

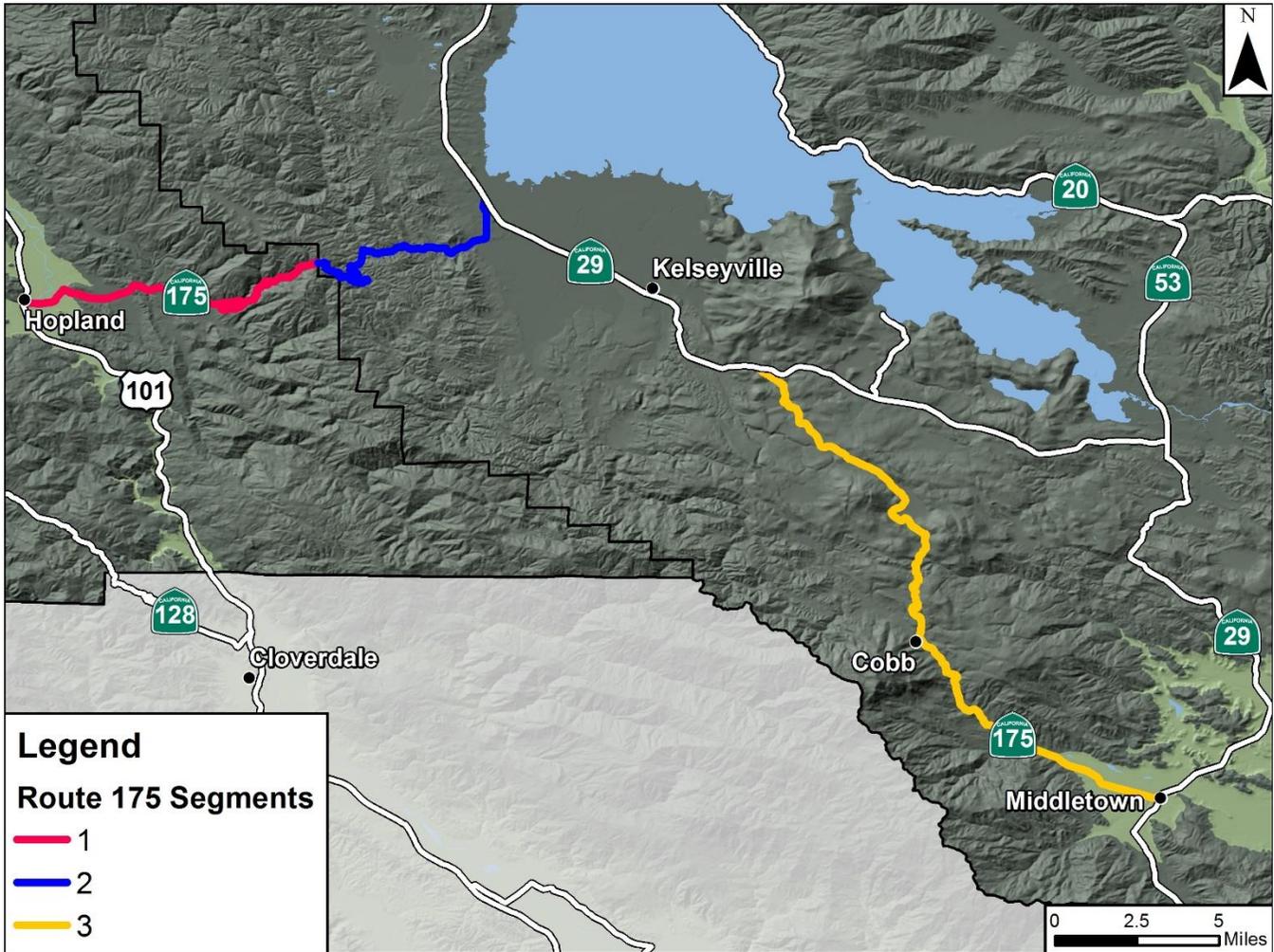


Draft Transportation Concept Report

State Route 175

District 01

July 2016

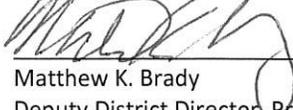


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California Department of Transportation

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

Approval Recommended:



Matthew K. Brady
Deputy District Director, Program/Project Management
Caltrans District 1

7/25/16
Date

Approval Recommended:



Mark Suchanek
Deputy District Director, Maintenance and Operations
Caltrans District 1

7/21/16
Date

Approved:



Brad Mettam
Deputy District Director, Planning and Local Assistance
Caltrans District 1

7/21/16
Date

Approved:



Charles C. Fielder
District Director
Caltrans District 1

July 25, 2016
Date

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of Safety & Health; Stewardship & Efficiency; Sustainability, Livability & Economy; System Performance; and Organizational Excellence.

The System Planning process for District 1 is primarily composed of three parts: the District System Management Plan (**DSMP**), the DSMP Project List, and the Transportation Concept Report (**TCR**). The district-wide DSMP is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The DSMP Project List is a list of planned and partially programmed transportation projects used to recommend projects for funding. The TCR is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. These System Planning products are also intended as resources for stakeholders, the public, regional agencies, and local agencies. This TCR is produced in an abbreviated format adopted by District 1 for use on routes with functional classifications of collector, and with no planned major facility improvements.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

This TCR was circulated to Caltrans internal units and the following external partners: the Lake County City Area Planning Council (LC/CAPC), Mendocino Council of Governments (MCOG), Middletown Area Town Hall (Municipal Advisory Council), Lake County Transit, and Lake County Planning Staff. Additionally, this TCR was distributed to the following sovereign governments: the Hopland Band of Pomo Indians, Big Valley Band of Pomo Indians, and the Middletown Rancheria of Pomo Indians.

EXECUTIVE SUMMARY

ULTIMATE FACILITY CONCEPT

The Ultimate Facility Concept for Route 175 is to maintain the current 2-lane facility on existing alignment. Safety and operational improvements at spot locations will be considered as necessary. This concept is consistent with the route’s function as a collector and minor arterial, and serves to protect the State’s investment in Route 175, while recognizing financial and environmental constraints.

CORRIDOR OVERVIEW

ROUTE DESCRIPTION

Route 175 is a rural conventional highway that runs from U.S. 101 in Hopland to Route 29 near Lakeport. From Lakeport to just south of the community of Kelseyville there is a break in Route 175. From Route 29 south of the community of Kelseyville Route 175 continues southeast through rural farmlands, mountainous terrain, scattered rural residential, and forested land to Middletown. Within Middletown Route 175 acts as a main street facility until the route terminates at its junction with Route 29.

ROUTE SEGMENTATION

Segment #	1	2	3
Postmile	MEN 0.0/9.9	LAK 0.0/R8.193	LAK 8.254/28.0

ROUTE DESCRIPTION

Segment #	1	2	3
Freeway & Expressway	No	No	No
Scenic Highway	No	No	No
Federal Functional Classification	Minor Arterial	Minor Arterial	Major Collector/ Minor Arterial
Goods Movement Route	No	No	No
Truck Designation	STAA Terminal Access/ Special Restriction No Vehicle over 39'	Special Restriction No Vehicle over 39'	65' CA Legal KPRA ¹ Advisory ²
Rural/Urban/Urbanized	Rural	Rural	Rural
Regional Transportation Planning Agency	MCOG	LC/CAPC	LC/CAPC
Local Agency	Mendocino County	Lake County	Lake County
Tribes	Pomo	Pomo	Pomo/Wappo
Terrain	Mountainous	Mountainous	Mountainous

¹ King Pin to Rear Axle

² One 30 foot advisory location exists near the community of Cobb.

LAND USE AND COMMUNITY CHARACTERISTICS

Community Characteristics	
City or Community	Population
Hopland	760
Lakeport	4,780
Kelseyville	3,350
Cobb	1,780
Middletown	1,320

Data taken from the 2010 Census

Land Use around Route 175 is generally rural residential, agriculture, or forested lands.

SYSTEM CHARACTERISTICS AND CORRIDOR PERFORMANCE

Segment #	1	2	3
Existing Facility			
Facility Type	C	C	C
General Purpose Lanes	2	2	2
Lane Miles	19.8	16.38	39.4
Centerline Miles	9.9	8.19	19.7
Median Width	0	0	0
Basic System Operations			
Annual Average Daily Traffic (AADT) 2014 ³	2800	2500	3200
Annual Average Daily Traffic (AADT) Horizon Year 2034	3900	3600	4500
Truck Traffic Volume 2014	400	200	160
Truck Traffic as % of Annual Average Daily Traffic (AADT) 2014	11.2%	6.9%	4.1%
Shoulder Width (Feet)	0'-4'	0'-8'	0'-8'
Sidewalk Present	⁴ No	No	No ⁵

NON-MOTORIZED FACILITIES

Outside of sidewalks in Middletown and old Hopland non-motorized facilities include shared use shoulders where available. Additionally, the Hopland Main Street Corridor Engineered Feasibility Report proposes the addition of colored shoulders, bike lanes, and paved parking on Route 175 from Old Hopland to U.S. 101.

TRANSIT FACILITIES

Transit is provided by Lake Transit between Kit's Corner on Route 29 and Route 29 in Middletown. This bus route only operates Monday through Friday.

³ Volumes derived from weighted average of 2014 Caltrans Traffic Volumes <http://traffic-counts.dot.ca.gov/>

⁴ Limited sidewalk is present at the intersection of US 101 and Route 175, and at the Route 175 roundabout near the unincorporated community of Old Hopland in Mendocino County

⁵ Some sidewalk is present in the community of Middletown

ENVIRONMENTAL CONSIDERATIONS

Due to Route 175's concept of "maintain only" no major environmental requirements are expected.

ADDITIONAL TOPICS

Approximately half of Segment 3 of Route 175 was included in the 2015 Valley Fire perimeter. During disasters such as this, Caltrans partners with emergency services and fellow state agencies to maintain emergency access and conduct traffic control. Currently Caltrans District 1 has contracted approximately \$15,000,000 for emergency maintenance on Route 175. Emergency maintenance includes: removing damaged trees, emergency traffic control, replacing signs, repairing roadway, replacing guardrail, replacing culverts, stabilizing landscape, and repairing retaining walls.

PLANNED AND PROGRAMMED PROJECTS

Segment	PM	Project	Planned or Programmed
1	MEN-0.0/6.0	South Cow Drainage Minor B	Planned
1	MEN-0.1	Crash Cushion Replacement	Planned
2	LAK-0.0/6.0	Install Rumble Strips	Planned
1/3	MEN-0.45/LAK-19.48	Scour Repair	Planned
1/2	VAR	Upgrade West Lake County Communication and Traffic Monitoring Stations	Programmed
2/3	VAR	Upgrade East Lake County Communication and Traffic Monitoring Stations	Programmed
3	LAK-24/27.50	Safety Improvement Project, Shoulder Widening	Programmed

**APPENDIX A
RESOURCES**

WORKS REFERENCED

1. 2015 Hopland Main Street Corridor Engineered Feasibility Study
([http://www.mendocinocog.org/pdf/Hopland/Final%20Hopland%20Main%20Street%20Corridor%20EFS%2010-21-2015\(web\).pdf](http://www.mendocinocog.org/pdf/Hopland/Final%20Hopland%20Main%20Street%20Corridor%20EFS%2010-21-2015(web).pdf))
2. 2012 Transportation Concept Report Guidelines
3. 2012 Transportation Concept Report Template
4. January 2002 Route 175 Route Concept Report, Caltrans District 1
5. 2012 of Traffic Accident Surveillance and Analysis System (TASAS) Report
6. CRS Maps (functional classification) (http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)
7. 2014 Traffic Volumes on California State Highways
(<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>)
8. Interregional Road System ((<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257>)
9. Freeway and Expressway System
(<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257>)
10. State Scenic Highways (<http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>)
11. Truck Network Map (<http://www.dot.ca.gov/hq/traffops/trucks/truckmap/truck-route-list.xlsx>)
12. 2010 Lake County Regional Transportation Plan
13. 2013 Interregional Transportation Strategic Plan Status Update
14. 2010 U.S. Census Bureau (<http://quickfacts.census.gov/qfd/states/06/06045.html>)
15. Lake Transit Authority webpage (<http://laketransit.org/>)
16. 2013 Truck Traffic on the California State Highway System
(<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>)
17. Naturally Occurring Asbestos (http://onramp.dot.ca.gov/hq/maint/roadway_rehab/gis/nao.htm)
18. State Highway Growth Factors, Caltrans District 1, Feb. 2014.
19. National Highway System
(http://www.dot.ca.gov/hq/tsip/hseb/highway_systems/NHS_statehighways.pdf)