.73	TBD	TBD	TBD	TBD
Realign SR 36 at the Union Pacific Railroad crossing and Main Street. Possible RTIP candidate for future STIP. Project extends into segment 9.						

Post Twenty-Year Potential Projects

Capacity Expansion	Operational Improvement	PM 39.72-L39.73	TBD	TBD	TBD	TBD
Convert from 2 lanes with center turn lane to 4 lanes with center turn lane between Baker Road and Main Street.						

Segment 9

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Segment 9 Main Street to Jct. 1-5



**Tehama
PM L39.73**

**Tehama
PM 41.85**



SR 36 Transportation Concept Report

General Information

County Tehama **Route** 36 **Segment #:** 9 **Length Miles:** 1.5
Location: Main Street to Jct. I-5 **PM Limits:** L39.73 to 41.85

System Designations

Functional Classification: Principal Arterial
Other Classifications:
 California Legal Advisory to PM 41.2, Terminal Access Route - STAA (From PM 41.29), and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

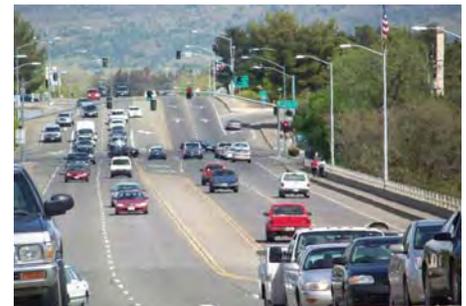
Present: 2C/4C
Twenty-Year: 4C with TWLTL
Long Range: 4C with TWLTL

Future Design Concept

Design Speed: 30-40 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 8 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes:	2-4	Percent RVs:	1 %
Terrain:	Rolling/Level	Lane Width:	12 ft.
Percent Trucks:	1-2 %	Average Treated Shoulder:	8 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	670 - 2350	6900 - 21500	C				
2020	750 - 2500	7900 - 24000	C	1.29	4.21	0.79	1.97
2030	1050 - 2900	8700 - 24500	D/C ¹	Rates are ACCMVM (Accidents per Million Vehicle Miles)			
¹ LOS D reflects existing 2-lane & 4-lane configuration, LOS C reflects expanding entire segment to 4-lane. Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 9

SR 36 Transportation Concept Report (TCR)

Main Street to Jct. I-5 (TEH PM L 39.73 to 41.85)

Segment Description

This segment of SR 36 is within the City limits of Red Bluff, the County Seat for Tehama, and the largest community in Tehama County.

County	Route	Post Mile
TEH	36	L39.73-41.85

Travel on this section of the route is mostly local and is essential to small business economic activities in Red Bluff. This portion is also used by recreational travelers.

SR 36 is signed Main Street from Beegum Road (PM R41.2) to Oak Street (PM 41.3). This section of the segment serves as the main street and is part of the business loop for I-5. It passes through the Historic Business District of Downtown Red Bluff with older commercial establishments such as: gasoline stations, restaurants, banks, automobile dealerships, real estate offices, motels, with a mixture of retail stores and apartments.

At Oak Street, SR 36 turns east, and is signed Antelope Boulevard. Here SR 36 continues eastward and crosses over the Sacramento River. This major structure was constructed in 1938 and widened in 1971 (Sacramento Bridge No. 08 0023). This segment ends at the central Red Bluff interchange with I-5.

Daily traffic volumes range from 6900-21500 with the highest traffic volumes in this segment near I-5. This area also has the highest traffic volumes for the entire route. Daily truck volumes in this segment range from 270-370.

SR 36 in this segment transitions from a two lane highway with turn pockets and/or center turn lane in the beginning of the segment (PM L 39.73 to L 40.87), to a four-lane conventional highway with twelve-foot lanes, eight-foot paved shoulders (PM L 40.87-41.85).

Portions of this segment fall within Tribal/Ancstral Land(s) as identified by the Paskenta Band of Nomlaki Indians.

Segment Issues

Key issues include:

- This segment has multiple traffic signals with different timing sequences which can lead to delays.
- Walnut Street is one of the few main arterials providing connection in Red Bluff. SR 36 experiences sporadic congestion in this vicinity during peak pm traffic.
- Multiple driveways to business parking lots.
- There is an at-grade railroad crossing at PM 41.15. This Union Pacific rail is operational.
- The railroad tracks run parallel to SR 36 between intersection with Main St (PM L 39.74) and Oak Street (PM 41.29).
- Curb, gutter and sidewalk are present through much of this segment.

- SR 36 is one of the only two roadways that cross over the Sacramento River in Red Bluff. The other is I-5 further south.
- Three local streets come together to intersect with SR 36 at PM 41.67 (Gilmore Rd., Belle Mille Rd and Center Ave).
- There is a Greyhound bus stop near the intersection of St. Mary's Avenue and SR 36 at Sunshine Market. Also, there is an Amtrak motor coach stop at the corner of Rio and Walnut Streets, at the Red Bluff Bus & Ride.
- Parallel Parking occurs on both sides of SR 36 along the business sections of Red Bluff between Adobe Road and Duncan Rd (PMs L40.42-PM L40.58); and between Grant Street and Pine Street (PMs 40.9-41.2).
- There is limited storage for the left-turn lane for northbound traffic turning left onto Walton Street.
- King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length from beginning of segment to PM 41.3.
- The posted speeds in this segment range from 30-45 mph.

Segment Management

This segment's challenges relate to uncoordinated signal timing at intersections, as well as, traffic from parallel parking, and driveways from local business parking areas.

District 2 has received comments that support synchronization of the traffic signals which may reduce congestion and improve operations.

[Continues on next page.]

Traffic Signals	
Post Mile	Intersection
40.0	Home Depot Drive
40.31	SR 36/Adobe Road
41.00	Main St/Cedar St
41.15	Main St/Walnut St
41.29	Main St/Oak St
41.67	Gilmore Rd/Belle Mill Rd.

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Segment 9 (Continued)

SR 36 TRANSPORTATION CONCEPT REPORT (TCR)

Main Street to Jct. I-5 (TEH PM L 39.73 - 41.85)

Segment Management (continued)

Main Street (PM L 39.73) to Crittenden Street (L40.87) is currently 2-lane conventional with a two-way center turn lane, and on street parking. Level of Service will decline as traffic growth continues. In order to accommodate future traffic increases, the 20 year facility concept for this area is 4-lanes with two-way center turn lane.

The City of Red Bluff may consider relocating the Walton Street / SR 36 intersection to the north. Relocating the local road to make a 4-way intersection at SR 36 and State Street would increase the distance between Walton Street and Adobe Road. The resulting increase in storage capacity for vehicles staging to turn left onto Walton Street would benefit operations on SR 36.

On interstate 5, there are two CCTV's (PMs R 28.38 and R 26.53) and a HAR (PM R 26.58) that can be used in conjunction with the elements on SR 36 in the next segment, to relay information to travelers on SR 36.

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Segment 10

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SR 36 Transportation Concept Report

<u>General Information</u>			
County	Tehama	Route	36
Location:	Jct. I-5 to Jct. SR 99	Segment #:	10
		Length Miles:	2.2
		PM Limits:	41.85 to 44.00

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial	Present: 4C
Other Classifications: National Highway System, Interregional Road System, Terminal Access Route - STAA, Freeway and Expressway System, and Blue Star Memorial Highway	Twenty-Year: 4C
	Long Range: 4C
	<u>Future Design Concept</u>
	Design Speed: 40-60 mph
	Clear Recovery: 20 ft.
	Typical Section: Lane Width : 12 ft. Shoulder Width : 8 ft.
Bicycle Status: Allowed	Concept LOS: C/D

Current Highway Information

Number of Lanes:	4	Percent RVs:	1 %
Terrain:	Level	Lane Width:	12 ft
Percent Trucks:	7 - 10 %	Average Treated Shoulder:	Mostly 8 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	1100 - 1900	11700 - 19500	B				
2020	1200 - 2400	12700 - 24400	C	0.98	2.41	0.59	1.45
2030	1450 - 3250	13500 - 28400	C	Rates are ACC/MV M (Accidents per Million Vehicle Miles)			
Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 10

SR 36 Transportation Concept Report (TCR)

Jct. I-5 to Jct. SR 99

(TEH PM 41.85 to 44.00)

Segment Description

This segment runs from junction I-5 to the junction of SR 99 in Tehama County. SR 36 is signed as Antelope Boulevard in this segment as in the previous.

County	Route	Post Mile
TEH	36	41.85-44.0

The segment is within the Red Bluff City limits. Travel on this section of the route is a combination of local/regional, interregional and recreational trips. This section is essential to the connectivity of SR 99 to I-5.

Daily traffic volumes range from 11700-19500 with the highest traffic volumes on the west end of this segment near I-5. Daily truck volumes in this segment range from 890-1540.

This segment passes through many different types of land uses. There is commercial and general commercial with motels/hotels, gasoline stations, food establishments, and retail stores. There is also a portion on the south side of the highway dedicated to agriculture. The commercial uses are more concentrated near the junction with I-5. The California Department of Corrections, California Department of Forestry & Fire Protection, and the Tehama District Fairgrounds are within this area.

SR 36 in this segment is a 4-lane conventional highway with 12-foot lanes, 8-foot paved shoulders. Most of the highway segment has a two-way center turn lane.

Traffic Control Devices

Post Mile	Location	
41.92	S	Jct. SR 36 / I-5 NB on-ramp
41.92	S	Jct. SR 36 / I-5 SB off-ramp
42.18	S	Sale Lane
42.79	S	Chestnut Ave./ Colony Rd.
43.66	F	School Flasher
S= Signal		F= Flashing Beacon

Portions of this segment fall within Tribal/Ancstral Land(s) as identified by the Paskenta Band of Nomlaki Indians.

Segment Issues

Key issues include:

- Traffic, bicycle and pedestrian volumes increase when large events are held at the Tehama District Fair Grounds.
- A 25 mph speed limit is posted for the Antelope Elementary School zone (between PMs 43.44-43.72) for when children are present. This location includes a flashing beacon.
- Given this segments proximity to schools, residential and commercial areas, there is bicycle and pedestrian usage.
- Sidewalks are not continuous in this area.
- The posted speeds in this segment range from 40-55 mph.
- Multiple driveways can cause delay.
- At PM 43.87 there is sign for Lassen Volcanic National Park 48 miles. This section of highway serves as a gateway to the park.
- Sale Lane just east of I-5 interchange provides access to the Red Bluff Diversion Dam Recreation Area.

Segment Management

This segment's challenges relate to multiple access roads, commercial activity & signalized intersections.

Continue to work with City of Red Bluff and school staff to monitor traffic in the vicinity of Antelope Elementary School.

Interest has been expressed for a pedestrian crossing near the Tehama County District Fairgrounds. The City of Red Bluff would like to coordinate with Caltrans to identify and address multimodal needs near the fairgrounds and other areas in the community.

Caltrans has prepared a proposal for Transportation Enhancement funds to look a conceptual bicycle route from the City of Chico to the City of Redding. The network would consist of portions of State Routes 99, 36, 273, and Interstate 5. The portion of SR 36 included in this study is from the I-5 separation near Adobe Road through Red Bluff to SR 99.

There are two Highway Advisory Radio flashers (HAR Flasher) on SR 36 in Red Bluff (at PM 42.93 near Mulberry Avenue for eastbound traffic, and PM 43.65 near St. Mary's Road for westbound traffic. The HAR Flashers are useful to alert drivers to tune into the radio when there are road closures due to severe weather affecting areas miles ahead (such as at Morgan Summit-PM 87.79).

Possible ITS elements to consider: Changeable Message Signs (CMS) near SR 36 PM 44.0, with additional CMS on SR 99 near the junction of SR 36 (TEH 99 PM 24.0). CMS can provide advanced warning for a road closure, or adverse driving conditions, with no need for the driver to use their radio.

Segment 10
SR 36 Transportation Concept Report (TCR)
Jct. I-5 to Jct. SR 99 (PM TEH 41.85 to PM 44.00)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed Projects

Red Bluff Rehabilitation Roadway Rehabilitation in various locations in Red Bluff.	Roadway Rehabilitation	TEH L39.7-44.0	2009	SHOPP	\$8,623,000	Caltrans
Flashing Beacons Antelope School Install flashing beacons with timer at Antelope School between Hoy Road and Saint Mary's Avenue.	Minor B	TEH 43.3-43.8	2009	SHOPP	\$70,400	Caltrans

In-Progress

No capacity projects or significant operational projects are in progress.

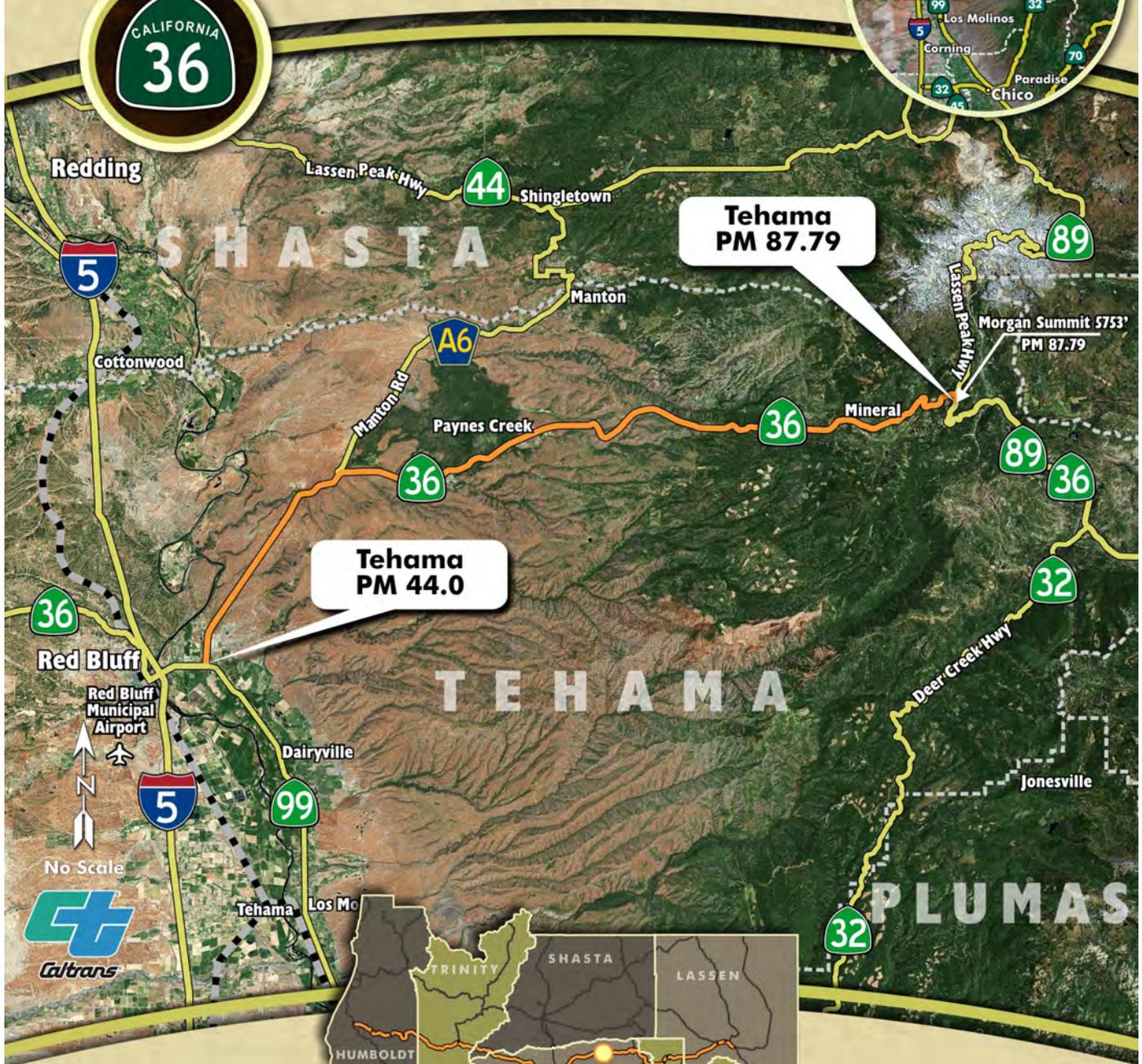
Potential Future 20-Year

Red Bluff CAPM Pavement overlay and ADA Ramps. Project extends into segment 11. Cost reflects entire project.	Pavement Rehabilitation	PM 42.1-44.0	TBD	SHOPP	\$6,900,000	Caltrans
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Segment 11

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Segment 11 Jct. SR 99 to Morgan Summit



**Tehama
PM 44.0**

**Tehama
PM 87.79**



SR 36 Transportation Concept Report

General Information

County Tehama **Route** 36 **Segment #:** 11 **Length Miles:** 44.7
Location: Jct. SR 99 to Morgan Summit **PM Limits:** 44.00 to 87.79

System Designations

Functional Classification: Minor Arterial
Other Classifications:
 Terminal Access Route - STAA (To PM 64.0),
 California Legal Advisory (From 75.2 to 83.14),
 Volcanic Legacy Scenic Byway All American
 Road from PM 87.68, and Blue Star Memorial
 Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C
Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 40-60 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 4 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes:	2 with some passing	Percent RVs:	1 %
Terrain:	Rolling to Mountainous	Lane Width:	Mostly 12 ft, except 10-11 ft. (PMs 83.14-87.63)
Percent Trucks:	7-10 %	Average Treated Shoulder:	0-8 ft., mostly 2-4 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	180 - 290	850 - 1850	B				
2020	250 - 350	1100 - 2300	B	0.49	1.07	0.52	1.14
2030	350 - 500	1300 - 2600	B	Rates are A CC/MV M (A ccidents per Million Vehicle Miles)			
Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 11

SR 36 Transportation Concept Report (TCR) Jct. SR 99 to Morgan Summit (TEH PM 44.00 to 87.79)

Segment Description

This segment in Tehama County runs from Junction of SR 99 past the Junction of SR 89 N and to Morgan Summit (5753'), which is the highest elevation on the route. SR 36 is shared with SR 89 from SR 89 N and through the next two segments. SR 36 passes through the communities of Dales, Paynes Creek and Mineral.

County	Route	Post Mile
TEH	36	44.0-87.68

Travel on this section of the route is a combination of local, regional, interregional, and recreational trips between Red Bluff and the mountain communities. SR 36 serves as a critical link for these communities to access essential services and goods.

Daily traffic volumes range from 850-1850 with the highest traffic volumes near the west end of the segment. Daily truck volumes in this segment range from 75-140.

This segment passes through rural agricultural land on the grassy valley floor and foothills with mostly oak woodlands and digger pines. These lands are typically used for livestock grazing and growing products such as hay, grain, and grapes. Along the route there are scattered rural residential uses with some low density communities. Midway between Paynes Creek and Mineral the vegetation transitions to conifer forests. The land is generally undeveloped along SR 36, as the elevations climb toward Morgan Summit.

SR 36 in this segment is a 2-lane conventional highway with 12-foot lanes, and 0- to 8-foot treated shoulders, with treated shoulders mostly 2- to 4-foot.

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Paskenta Band of Nomlaki Indians and the Greenville Rancheria.

Segment Issues

Key issues include:

- SR 36 eastbound traffic climbs from the valley to rolling foothills and to the mountainous terrain of Morgan Summit.
- No services such as gas, food and lodging which complicates management of traffic incidents and temporary road closures.
- King pin to rear axle advisory for trucks recommending no tractor-semi trucks over 30 feet in length from PM 75.39-83.14.
- Several curves have turning radii that are not STAA Standard between Post Miles 75-76.5 (between Paynes Creek and Mineral). Several alignment alternatives for the approximate 1.5 mile section were developed in a Caltrans study completed in 2000.
- The posted speeds in this segment range from 50-65 mph.
- Terrain is rolling to PM 54.8 and then transitions to mountainous.
- Route passes through the Lassen National Forest beginning at PM 80.77 and continues through the forest in the next two segments.
- There are passing lanes for eastbound traffic from: PM 60.55 to 60.79, 61.25-61.48, 68.18 to 74.73, and 80.70 to 80.84. There is a passing lane for west bound traffic from PM 80.75 to 81.0.

- SR 89 North provides access to Lassen Volcanic National Park (LVNP). Red Bluff is one of the Gateway communities. The "Lassen Gateway Coalition" formed to bring together community partners (area businesses, chambers of commerce, economic development groups, conservation organizations, local governments, federal and state agencies) to help promote LVNP recreational attractions and increase tourism at the park; and enhance economic opportunities between LVNP and its gateway communities. Access to the park is via SR 89 North at PM 87.63.

Segment Management

Challenges in this segment include curved alignments, steep grades, narrow shoulders, and severe weather conditions in the higher elevations.

There is an approved project to lengthen and construct turn-outs near Morgan Summit to be completed in 2012. Additional pull-outs between SR 99 and Morgan Summit would be beneficial. Additional curve improvements may also be beneficial.

A HAR Flasher is installed on SR 36 just north of SR 99 junction at PM 44.62 to alert drivers to tune to 1610 on the radio for roadway information.

Possible future ITS elements within this segment include two Roadside Weather Information Systems: (PMs R 73.00 and 82.2), two Closed Circuit Televisions (CCTV's) near PMs R 73.0 and 83.50, and a Highway Advisory Radio Station (HAR) near PM 83.14.

Segment 11
SR 36 Transportation Concept Report (TCR)
Junction SR 99 To Junction SR 89 N (TEH PM 44.00 to PM 87.68)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed Projects						
Battle Creek Bridge Rehabilitation Deck	Bridge Rehabilitation	PM 81.5	2003	SHOPP	\$979,000	Caltrans
Morgan Summit Turnout	Operational	PM 86.2-86.5	2006	SHOPP	\$48,000	Caltrans
Near Mineral from 1.5 miles to 1.1 miles west of SR 89.						
Upgrade and Install Metal Beam Guardrail	Safety Improvement	PM 78.1-78.3	2006	SHOPP	\$82,197	Caltrans
Near Mineral from 1.0 miles to 0.81 miles west of Diamond Road.						
Summit Shoulder Widening	Operational	PM 87.3-87.6	2008	SHOPP	\$422,800	Caltrans
Near Mineral from 0.3 miles to 0.1 mile west of SR 89						
Paynes Creek Thin Blanket Overlay	Maintenance	PM 67.5-75.5	2010	Highway Maintenance	\$1,731,000	Caltrans
Thin blanked overlay near Paynes Creek from 0.2 mile east of Latka Road to 0.5 mile east of Little Giant Mill.						
Hog Lake Chip Seal	Maintenance	PM 46.0-55.3	2011	Maintenance	\$837,000	Caltrans
Seal coat.						

In-Progress

Morgan Summit Pull-outs	Operational	PM 85.8-87.5	2011	\$700,000	\$837,000	Caltrans
Extend the existing turn-out and construct two new turn-outs.						

Potential Future 20-Year

Red Bluff CAPM	Pavement Rehabilitation	PM 44.0-46.0	TBD	SHOPP	\$6,900,000	Caltrans
Pavement overlay and ADA Ramps. Project extends into segment 10. Cost reflects entire project.						
Additional Pullouts	Operational	PM 44.0-87.6	TBD	TBD	TBD	TBD
Install turnouts to allow passing of slower vehicles. Post Mile locations TBD.						

Segment 12

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Segment 12

Morgan Summit to TEH/PLU County Line



**Tehama
PM 87.79**

**Tehama/Plumas
PM 104.0/0.00**



No Scale



SR 36 Transportation Concept Report

General Information

County Plumas **Route** 36 **Segment #:** 12 **Length Miles:** 15.0
Location: Morgan Summit to TEH/PLU County Line **PM Limits:** 87.79 to 104.00/PLU-0.00

System Designations

Functional Classification: Minor Arterial
Other Classifications:
 Volcanic Legacy Scenic Byway All American Road, and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C
Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 40-60 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 4 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes:	2, with some passing	Percent RVs:	1-2 %
Terrain:	Mountainous to Rolling	Lane Width:	12 ft.
Percent Trucks:	7-10 %	Average Treated Shoulder:	0-8 ft., mostly under 4 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	100 - 490	700 - 1800	B				
2020	150 - 600	800 - 2300	B	0.58	1.87	0.66	1.40
2030	250 - 850	900 - 2600	B	Rates are A CC/MV M (A ccidents per Million Vehicle Miles)			
Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 12

SR 36 Transportation Concept Report (TCR)

Morgan Summit to Tehama/Plumas County Line (TEH PM 87.79 to 104.0/PLU 0.0)

Segment Description

This segment runs from Morgan Summit in Tehama County to the Plumas County Line. SR 36 is shared with SR 89 in this segment.

County	Route	Post Mile
TEH	36	87.68-104.0

The segment passes through Childs Meadows which is a preserved nature conservancy with creeks, springs, mountain meadows and conifer forests.

Travel on this section of the route is a combination of local, regional, and recreational trips between the mountain communities and Red Bluff. SR 36 serves as a critical link for communities to access essential services and goods.

Daily traffic volumes range from 700-1800 with the highest volumes on the east end of the segment. Daily truck volumes in this segment range from 70-180.

SR 36 in this segment is a 2-lane conventional highway with 12-foot lanes, and 0- to 8-foot treated shoulders, with treated shoulders mostly under 4-foot.

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Paskenta Band of Nomlaki Indians and the Greenville Rancheria.

Segment Issues

Key issues include:

- Morgan Summit (PM 87.83) elevation 5,753 ft. Signed for 6% on each side of the summit.
- Terrain is mountainous to PM 91.3 and then transitions to rolling as SR 36 continues eastward.

- Harsh winter conditions are common in the higher elevations where heavy snows are difficult to manage during severe weather.
- Chain control requirements common during winter snow storms.
- No services such as gas, food and lodging which complicates management of traffic incidents and temporary road closures.
- The Lassen National Forest encompasses this entire segment.
- This segment of SR 36 serves as eastern access to SR 89 North and Lassen Volcanic National Park.



PM 91.23 Westbound

- An 8 mile portion of this segment is posted with cautionary signs to inform travelers of cattle.
- The posted speed in this segment is 55 mph.
- There is a passing lane for westbound traffic from PM 88.94 to 89.26.
- There are possible STAA restrictions for westbound trucks travelling uphill to Morgan Summit.
- SR 36 junctions with SR 32 (PM 99.94) which can be used to access eastern Tehama County and Butte County.

Segment Management

This segment's challenges relate to higher elevations with steep grades, and curvilinear alignment at the summit. Often harsh winter weather conditions require regular snow removal and ice management. Removal of STAA barriers may be desirable in the future.

Long-term considerations for this segment include: more frequent pull-outs that may be used when staging for emergencies, for disabled vehicles, or for turning around snow plows. Also additional snow storage areas could improve the safety of winter snow removal operations.

Possible ITS elements to consider for alerting travelers of severe weather at Morgan Summit: two Closed Circuit Television Systems (CCTVs) at PM 87.70 and 99.93, and a Remote Weather Information System at PM 87.79. While these elements would provide valuable information, terrain and lack of utilities will make implementation difficult. Other additional ITS elements to consider may include installation of RWIS and CCTV on SR 32 for northbound traffic approaching SR 36.

Segment 12
SR 36 Transportation Concept Report (TCR)
Junction SR 89 N to Tehama/Plumas County Line (TEH PM 87.68 to PM 104.0/PLU 0.0)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed Projects

North Fork Deer Creek Bridge	Bridge Rehabilitation	PM 98.9	2006	SHOPP	\$3,060,000	Caltrans
Fire Mountain Curve Improvement	Safety	PM 99.6-99.9	2007	SHOPP	\$853,000	Caltrans
Curve improvement about 12 miles west of Chester from 0.4 Miles west to SR 32.						

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

Mill Creek Bridge Scour	Bridge scour mitigation.	PM 91.4	2012	SHOPP	\$1,200,000	Caltrans
Additional Pullouts	Operational	PM 87.6-104.0	TBD	TBD	TBD	TBD
Install turnouts to allow passing of slower vehicles. Post Mile locations TBD.						

Segment 13

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Segment 13 TEH/PLU County Line to Jct. SR 89 South



Plumas
PM 0.00

Plumas
PM 6.29

Deer Creek Pass 4939'
PM 0.93

Volcanic Legacy Scenic Byway



SR 36 Transportation Concept Report

General Information

County Plumas **Route** 36 **Segment #:** 13 **Length Miles:** 6.3
Location: TEH/PLU County Line to Jct. SR 89 South **PM Limits:** 0.00 to 6.29

System Designations

Functional Classification: Minor Arterial
Other Classifications:
 Volcanic Legacy Scenic Byway All American Road, and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C
Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 50-60 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 8 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes: 2	Percent RVs: 2 %
Terrain: Rolling	Lane Width: Mostly 11 ft.
Percent Trucks: 11 %	Average Treated Shoulder: 0-8 ft., mostly under 1 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Cd lision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	490 - 560	1800 - 2050	B				
2020	550 - 600	2300 - 2500	B	0.45	1.14	0.40	0.90
2030	650 - 750	2600 - 2900	C	Rates are A CC/MV M (A ccidents per Million Vehicle Miles) Source: Caltrans Distri ct 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			
Caltrans District 2, Office System Planning and Traffic Census							

Segment 13

SR 36 Transportation Concept Report (TCR)

Tehama/Plumas County Line to Jct. SR 89 South (PLU PM 0.0 to 6.29)

Segment Description

This segment of SR 36 is from Tehama/Plumas County Line to Junction SR 89 South. SR 36 is shared with SR 89 in this segment.

County	Route	Post Mile
Lassen	36	0.0-6.29

Travel on this section of the route is a combination of local, regional, and recreational trips between the mountain communities and Red Bluff. SR 36 serves as a critical link for communities to access essential services and goods.

Daily traffic volumes range from 1800-2050 with the higher volumes near the junction of SR 89. Daily truck volumes in this segment average around 200.

This segment consists of a 2-lane paved highway with 11- to 12-foot lanes, and 1- to 8-foot treated shoulders, however paved shoulders are mostly under 1-foot.

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Greenville Rancheria and the Susanville Indian Rancheria.

Segment Issues

Key issues include:

- West of Chester an informational sign is posted to inform westbound travelers that the next available fuel is 68 miles.
- Deer Creek Pass - elevation 4,939 ft (PM 0.93). Harsh winter conditions are common in the higher elevations where heavy snows are difficult to manage during severe weather.
- Deer warning signs posted.
- Most of this segment has minimal treated shoulders (1-foot).
- Chain control requirements common during winter snow storms.
- The first two and a half miles of this segment passes through the Lassen National Forest.
- The posted speed in this segment is 55 mph.

Segment Management

This segments challenges relate to high elevations with severe winter weather conditions and narrow shoulders for the majority of this section.

Future considerations for this segment may include: projects to widen shoulders to 8 ft. and adding turn outs that may be used when staging for emergencies, for disabled vehicles, or for turning around snow plows. Also additional snow storage areas could improve the safety of winter snow removal operations.

Management of this segment will focus on deployment of additional ITS elements to warn travelers of incidents and/or severe weather. A project is underway to install Closed Circuit Television (CCTV) at the junction of SR 89 South and HAR Flasher just west of Chester (EA 02-1E240). Also a second HAR Flasher will be installed in the next segment east of Chester.

Additional ITS elements may also be considered on SR 89 at two junctions (SR 36, and SR 147 near Canyon Dam). Near SR 36 would be two CMS. Near 147 would be RWIS, CCTV and HAR Flasher.

Segment 14

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Segment 14

Jct. SR 89 South to Melissa Avenue



SR 36 Transportation Concept Report

General Information

County Plumas **Route** 36 **Segment #:** 14 **Length Miles:** 2.9
Location: Jct. SR 89 South to Melissa Avenue **PM Limits:** 6.29 to 9.18

System Designations

Functional Classification: Minor Arterial
Other Classifications:
 Terminal Access Route (STAA), Volcanic Legacy Scenic Byway All American Road, and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C/4C (4C PM 8.17-8.84)
Twenty-Year: 2C/4C (4C PM 6.29-8.84)
Long Range: 4C

Future Design Concept

Design Speed: 30-70 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 8 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes:	2 with some passing	Percent RVs:	1 %
Terrain:	Level	Lane Width:	11-12 ft.
Percent Trucks:	5-11 %	Average Treated Shoulder:	1-8 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	610 - 760	3400 - 5100	C				
2020	750 - 1050	3800 - 7300	C	0.59	1.40	0.40	0.98
2030	950 - 1350	4200 - 8100	D/C ¹	Rates are ACCVM (Accidents per Million Vehicle Miles)			
¹ LOS D reflects existing 2-lane & 4-lane configuration, LOS C reflects expanding entire segment to 4-lane, with signals. Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 14

SR 36 Transportation Concept Report (TCR)

SR 89 South to Melissa Avenue (PLU PM 6.29 to 9.18)

Segment Description

This segment of SR 36 is from the junction of SR 89 South to Melissa Avenue in the community of Chester.

County	Route	Post Mile
Plumas	36	6.29-9.18

The majority of this segment passes through the community of Chester. The roadway transitions from 2-lane conventional highway to 4-lanes with parking in the center of town, between Glenwood Drive and the Feather River Bridge near Willow Way. The Feather River Bridge has 2-lanes, past the bridge SR 36 continues east as a 2 lane highway with a center turn lane in "Old Town."

Travel on this section of the route is a combination of local, regional, and recreational trips. SR 36 serves as a critical link for rural residents to access essential services and goods in Chester. Chester has a public airport, Rogers Field, which contributes to Chester's attractiveness as a regional tourism center and is also used by the U.S. Forest Service and State CAL FIRE operations. This section also has two schools, Chester Elementary and Chester Jr. Sr. High School, Seneca Hospital, and the Chester Fire Protection District.

Daily traffic volumes range from 3400-5100 with the higher volumes near the Feather River Bridge. Daily truck volumes in this segment range from 340-360.

Lane widths are 11- to 12- foot with exception of the Feather River Bridge which has two 10-foot lanes. In Chester paved shoulders are mostly 8-foot.

Traffic Control Devices	
Post Mile	Location
8.48	Flashing Beacon System

Portions of this segment fall within Tribal/Ancstral Land(s) as identified by the Greenville Rancheria and the Susanville Indian Rancheria.

Segment Issues

Key issues include:

- The 4-lane portion of the segment poses challenges for pedestrians crossing the roadway.
- On-street parking is common in front of Main Street buildings near the intersection of Willow Street and south. The parking areas are undefined which results in a mix of parallel and perpendicular parking and double parking. Inconsistent parking reduces the ability of regular commuters to anticipate car movements in and out of parking areas.
- Around Lake Almanor the residential population more than doubles during the summer months, as summer is the peak season for this area. Recreational travel increases; bringing higher traffic volumes, as well as, more bicycle and pedestrian activity in Chester.
- The route passes through two school zone areas: The first (PM 8.2-8.36) with a school crossing at Irwin Way, and second (PM 8.8-9.0) with a school crossing at First Avenue. Just west of the Feather River Bridge another pedestrian crossing is signed and delineated (near Aspen Street and Martin Way).
- There are no locations in Chester where the traffic is stopped to allow for pedestrians to cross.

- Community members have expressed concern about speed enforcement on the wider sections of the highway.
- There is no center turn which causes vehicles to stop in the travel lane to turn.
- Snow removal operations are prevalent during the winter months.
- The posted speed in this segment ranges between 30-55 mph.
- There are some drainage issues along Main Street where areas with relatively flat grade collect pools of storm water.

Segment Management

This segment's challenges relates to heavy recreational traffic, especially in summer, pedestrian and bicycle activity, and wintertime snow removal.

The twenty-year design concept for this segment is to expand it to a 4-lane with center turn lane from SR 89 South to the Feather River Bridge. Part of the reason for this expansion will be to better control the parking operations with delineation.

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Segment 14

SR 36 TRANSPORTATION CONCEPT REPORT (TCR)

SR 89 South to Melissa Avenue

PLU PM 6.29-9.18

Segment Management (continued)

The community of Chester is exploring a streetscape design to promote pedestrian and bicycle activity. The Chester Main Street Design Plan covers an approximate 3 mile section of SR 36 between Melissa Way and the Chester Airport Road. The design concept shows roadway cross sections for north of Myrtle Street and a different concept for south of Myrtle St. Both sections include sidewalks, parking and 6 ft. bike lanes. As part of the streetscape concept one of the focus areas for improvement would be pedestrian crosswalk enhancements. Coordination between the community and Caltrans will be required when any projects are proposed in Chester.

A project is underway to install a HAR Flasher on the east side of Chester in this segment (EA 02-1E240).

The project will also install a second HAR and CCTV in the previous segment, near the junction of SR 89 South.

Consider measures to mitigate traffic speed when designing projects within Chester. The concept design speed ranges between 30-70 mph. Higher Design speeds (40-70 mph) are appropriate to consider outside of the community, such as, the lightly developed area near and west of the airport (Rogers Field). Lower Design speeds (30-40 mph) would be more appropriate within the community of Chester where there is more extensive development along Main Street.

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Segment 14
SR 36 Transportation Concept Report (TCR)
Jct. SR 89 to Chester/Melissa Avenue (LAS PM 6.29 to PM 9.18)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed Projects

Almanor/Molinos Overlay Grind and Replace Hot Mix Asphalt (HIMA) Thin Blanket.	Maintenance	PM 7.9 – 8.8	2011	Maintenance	\$1,175,000	Caltrans
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In-Progress

Chester Pavement Restoration Cold in-place Recycle with HMA Overlay from 0.2 miles east of Route 89 to Melissa Avenue.	Pavement Restoration	PM 6.5-9.2	2012	Maintenance	\$3,500,000	Caltrans
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Potential Future 20-Year

Chester Streetscape Context Sensitive Solutions in Chester.	Transportation Enhancements	PM 7.5-9.5	TBD	STIP	TBD	Caltrans/Plumas County RTPA
Expansion to 5-lanes (Chester 5-Lane) Expand to four-lanes, with two-way center turn lane and shoulders, from SR 89 South to the North Fork Feather River Bridge. Include drainage improvements through downtown Chester (curb, gutter, and sidewalks from Watson Road to Melissa Ave.) and a minimum of two traffic signals (location to be determined). Delineate parking areas, bike and pedestrian facilities.	Capacity/Operational	PM 6.28-8.84	TBD	STIP	TBD	TBD

Potential Post 20-Year

Expansion of 2 lane section to 4-lanes Expand to 4 lanes in Old Town.	Capacity	PM TBD	TBD	TBD	TBD	TBD
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Segment 15

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Segment 15 Melissa Avenue to PLU/LAS County Line



**Plumas
PM 9.18**

**Plumas/Lassen
PM 18.42/0.00**



SR 36 Transportation Concept Report

General Information

County Plumas **Route** 36 **Segment #:** 15 **Length Miles:** 9.2
Location: Melissa Avenue to PLU/LAS County Line **PM Limits:** 9.18 to 18.42/LAS-0.00

System Designations

Functional Classification: Minor Arterial
Other Classifications:
 Terminal Access Route (STAA), Volcanic Legacy Scenic Byway All American Road, and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C
Twenty-Year: 2C
Long Range: 2C/4C

Future Design Concept

Design Speed: 50-70 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 8 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes:	2 with some passing	Percent RVs:	1 %
Terrain:	Level/Rolling	Lane Width:	11-12 ft.
Percent Trucks:	5-8 %	Average Treated Shoulder:	0-8 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	240 - 410	1900 - 4750	C				
2020	350 - 700	3000 - 6200	C	0.26	0.55	0.31	0.69
2030	550 - 950	3400 - 6600	D/C ¹	Rates are A CCMV M (A ccidents per Million Vehicle Miles)			
¹ LOS C reflects addition of signal at the junction of County Road A13/SR 36 Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 15

SR 36 Transportation Concept Report (TCR)

Melissa Avenue to Plumas/Lassen County Line

(PLU PM 9.18 to 18.42/LAS 0.0)

Segment Description

This segment of the route (SR 36) runs from Melissa Avenue in Chester to the Plumas/Lassen County Line.

County	Route	Post Mile
Plumas	36	9.18-18.42

Travel on this section of the route is mostly local trips between the peninsula/County Road A-13 to Chester and regional trips often including seasonal recreational traffic. SR 36 serves as a critical link for communities to access essential services and goods in Chester.

Daily traffic volumes range from 1900-4750 with the highest volumes near Melissa Avenue in Chester. Daily truck volumes in this segment range from 140-240.

This segment consists of a 2-lane paved highway with 11- 12-foot lanes with some passing, and 0- to 8-foot treated shoulders.

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Greenville Rancheria and the Susanville Indian Rancheria.

Segment Issues

Key issues include:

- This segment provides access to the town of Chester, Lake Almanor peninsula, and the proposed Dyer Mountain Ski Resort.
- Signed as a rock slide area between PM 11 and 13.2.
- County Road A13 connects SR 36 to SR 147, which then connects to State Route 89 providing connection to southern Plumas County and access to Lassen County.
- Eastbound vehicles turning left into the snowmobile park sometimes back-up on the highway at the County Road A-13 intersection (PLU 36 EB PM13.89).



Intersection at County Road A-13

- Cautionary signs are posted near PM 10.8 for EB and PM 14.5 for WB drivers to warn of a major deer area the next 4 miles.
- Chain control requirements are common during winter snow storms.
- Chester is one of the Gateway communities for the Lassen Volcanic National Park (LVNP).
- A passing lane exists for eastbound traffic from PM 12.37 to 13.10.

- The posted speed in this segment is 55 mph.
- The Lake Almanor Roadside Rest Area is near PM 13.0, about 4.3 Miles east of Chester.

Segment Management

Future improvements are identified to modify the intersection with County Road A-13 and install a signal system. Widening of Bailey Creek Bridge will most likely be necessary. Maintain existing right of way for development of future interchange at County Road A13.

Consider a longer left turn pocket for vehicles accessing the snowmobile park at County Road A-13.

In the long term installation of a passing lane between PM 13.9-18.4 will improve operations.

A HAR Superstation with signs will be placed near County Road A-13 (R13.93) as part of the same project to install CCTV and HAR Flashers in the previous two segments (EA 02-1E240).

Segment 15
SR 36 Transportation Concept Report (TCR)
Melissa Avenue to Plumas/Lassen County Line (LAS PM 9.18 to PM 18.42)

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed Projects

Right Turn Lane and Lighting	Operational Improvements	PM 12.8	2006	SHOPP	\$197,000	Caltrans
Right Turn Lane and Lighting at Lake Almanor Safety Roadside Rest Area.						
Thin Blanket Overlay and Digtouts	Maintenance	PM R 14-18.4	2006	Maintenance	\$1,852,000	Caltrans
Thin blanket overlay and digouts near Chester east of County Road A13 to the Lassen County Line.						
Lake Almanor Safety Roadside Rest Area	Safety Improvements	PM R12.3-R14.0	2009	Maintenance	1,288,000	Caltrans
Cold in-place recycle 0.8 mile west to 1.2 miles east of Lake Almanor Safety Roadside Rest Area.						

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

Chester Rehabilitation	Pavement Rehabilitation	TBD	TBD	TBD	TBD	Caltrans
Pavement rehabilitation in Chester.						
Signal Installation CR A13	Operational Improvement	PM 13.5-14.3	TBD	STIP	TBD	Plumas County RTPA/Caltrans
Signalize Jct SR 36/County Road A-13 and widen Bailey Creek Bridge.						
Install Intelligent Transportation System Elements	Operational Improvements	PM R 13.9	TBD	SHOPP	\$658,000	Caltrans
Install Super HAR, HAR Flasher element and CCTVs						

Potential Post 20-Year

Passing Lane	Operational Improvement	PM 13.9 to 18.4	TBD	TBD	TBD	TBD
Add eastbound passing lane, exact Post Mile limits TBD. This passing lane is identified as mitigation in the Lake Front Environmental Impact Report.						
Interchange at County Road A13	Operational Improvement	PM 13.5-14.3	TBD	TBD	TBD	TBD
Construct an interchange at County Road A-13, design TBD.						

Segment 16

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Segment 16 PLU/LAS County Line to Jct. SR 44



**Lassen
PM 0.00**

Fredonyer Pass 5748'
PM 11.78

**Lassen
PM R19.20**



No Scale



CALTRANS DISTRICT 2 • SR 36 TRANSPORTATION CONCEPT REPORT

SR 36 Transportation Concept Report

General Information

County Lassen **Route** 36 **Segment #:** 16 **Length Miles:** 19.3
Location: PLU/LAS County Line to Jct. SR 44 **PM Limits:** 0.00 to R19.2

System Designations

Functional Classification: Minor Arterial
Other Classifications:
 Terminal Access Route (STAA), Volcanic Legacy Scenic Byway All American Road, and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C
Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 40-60 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 8 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes: 2 with some passing	Percent RVs: 1 %
Terrain: Rolling/Mountainous	Lane Width: 11-12 ft.
Percent Trucks: 6-8 %	Average Treated Shoulder: 0-11 ft., mostly 4 ft. or under.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	210 - 310	2200 - 2400	B				
2020	350 - 400	3000 - 3400	B	0.46	1.14	0.50	1.07
2030	500 - 750	3100 - 3900	C	Rates are ACC/MV M (Accidents per Million Vehicle Miles)			
Caltrans District 2, Office System Planning and Traffic Census				Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 16

SR 36 Transportation Concept Report (TCR)

Plumas/Lassen County Line to Jct. SR 44 (LAS 0.00 to R19.2)

Segment Description

This segment of the corridor (SR 36) runs from the Plumas/Lassen County line, passes next to the community of Westwood, and continues to the junction with SR 44.

County	Route	Post Mile
Lassen	36	0.0-R19.20

Travel on this section of the corridor consists of local trips, regional trips (between Chester, Westwood and Susanville), recreational travel and longer interregional trips. SR 36 serves as a critical link for communities to access essential services and goods, in addition to recreational travel throughout the year, with summer showing the highest traffic volumes.

Daily traffic volumes range from 2200-2400 with the highest volumes near junction SR 44. Daily truck volumes in this segment range from 140-190.

This segment consists of a 2-lane paved highway with 11- to 12-foot lanes, and 0- to 11-foot treated shoulders, with treated shoulders mostly 4-foot and under.

California Historical Landmark NO. 678 Lassen Emigrant Trail - PM 0.3, 2.5 miles west of Westwood. See Appendix B.



Portions of this segment fall within Tribal/Ancstral Land(s) as identified by the Greenville Rancheria and the Susanville Indian Rancheria.

Segment Issues

Key issues include:

- Fredonyer Pass (PM 11.78) elevation 5,748 ft. Harsh winter conditions are common in the higher elevations where heavy snows are difficult to manage during severe weather.
- 6% downhill grade for 2 miles (PMs 11.8-9.8) for westbound traffic and a 6 % downhill grade for 3 miles (PM 11.8-14.8) for eastbound traffic. An additional 6% downhill grade for westbound traffic (PM 14.8-17.6).
- Several curves near Fredonyer summit between PMs 11.5 and 14.5 have 40 mph advisory signs.
- Chain control requirements common during winter snow storms.
- Icy signs posted at PM 10.46, 11.38, 13.33, and 14.37.
- Area has cautionary signs informing drivers of deer and cattle.
- County Road A21/Pittville Road (PM 3.71) connects to Westwood as Mooney Road on the south side of SR 36, and to the north it connects to SR 44 and the north western part of Lassen County.
- Provides access to the west to the town of Chester, Lake Almanor, and the proposed Dyer Mountain Ski Resort.
- The posted speed in this segment ranges between 45-55 mph. The lowest speed is near County Road A21.
- There is an at-grade railroad crossing in Westwood (PM 3.38).
- A portion of this segment passes through the Lassen National Forest near Fredonyer summit.

- There are passing lanes for eastbound traffic from PM 10.41 to PM 12.10, and PM 17.66 to PM 18.72. There is a passing lane for westbound traffic from PM 11.59 to PM 14.3.
- Lassen County Transit Agency has expressed interest in developing a transit stop in the vicinity of Coppervale Ski Area (PMs 9.24 -PM 9.31).

Segment Management

This segment's challenges relate to extreme winter conditions due to higher elevations, steep grades, and curvilinear alignments.

Consider adding a climbing lane past Westwood for eastbound traffic travelling toward Susanville to allow vehicles to pass slower moving traffic. Another location to consider a passing opportunity is east of Fredonyer Summit for the down- hill traffic heading toward Susanville.

Management of this segment includes providing information to aid drivers in making their travel decisions especially to warn travelers of severe weather. ITS elements are deployed on both sides of Fredonyer Summit to provide summit road conditions. Extinguishable Message Signs (EMS) at PMs 10.45, 11.37, 13.32 and 14.35, and Roadside Weather Information Systems (RWIS) at PM 11.89 and 13.74. There is also a Closed Circuit Television (CCTV) at 11.89 that can be viewed on the internet for pre-trip planning.

Segment 16
SR 36 Transportation Concept Report (TCR)
Plumas/Lassen County Line to Jct. SR 44 (LAS 36 PM 0.0 to PM R 19.2)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

Fredonyer Ice Detection	Safety Improvements	PM 10.2	2000	SHOPP	\$858,000	Caltrans
Install ice detection and signing.						
Westwood Culverts	Drainage System Restoration	PM 4.3-8.6	2009	SHOPP	\$604,000	Caltrans
Replace culverts near Westwood - phase A						
Westwood Culverts	Drainage System Restoration	PM 6.7-10.4	2010	SHOPP	\$769,000	Caltrans
Replace culverts near Westwood - phase B						
Susan River Bridge CAPM	Maintenance	PM 17.5-19.1	2010	SHOPP	\$937,200	Caltrans
Hot Mix Asphalt Overlay with digouts about 5 miles west of Susanville from 0.1 mile east of Susan River Bridge to 36/44 separation						

In-Progress

Lower Fredonyer Pavement Rehabilitation	Pavement Preservation	PM 6.1-14.3	2011	SHOPP	\$5,222,000	Caltrans
Roadway rehabilitation and install rock fall protection about 10 miles east of Westwood.						

Potential Future 20-Year

Roadway Rehabilitation	Pavement Preservation	PM 6.0-15.0	TBD	TBD	TBD	TBD
Rehabilitate roadway.						

Segment 17

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Segment 17

Jct. SR 44 to Susanville City Limit



SR 36 Transportation Concept Report

General Information

County Lassen **Route** 36 **Segment #:** 17 **Length Miles:** 4.8
Location: Jct. SR 44 to Susanville City Limits **PM Limits:** R19.2 to 24.26

System Designations

Functional Classification: Principal Arterial
Other Classifications:
 National Highway System (NHS), Interregional Road System (IRRS), High Emphasis Route, Interregional Transportation Strategic Plan (ITSP) Focus Route, Freeway/Expressway System, Terminal Access Route (STAA), and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C
Twenty-Year: 2C
Long Range: 2C

Future Design Concept

Design Speed: 40-60 mph
Clear Recovery: 20 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 8 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes:	2 with some passing	Percent RVs:	1 %
Terrain:	Rolling	Lane Width:	12 ft.
Percent Trucks:	8 - 13 %	Average Treated Shoulder:	3-4 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	530 - 610	3750 - 5600	B				
2020	650 - 800	4500 - 7100	C	0.26	0.86	0.42	0.95
2030	900 - 1150	5100 - 8400	C	Rates are ACC/MVM (Accidents per Million Vehicle Miles) Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Caltrans District 2, Office System Planning and Traffic Census

Segment 17

SR 36 Transportation Concept Report (TCR)

Jct. State Route 44 to Susanville City Limit (LAS PM R 19.20 to 24.26)

Segment Description

This segment of the corridor (SR 36) runs from the junction of SR 44/SR 36 to Susanville City Limit.

County	Route	Post Mile
Lassen	36	R19.20-24.26

This segment and the next two segments (18 and 19) are part of the 299/44/36/395 Focus Route corridor between Arcata and Reno. This Focus Route is the most significant east west rural corridor in the north state connecting the Pacific Coast in the west to the state of Nevada to the east.

Travel on this section of SR 36 consists of recreational travel, local trips, regional trips including travel between the Central Valley and Susanville, and longer interregional trips including travelers and trucking from Reno Nevada. SR 36 serves as a critical link for communities to access essential services and goods, in addition to recreational travel throughout the year.

Daily traffic volumes range from 3750-5600 with traffic volumes increasing as the route approaches Susanville. Daily truck volumes in this segment range from 400-500. Trucking consists of hauling building materials, agricultural goods and other products.

This segment west of Susanville consists of a 2-lane paved highway with 12-foot lanes and some passing, with 3- to 4-foot treated shoulders. Just west of Susanville between Eagle Lake Road and Quarry Street, two westbound lanes are in place to accommodate traffic traveling the uphill grade and a single eastbound lane enters Susanville's west side. This area has 8-foot treated shoulders and bike lanes.

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Greenville Rancheria and the Susanville Indian Rancheria.

Segment Issues

The primary issue in this portion of roadway (referred to locally as "Town Hill") is the 6 % downhill grade with a sharp curve at the base of the hill at the entrance to the west end of the City of Susanville (PM 22.5 to PM 24.5). Town Hill has been a high profile concern for the community. Even though "Town Hill" grade begins before Susanville, it has traffic impacts as SR 36 passes into the next segment through the Historic Uptown area of Susanville. Therefore, the entire discussion for "Town Hill" is provided in this segment. Future improvements to address issues at Town Hill occur in this segment, and in the City of Susanville which is in the next segment.



- The "Town Hill" 6 % grade and the single eastbound downhill lane contributes to issues for movement of pedestrians, bicycles, trucks and recreational vehicles.
- As major improvements are made to Surface Transportation Assistance Act routes in the future, truck volumes may increase through Susanville.
- Chain control requirements are common during winter snow storms.

Segment Management

In response to the many issues created by the steep grade of "Town Hill", an advisory committee was formed. The Highway 36 Town Hill Safety Task Force reviews concerns and makes recommendations to the Lassen County Transportation Commission (LCTC). Caltrans, in cooperation with the LCTC, accomplished a series of improvements that include: a median barrier near the uptown theater, added Westbound shoulder to accommodate a bicycle lane, reconfigured intersection at Prattville Road, sign upgrades, added radar speed signs. Special California Highway Patrol enforcement efforts have also been taken to reduce speed and improve truck safety. As further improvement efforts are pursued for this location, consider the recommendations made in the Highway 36 Town Hill- Safety Task Force Final Report (October 13, 2004).

Existing Intelligent Transportation System Elements: Closed Circuit Television (CCTV) is at the junction of SR 44/SR 36 (PM R19.20), and at west Susanville near Harris Drive (PM 24.04). A Highway Advisory Radio (HAR) flasher sign at PM 23.80 and radar feedback curve warning on the Town Hill grade.

Future management of this segment will also focus on deployment of additional ITS elements for pre-trip or en route planning. Install a Changeable Message Sign (CMS) at PM 21.0 and HAR at PM 22.0 near the junction of SR 44/SR 36.

Segment 17
SR 36 Transportation Concept Report (TCR)
Jct. SR 44 to Susanville City Limit (LAS 36 PM R19.20 to PM 24.26)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

Townhill Median Barrier Installed median barrier.	Highway Maintenance	PM 24.3-24.7	2009	SHOPP	\$89,000	Caltrans
Townhill Widening	Operational Improvement	PM 22.4-R23.64	2009	STIP	\$4,335,000	Lassen County RTPA / Caltrans
Add westbound shoulder to accommodate a bicycle lane and reconfigure the Prattville Road/SR 36 connection. Cost reflects entire project between PMs 22.4-24.4.						
Town Hill Chip Seal Repair	Maintenance	LAS 22.34-24.4	2010	SHOPP	\$275,000	Caltrans
Chip seal in and near Susanville from 2.1 miles west of Quarry Street to Quarry Street.						

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

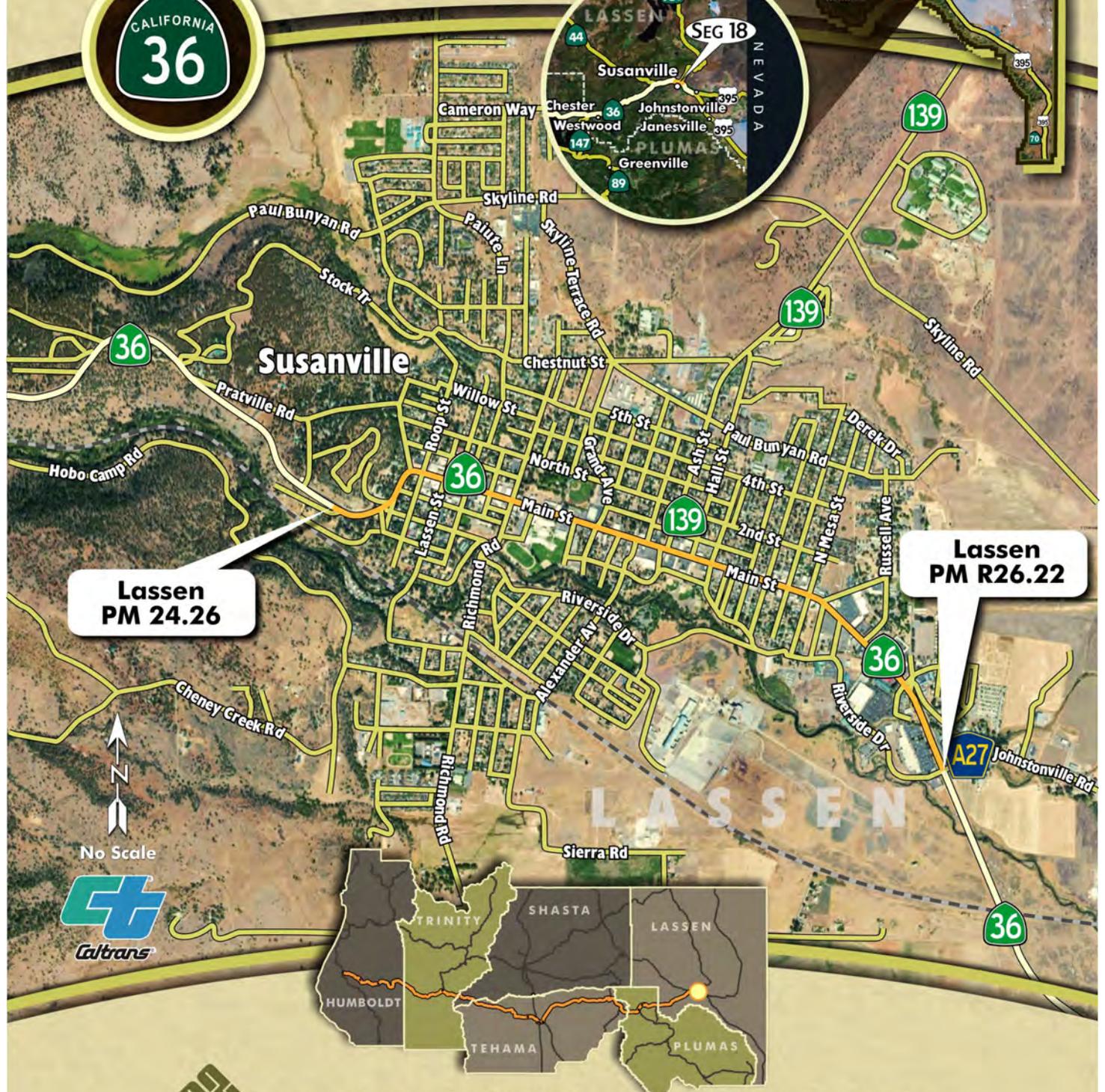
Town Hill	TBD	TBD	TBD	TBD	TBD	TBD
Additional enhancements in the "Town Hill" area. Improvements that may be considered include those identified in the Highway 36 Town Hill – Safety Task Force Final Report (October 13, 2004)						

Segment 18

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Segment 18

Susanville City Limit to County Rd A27/Johnstonville Rd



**Lassen
PM 24.26**

**Lassen
PM R26.22**



SR 36 Transportation Concept Report

General Information

County Lassen **Route** 36 **Segment #:** 18 **Length Miles:** 4.2
Location: Susanville City Limits to County Road A2/
 Johnstonville Rd. **PM Limits:** 24.26 to R26.22

System Designations

Functional Classification: Principal Arterial
Other Classifications:
 National Highway System (NHS), Interregional Road System (IRRS), High Emphasis Route, Interregional Transportation Strategic Plan (ITSP) Focus Route, Freeway/Expressway System, Terminal Access Route (STAA), and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 4C
Twenty-Year: 4C
Long Range: 4C

Future Design Concept

Design Speed: 30-40 mph
Clear Recovery: 20 ft.

Typical Section: Lane Width : 12 ft.
 Shoulder Width : 8 ft.

Concept LOS: C/D

Current Highway Information

Number of Lanes: 4	Percent RVs: 1 %
Terrain: Rolling/Level	Lane Width: 12 ft.
Percent Trucks: 4-5 %	Average Treated Shoulder: 0-8 ft., mostly 8 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	1350 - 1700	12400 - 14500	D				
2020	1450 - 1900	14300 - 22500	E/D ¹	0.64	3.81	1.19	3.22
2030	1700 - 2200	15900 - 29000	E/C ²				
¹ LOS D reflects completion of Skyline and Skyline Extension projects. ² LOS C reflects completion of Skyline and Skyline Extension projects and relief route. Caltrans District 2, Office System Planning and Traffic Census				Rates are ACCMVM (Accidents per Million Vehicle Miles) Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 18

SR 36 Transportation Concept Report (TCR)

Susanville City Limit to County Road A2 – Johnstonville Road (LAS PM 24.26 to R26.22)

Segment Description

This segment is in the City of Susanville, Lassen County.

County	Route	Post Mile
Lassen	36	24.26-R26.22

This segment is part of the 299/44/36/395 Focus Route Corridor between Arcata to Reno as are segments 17 and 19. Focus Route is described in segment 17.

SR 36 is designated as Main Street in Susanville and serves as the main transportation artery for the City. Travel on this section of the route is predominantly local and regional, with some longer interregional trips. The majority of retail, schools and other commercial businesses in Susanville are located along SR 36. The route also provides for recreational travel throughout the year, with summer showing the highest traffic volumes.

Daily traffic volumes range from 12400-14500 with the highest volumes between the junction of SR 139 and Riverside Drive. Daily truck volumes in this segment range from 480-660.

Traffic Signals	
Post Mile	Intersection
24.86	Weatherlow St.
25.01	Pedestrian crosswalk signal at High School
25.16	Grand/Foss St.
25.28	Alexander
25.36	SR 139 N
25.76	Fairfield
R26.22	Johnstonville Rd

This segment is a 4-lane paved highway in the Historic Uptown portion of the City of Susanville, with two 12-ft. lanes in each direction, intermittent left turn lanes, mostly 8-foot paved shoulders, parallel parking on both sides, and sidewalks.

Portions of this segment fall within Tribal/Ancstral Land(s) as identified by the Greenville Rancheria and the Susanville Indian Rancheria.

Segment Issues

Key issues include:

- Congestion occurs during peak hours and in the summer as a result of local and recreational traffic.
- SR 139 (Ash Street) intersects this segment at PM 25.356. A 2-lane highway, which begins in Susanville. It is the primary access to Lassen College, Banner Lassen Medical Center, and Eagle Lake.
- The posted speed in this segment ranges between 25-50 mph. The lowest speed is posted as 25 mph in front of Lassen Union High School between PMs 24.93-25.06.
- SR 36 passes through the Historic Uptown business district in Susanville. Community members have expressed desire for pedestrian crosswalk enhancements for this area.
- There is a major retail center at the east end of the segment between Riverside Drive and the Lassen County Fair Grounds.
- Susanville is one of the Gateway communities for the Lassen Volcanic National Park (LVNP).

- Limited Local Road alternatives to SR 36.
- Additional right of way is not available to add lanes.

Segment Management

Because local road alternatives to SR 36 are limited, and right of way is not available for additional lanes, the City of Susanville and Lassen County are emphasizing improvement and/or construction of additional parallel local routes such as Skyline Road which parallels SR 36 in the northern portion of Susanville. The second phase, Skyline extension project, will connect Skyline Road to Johnstonville Road before it rejoins with SR 36 north of its junction with US 395.

The Skyline corridor, will allow traffic to access SR 36 and US 395 at several locations along Skyline Road. This parallel local road will serve as an additional alternative to SR 36. It is estimated that traffic volumes on SR 36 will be reduced by several thousand vehicles.

Caltrans, the Lassen County Transportation Commission, and City of Susanville have had some preliminary discussions about a potential traffic relief route. A relief route would improve operations by allowing some traffic to utilize an alternate route to SR 36 through Susanville. Discussions regarding the Susanville Relief Route Study are ongoing.

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Segment 18 (Continued)
SR 36 Transportation Concept Report (TCR)
Prattville Road to County Road A2 – Johnstonville Road
(LAS PM 23.64 / R26.22)

Segment Management (continued)

Community members and City Staff have expressed interest in developing a common vision for Main Street (SR 36) in Susanville. District 2 will work with local agencies and the community as they explore community enhancement options. They have identified four emphasis areas:

1. Town Hill Gateway into the community from Town Hill to Weatherlow Street, concepts here would address features such as community entrance signage, pedestrian crossing enhancements, and lighting improvements.

2. South East Gateway into the community would include concepts for entrance signs, landscaping, and pedestrian enhancements.
3. Develop a uniform design theme for mid-block sections between Uptown and South Gateway.
4. City to obtain an encroach permit from Caltrans to simplify the process for business owners to install features such as benches, and planter boxes in designated locations on sidewalks between Weatherlow Street and Pine Street.

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Segment 18
SR 36 Transportation Concept Report (TCR)
Susanville City Limit to County Road A27/Johnstonville Road (LAS 36 PM 24.26 to PM R 26.22)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Weatherlow Signals	Operational Improvements	PM 24.6 - 25.1	2004	SHOPP	\$400,000	Caltrans
Replace traffic signals and rehabilitate roadway.						
Susanville Drainage	Roadway Protective Betterments	PM 24.7 - 26.2	2006	SHOPP	\$740,000	Caltrans
Drainage and sidewalk improvement.						
Susanville AC Overlay	Roadway Preservation	PM 26.0 - 29.4	2006	SHOPP	\$2,678,000	Caltrans
Resurface Asphalt Concrete (CAPM) from Quarry St. to US 395. Cost reflects entire project between PMs 24.4-29.4.						
CAPM LAS 36 & US 395	Pavement Rehabilitation	PM 29.1 – 29.35	2006	SHOPP	\$5,300,000	Caltrans
Rehabilitate / replace asphalt concrete. Cost reflects entire project on both SR 36 and US 395.						
Skyline East	New Local Road	Susanville	2008	STIP (RIP)	\$8,124,000	Lassen County, Susanville
Constructed new roadway in north Susanville parallel to SR 36 to alleviate traffic on SR 36 and SR 139. Begins at SR 139 and ends at Johnstonville Road. This project allows an alternate route to local traffic within Susanville, as well as access to Lassen Community College, and recreational activities.						
Traffic Signal Upgrade – Ash Street	Operational Improvement	LAS 25.4	2010	SHOPP	\$273,000	Caltrans
Upgrade traffic signal and install lighting at the intersection of Ash Street and Main Street. This project will bring pedestrian facilities up to current ADA standards. The crosswalk on the east side of the intersection will be eliminated as an effort to eliminate pedestrian conflicts with vehicles turning left from Ash Street onto eastbound Main Street.						

In-Progress

Skyline Extension	New Local Road	Susanville	2012/2013	STIP (RIP)	\$3,900,000	Lassen County, Susanville
Link Skyline Road East (at Johnstonville Road) to SR 36.						

Potential Future 20-Year

Susanville Relief Route	Planning Study	New Local Road	TBD	TBD	TBD	Lassen County, Susanville, Caltrans
Planning study undertaken jointly to evaluate potential parallel routes to SR 36 in the vicinity of Susanville.						
ITS Elements	Transportation Management	PM 21.0-22.0	TBD	TBD	TBD	TBD
Install CMS and HAR near the Junction of SR 44/SR 36.						

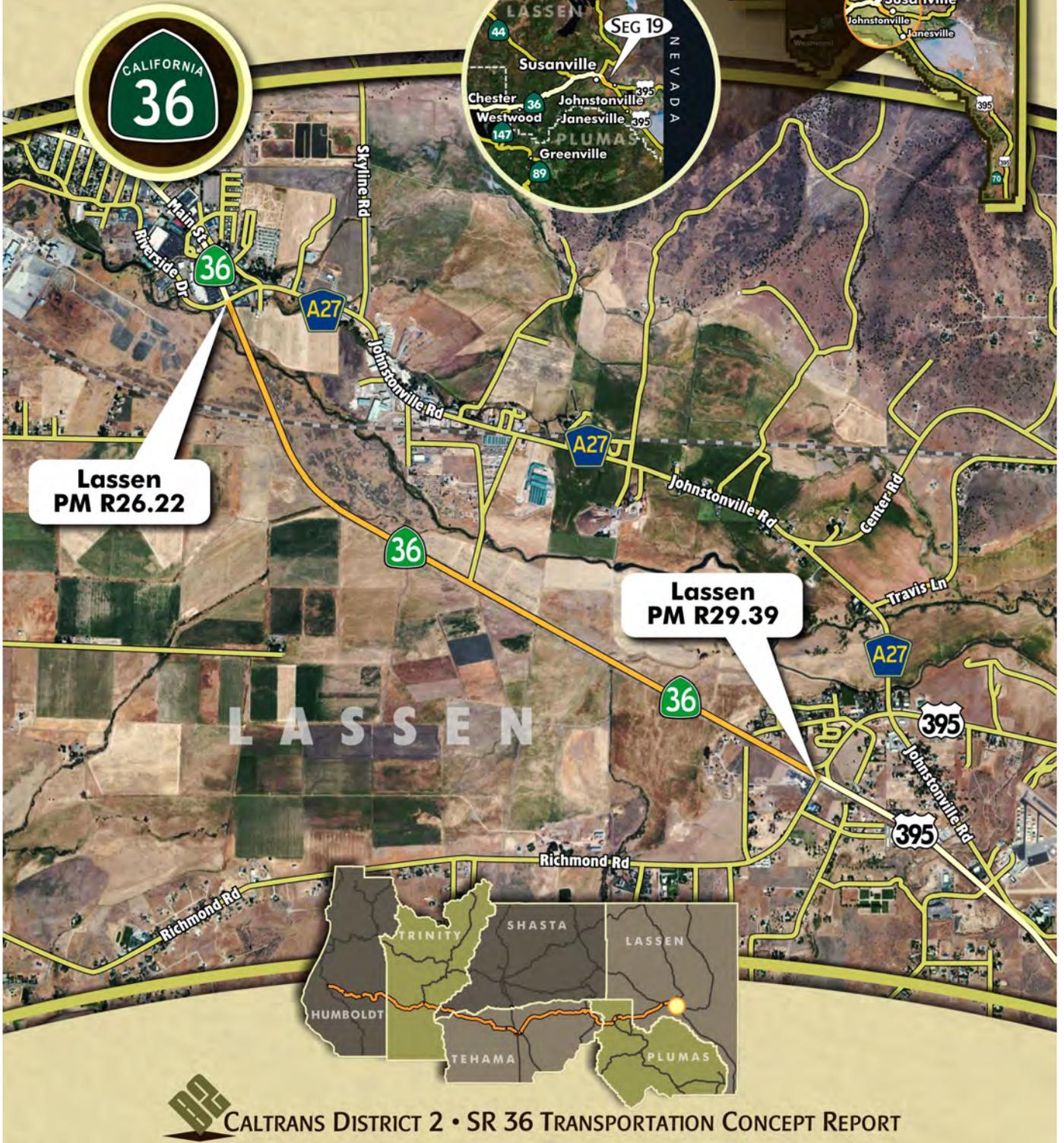
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Segment 19

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Segment 19

County Rd A27/Johnstonville Rd to Jct. US 395 South



SR 36 Transportation Concept Report

General Information

County Lassen **Route** 36 **Segment #:** 19 **Length Miles:** 3.2
Location: County Road A2/Johnstonville Road to Jct. US 395 South **PM Limits:** R26.2 to R29.39

System Designations

Functional Classification: Principal Arterial
Other Classifications:
 National Highway System (NHS), Interregional Road System (IRRS), High Emphasis Route, Interregional Transportation Strategic Plan (ITSP) Focus Route, Freeway/Expressway System, Terminal Access Route (STAA), and Blue Star Memorial Highway

Bicycle Status: Allowed

Facility Concept

Present: 2C/E
Twenty-Year: 4C/E
Long Range: 4C/E

Future Design Concept

Design Speed: 55-70 mph
Clear Recovery: 20-30 ft.
Typical Section: Lane Width : 12 ft.
 Shoulder Width : 8 ft.
Concept LOS: C/D

Current Highway Information

Number of Lanes:	2	Percent RVs:	1 %
Terrain:	Level	Lane Width:	12 ft.
Percent Trucks:	8 %	Average Treated Shoulder:	8 ft.



Traffic Volume Ranges and LOS				Collision Rates			
Year	Peak Hour	Average Daily Traffic	LOS	Actual Collision Rates on Segment		Statewide Average for Highway Type	
				Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2010	910 - 960	9000-9500	D				
2020	1000 - 1150	12600-13200	EC ¹	0.14	0.74	0.26	0.61
2030	1250 - 1450	15600-16300	EC ¹				
¹ LOS C reflects expanding to 4 lanes. Caltrans District 2, Office System Planning and Traffic Census				Rates are ACC/MVM (Accidents per Million Vehicle Miles) Source: Caltrans District 2, Office of Traffic Safety, Collision Data 04/01/2004 through 03/31/2009			

Segment 19

SR 36 Transportation Concept Report (TCR)

County Road A27/Johnstonville Road to Jct. US 395 South (LAS PM R 26.22 to R29.39)

Segment Description

This segment is in the City of Susanville.

County	Route	Post Mile
Lassen	36	R26.22-R29.39

This segment is part of the 299/44/36/395 Focus Route corridor between Arcata to Reno as are segments 17 and 18. Focus Route is described in segment 17.

Travel on this section of the route is predominantly local and regional, with some longer interregional trips. SR 36 serves as a critical link for communities to access essential services and goods; in addition to recreational travel throughout the year, with summer showing the highest traffic volumes.

Daily traffic volumes range from 9000-9500 with the highest volumes at the west end of the segment near the city of Susanville. Daily truck volumes in this segment average near 700.

Currently, the segment consists of a 2-lane paved highway with two 12-foot lanes in each direction, 8-foot treated shoulders. The highway segment has some areas with access control and contains several signalized intersections with crosswalks.

Traffic Signals	
Post Mile	Intersection
26.52	East Riverside Dr.
29.39	Jct. SR 36/US 395

Portions of this segment fall within Tribal/Ancestral Land(s) as identified by the Greenville Rancheria and the Susanville Indian Rancheria.

Segment Issues

Key issues include:

- Johnstonville Road (County Road A27) is an alternate route to this segment. This county road is used by regional and local traffic to access Johnstonville, Johnstonville Elementary School, and residential areas. This helps to improve operations and safety along the segment by reducing usage of SR 36 and US 395 by local traffic.
- Johnstonville Road CR A27 may also be used as a detour to SR 36. It intersects with US 395 in the community of Johnstonville, just north of the junction of SR 36/US 395.
- Residential development is increasing in this area.
- SR 36 connects to the Bizz Johnson Trail at PM R26.98. This trail is a 30 mile long converted rail route between Susanville and Westwood that attracts mountain bikers, hikers, cross country skiers and fly fishing enthusiasts.
- The posted speed in this segment ranges between 45-55 mph.
- The Lassen Rural Bus System provides service within the city limits of Susanville and fixed route services to the communities of Westwood, Herlong (traveling through Standish and Litchfield), and Doyle. Mount Lassen Motor Transit is a commercial provider that also provides service along the US 395 corridor.

Segment Management

Future improvements necessary to maintain concept LOS will include expanding the existing 2-lane section in this segment to 4-lanes (between PM R 26.22 to R29.40) including maintaining existing locations with access control.

Possible modification of the at-grade intersection of SR 36/US 395 will also be considered.

ITS elements are deployed at both ends of this segment, providing information to motorists. This includes two CCTVs; one on the east side of Susanville near Riverside Drive (PM R 26.49) and a second at the junction of SR 36/US 395 (on US 395 PM R61.1). Other elements that relay travel information for both SR 36 and SR 395 are on US 395 near the junction of SR 36; these include a HAR Flasher at Diane Drive (PM R 60.03), HAR (PM R 60.06), and CMS (PM R 60.9).

The Local Transportation Commission has applied for transportation planning funds to study Park and Ride needs and possible future designated Park and Ride locations for parking commuting vehicles, vanpool, carpool and transit use. The outcome of the application for funding should be known in summer 2012. A potential location is near the junction of SR 36 and US 395.

Segment 19
SR 36 Transportation Concept Report (TCR)
County Road A27/Johnstonville Road to Jct. US 395 South (LAS 36 PM R 26.22 to PM R29.39)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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Completed

Susanville AC Overlay	Roadway Preservation	LAS R 26.22-29.4	2006	SHOPP	\$2,678,000	Caltrans
Resurface Asphalt Concrete (CAPM) from Quarry St. to US 395. Project extends into segment 18, cost reflects entire project.						

In-Progress

No capacity projects or significant operational projects are in progress.

Potential Future 20-Year

Susanville 4-lane	Capacity	LAS R26.22-R29.4	TBD	TBD	TBD	TBD
Four lanes from County Road A 27, Johnstonville Road, to the junction of US 395 and replace Susan River Bridge.						
Susanville CAPM	Roadway Preservation	LAS 24.4-R29.4	TBD	TBD	TBD	TBD
This project would extend into segment 18						