

## SPECIAL ACCOMMODATIONS

Individuals who require special accommodations (American Sign Language interpreter, real-time captioning, accessible seating, note takers, and documentation in alternative formats) should contact Ann M. Jones, Public Affairs Officer at (707) 445-6444. Teletypewriter (TTY) users may contact the California Service TTY line at 1-800-735-2929, or Voice Line at 1-800-735-2922, or Caltrans TTY at (707) 445-6463.

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# Lake 29

## IMPROVEMENT PROJECT



## WHAT IS BEING PLANNED

The California Department of Transportation (Caltrans), the Lake County Area Planning Council (LAPC), and the Federal Highway Administration (FHWA) propose to widen an eight-mile segment of State Route 29 in Lake County to a four-lane expressway with access control. This project is located between the communities of Lower Lake and Kelseyville. In addition to the "No-Build" Alternative, four alternatives are under consideration at this time.



CALTRANS IMPROVES MOBILITY  
ACROSS CALIFORNIA

# PUBLIC & OPEN HOUSE

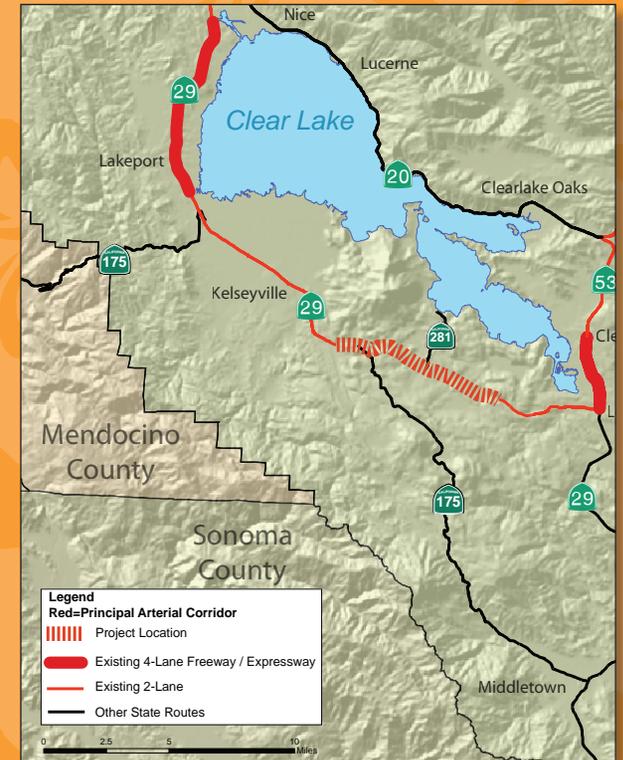
## SCOPING MEETING

You are invited to attend a public open house and scoping meeting where information on this project will be available. This workshop will allow interested local residents and public officials to attend on a "drop-in" basis to exchange information, review project alternatives, and provide input. Project maps will be on display and handouts will be available.

Please contact Dina Noel, Project Manager  
at (916) 274-0600

or

Jeremy Ketchum, Senior Environmental Planner  
at (916) 274-0621  
for additional information.



## PURPOSE

- ⇒ To facilitate the efficient flow of goods and services through Lake County.
- ⇒ To provide a modern transportation facility that will provide adequate capacity to accommodate anticipated traffic growth.
- ⇒ To provide a facility with the potential for diverting interregional traffic (including interregional truck traffic) from north shore State Route 20.
- ⇒ To accommodate local planning goals as set forth in the 2001 Lake County Regional Transportation Plan (RTP).
- ⇒ To help achieve the goals of the Interregional Transportation Strategic Plan (ITSP).
- ⇒ To improve the safety and operation of State Route 29.

**This project is needed** to accommodate projected growth in population and vehicular traffic, improve traffic flow, and increase overall safety to motorists by providing a modern four-lane facility that meets current design standards. This project is also needed in order to help divert interregional traffic from the communities along the north shore of Clear Lake, where the safety of pedestrians and non-motorized traffic as well as traffic noise have been of ongoing concern.

## Project Alternatives

The following five alternatives are under consideration at this time.

**Alternative A** is the “No-Build” alternative.

Alternatives C1, C2, C3 and D each propose to widen State Route 29 to a 4-lane divided expressway with access control. Each alternative is approximately eight miles (13 kilometers) long and begins at the top of the Glasgow grade, near Diener Drive, and ends just north of State Route 29/175 intersection. The construction of an interchange at the State Route 29/281 intersection is also being studied.

**Alternative C1** maintains the existing highway centerline but will include upgrades to the horizontal and vertical alignment of the highway, widened shoulders, removal of fixed objects, and the addition of a 46-foot (13.8 meter) median.

**Alternative C2** is the same as C1 except the roadway will be shifted 30 feet (9 meters) to the north of the existing highway centerline.

**Alternative C3** is also the same as C1 except the roadway will be shifted 30 feet (9 meters) to the south of the existing highway centerline.

**Alternative D** (or the “Avoidance Alternative”) is similar to Alternatives C1, C2, and C3, but was specifically designed to avoid sensitive environmental resources and reduce project costs by minimizing large cuts. The 46-foot (13.8 meter) median will provide adequate room for acceleration and deceleration lanes, roadside maintenance activities, and improved safety.

All expressway alternatives will control access to State Route 29 through driveway modifications, connector roads, and intersection improvements. Frontage roads will be used to collect traffic from multiple roads and driveways, and direct it to intersections.