



TRANSPORTATION CORRIDOR CONCEPT REPORT STATE ROUTE 45



The Transportation Corridor Concept Report (TCCR) is Caltrans' long range planning document for each State Highway Route. The TCCR provides information regarding route segments, including high priority projects for the highway over the next 20 years, and existing and forecasted traffic data. Projects identified in the TCCR will require environmental and engineering studies before final approval and are subject to change. Funding for identified projects may not yet be secured.

Approvals

Jeff Pulverman
District 3 Deputy Director
Planning and Local Assistance

Date

Jody Jones
District 3 Director

Date

Transportation Corridor Concept Report Data



Segment Summary Information

The following pages provide summaries of each route segment. Each summary includes a segment map, a segment overview, a list of future projects, and traffic analysis data. The future projects are separated into three categories:

1. **Planned**—projects included in an approved Regional Transportation Plan;
2. **Programmed**—projects included in the State Transportation Improvement Program, State Highway Operations and Protection Plan, or California Federal Transportation Improvement Program; and
3. **Conceptual** — projects not yet included in a planning or programming document, but are projects needed to maintain mobility along the segment and to implement the Complete Streets concept.

Project listing include a brief description, cost (if available), and the planned completion year.

State – Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and local agencies. Local developments affecting this route and the regional State Highway System may necessitate that local jurisdictions provide nexus based, proportional fair-share funding for future highway improvements.

State Route 45 Summary

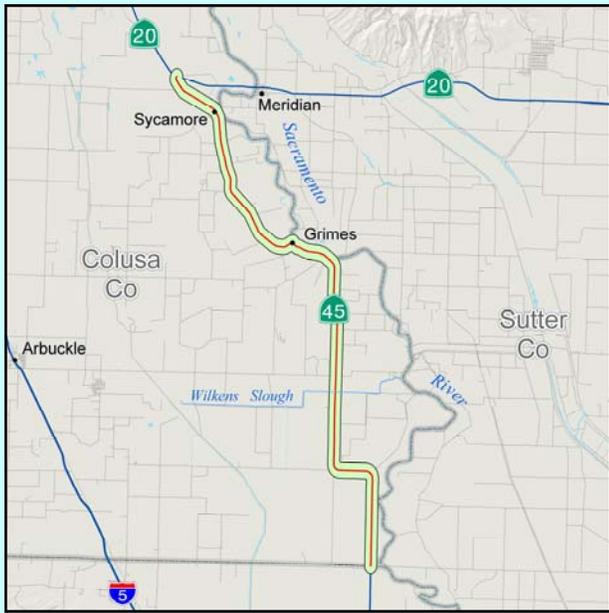
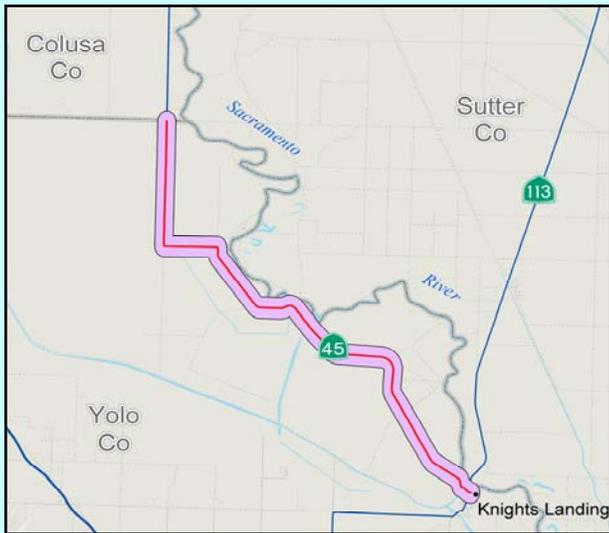
State Route (SR) 45 is a north-south two-lane conventional highway that serves local farm-to-market commerce in rural areas of the central Sacramento Valley northwest of the City of Sacramento. SR 45 begins at the junction of SR 113 in Knights Landing and extends northward through Yolo, Colusa, and Glenn Counties, across flat terrain parallel to the Sacramento River. A break in the highway occurs at the junction of SR 20 west of Meridian in Colusa County. SR 45 resumes at the City of Colusa, heads northward to Hamilton City, and ends at the junction of SR 32 in Glenn County. The total length of SR 45 is 70 miles.

SR 45 is a low volume, minor arterial, that serves local traffic in a rural area. It is a feeder route of economic importance for local farm-to-market traffic, and is of minor importance to the State Highway System as a whole. Two major routes (I-5 and SR 99) parallel SR 45 and carry most of the inter-regional traffic. SR 45 does not serve as a reliever route for either state highway.

No significant growth and development is anticipated in the rural areas served by this State Highway. Since current and expected future traffic will operate at levels of service (LOS) at or above the Concept LOS D, capacity enhancing improvements should not be needed during the 20-year period. Caltrans will continue to monitor SR 45 for any potential performance and safety related issues and will recommend new projects where deemed necessary to maintain the facility at acceptable levels.

State Route 45 Segment 1 Summary

Segments 1 and 2



Segment One

Segment 1 begins at the junction of SR 113 in the town of Knights Landing, extending northward for 12.9 miles through agricultural zones with very low-density rural housing, and ending at the Yolo / Colusa County line. The rural areas along and served by this segment are expected to primarily remain agricultural with no appreciable growth or development anticipated. The percentage of truck and farm equipment traffic along this segment is relatively high at 19%.

The segment currently operates at LOS B with an average ADT of 860 vehicles. By the year 2024, the peak hour operation is expected to remain at LOS B with an increase of ADT to 1,080. Since the LOS is expected to remain constant and below the Concept LOS, there is no need for capacity improvements along this segment.

The only conceptual project is an asphalt-concrete (AC) overlay to maintain the existing highway.

State Route 45 Traffic Data – Segments 1 and 2 *(continued on next page)*

| Segment | Description | Location | | | Forecasted LOS and Facility Type | | | | | |
|---------|--|----------|----------------|--------------|----------------------------------|--------------------|---------------------|-------------------|------------------|-------------------|
| | | County | Post Mile From | Post Mile To | Current LOS | 20-Year Future LOS | 20-Year Concept LOS | Existing Facility | Concept Facility | Ultimate Facility |
| 1 | SR 45/ SR 113 Junction to the Yolo/Colusa County line | Yolo | 0.00 | 12.90 | B | B | D | 2C | 2C | 2C |
| 2 | Yolo/Colusa County line to the South Junction of SR 20 | Colusa | 0.00 | 19.8 | B | C | D | 2C | 2C | 2C |

State Route 45 Segment 2 Summary

Segment Two

Segment 2 begins at the Yolo/Colusa County line and travels 19.8 miles, ending at the junction of SR 20 west of Meridian, where a break in SR 45 occurs. Segment 2 of SR 45 passes through agricultural zones, flat terrain, and low-density housing in the unincorporated town of Grimes, Arbuckle, and Sycamore. SR 45 serves as a major collector for this segment and provides access to SR 113 and SR 20. Truck volume along this segment is relatively high at 21%.

The segment currently operates at LOS B with an average ADT of 2,750 vehicles. By the year 2024, the peak hour operation is expected to lower to LOS C with an increase of ADT to 3,470. Since the LOS is expected to remain better than the Concept LOS, there is no need for capacity improvements along this segment.

The only conceptual project is a drainage improvement project to maintain the existing highway.

Highway Improvement Projects

(Construction Cost in thousands; Construction Completion Year)

Segments 1 & 2

Planned:

- ◆ No planned projects

Programmed:

- ◆ No programmed projects

Conceptual:

- ◆ Digouts and AC Overlay from Knights Landing to Colusa County line PM YOL 0.00-12.9 (\$9,000; 2012) SHOPP
- ◆ Drainage improvements from Wilkins Slough in Maxwell Road PM COL 6.0-32.2 (\$1,500; 2015) SHOPP

Complete Streets:

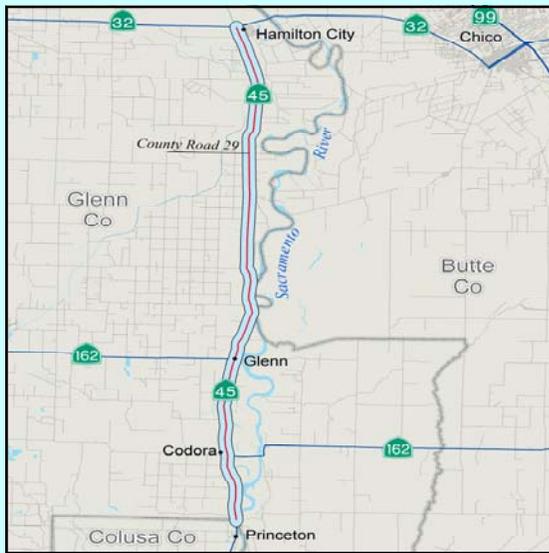
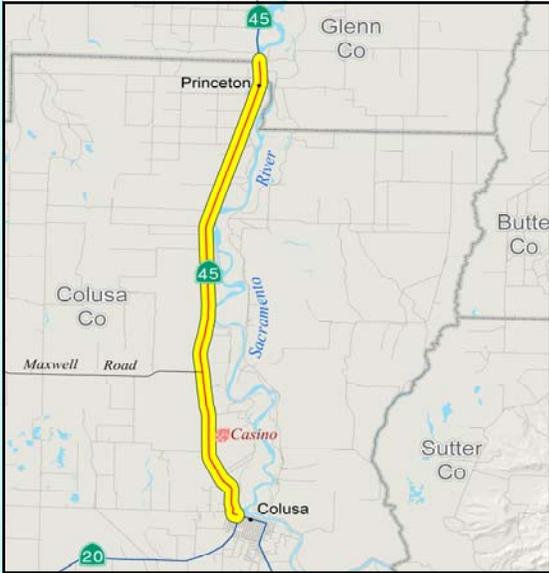
- ◆ No complete street projects identified

State Route 45 Traffic Data – Segments 1 and 2 *(continued from previous page)*

| Segment | Current Traffic Data – 2004 | | | | | | Future Traffic Data – 2024 | | | | |
|---------|-----------------------------|-------------------|-------------------|-----------------------|----------------------|-------------|----------------------------|-------------------|-----------------------|----------------------|--|
| | % of Trucks | Directional Split | Peak Hour Traffic | Average Daily Traffic | Volume over Capacity | % of Trucks | Directional Split | Peak Hour Traffic | Average Daily Traffic | Volume over Capacity | |
| 1 | 19% | 60% | 140 | 860 | 0.60 | 19% | 60% | 177 | 1,080 | 0.09 | |
| 2 | 21% | 60% | 240 | 2,750 | 0.10 | 21% | 60% | 303 | 3,470 | 0.12 | |

State Route 45 Segment 3 Summary

Segments 3 & 4



Segment Three

Segment 3 begins in the City of Colusa, after a break in route, and extends 14.4 miles to the Colusa/Glenn County line, passing through the unincorporated community of Princeton. This segment of SR 45 passes through agricultural zones, flat terrain, low-density rural housing, and a moderate sized housing development from the local Native American community. The Colusa Casino Resort is also located along this segment. However, no significant population growth or increased development is anticipated along this corridor for the next 20-years.

The segment currently operates at LOS C with an average ADT of 9,500 vehicles. By the year 2024, the peak hour operation is expected to lower to LOS D with an increase of ADT to 11,990. Since the forecasted LOS is expected to equal the Concept LOS there is no need for capacity improvements along this segment.

Planned and programmed projects involve signalization of the SR 20/45, intersection improvements at Reservation Road, and widening from Wintun Road to the Colusa Casino.

State Route 45 Traffic Data – Segments 3 and 4 *(continued on next page)*

| Segment | Description | Location | | | Forecasted LOS and Facility Type | | | | | |
|---------|--|----------|----------------|--------------|----------------------------------|--------------------|---------------------|-------------------|------------------|-------------------|
| | | County | Post Mile From | Post Mile To | Current LOS | 20-Year Future LOS | 20-Year Concept LOS | Existing Facility | Concept Facility | Ultimate Facility |
| 3 | North Junction of SR 20 to Glenn County line | Colusa | 19.8 | 34.2 | C | D | D | 2C | 2C | 2C |
| 4 | Glenn County line to the SR 32 Junction | Glenn | 0.00 | 23.2 | B | C | D | 2C | 2C | 2C |

State Route 45 Segment 4 Summary

Segment Four

Segment 4 begins at the Colusa/Glenn County line and extends 12.9 miles to the junction of SR 32 in Hamilton City. This segment of SR 45 passes through agricultural zones, flat terrain, and low-density housing with agricultural and Sacramento River based recreational businesses. Land uses along the corridor are expected to remain about the same over the next twenty years.

The segment currently operates at LOS B with an average ADT of 2,500 vehicles. By the year 2024, the peak hour operation is expected to lower to LOS C with an increase of ADT to 3,150. Since the LOS is expected to remain better than the Concept LOS there is no need for capacity improvements along this segment.

Planned and programmed projects involve culvert replacement, upgrading guardrail, and improving bike and pedestrian facilities.

Highway Improvement Projects

(Construction Cost in thousands; Construction Completion Year)

Segment 3 & 4

Planned:

- ◆ Widen SR 45 from Wintun Road to Colusa Casino PM 22.78-22.97 (\$1,000; 2010) 2004 Colusa County RTP
- ◆ Intersection improvements at Reservation Road PM COL 25.90 (\$1,000; 2010) 2004 Colusa County RTP
- ◆ Realign highway and widen from Colusa County line to SR 32 PM GLE 0.00-23.23 (TBD; TBD) 2005 Glenn County RTP

Programmed:

- ◆ Signalize SR20/SR45 intersection PM COL 19.84 (\$750;TBD) 2009 10-Year SHOPP Minor Program
- ◆ Replace culverts PM GLE 14.2-16.25 (\$216; TBD) 2009 10-Year SHOPP Minor Program
- ◆ Upgrade non-breakaway, GLE 45, various locations (\$224; TBD) 2009 10-Year SHOPP Minor Program

Conceptual:

- ◆ Digouts and AC Overlay from Colusa to Glenn County Line PM COL 19.8-34.2 (\$10,100; 2013) SHOPP
- ◆ AC Overlay from Colusa County line to County Road 29 PM GLE 0.0-17.2 (\$12,000; 2018) SHOPP

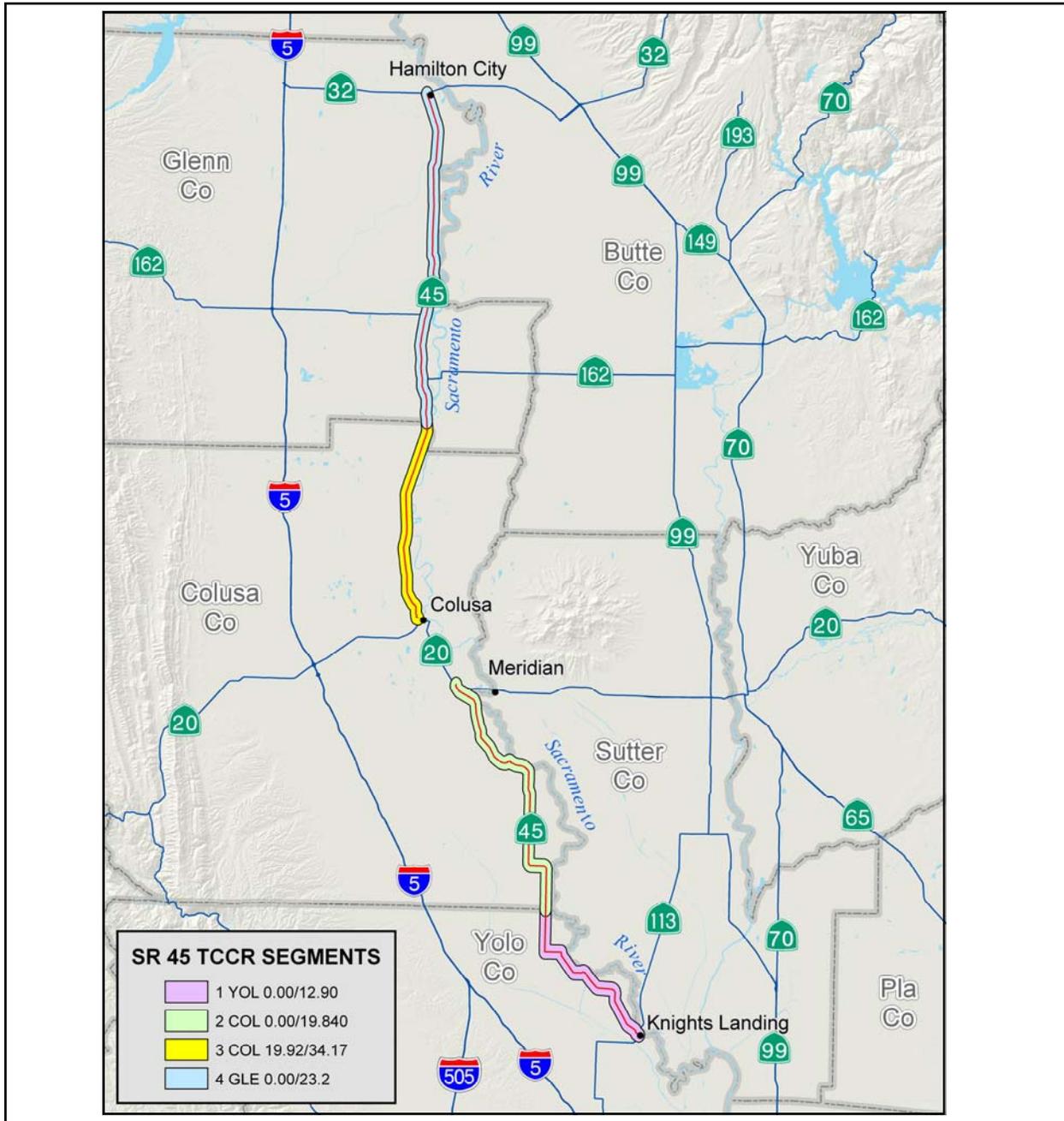
Complete Streets:

- ◆ Improve bike/pedestrian facilities from Colusa County Line to SR 32 PM GLE 0.00-23.23 (\$7,600; TBD) 2005 Glenn County RTP

State Route 45 Traffic Data – Segments 3 and 4 *(continued from previous page)*

| Segment | Current Traffic Data – 2004 | | | | | | Future Traffic Data – 2024 | | | | |
|---------|-----------------------------|-------------------|-------------------|-----------------------|----------------------|-------------|----------------------------|-------------------|-----------------------|----------------------|--|
| | % of Trucks | Directional Split | Peak Hour Traffic | Average Daily Traffic | Volume over Capacity | % of Trucks | Directional Split | Peak Hour Traffic | Average Daily Traffic | Volume over Capacity | |
| 3 | 13% | 60% | 770 | 9,500 | 0.28 | 13% | 60% | 972 | 11,990 | 0.35 | |
| 4 | 13% | 60% | 390 | 2,500 | 0.15 | 13% | 60% | 492 | 3,150 | 0.18 | |

STATE ROUTE 45 SEGMENT MAP



Please contact below for any questions about this TCCR:

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Telephone: (530) 741-5151

Or visit the TCCR website at:

<http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>