State Route 36
Transportation Concept Report

General Route Information

Introduction

This section provides general route information regarding State Route (SR) 36 such as route description, route designations, regional setting, county population and economic forecasts, traffic collision data, goods movement, transportation options, right of way and route inventory.

Route Description

SR 36 passes through a diverse range of topography and climate regions as it crosses northern California across six counties (Humboldt, Trinity, Shasta, Tehama, Plumas and Lassen) between the Pacific Ocean to US 395 in Lassen County. **See Map 1** and **Appendix A** - county information. The majority of SR 36 is a 2-lane conventional highway with intermittent passing opportunities; however, in three communities SR 36 has 4-lanes: the City of Red Bluff, in Tehama County; the town of Chester in Plumas County, and, in the City of Susanville in Lassen County.

Most of the 36 route is a two-lane conventional highway with intermittent passing lanes, with exceptions in Red Bluff, Chester and Susanville.

Chester PM 8.7 in Plumas County

SR 36 links rural communities and small urban areas across northern California. Development along the route is limited, with some scattered rural residences and small rural communities where SR 36 serves as a "main street." Much of the travel consists of daily commuting within and between those communities for work, school, and use of area services, and retail. Goods movement on the route is primarily based on the area's natural resources (for example- timber and gravel). The route experiences substantial recreational travel in the summer because it provided access to numerous attractions.

SR 36 has four mountain passes: South Fork Mountain - elevation 4,077 ft. in Trinity County (Post Mile 10.22), Morgan Summit - elevation 5,753 ft. in Tehama County (Post Mile 87.83), Deer Creek Pass - elevation 4,939 ft. in Plumas County (Post Mile 0.93), Fredonyer Pass - elevation 5,748 ft. in Lassen County (Post Mile 11.78). It also provides access to recreational attractions including the Pacific Ocean, Six Rivers National Forest, the Shasta-Trinity National Forest, Tehama Wildlife Area, Plumas National Forest, Lassen National Forest, Lassen Volcanic National Park, Lake Almanor, Bass Hill and Honey Lake Wildlife Areas. SR 36 connects to the following routes: State Routes US 101, SR 3, I-5, SR 99, SR 172, SR 89, SR 32, SR147, SR 44, SR 139 and US 395.

Table 1 provides the county Post Mile limits. **Table 2** provides the length of the route and lane miles.

Table 1
Post Mile limits for SR 36

County	Post Miles
Humboldt	0.00/45.68
Trinity	0.00/R41.40
Shasta	0.00/11.90
Tehama	0.00/104.00
Plumas	0.00/18.42
Lassen	0.00/R29.39

Source: California Department of Transportation, Transportation System Information Program

Table 2
Length and Lane Miles for SR 36

County	Length Miles	Lane Miles
Humboldt	46	92
Trinity	39	79
Shasta	12	24
Tehama	105	224
Plumas	18	39
Lassen	29	70
District 1 Total	**46**	**92**
District 2 Total	**203**	**436**
Route Total	**249**	**528**

Source: California Department of Transportation TASAS - 2008

The California State Highway System consists of routes described in the California Streets and Highways Code. Division 1, Chapter 2, Article 3. (Section 336) describes SR 36 as follows:

- Route 36 is from Route 101 near Alton to Route 395 near Johnsonville passing near Forest Glen via Red Bluff and Mineral, via the vicinity of Morgan Summit, and via Susanville.

Regional Settings

As it crosses Northern California, SR 36 passes through three broad regional settings that can be defined by its connections to other key routes: US 101 to SR 99 in the west, SR 99 to SR 89 in the central portion of the route and SR 89 to US 395 in the east.

US 101 to SR 99 Junction

SR 36 begins at US 101 near the community of Alton in Humboldt County, approximately 12 miles from the Pacific Ocean. Travelling east, SR 36 passes through agricultural pastureland, rolling terrain with mixed conifer forests and private timberlands. The route goes through the Humboldt County communities of Hydesville, Carlotta, Bridgeville and Dinsmore. It also passes through Grizzly Creek Redwoods State Park as it follows along the federally designated Wild and Scenic Van Duzen River. As the route progresses east, the terrain becomes mountainous and grades substantial. Near the Humboldt/Trinity County line, the route crosses into the Six Rivers National Forest.*****

Shortly after crossing into Trinity County, SR 36 passes through the community of Mad River. To the south lies the community of Ruth, Ruth Lake Reservoir, and the Yolla Bolly-Middle Eel Wilderness. Upon crossing the Mad River, the route enters the Shasta-Trinity National Forest and begins to climb up South Fork Mountain. After passing over South Fork Summit, SR 36 drops into the tiny community of Forest Glen and shortly thereafter crosses over the South Fork of the Trinity River. Approximately 18 miles east of Forest Glen is the southern termini of SR 3. Travelers on SR 36 may turn north onto SR 3 to travel to the community of Hayfork or beyond to SR 299.

Past the junction with SR 3, SR 36 continues through the Shasta-Trinity National Forest. Upon reaching the community of Wildwood, travelers have access to the first limited services since Mad River. After Wildwood, SR 36 drops through conifer-forested foothills into the Northern Sacramento Valley with oak woodlands and grass covered rolling terrain. Shortly after crossing into Shasta County, the route passes through the community of Platina, which boasts a small store and Caltrans Maintenance Yard. In Platina, travelers have access to County Road A16/Platina Road, which angles northeast to the city of Redding approximately 40 miles away. After only twelve miles across the southwest corner of Shasta County, SR 36 crosses into Tehama County.

The first forty miles of SR 36 in Tehama County passes through lightly developed valley ranchland. As SR 36 approaches the County seat of Red Bluff, parcel sizes become smaller and residential/agricultural uses increase. After an at-grade crossing of the Union Pacific Railroad tracks, SR 36 enters the City of Red Bluff where it is signed as Main Street as it passes through the Historic Business District of Downtown Red Bluff. In downtown Red Bluff there are a variety commercial establishments including restaurants, gas stations, car dealerships, banks and retail stores. After the historic district, SR 36 is designated Antelope Boulevard and passes over the Sacramento River. Immediately thereafter is the SR 36/I-5 Central Red Bluff interchange – the only direct access to the Interstate Highway System from SR 36. To the east of the interchange is a mixture of freeway-oriented commercial uses, followed by more community-oriented commercial development. Antelope School and the Tehama County Fairgrounds are adjacent to SR 36 on the north side of the highway. Just to the east of the Red Bluff City limit, the northern terminus of SR 99 connects with SR 36.

***** 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

SR 99 Junction to SR 89 South

After the junction with SR 99, SR 36 veers northeast and begins to climb away from the Northern Sacramento Valley. The terrain transitions into undeveloped foothills and oak woodlands prior to the route passing through the small communities of Dales and Paynes Creek. Shortly after Paynes Creek, the highway climbs into higher elevations with conifer forests and increasingly more rugged terrain and then into the Lassen National Forest. In the small community of Mineral, SR 36 intersects with the western terminus of SR 172, a short (8.9 mile) route that provides access to the community of Mill Creek. Approximately five miles east of Mineral, SR 36 passes SR 89 North and the entrance to Lassen Volcanic National Park (LVNP). The park offers numerous recreational opportunities including over 150 miles of hiking trails, camping, backpacking, cross-country skiing, fishing, and many volcanic features. Mount Lassen is the southernmost volcano in the Cascade Range.

Immediately East of LVNP, SR 36 crosses over Morgan Summit, which is the highest elevation on the route (elevation 5753 ft.). After Morgan Summit, SR 36 steadily drops in elevation and passes the east junction with SR 172 just before entering Childs Meadows. Approximately eight miles further east is the northern termini of SR 32, which provides access to eastern Tehama County and Northern Butte County including SR 99 in the City of Chico. Four miles east of SR 32, SR 36 crosses into Plumas County, exits the Lassen National Forest and then connects to SR 89 South just prior to the community of Chester. SR 89 South provides access to residences and recreational attractions along the western shoreline of Lake Almanor, the communities of Canyon Dam, Greenville and Crescent Mills, and connects to SR 70 in the scenic Feather River Canyon. Travelers should be aware that there are minimal services available (including no fuel) on the 65 plus mile journey on SR 36 between Red Bluff in Tehama County and Chester in Plumas County.

SR 89 South to US 395

Immediately east of the junction with SR 89 South, SR 36 passes through the mountain community of Chester. Historically the predominant industry in Chester and the surrounding area was timber harvesting and processing. While timber is still important to the community, Chester has diversified and has become the retail and service center for northern Plumas County and the Lake Almanor area, providing gas, groceries, equipment, lodging and restaurants. Lake Almanor lies just to the south, covering 75 square miles, making it one of the largest man-made lakes in California. The lake offers water-skiing, swimming, boating, and fishing as well as camping, golfing, and resorts in the surrounding area.

After crossing over the North Fork of the Feather River, SR 36 goes through the portion of Chester known as “Old Town,” which has closely spaced older buildings filled with retail businesses. Upon leaving Chester, SR 36 crosses over Lake Almanor on a causeway and begins to climb away from the lake. Just east of the lake, is County Road A-13 (Big Springs Road), which provides access south to the Lake Almanor Peninsula and SR 147 along the east shore of Lake Almanor. There are a number of existing and proposed residential developments in these areas, with many of the homes used seasonally for summer recreation.

About four miles past Big Springs Road, SR 36 crosses into Lassen County and connects to the northern termini of SR 147. Shortly thereafter, SR 36 passes through the northern portion of the community of Westwood. This small community provides some retail services and is the gateway to Mountain Meadows Reservoir. Once through Westwood, SR 36 climbs back into the Lassen National Forest and goes over Fredonyer Pass (elevation 5748 ft). On the east side of Fredonyer pass, the highway drops down out of the Lassen National Forest and reaches the junction with the eastern termini of SR 44. About six miles past the junction, SR 36 descends into the high desert of the upper Honey Lake Valley and into the City of Susanville. Susanville is the largest community in Lassen County and serves as the county seat.

In Susanville, SR 36 first passes through the historic “Old Town,” with sidewalks and closely spaced businesses along both sides of the highway. Lassen High School is located on the south side of SR 36 while to the north SR 139 provides access to Lassen College and then beyond to Eagle Lake, the second largest natural lake in California. Further east, the highway passes through the newer commercial area of Susanville and then connects to US 395, where SR 36 ends. US 395 provides access south to Honey Lake and then Reno, Nevada, while to the north it provides access to Alturas, Goose Lake and then the state of Oregon.

Route Legislative History

Before 1964, routes in California had two independent numbering systems: the number (or numbers) the route was signed, and the number with which the legislature identified the routes (Legislative Route Number – LRN). All state highways were assigned a LRN. As the state highway network grew, each new segment was given its own LRN (but was an extension of the original signed route). The Legislative Route Numbers that applied to what is now State Route 36 were:

1907 - Defined as Legislative Route Number 35 between Peanut to I-5 in Red Bluff.
1909 - Defined as Legislative Route Number 35 between Mad River to Peanut.
1909 - Defined as Legislative Route Number 3 in Red Bluff.
1909 - Defined as Legislative Route Number 29 Red Bluff to Mineral.
1909 - Defined as Legislative Route Number 29 Morgan Summit to Susanville.
1919 - Defined as Legislative Route Number 29 Susanville to US 395.
1933 - Defined as Legislative Route Number 35 Alton to Mad River.
1933 - Defined as Legislative Route Number 86 Mineral to Morgan Summit.
1933 - Defined as Legislative Route Number 83 Morgan Summit to Childs Meadow.

The first signed route numbers appeared in California in 1928 – the US Highway System. Since the US Highway numbers were assigned by the Federal Government, none of the signed numbers matched the LRNs. In 1934, the California legislature complemented the US numbered highways with the State Sign Routes, many of which did not correspond to the LRNs. It was then common for a LRN to have multiple sign numbers – while multiple LRNs could also fall under a single signed route. The confusion became even greater with the introduction of the Interstate Highway System in 1960.

In 1963, the California legislature passed legislation (Senate Bill 64, Collier) that streamlined the highway numbering system. On July 1, 1964, all state routes were renumbered to bring their LRN into sync with their signed route number (with the new title of "State Route"). Most US Highway numbers were also retired and the Interstate Highway System signed. While the legislation has been amended a number of times since 1963, the basic numbering system for State Routes has remained the same. The current description of SR 36 in the California Streets and Highway Code is:

- Route 36 is from Route 101 near Alton to Route 395 near Johnstonville passing near Forest Glen via Red Bluff and Mineral, via the vicinity of Morgan Summit, and via Susanville.

Appendix B contains a list of California Historical Landmarks on SR 36.

Adoptions, Rescissions, Relinquishments

Adoption involves action by the California Transportation Commission (CTC) to approve the location and general alignment of a new route or route segment. Rescission involves removing/deleting a previously adopted route alignment. Relinquishment involves the transfer of all or a portion of a State highway to a City, County or other public entity. There are currently no active adoptions, rescissions, or relinquishments in progress for SR 36.

On September 28, 1998, Assembly Bill 2132 was enacted, amending various sections of the Streets and Highways code. One provision rescinded (deleted) an unconstructed potential future section of highway between SR 139 and US 395 north of Susanville near Termo. Therefore, the description of SR 36 in the Streets and Highways code reflects SR 36 as it exists today.

Route Designations

The Functional Classifications for SR 36 are as follows between the Post Mile Ranges shown below:

Rural Minor Arterial: HUM 0.0 to 45.68, TRI 0.0 to R41.14, SHA 0.0 to 11.93, TEH 0.0 to 40.15 and 44.0 to 104.0, PLU 0.0-18.42, and LAS 0.0 to R19.2.

Rural Principal Arterial: LAS 19.2 to LAS 23.64, LAS R 26.99 to 46.48.

Urban Principal Arterial TEH 40.15 to 44.0, LAS 23.64 to R26.99.

Table 3 presents designations that may affect planning and/or operations on SR 36. These designations are defined in **Appendix C**- Route Designations and **Appendix D** -Scenic Designations.

Table 3
State Route 36 Route Designations

Designation	Humboldt County	Trinity County	Shasta County	Tehama County	Plumas County	Lassen County
National Highway System (NHS)[1]	No	No	No	Yes Between Jct. I-5 and Jct. 99	No	Yes Between Jct.44 and Jct US 395
Strategic Highway Network (STRAHNET)[2]	No	No	No	No	No	No
Interregional Road System (IRRS)[1]	No	No	No	Yes from I-5 at Red Bluff to Plumas County Line	Yes	Yes From Plumas County Line to US 395.
High Emphasis Route[1]	No	No	No	No	No	Yes Between Jct.44 and Jct US 395
Interregional Transportation Strategic Plan (ITSP) Focus Routes[2]	No	No	No	No	No	Yes Between Jct.44 and Jct US 395
Freeway/Expressway System[2]	No	No	No	Yes East from I-5 at Red Bluff	Yes	Yes to US 395.

[1]Federal Designation; [2]State Designation

Sources: California Department of Transportation

County Population and Economic Forecast

An understanding of population, employment, and housing trends is important when developing traffic forecasts. Increased demand for travel (growing traffic volumes) can generally be expected when there is a positive growth trend in all three categories. When trends are not consistent between categories or between various regions in the State, the effect on travel patterns is more difficult to assess.

Population forecasts have been prepared for each county of California. The forecasts are developed for the California Economic Forecast Project and were provided by the California Department of Transportation, Office of Transportation Economics. The Project provides a consistent set of long-term socio-economic forecasts for each county. The data for these tables is an extensive collection of County level economic and demographic variables from a myriad of sources in California (references included in **Appendix M -**References.) The following **Table 4** provides information on population and economic forecasts in the counties of Humboldt, Trinity, Shasta, Tehama, Plumas and Lassen Counties.

Table 4 **Economic Forecasts**						
Year	**Population (people)**	**Registered Vehicles (Thousands)**	**Households (Thousands)**	**New Homes**	**Real per Capita income (dollars)**	**Unemployment Rate (percent)**
Humboldt County Economic Forecast						
2005	131,655	143.6	53.2	503	29,776	6.2
2010	133,721	144.4	54.9	226	31,047	11.5
2015	136,429	145.8	56.2	330	33,852	6.9
2020	139,109	150.3	57.7	333	37,139	6.1
2025	141,314	155.6	59.2	317	41,063	5.7
2030	143,285	160.2	60.7	306	43,754	5.2
2035	145,182	164.1	62.1	297	46,402	4.9
Trinity County Economic Forecast						
2005	13,899	20.1	5.7	60	25,009	10.4
2010	14,005	20.8	6.0	25	26,489	19.8
2015	14,452	22.2	6.1	53	29,427	12.4
2020	14,771	23.3	6.2	51	32,597	11.3
2025	14,997	24.2	6.4	44	36,049	10.6
2030	15,140	24.8	6.5	38	38,841	10.3
2035	15,254	25.4	6.6	30	41,348	10.5
Shasta County Economic Forecast						
2005	178,724	216.8	68.2	1,581	32,177	7.3
2010	184,891	214.3	72.1	647	33,734	15.9
2015	191,098	222.3	75.8	908	37,070	9.4
2020	198,421	230.8	80.0	882	39,667	8.5
2025	206,303	239.9	84.1	829	42,747	7.9
2030	214,903	248.0	88.0	759	44,296	7.2
2035	223,639	255.3	91.5	739	45,555	6.7
Lassen County Economic Forecast						
2005	35,016	36.9	10.2	173	23,117	8.1
2010	35,172	37.5	10.6	23	25,022	13.8
2015	36,331	39.8	10.9	120	27,339	8.8
2020	38,035	42.1	11.3	129	29,747	8.0
2025	39,996	44.8	11.7	137	31,543	7.4
2030	41,741	47.0	12.2	149	32,509	7.1
2035	43,462	49.2	12.7	126	33,158	7.2
Tehama County Economic Forecast						
2005	60,510	66.7	22.4	653	25,102	6.9
2010	63,262	68.5	24.8	100	26,087	14.1
2015	66,008	72.9	25.7	257	28,343	8.4
2020	69,622	77.6	26.9	285	30,406	8.1
2025	73,265	80.6	28.3	280	32,633	8.0
2030	76,698	82.9	29.6	273	34,300	6.7
2035	79,784	85.6	30.8	252	36,058	4.9
Plumas County Economic Forecast						
2005	21,179	35.0	9.8	267	34,665	8.6
2010	20,155	34.4	10.4	83	38,756	18.1
2015	20,332	35.2	10.9	197	43,908	11.1
2020	20,907	36.5	11.5	206	48,837	10.1
2025	21,460	37.8	12.1	207	53,248	9.4
2030	21,882	39.1	12.7	206	56,418	9.0
2035	22,263	41.0	13.3	202	58,881	9.2

The above economic forecasts are from published economic information available in 2010 with annual county-level forecasts based on 2009 data. Some counties may have had higher actual unemployment rates at the time this report was published due to recent changes in employment trends.

Traffic Collision Data

The collision information provided in this report was taken from Table B of the Department of Transportation Traffic Accident Surveillance and Analysis System (TASAS). It should be used for general planning purposes and as an indicator of how the collision rate of a particular segment compares to the collision rate averages on similar routes statewide actual accident rates. Segment collision rates higher than the statewide average do not necessarily indicate that corrective actions by the Department are warranted. Collision rates can be greatly influenced by the length of the segment as well as the time period that is measured. Safety projects may be considered at spot locations within a segment based on site-specific conditions. Each Fact Sheet contains a Collision Rates table, which presents the five-year traffic collision rates by segment.

Goods Movement

Goods movement, transportation of freight, can have significant impacts on a state's economy. California's goods movement transportation system is a multimodal network for highways, rail lines, seaports, airports, pipelines, intermodal terminals, and international border crossings. Goods movement along or near SR 36 is accomplished predominately with highways, and to a lesser degree, rail and airports.

In Red Bluff, SR 36 connects I-5 and SR 99, which are primary north-south truck routes in California. The Average Annual Daily Truck Traffic (AADTT) on SR 36 at Red Bluff is the highest for the entire route. AADTT range is 1350-1600 between I-5 interchange and the junction of SR 99.

SR 36 links all of the major north-south corridors in northern California (US 101, Interstate 5, SR 99, and US 395); however, for trucking purposes there are only three specific portions where SR 36 is classified as a Terminal Access, part of the Surface Transportation Assistance Act (STAA) Network:

- In Tehama County at Red Bluff between the intersection of Main Street and Antelope Boulevard (PM 41.29) to Paynes Creek Road approximately 20 miles east of I-5 (PM 64.0).
- In Plumas County between the junction of SR 89 west of Chester (PM 6.9) to just west of Junction SR 147 (PM18.42).
- In Lassen County between the Plumas/Lassen County Line (PM 0.0), and the junction of US 395 (PM R29.39).

The balance of the route has terrain related conditions that restrict truck use. California Legal trucks have access to the entire route except for two specific areas on SR 36. These two areas are California Legal Advisory for trucks with King Pin to Rear Axle (KPRA) lengths over thirty feet. The first area is from Humboldt PM 1.65 near Alton to Tehama PM 41.15 on the east side of Red Bluff at the railroad crossing just west of Main Street. Most trucking on the route west of I-5 is associated with locally harvested timber and agricultural commodities.

The second California Legal Advisory section is east of I-5 and Red Bluff from TEH PM 75.2 near Paynes Creek to TEH PM 83.10 just west of Mineral. Most of the trucking on this portion of the route is associated with the local timber industry.

Transportation Options

Transit-Regional

Regional transit services available on or near SR 36 are as follows:

In Humboldt and Trinity Counties

Southern Trinity Health Services (STHS) provides transportation services for the southern portion of Trinity County and the southeastern portion of Humboldt County with a mix of fixed route and demand response. ("Dial-a-Ride") is available Mondays through Fridays for Dinsmore, Mad River, Ruth and Hettenshaw Valley.

Fixed Route is available on Tuesdays between Mad River and Hayfork, Wednesdays between Mad River to Eureka/Fortuna, and Thursdays between Ruth and Mad River. These transportation services are available to residents, visitors, and patients of the health center.

Trinity Transit also operates in Trinity County; however, it does not provide transit service on SR 36. Services between Weaverville and Hayfork are available, and are used to connect with the STHS transportation system. Redwood Transit System does not operate on SR 36 in Humboldt County.

In Shasta County

Shasta County has transit service; however, it does not operate on SR 36.

In Tehama County

Tehama County provides fixed route transit and para-transit services for the regional area.

A fixed route bus service, Tehama Rural Area Express (TRAX), is managed by Tehama County. This service connects Red Bluff, Corning, and several communities on SR 99. There is transit service along a portion of SR 36 between Walton Avenue and the junction with SR 99. Volunteer operations occasionally pick-up and drop-off on SR 36. The TRAX service also connects with Amtrak and Greyhound bus services and the Susanville Indian Rancheria Public Transportation Program. Usage of the TRAX system seems to increase when unemployment rates increase.

A dial-a-ride transit service, ParaTRAX, provides service for individuals with disabilities and seniors who are unable to use fixed route transportation systems.

In Plumas County

Plumas Transit Systems offers three transit routes: Chester to Quincy, Portola to Quincy and the Quincy Route, which provides local service in Quincy. The Chester and Quincy route uses SR 36 in Chester and west to SR 89 South.

In Lassen County

The Lassen Rural Bus System provides service along SR 36. Services are offered within the city limits of Susanville and fixed route services to the communities of Westwood, Herlong (traveling through Standish and Litchfield), and Doyle.

Transit-Interregional

The following interregional transit services are available on or near SR 36 in the various counties.

Greyhound Bus service operates on US 101 in Humboldt County, with the closest stop to SR 36 being south at Rio Dell.

Commercial bus service is available in Tehama County through Greyhound Bus Lines and Mt. Lassen Motor Transit. Greyhound provides fixed route interregional and cross-country transportation. Red Bluff has a Greyhound bus stop on Antelope Boulevard (SR 36) but does not offer east west travel on SR 36.

Mt. Lassen Motor Transit is a commercial bus service that operates from Red Bluff. It has a mail/passenger stage motor coach that operates daily from Red Bluff to Susanville on SR 36. This transit also provides a variety of tour and charter services to destinations such as Sacramento, San Francisco, Reno, Nevada, and Portland, Oregon.

The Susanville Indian Rancheria Public Transportation Program (SIR) offers a round-trip route on a para-transit van, from Susanville to Red Bluff and Redding via Hwy 36 and I-5 with stops in Westwood and Chester Monday through Saturday excluding legal holidays. This busing program also connects to the Tehama Rural Area Express in Red Bluff and to the Redding Area Bus Authority (RABA) Transit Station in downtown Redding.

Information about coordinated transit services along SR 36 is available on the internet. Google Transit database was a project funded by the Federal Transit Administration through Caltrans. It is a one-stop location for information regarding transit services and is an excellent tool for information about coordinated transit services. Google Transit website: www.google.com/transit

Airports

Municipal airports typically serve as transfer points for commercial delivery services, such as: United Parcel Service (UPS) and Federal Express (FedEx), as bases for fighting wild land fires, and used for general business and recreational flying.

General aviation operations often include both commercial and non-commercial aviation activities, including air ambulance, air charter flights, aircraft rental, sale of aviation petroleum products and aircraft parts, aircraft repair and maintenance.

Table 5 lists airports along or in close proximity to SR 36.

Table 5
Airports Near State Route 36

Name	Location	Owner	Type
Rohnerville Airport	Fortuna	Humboldt County	General Aviation
Dinsmore Airport	Dinsmore	Humboldt County	General Aviation
Ruth Airport	Ruth Lake	Trinity County	General Aviation
Red Bluff	Red Bluff	City of Red Bluff	General Aviation
Rogers Field	Chester	Plumas County	General Aviation
Susanville Municipal Airport	Susanville	City of Susanville	General Aviation
Spaulding Airport	Susanville	County of Lassen	General Aviation

Major carrier commercial service is not available near SR 36.

Railroad

Rail is utilized to transport items of extreme weight and large size or volume that need to be hauled over long distances.

Passenger Travel

Amtrak operates trains and Amtrak Motor Coaches to provide service to rail passenger lines. These Motor Coaches are only used to connect to Amtrak trains and are not used for local transportation. Amtrak California Motor Coaches operate from Redding, through Red Bluff to link buses with trains at the Sacramento Valley Station Capitol Corridor Train in Sacramento and Amtrak's San Joaquin Train in Stockton. Red Bluff has a motor-coach stop near SR 36 at the corner of Rio Street and Walnut Street, at the Red Bluff Bus & Ride.

Railroad At-Grade Crossing

Railroad at-grade crossings are places where highway traffic crosses railroad tracks at the same elevation. There are five at-grade railroad crossings on SR 36, listed on **Table 6 -** Railroad Crossings on SR 36**.**

Table 6
Railroad Crossings on SR 36

County	Post Mile	Location	Rail Line Status
HUM	0.17	Alton	Non-Operational
HUM	0.23	Alton	Non-Operational
TEH	41.15	Red Bluff	Operational (Union Pacific)
PLU	7.97	Chester	Non-Operational
LAS	3.38	Westwood	Operational (Burlington Northern Santa Fe Railway)

Bicycle Travel

Bicyclists are allowed on the entire SR 36. Total shoulder widths on the Route range from 0 to 10 feet, with treated shoulder widths ranging from 0 to 10 feet. For most of the SR 36, treated shoulders are between 0 and 2 feet.

The following portions of SR 36 have specific concepts for bicycle travel outlined in local/regional planning documents.

In Red Bluff:

The Tehama County Bikeways Plan identifies the following long-range vision for SR 36:

- *Class I Bike Path:*
  - Between Walton Avenue and Adobe Road

- *Class II Bike Lane:*
  - Between Adobe Road and Crittenden Street
  - Between Oak Street and SR 99 Class II.

In Susanville:

The Lassen County Bikeway Master Plan identifies the following long-range vision for SR 36:

- *Class II Bike Lane:*
  - Between Plumas Lassen County Line and Cottage Street in Susanville
  - Between Fair Grounds Road and US 395 junction.

Bicycle and pedestrian uses on State Highways are evaluated and accommodated consistent with the Department of Transportation Deputy Directive Number: DD-64-R1 (October 2008) Title: Complete Streets - Integrating the Transportation System.

The following web page links provide access to bike related information for Caltrans Districts 1 and 2:

District 1 Bicycle Touring Guide:
http://www.dot.ca.gov/dist1/d1transplan/bikeped/bikeguide/full.pdf

District 1 bicycle tourism references page:
http://www.dot.ca.gov/dist1/d1transplan/bikeped/bikeguide/

District 2 Cycling Guide:
http://www.dot.ca.gov/dist2/pdf/bikeguide.pdf

Alternate Facilities

Table 7 lists State Highways and major local roads that intersect SR 36.

Table 7
Major Intersecting Routes

Route	County	Post Mile
US 101	HUM	0.00
SR 3	TRI	R 28.65
Platina Road (County Route A16)	SHA	8.87
Bowman Road (County Route A5)	TEH	23.20
Baker Road	TEH	39.72
Main Street	TEH	L 39.73
Adobe Road	TEH	L 40.32
Walnut Street (County Route A7)	TEH	L 41.15
Main Street (County Route A8)	TEH	41.30
Interstate 5 (I-5)	TEH	41.85
SR 99	TEH	44.00
Manton Road (County Route A6)	TEH	55.26
SR 172	TEH	83.14
SR 89	TEH	87.63
SR 172	TEH	91.25
SR 32 SW	TEH	99.94
County Road 324 (Old Jct. 36/89)	PLU	6.10
SR 89	PLU	6.29
County Route A13	PLU	13.93
SR 147	LAS	0.76
County Route A21	LAS	3.71
SR 44 (Feather Lake Highway)	LAS	R 19.20
Eagle Lake Road (County Route A1)	LAS	22.06
SR 139 N	LAS	25.36
Johnstonville Road (County Route A27)	LAS	R 26.22
US 395	LAS	46.48

Parallel and connecting routes can serve as an alternative for travelers. For example, the two closest State Highway alternatives to the west of I-5 are SR 299 to the north and SR 20 to the south. To the east of I-5, the two closest detours are SR 44 to the north and SR 70 to the south. In the cities of Red Bluff and Susanville, the network of local roads near SR 36 could be used in various combinations to parallel or detour SR 36 if necessary. **Table 8 -** Alternate Facilities near State Route 36, lists routes near State Route 36. In most instances however, SR 36 is the most direct route. Many of these alternate routes are local roads not designed to carry larger vehicles or trucks.

Table 8
Alternate Facilities near State Route 36

Seg. No.	County	Community	Street	From	To	Functional Class
3	TRI	Near Wildwood	SR 3 N to Wildwood Road (Forest Route 3)	R 28.65	R 40.80	Minor Arterial, Major Collector
6 thru 9	SHA/TEH	Near Platina to Red Bluff	Platina Rd. (County A16) to Clear Creek Rd to SR 273, to I-5 to Main	SHA 8.87	TEH R41.22	Minor Arterial, Minor Arterial, Interstate Principal Arterial
7, 8, 9	TEH	Near Red Bluff	Bowman Rd. (County Route A5) to Hooker Creek Rd. to I-5 to Main	R23.20	R41.22	Minor Collector, Major Collector, Interstate, Principal Arterial
7 & 8	TEH	Near Red Bluff	Bowman Rd. (County Route A5) to Hooker Creek Rd. to McCoy Rd.	R23.20	R39.30	Minor Collector, Major Collector, Major Collector
9	TEH	Near Red Bluff	Baker Rd. to County Rd A7 (Walnut St.)	39.72	L41.15	Major Collector, Major Collector
9	TEH	Red Bluff	Baker Rd. to Walbridge St. to Johnson St. to Breckenridge St.	39.72	L40.84	Major Collector, Local Rd., Major Collector, Major Collector
9	TEH	Red Bluff	Monroe St. to Walnut St. (County Road A7)	40.88	L41.15	Major Collector, Minor Arterial
8 & 9	TEH	Red Bluff	I-5 PM R26.53-PM R27.47 to Adobe Road	L40.32	41.85	Major Collector, Principal Arterial, Principal Arterial
11	TEH	Dales Corner/Paynes Creek	County Rd A6 (AKA Long Rd. & Manton Rd.) to Lanes Valley Rd.	55.26	64.44	Major Collector, Minor Collector
11	TEH	Via Manton	County Rd A6, to Forward Rd. to Ponderosa Way to Canyon View Loop	55.26	R75.07	Major Collector, Local Rd., Local Rd., Local Rd.
11	TEH	Paynes Creek to Mineral	Canyon View Loop	R 73.47	R75.07	Local Road
12	TEH	Mineral	SR 172	83.14	91.25	Major Collector
14 & 15	PLU	Near Chester	SR 89 S to SR 147 to County Route A13	6.29	R13.93	Minor Arterial, Minor Arterial, Major Collector
14 thru 16	PLU/LAS	Near Chester	SR 89 S to SR 147	PLU 6.29	LAS 0.76	Minor Arterial, Minor Arterial
14 thru 16	PLU/LAS	Near Chester	SR 89 S to SR 147 to 3rd St. (County Route A21)	PLU 6.29	LAS 3.71	Minor Arterial, Minor Arterial, Major Collector
14	PLU	Chester	Plumas County Airport Rd. to 1st Ave.	7.44	8.95	Minor Collector, Minor Collector
14	PLU	Chester	Watson Rd. to 1st Ave.	7.58	8.95	Local Road, Local Road & Minor Collector
18	LAS	Susanville	Prattville Rd. to North Pine St. to North St. to Ash St (SR 139)	23.64	25.37	Major Collector, Major Collector, Major Collector, Principal Arterial
18	LAS	Susanville	Cottage St. to Weatherlow	24.46	24.87	Major Collector, Minor Arterial

Right of Way

Right of way is real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guide way, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.). The existing right of way for SR 36 is summarized in **Table 9 -** Existing Right of Way Width.

Table 9 **Existing Right of Way Width SR 36**					
County	**Begin PM**	**County**	**End PM**	**Approximate R/W width**	**Remarks**
HUM	0.00	HUM	14.50	32’- 220’	Granted / Deeded Rights & Prescriptive Rights
HUM	14.50	HUM	25.00	40’- 330’	Granted / Deeded Rights & Prescriptive Rights
HUM	25.00	HUM	36.20	100’- 260’	Granted / Deeded Rights
HUM	36.20	HUM	42.00	40’- 250’	Granted / Deeded Rights & Prescriptive Rights
HUM	42.00	HUM	45.68	77’- 260’	Granted / Deeded Rights
TRI	0.00	TRI	0.70	140-160	Granted / Deeded Rights
TRI	28.70	TRI	37.20	40’	Granted / Deeded Rights
TRI	37.20	SHA	0.00	140’- 400’*	Granted / Deeded Rights
SHA	0.00	SHA	11.93	140’- 400’*	Granted / Deeded Rights
TEH	0.00	TEH	11.50	140’- 400’*	Granted / Deeded Rights
TEH	11.50	TEH	18.20	----------	Prescriptive
TEH	18.20	TEH	19.50	145’	Granted / Deeded Rights
TEH	19.50	TEH	25.20	----------	Prescriptive
TEH	25.20	TEH	25.90	100’	Granted / Deeded Rights
TEH	25.90	TEH	29.00	----------	Prescriptive
TEH	29.00	TEH	34.70E	100’- 200’	Granted / Deeded Rights
TEH	34.70E	TEH	39.00	----------	Prescriptive
TEH	36.20E	TEH	39.80	100’- 150’	Granted / Deeded Rights
TEH	39.00	TEH	40.30	----------	Prescriptive
TEH	40.30	TEH	53.00	80’- 215’	Granted / Deeded Rights
TEH	53.00	TEH	55.00	150’- 300’	Granted / Deeded Rights With Access Control
TEH	55.00	TEH	64.00	100’- 300’	Granted / Deeded Rights
TEH	64.00	TEH	75.20	150’- 400’	Granted / Deeded Rights With Access Control
TEH	75.20	TEH	76.00	60’	Granted / Deeded Rights
TEH	76.00	TEH	76.80	170’- 300’	Granted / Deeded Rights With Access Control
TEH	76.80	TEH	78.50	60’	Granted / Deeded Rights
TEH	78.50	TEH	83.10	132’-400’	Granted / Deeded Rights With Access Control
TEH	83.10	TEH	98.60	80’-132’**	Granted / Deeded Rights
TEH	98.60	TEH	99.50	250’-400’	Granted / Deeded Rights With Access Control
TEH	99.50	TEH	104.00	80’-320’	Granted / Deeded Rights
PLU	0.00	PLU	5.90	80’-320’	Granted / Deeded Rights
PLU	5.90	PLU	6.10	----------	Prescriptive
PLU	6.10	PLU	10.60	60’-600’	Granted / Deeded Rights
PLU	10.60	PLU	18.40	160’-450’	Granted / Deeded Rights With Access Control
LAS	0.00	LAS	16.30	80’-200’*	Granted / Deeded Rights
LAS	16.30	LAS	21.30	150’-250’	Granted / Deeded Rights With Access Control
LAS	21.30	LAS	26.30	80’-100’	Granted / Deeded Rights
LAS	26.30	LAS	29.50	150’-210’	Granted / Deeded Rights With Access Control
* Major portions of the highway are on USFS lands with easement.					
**Portions of the highway are on USFS lands with questionable rights					

As observed from Table 9, State Route 36 has a mixture of right of way types:

- Granted/Deeded Rights: property granted or purchased by the State and held in fee title.
- Prescriptive Rights: type of easement that comes into existence without formal action because of long-term historical use of a route. Right of way widths are defined by the area of use.
- Access Control: the condition where the rights of owners or occupants of abutting land, as well as, rights of other entities and individuals to access a highway, are either fully or partially controlled by public authority.

Environmental

Caltrans strives to maintain, operate, and improve the highway in a manner sensitive to the environmental setting. Environmental issues are addressed in the System Planning and the project planning and development processes as early as feasible. Known environmental issues and concerns are included in a TCR so that planners, engineers, and other project development staff can incorporate environmental factors into project design from the outset.

Information on some of the specific environmental issues identified is provided in the Segment Fact Sheets with additional environmental details shown in **Appendix E-** Environmental Factors.

Route Inventory

This section provides an inventory of existing elements on SR 36. These elements help regulate traffic flow, provide amenities for travelers or are utilized in the maintenance and operation of the highway. Details about adding or improving inventory in the future can be found on the Fact Sheets.

Passing Lanes and Truck Climbing lanes

Passing lanes are portions of the roadway provided for weaving, passing, speed change, or for other purposes supplementary to through traffic movement.

Truck Climbing Lanes are additional lanes added to improve traffic movement around slow moving vehicles on a grade.

See **Table 10** -Passing Lanes and Truck Climbing Lanes on SR 36

Table 10 **Passing and Truck Climbing Lanes on SR 36**				
County	**Begin**	**End**	**Type**	**Direction**
HUM	4.08	4.30	P	WB
HUM	27.47	27.62	P	EB
TRI	24.86	25.80	P	EB
TRI	25.64	25.82	P	WB
TEH	60.55	60.79	P	EB
TEH	61.25	61.48	P	EB
TEH	68.18	74.73	P	EB
TEH	80.70	80.84	P	EB
TEH	80.75	81.00	P	WB
TEH	88.94	89.26	P	WB
PLU	12.37	13.10	P	EB
LAS	10.41	12.10	P	EB
LAS	11.59	14.31	P	WB
LAS	17.66	18.72	P	EB
LAS	22.68	24.36	T	WB
P= Passing T= Truck Climbing		Turnout locations are included in the appropriate fact sheets.		

Bridges and Highway Structures

There are 56 Bridges and Structures on SR 36. A complete list of bridges on SR 36 is in **Appendix F**.

Safety Roadside Rest Areas

Safety Roadside Rest Areas (SRRA) are roadside areas provided for motorists to stop and rest for short periods. State facilities usually include paved parking areas, drinking water, toilets, tables, benches, telephones, and information panels. Other agencies may also operate roadside rest areas with different ranges of amenities. See **Table 11 -** Safety Roadside Rest Areas.

Table 11 **SR 36 Roadside Rest Areas**				
County	**Post Mile**	**Description**	**Traffic Direction Served**	**Rest Room**
Tehama	87.79	Morgan Summit Snowmobile Area (US Forest Service)	Eastbound & Westbound	Yes
Plumas	R 12.80	Almanor Rest Area 4.3 Miles east of Chester (California Department of Transportation)	Eastbound & Westbound	Yes
The Almanor Rest area is closed during the winter months. As recreational usage increases on SR 36 west of Red Bluff, additional Roadside Rest Areas may be appropriate.				

Traffic Control

Table 12 identifies locations on SR 36 that have traffic signals or other traffic control devices.

Table 12
Traffic Control Devices

County	Post Mile	Type	Location
TEH	L 40.00	Signal	Main St. / Home Depot Drive
TEH	L 40.31	Signal	Main St. / Adobe Road
TEH	L 41.00	Signal	Main St. / Cedar St.
TEH	41.15	Signal	Main St. / Walnut St.
TEH	41.29	Signal	Main St. / Oak St.
TEH	41.67	Signal	Gilmore Road/Belle Mill Road
TEH	42.18	Signal	Antelope Blvd. / Sales Lane
TEH	42.79	Signal	Antelope Blvd. / Chestnut Ave.
TEH	43.66	School Flashing Beacon	Between Trinity Avenue and St. Mary's Ave.
PLU	8.48	Pedestrian Flasher	Between Reynolds Rd. and Aspen St.
LAS	24.86	Signal	Main St. / Weatherlow
LAS	25.01	Signal	Main St. / Pacific Street
LAS	25.16	Signal	Grand/Foss Street
LAS	25.28	Signal	Main St. / Alexander
LAS	25.36	Signal	Main St. / Ash Street
LAS	25.76	Signal	Main St. / Fairfield
LAS	26.22	Signal	SR 36/Johnsontville Road
LAS	26.51	Signal	SR 36/East Riverside

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) consists of a broad range of wireless and wire line communications-based information and electronics technologies used to address existing transportation problems. These technologies can be used to provide early warning and real-time information, and often offer the potential to improve safety and efficiency relatively quickly and at a reasonable cost. In addition, ITS elements are used to provide advanced warning about adverse road conditions or incidents, giving travelers the option to adjust their travel plans. Road and traffic information may be obtained via the Caltrans website http://www.dot.ca.gov/dist2/maps.htm see: Maps & Traffic Cameras or http://www.dot.ca.gov/hq/roadinfo/ .

Road Conditions can be obtained by telephone through the Caltrans Highway Information Network-CHIN (1-800-gas-road).

A number of conditions on SR 36 lend themselves to ITS applications.

- Mix of users (rural and urban travelers), many unfamiliar with the route
- Steep grades, curves, limited passing opportunities
- Long distances between services
- Few convenient detour options (alternate routes)
- Adverse road surface and weather conditions

Some of the ITS technologies appropriate for SR 36 include: Closed Circuit Televisions (CCTV), Changeable Message Signs (CMS), Highway Advisory Radios (HAR), and Roadway Weather Information Systems (RWIS). CCTV and RWIS are used as surveillance and traveler information devices, for monitoring road and weather conditions. Weather conditions can be found at the following websites: http://www.dot.ca.gov/hq/roadinfo/ and http://www.weathershare.org/

Informing the driver ahead of time enables them to make travel decisions necessary to have a safe and efficient trip. Information obtained via the internet may be used for pre-trip planning to change travel plans or routes. ITS elements are often strategically located along the state highways before major traveler "decision points," to transmit roadway conditions ahead, and can be especially useful for areas that are remote or at higher elevations. These devices provide additional details such as information about road closures, or delays due to adverse weather conditions.

Highway Advisory Radio Flasher
TEH PM 44.62

Roadside Weather Information System
Fredonyer Summit LAS PM 13.74

Extinguishable Message Sign
Fredonyer Summit LAS PM 14.35

Existing and Possible ITS elements are identified in **Appendix G and H** and by location on the pertinent segment fact sheets within this document.

Agricultural Inspection Stations

There are no Agricultural Inspection Stations on SR 36.

Weigh Stations

California's "Commercial Vehicle Enforcement Facilities" are commonly called weigh stations or truck scales. These facilities are operated by the California Highway Patrol (CHP). **Table 13** lists weigh stations located on SR 36.

Table 13
Weigh Stations

County	Post Mile	Name
TRI	22.00*	Forest Glen
LAS	16.20*	Lassen Eastbound 36
LAS	22.50*	Lassen Eastbound 36
TEH	R32.20*	Red Bluff
TEH	46.10*	East Red Bluff

* Indicates intermittent operation "mini-site" weigh stations. Another name for this type of weigh station is "jump" scale.

California Vehicle Code Section 2813 outlines who must stop at weigh stations and inspection stations:

2813. Every driver of a commercial vehicle shall stop and submit the vehicle to an inspection of the size, weight, equipment, and smoke emissions of the vehicle at any location where members of the California Highway Patrol are conducting tests and inspections of commercial vehicles and when signs are displayed requiring the stop. Every driver who fails or refuses to stop and submit the vehicle to an inspection when signs are displayed requiring that stop is guilty of a misdemeanor.

Chain Control Locations

Snow Chain Signs are traffic signs mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic concerning snow conditions. The Department of Transportation reserves the right to prohibit any vehicle from entering a chain control area when it is determined the vehicle will experience difficulty in safely traveling the area. See **Table 14** for chain control locations.

Specific details about chain requirements can be found on the Caltrans website: http://www.dot.ca.gov/hq/traffops/trucks/ops-guide/chains.html#atd. To help keep you informed of changing conditions, Caltrans operates the Caltrans Highway Information Network (CHIN). **Phone 1-800-427-ROAD (7623)**

Table 14
SR 36 Chain Control Areas

County	Direction of Travel	Post Mile	Location Description
TRI	Eastbound	0.70	3 miles west of Mad River
TRI	Westbound	2.70	Mad River
TRI	Eastbound	3.70	Mad River
TRI	Eastbound	6.80	3 miles east of Mad River
TRI	Westbound	13.50	5 miles west of Forest Glen
TRI	Westbound	17.10	Forest Glen
TRI	Eastbound	28.70	Junction SR 3
SHA	Westbound	3.60	5 miles west of Platina
SHA	Westbound	8.50	Platina
TEH	Eastbound	75.00	8 miles west of Mineral
TEH	Eastbound	76.70	6 miles west of Mineral
TEH	Eastbound	79.00	4 miles west of Mineral
TEH	Eastbound	83.30	Mineral
TEH	Eastbound	92.20	9 miles east of Mineral
TEH	Eastbound	92.30	9 miles east of Mineral
PLU	Westbound	6.40	3 miles west of Chester
PLU	Eastbound	9.30	Chester
PLU	Westbound	18.30	4 miles west of Westwood
LAS	Eastbound	9.80	6 miles east of Westwood
LAS	Westbound	15.00	10 miles west of Susanville
LAS	Westbound	19.30	6 miles west of Susanville
LAS	Westbound	24.40	Susanville
LAS	Westbound	R26.50	3 miles west of Junction SR 395 (Susanville)

Chain control may be required during snow and ice events typically between the months of September and April.

Maintenance

The State Highway System represents a substantial taxpayer investment. State Statute mandates for the Department of Transportation to maintain the state highways, thus preservation of the existing system is a top priority for Caltrans. Maintenance Stations are facilities used by Caltrans to maintain the highway year-round. Field crews are responsible for daily maintenance of their assigned highway segments. Annual activities include snow removal, pothole patching, culvert cleaning, litter removal, paving, shoulder and weed maintenance. Caltrans maintenance staff also responds to highway incidents including traffic accidents, landslides, falling rocks, and hazardous material spills. The maintenance stations listed in **Table 15** - Maintenance Stations, lists those stations that are responsible for SR 36.

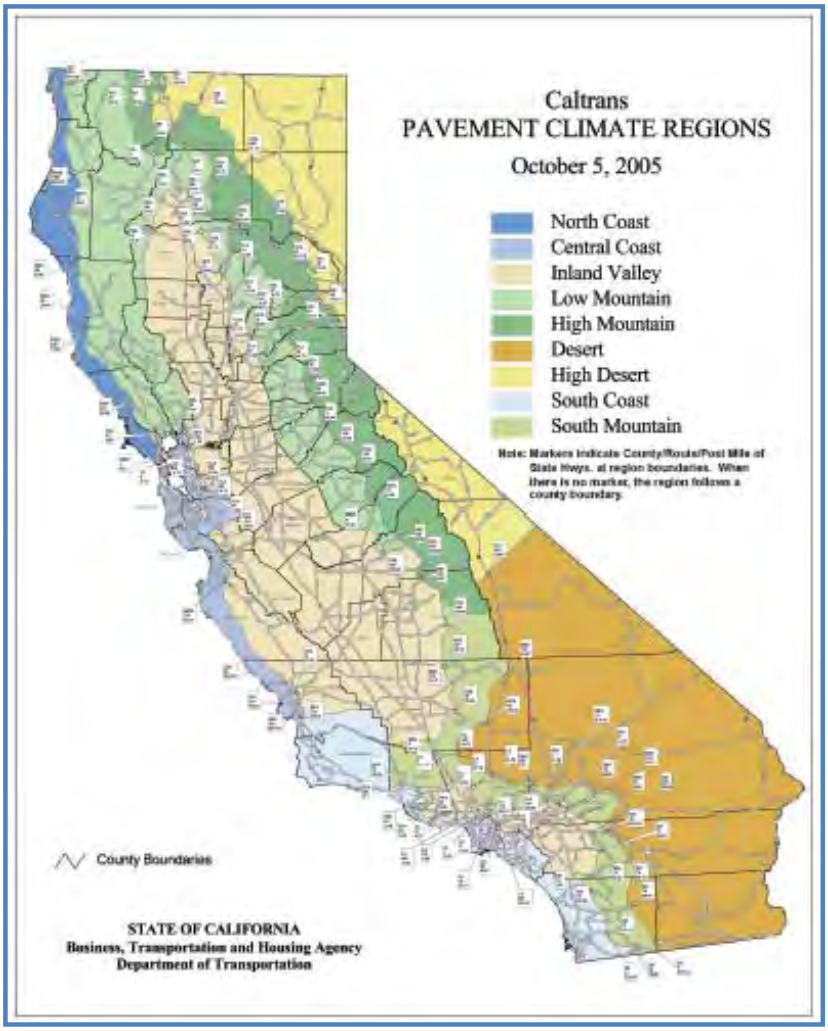
Table 15 Maintenance Stations				
Station Name /Station #	**County**	**PM Coverage**	**Location**	**Station telephone Number**
Bridgeville	HUM	0.00- 45.68	U.S. 101 to HUM/TRI County Line	707-777-3611
Hayfork / 563	TRI	0.00 - 27.23	HUM/TRI County Line to Jct. SR 3	530-628-5249
Platina / 455	TRI SHA TEH	R28.65-R41.139 0.00-11.93 0.00-23.00	Jct. SR 3 in Trinity County to 17 miles west of Red Bluff in Tehama County	530-352-4331
Red Bluff / 554	TEH	23.00-63.83	17 miles west of Red Bluff to Paynes Cr.	530-527-0537
Mineral / 552	TEH	63.83-99.99	Paynes Creek to Jct. SR 32	530-595-4433
Chester / 339	TEH PLU LAS	99.99-104.00 0.00-18.42 0.00-4.00	Jct. SR 32 in Tehama County to 0.1 miles east of Westwood in Lassen County	530-258-2681
Susanville W. /151	LAS	4.00-29.40	0.1 miles east of Westwood to Johnstonville	530 257-2922

The Caltrans Maintenance Program is responsible for the preservation and keeping of rights of way, highways, structures, plantings, illumination equipment, and other facilities in a safe and useable condition. For maintenance purposes, routes within the State Highway System are assigned Maintenance Service Level (MSL) classification of either Class 1, 2, or 3. Class 1 is the highest priority, and then class 2, then class 3. **Table 16** lists current Maintenance Service Levels on SR 36.

Table 16 Maintenance Service Levels					
County	**Begin Post Mile**	**Description**	**End Post Mile**	**Description**	**Maintenance Class Level**
Humboldt	0.00	US 101 Jct.	27.05	East of Bridgeville	MSL 2
Humboldt	27.05	East of Bridgeville	45.68	HUM/TRI County Line	MSL 3
Trinity	0.00	HUM/TRI County Line	R41.14	TRI/SHA County Line	MSL 3
Shasta	0.00	TRI/SHA County Line	11.93	SHA/TEH County Line	MSL 3
Tehama	0.00	SHA/TEH County Line	41.67	Gilmore Road	MSL 3
Tehama	41.67	Gilmore Road	44.00	SR 99 Jct.	MSL 1
Tehama	44.00	SR 99 Jct.	104.00	TEH/PLU County Line	MSL 3
Plumas	0.00	TEH/PLU County Line	18.42	PLU/LAS County Line	MSL 3
Lassen	0.00	PLU/LAS County Line	22.05	County Road A1 (Eagle Lake Road)	MSL 3
Lassen	22.05	County Road A1 (Eagle Lake Road)	R29.39	US 395 Jct.	MSL 1

District 2 supports re-designation of a section of SR 36 from MSL 3 to MSL 2, between the junction of SR 99 in Tehama County, and County Road A1 (Eagle Lake Road) in Lassen County. This section serves as an important link for interregional travel, and it plays a large role in the economic viability of the communities along this portion of the route.

Pavement is affected by climate factors such as temperature, precipitation, freezing/thawing, and solar radiation. Thus climate must be considered during pavement design and engineering. Since climate varies depending on geographic location, Caltrans has identified nine climate regions in the State of California.



SR 36 passes through six of nine various climate regions, those regions specific to the route are identified in **Table 17 -** Caltrans Pavement Climate Regions for SR 36.

Caltrans Pavement Climate Regions for SR 36

Table 17

Pavement Climate Regions	County	Post Miles
North Coast	Humboldt	0.00-20.21
Low Mountain	Humboldt/Trinity/Tehama	20.21 - 45.68 / 0.00 - R 41.14 / 0.00 - 10.36
Inland Valley	Tehama	10.36 - 58.18
Low Mountain	Tehama	58.18 - 81.48
High Mountain	Tehama/Plumas/ Lassen	81.48-104.00 / 0.00 -18.42 / 0.00 - R 17.38
High Dessert	Lassen	R 17.38 – R29.39

Sand and Salt Storage

Sand houses are storage facilities for abrasives and deicers. Sand houses are located in areas where temperatures are consistently low in the winter. See **Table 18**.

Table 18
Sand and Salt Storage on SR 36

County	Nearest Post Mile	Location Description	Facility Type
TEH	98.70	Deer Creek	S/SS
LAS	10.42	Fredonyer	S/SS
LAS	19.20	Near Jct 36/44 on SR 44 (PM 36.9)	S/SS
S/SS – Sand / Salt Storage			

Vista Points

Vista Points are paved areas beyond the shoulder, which permit travelers to safely exit the highway to stop and view a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water, and telephones may be provided. See **Table 19**.

Table 19
SR 36 Vista Locations

County	Post Mile	Name
TRI	10.26	South Fork Mountain
TEH	72.65	Battle Creek Canyon

Park and Ride Lots

Park & Ride lots are locations where patrons drive private automobiles or ride bicycles to a transit station or carpool/vanpool waiting area, and park the vehicle. They then ride the transit system, take a carpool, or vanpool to their destinations. Agencies other than Caltrans may operate Park & Ride lots. There are no official park and ride lots on SR 36.