

STAFF REPORT



MEETING DATE:	10/25/11
SUBJECT:	Caltrans State Route 36 Transportation Concept Report Presentation
AGENDA ITEM:	10
STAFF CONTACT:	Dan Wayne

SUMMARY:

Caltrans has prepared a Transportation Concept Report (TCR) for the State Route (SR) 36 Corridor in consultation with the RTPA and member agencies. Caltrans is asking the board to concur with the plan.

STAFF RECOMMENDATIONS:

It is recommended that the board:

1. Receive a presentation by Caltrans on the SR 36 TCR;
2. Adopt Resolution No. 11-16 concurring with the TCR; and
3. Authorize executive director to sign the concurrence block on the State Route 36 Transportation Concept Report.

DISCUSSION:

The SR 36 TCR analyzes this major east-west corridor which runs from US 101 in Humboldt County to US 395 near Susanville in Lassen County. SR 36 transects the southwestern corner of Shasta County. The TCR is a long-range plan intended to provide one unifying concept for managing, operating, improving and preserving this corridor. It analyzes the corridor by segment, discussing issues and management strategies. Adoption of the TCR will improve opportunities to receive funding for future improvements.

Concurrence with the TCR does not commit the board to future projects or priorities. Staff recommends that the board concur with the TCR.

ALTERNATIVES:

The board may recommend revisions to the TCR, or the board could choose not to concur with the TCR. Rejecting the TCR is not recommended as it would decrease chances for obtaining funding for the corridor.

OTHER AGENCY INVOLVEMENT:

Caltrans prepared the TCR. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

There are no direct fiscal effects.

A handwritten signature in black ink, appearing to read 'D. Little', written over a horizontal line.

Daniel S. Little, AICP, Executive Director

Attachments: Resolution 11-16
Executive Summary and Segment 6 (Shasta County) Fact Sheet
Draft TCR is available on Caltrans District 2 website at
<http://www.dot.ca.gov/dist2/planning/concepttrpts.htm>

RESOLUTION



RESOLUTION NUMBER:	11-16
SUBJECT:	Resolution of the Shasta County Regional Transportation Planning Agency Concurring with the Transportation Concept Report for State Route 36

WHEREAS, the Shasta County Regional Transportation Planning Agency is the Regional Transportation Planning Agency for Shasta County and is responsible for regional transportation planning, which includes the functional relationship between the local road system and state highway system; and

WHEREAS, the California Department of Transportation (Caltrans), District 2 is responsible for planning, construction and operation of the state highway system; and

WHEREAS, Caltrans District 2, in cooperation with the Shasta County Regional Transportation Planning Agency, has prepared a Transportation Concept Report (TCR) for State Route (SR) 36 which sets forth a conceptual plan for the development and operation of the highway for the next twenty years; and

WHEREAS, the TCR identifies management, operational and improvement strategies that will be necessary to maintain desired operating conditions/level of service over the twenty year planning horizon; and

WHEREAS, the TCR provides a framework for coordinated planning and programming decisions between Caltrans and its local and regional partners; and

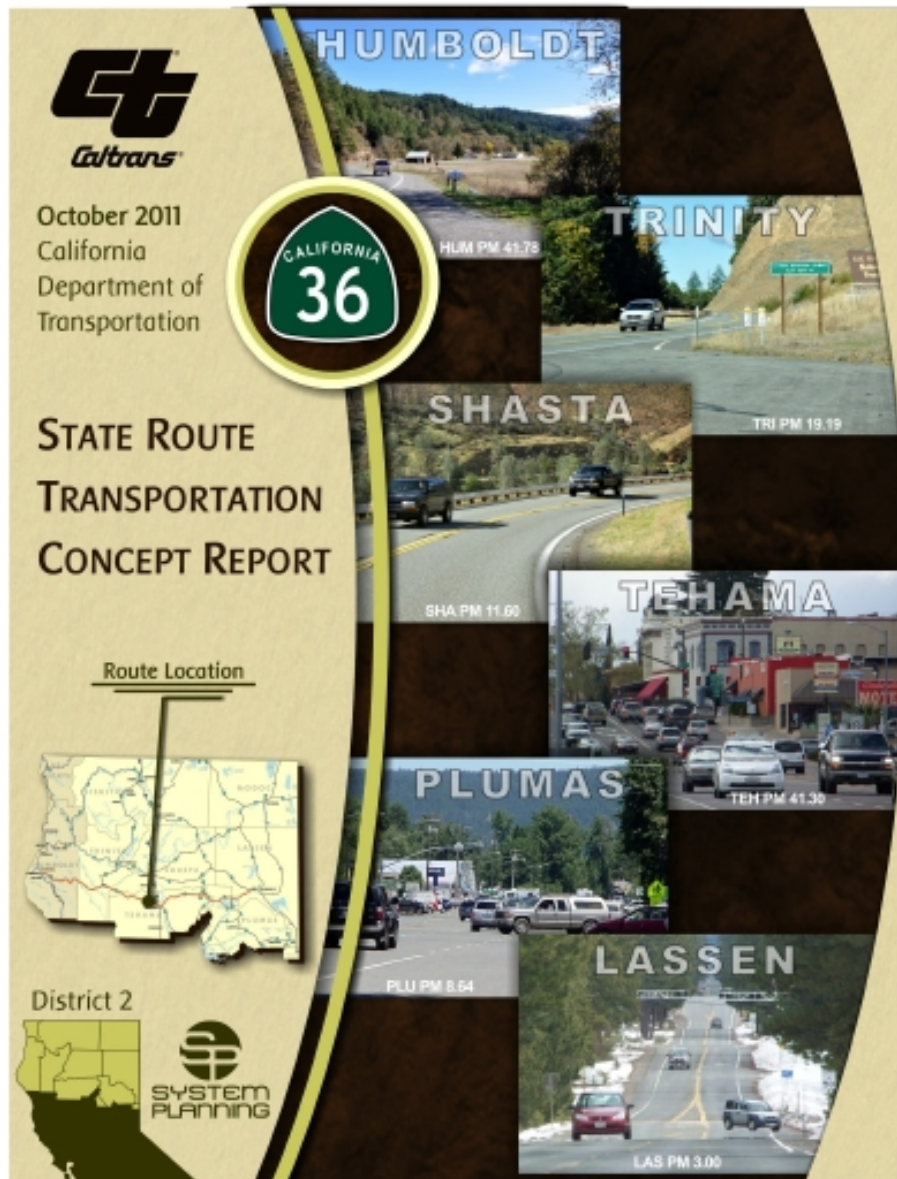
WHEREAS, completion and implementation of the TCR will better position Caltrans and its partner agencies for future funding opportunities.

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency, hereby makes the following findings:

1. The SR 36 TCR presents an equitable and community responsive concept for the development and operation of SR 36 over the next twenty years;
2. The SR 36 TCR should be considered during preparation of the Regional Transportation Plan, Regional Transportation Improvement Program, Interregional Transportation Improvement Program, State Highway Operations and Protection Program, and other plans and funding programs; and
3. The Shasta County Regional Transportation Planning Agency concurs with the SR 36 TCR and authorizes the executive director to sign the "Concurrence" block on the signature sheet for the report.

PASSED AND ADOPTED this 25th day of October, 2011, by the Shasta County Regional Transportation Planning Agency.

Leonard Moty, Chair
Shasta County Regional Transportation Planning Agency



The State Route 36 Transportation Concept Report
can be found on the following
District 2 Caltrans internet link:

<http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>

Final report will be posted on line prior to the October 25th
SCRTPA meeting.

State Route 36

Transportation Concept Report

Executive Summary

The California Department of Transportation (Caltrans) has prepared this Transportation Concept Report (TCR) for State Route 36 (SR 36) from US 101, near the community of Alton, in Humboldt County to US 395 near, Susanville in Lassen County. The TCR establishes a 20-year consensus-based vision intended to assist Caltrans, Regional Transportation Planning Agencies (RTPAs), cities, counties, and Tribal Governments to manage the route. The report includes an assessment of both current and future operating conditions, and improvements that will be needed to meet identified operational goals on the route.

This route can be viewed in three broad sections from: **US 101 to SR 99 Junction**, **SR 99 Junction to SR 89 South** and **SR 89 South to US 395**. These areas extend through varied terrain and generally have low traffic volumes in the rural 2-lane sections, and higher volumes with 4-lane sections in three communities: the City of Red Bluff, the community of Chester, and the City of Susanville.

US 101 to SR 99 Junction

This section extends from US 101 at Alton through the counties of Humboldt, Trinity, Shasta, and into Tehama where it connects with Interstate 5 in the City of Red Bluff and ends at the north terminus of SR 99 just east of Red Bluff. This western portion of SR 36 between the Pacific Coast and Red Bluff is a 2-lane rural highway that passes through the coastal mountain range and into the northern central valley. Many sections of highway have limited lane and shoulder widths, curvilinear alignment, low design speeds, and pass through remote mountainous terrain with no available services. The route passes through several small communities where it serves as a “main street.” In the City of Red Bluff SR 36 also serves as a main street, and the route is designated as a Principal Arterial to SR 99.

SR 99 Junction to SR 89 South

This section begins at SR 99 just east of Red Bluff, and continues through eastern Tehama County and into Plumas County where it connects with SR 89 South in the Lake Almanor Basin just west of the community of Chester. This portion of SR 36 is a 2-lane rural highway that climbs from the northern Sacramento River valley floor towards the southern tip of the Cascade Range. SR 36 passes near Lassen Volcanic National Park and over Morgan Summit (the route’s highest elevation at 5753 feet). After the summit, SR 36 descends through forests and mountain meadow areas to its connection with SR 89 South in the Lake Almanor Basin. In general, this section of highway has curvilinear alignment, and passes through remote mountainous terrain with no available services. In the higher elevations, adverse weather is typical and the highway has several areas with narrow shoulders and minimal pullout opportunities.

SR 89 South to US 395

This section starts at the junction of SR 89 South. Continuing east, SR 36 passes through the community of Chester, which is the retail service center for northern Plumas County. East of Chester, SR 36 passes near the recreational area of the Lake Almanor Peninsula. The route continues east into Lassen County as a rural 2-lane highway. SR 36 climbs over Fredonyer Summit and descends into high desert area, the City of Susanville, which is the largest community in Lassen County as well as the county seat, and then into the upper Honey Lake Valley. This section serves as the “main street” through widely spaced communities. In general, the highway passes through high elevations and steep grades, where extreme winter conditions are common. SR 36 is a designated Principal Arterial between SR 44 and US 395.

Future Management Emphasis Areas

The following will be emphasis areas as SR 36 is managed over the next twenty years:

From US 101 to SR 99 Junction

- Portions of SR 36 between PM 37.6 and 40.5 in Humboldt County have an average width of 20 feet. The route serves as a critical link for communities to access basic services. This narrow section does not meet minimum standards for a 2-lane conventional highway and is the only portion of the route that is not wide enough to allow for centerline striping. Upgrade this section of highway to two 12-foot lanes with 2-foot shoulders.
- In Red Bluff, the 4-lane sections of SR 36 will accommodate forecast traffic volumes. However, as traffic volumes increase, some 2-lane sections will require expansion to prevent operations from falling below target Level of Service (LOS).
 - o Between Crittenden Street and the junction of SR 99 (PM L 40.87 to 44.0), the 4-lane section will need to be maintained and managed to accommodate traffic movement for sufficient future operations.
 - o Between North Main Street and Crittenden Street (PM L39.73 to L40.87), improve the 2-lane section as traffic volumes increase by expanding it to 4-lanes with a two-way center turn lane.
 - o Add traffic control devices (signals and/or roundabouts) as appropriate to manage traffic. Consider non-motorized and transit opportunities.
 - o Traffic Signal Synchronization
- Between Alton and Red Bluff, the shoulder widths vary considerably. Widen and pave shoulders to improve operations. Target expanding shoulders to applicable standards, when feasible, as projects are designed. Additional pullouts may also be beneficial.
- Install Intelligent Transportation System (ITS) elements at key locations for pre-trip planning, or en route travel decisions. Some elements such as Closed Circuit Television (CCTV) and Roadside Weather Information System (RWIS), would be located near areas prone to inclement weather, for example near South Fork Mountain. Other elements would be placed at key decision points, such as near detour opportunities or before chain control areas, to inform those already driving about road conditions ahead, and would include Highway Advisory Radio (HAR), or Changeable Message Signs (CMS).

From SR 99 Junction to SR 89 South

- Between Paynes Creek and Morgan Summit, there are limited passing opportunities for vehicles to get around slower traffic. Adding more pullouts will be beneficial for slower vehicle use, when staging for emergencies, for disabled vehicles, and for maintenance operations.
- Between SR 99 and the end of this section at SR 89 South, the shoulder widths vary considerably. Widen and pave shoulders to improve operations. Target expanding shoulders to applicable standards, when feasible, as projects are designed.
- In the Morgan Summit area, Intelligent Transportation System (ITS) elements at key locations for pre-trip planning and en route travel decisions. ITS elements such as CCTV and RWIS would provide information for pre-trip planning. Other key ITS elements such as HAR and CMS would be placed at key decision points to inform travelers.

From SR 89 South to US 395

- In both the communities of Chester and Susanville, there are 4-lane sections that will accommodate forecast traffic volumes. However, as traffic volumes increase, some 2-lane sections will require expansion to prevent operations from falling below target Level of Service (LOS).

In the community of Chester

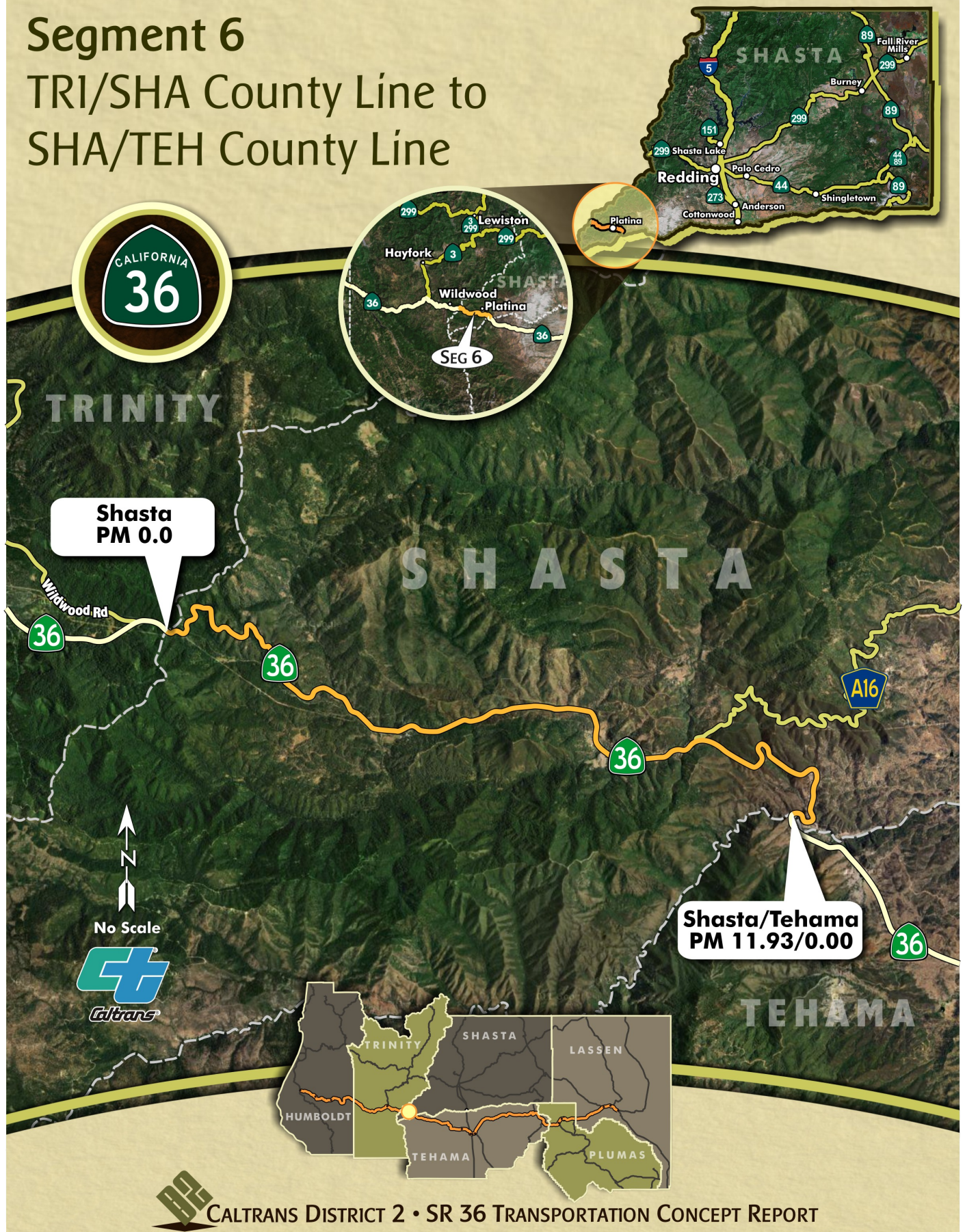
- o Between PM 8.17 and 8.84, the existing 4-lane section will need to be maintained and managed to accommodate traffic movement for sufficient future operations.
- o Between SR 89 South and Collins Road (PM 6.29 to 8.17), expand the 2-lane section to 4-lanes with a two-way center turn lane.
- o Between PM 6.29 and 8.84, add traffic control devices (signals and/or roundabouts) as appropriate to manage traffic. Consider non-motorized and transit opportunities.

In Susanville

- o Between PM 25.40 and R 26.22, the existing 4-lane section will need to be maintained and managed to accommodate traffic movement for sufficient future operations.
- o Between PM 26.22 and R 26.34, expand the 2-lane section to 4-lanes with a two-way center turn lane.
- o Add traffic control devices (signals and/or roundabouts) as appropriate to manage traffic. Consider non-motorized and transit opportunities.
- o Between R 26.34 and R 29.40, expand the 2-lane section from a 2-lane expressway to a 4-lane expressway as traffic volume increases trigger the need for additional capacity.
- Between Chester and Susanville, the shoulder widths vary considerably. Widen and pave shoulders to improve operations. Target expanding shoulders to applicable standards, when feasible, as projects are designed.

Segment 6

TRI/SHA County Line to SHA/TEH County Line



SR 36 Transportation Concept Report - Segment Fact Sheet

<u>General Information</u>			
County: Shasta	Route: 36	Segment #: 06SHA36	Length Miles: 11.9
Location: TRI/SHA County Line to SHA/TEH County Line		PM Limits: 0.00 to 11.93/TEH-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: 1 - 4 %
Terrain: Mountainous/Rolling	Lane Width: 12-13 ft.
Percent Trucks: 5 - 12 %	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	
2010	100 - 130	360 - 490	B	Fatal + Injury Collision	Total Collision	Fatal + Injury Collision	Total Collision
2020	160 - 190	600 - 730	B	0.50	1.51	1.37	2.70
2030	250 - 300	800 - 900	B	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 6

SR 36 Transportation Concept Report (TCR)

Trinity/Shasta County Line to Shasta/Tehama County Line

(SHA PM 0.0- 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.

Traffic volumes range from 360-490 with the highest volumes in the middle of the segment near Platina Road (County Road A16). Truck volumes in this segment show an ADTT range from 25-45.

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.

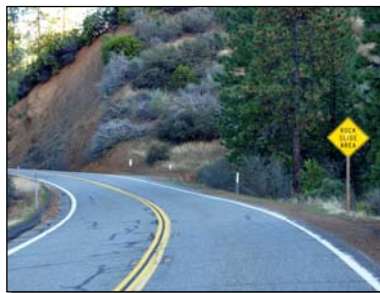
This segment falls within the identified Tribal boundary of the Nor-Rel-Muk Band of Wintu Indians.

Portions of this segment fall within the Tribal Ancestral Land(s) boundaries 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 cautionary 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 if 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.

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

Segment Projects/Potential Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
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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

Currently there are not projects in progress.						
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Potential Future 20-Year

Capital Preventative Maintenance	Maintenance	PM 0.0-11.93	TBD	TBD	TBD	Caltrans
Extend pavement service life with preventative maintenance. This project would need a PID.						