

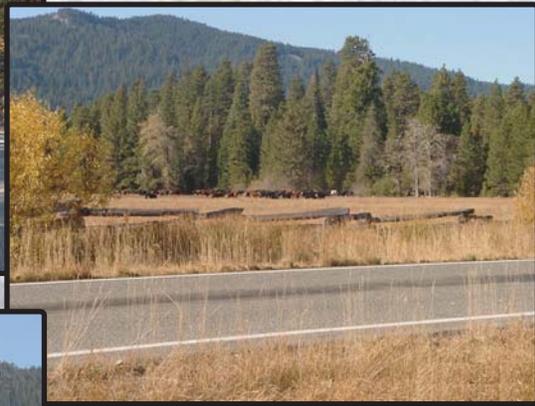
# Transportation Concept Report

## State Route

October 2002

California Department Of Transportation

District 02



# **Transportation Concept Report State Route 172**

**October 2002**

**California Department of Transportation  
District 02**

*In partnership with Tehama Regional Transportation Planning Agency*

The Transportation Concept Report (TCR) is a California Department of Transportation System Planning Document that includes an analysis of a transportation route or corridor. A TCR establishes a 20-year consensus-based concept for how California State highways should operate and broadly identifies the nature and extent of improvements needed to attain that operating condition. A TCR identifies long-range objectives for a route and helps to guide short-term decisions for improvements. It is part of the continuing, cooperative and comprehensive transportation planning process.

## **Additional Information**

For additional information on the Transportation Concept Report for State Route 172, please contact:

California Department of Transportation  
District 2  
Office of System Planning  
1657 Riverside Drive (96001)  
P.O. Box 496073  
Redding, CA 96049-6073  
(530) 225-3013  
or  
<http://www.dot.ca.gov/dist2/>

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to the California Department of Transportation, District 2, Equal Opportunity Officer, P.O. Box 496073, Redding, CA 96049-6073. (530) 225-3013. California Relay Service: 1-800-735-2929.

## REPORT SIGNATURE SHEET

Transportation Concept Report-State Route 172

**PREPARED BY:**

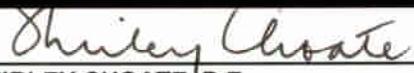
		<u>9-17-02</u>
<b>AMBER KELLEY</b> Transportation Planner District 2	CALNET 8-442-3436 (530) 225-3436	Date

**SUBMITTED FOR APPROVAL BY:**

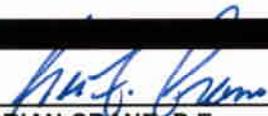
		<u>9/19/02</u>
<b>SCOTT WHITE</b> Chief, Office of System Planning District 2	CALNET 8-442-0518 (530) 229-0518	Date

**APPROVAL RECOMMENDED BY:**

		<u>9/19/2002</u>
<b>RUSSELL A. WENHAM, P.E.</b> Deputy District Director, Maintenance and Operations District 2	CALNET 8-442-3545 (530) 225-3545	Date

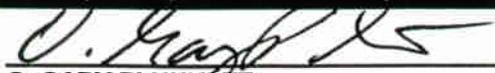
		<u>3/7/03</u>
<b>SHIRLEY CHOATE, P.E.</b> Deputy District Director, Program and Project Management District 2	CALNET 8-442-2563 (530) 225-2563	Date

**APPROVED BY:**

		<u>3/7/03</u>
<b>BRIAN CRANE, P.E.</b> Deputy District Director, Planning and Local Assistance District 2	CALNET 8-442-2564 (530) 225-2564	Date

 LARRY ORCUTT <i>Brian Crane</i> Acting District Director District 2	CALNET 8-442-3477 (530) 225-3477	<u>3/7/03</u> Date
--	-------------------------------------	-----------------------

**CONCURRENCE BY:**

 O. GARY PLUNKETT Executive Director Tehama County Transportation Commission	(530) 385-1462	<u>10-1-02</u> Date
--	----------------	------------------------

# TABLE OF CONTENTS

**EXECUTIVE SUMMARY .....7**  
**PUBLIC OUTREACH AND STAKEHOLDER INVOLVEMENT.....9**  
**GENERAL ROUTE INFORMATION .....10**  
    ROUTE DESCRIPTION ..... 10  
    REGIONAL SETTING ..... 10  
    ROUTE PURPOSE..... 10  
    FACILITY CONCEPT ..... 12  
    ROUTE DESIGNATIONS..... 12  
    POPULATION, EMPLOYMENT AND HOUSING ..... 12  
    LAND USE..... 13  
    ECONOMIC SETTING ..... 13  
    GOODS MOVEMENT..... 14  
    RIGHT OF WAY..... 14  
    ACCESS MANAGEMENT ..... 15  
    ADOPTIONS, RESCISSIONS AND RELINQUISHMENTS ..... 15  
    ENVIRONMENTAL STATUS..... 15  
    SAFETY ..... 15  
    MAINTENANCE AND OPERATIONS..... 16  
    TRANSPORTATION OPTIONS..... 16  
    RELATED FACILITIES ..... 16  
    INTELLIGENT TRANSPORTATION SYSTEMS ..... 17  
    COORDINATION WITH OTHER PLANS ..... 18  
**ROUTE SEGMENT DESCRIPTION .....19**  
**SEGMENT FACT SHEETS.....21**  
    SEGMENT 1 ..... 21

## ATTACHMENTS

Attachment A: Resolution of the Tehama County Transportation Commission..... 24

## LISTING OF TABLES

Table 1: State Route 172 Designations..... 12  
Table 2: State Route 172 Scenic Designations..... 12  
Table 3: Truck Length Restrictions on State Route 172..... 14  
Table 4: Existing Right-of-Way on State Route 172..... 14  
Table 5: Traffic Collision Rate (per million vehicle miles) for State Route 172 ..... 15

## LISTING OF EXHIBITS

Exhibit 1: District 2 Boundaries Map.....	8
Exhibit 2: Regional Setting Map.....	11
Exhibit 3: SR 172 – Segment Map.....	20

## EXECUTIVE SUMMARY

### **Introduction**

This Transportation Concept Report (TCR) contains the vision for the future of State Route (SR) 172 as shared by the California Department of Transportation District 2, the Tehama County Regional Transportation Planning Agency, Tehama County, and local organizations involved with or affected by SR 172. It includes an assessment of the current and future operating conditions on the route and the improvements that will be necessary to meet identified operational goals.

### **Route Description**

Exhibit 1 on page 8 displays the boundaries of the California Department of Transportation, District 2, and highlights SR 172. SR 172 is a mountainous conventional highway in Tehama County. This Rural Major Collector has only one segment and is 8.9 miles in length. The route is used to provide access to the town of Mill Creek, seasonal cabins, recreation areas, and resource management areas. SR 172 begins at SR 36 in Mineral and continues 8.9 miles east through Mill Creek, until it reconnects with SR 36, 3.5 miles east of Morgan Summit.

### **Issues and Constraints**

Issues and constraints were identified using a number of methods including field reviews, meetings with local and regional agencies, and public outreach. While no capacity issues were identified, the following operational issues were:

- Long incident response times (one and a half hour response from Redding).
- Poor to no cell phone coverage increases time to notify maintenance or emergency personnel.
- No snow removal in winter season from PM 0.0 to 5.5.

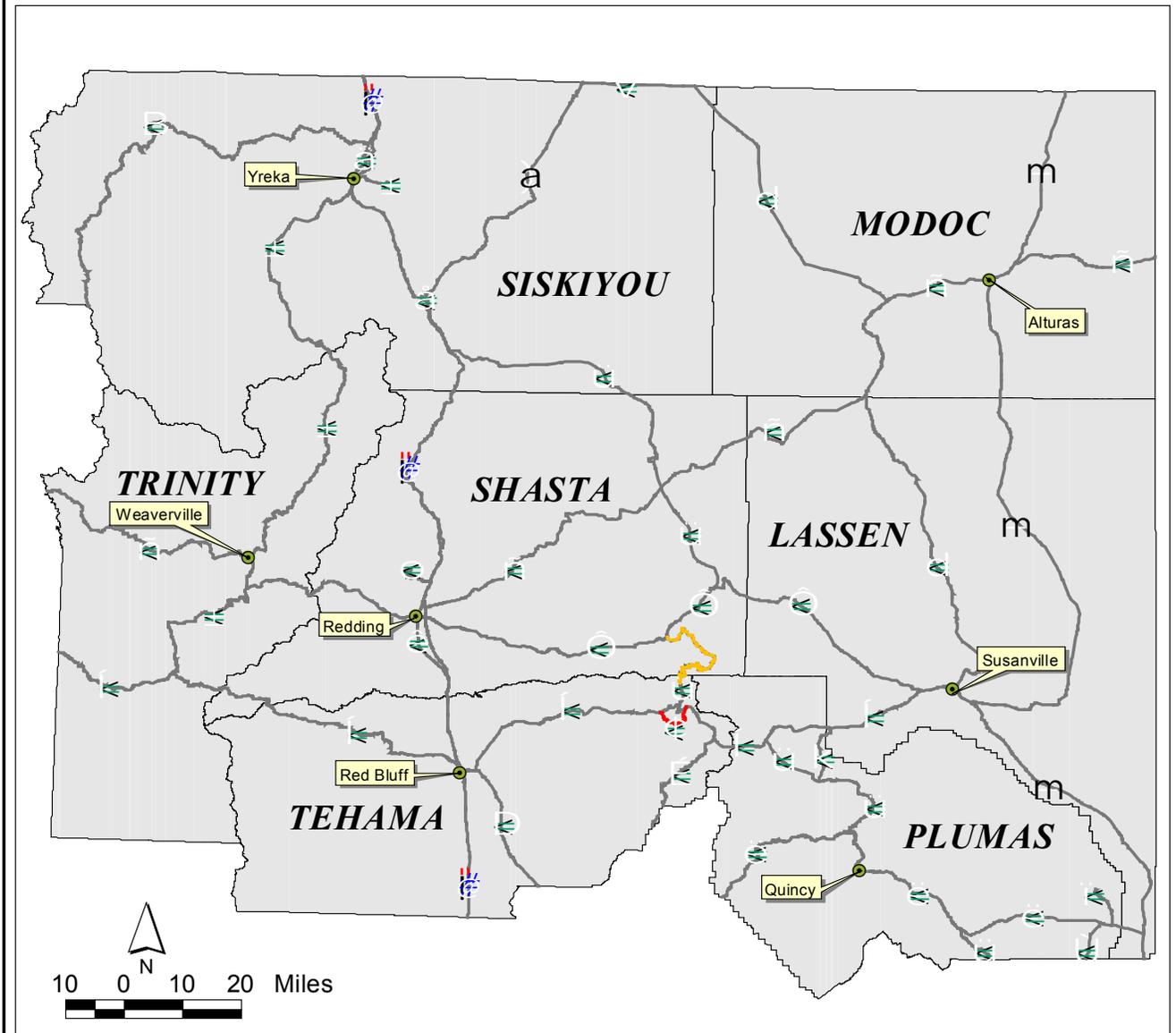
### **Proposed Improvements**

The following potential improvements have been identified for SR 172 for the twenty-year planning period:

- Maintain pavement and culverts on route.

# Exhibit 1

## District 2 Boundaries



- Highways
- State Route 172
- County Boundaries
- County Seats
- Lassen Volcanic National Park Road



State of California  
Department of Transportation  
Office of System Planning  
October 2002

## **PUBLIC OUTREACH AND STAKEHOLDER INVOLVEMENT**

Development and approval of the SR 172 TCR involved a variety of stakeholders at the Federal, State, and local level, including: Tehama County Regional Transportation Planning Agency, Tehama County, business interests, and resource agencies. Ongoing involvement was necessary to help ensure that the TCR identified and addressed the needs of recreational uses, the traveling public, and the environment.

Public outreach and stakeholder involvement was achieved in a number of ways during preparation of the TCR, including:

- Phone interview and email contact with the United States Forest Service regarding seasonal occupation of leased Federal cabins, recreational use, and timber management.
- Interview with a Mill Creek Association Board member and store manager.
- Meetings with the Tehama Regional Transportation Planning Agency and Tehama County.

**Some of the key issues identified during this outreach and the manner in which they were addressed are outlined below.**

<b>Selected Examples of Responses to Key Stakeholder Comments</b>	
<b>Issue</b>	<b>Recommendation</b>
<b>Vegetation</b>	Consider expansion to increase clear recovery zone during maintenance projects
<b>Limited Shoulders</b>	Consider expansion of untreated/treated shoulders during maintenance projects
<b>Seasonal local recreational access</b>	Continue to plow route in winter (PM 5.470-8.917)

## GENERAL ROUTE INFORMATION

### Route Description

State Route (SR) 172 was originally part of the Lassen Trail, and later became known as Highway 29. In 1909, the majority of SR 29 became SR 36. The remaining portion was retained in the State Highway System and redesignated as SR 172. This Rural Major Collector has only one segment that starts from SR 36 in Mineral and continues 8.9 miles east through Mill Creek, until it reconnects with SR 36, 3.5 miles east of Morgan Summit. SR 172 is a mountainous conventional highway in Tehama County. It is used to provide access to the town of Mill Creek, a limited number of seasonal cabins, recreation areas, and timber management areas. SR 172 is only plowed in the winter from PM 5.5 to 8.9 and is classified as Maintain Only with an Annual Average Daily Traffic (AADT) count ranging from 130 to 170.

The California State Highway System consists of routes described in the California Codes- Streets and Highway (Chapter 2, Article 3). SR 172 is described as:

- Route 172 is from Route 36 at Mineral to Route 36 near Morgan Summit.

Note: While Statute describes State Route 172 as starting from SR 36 at Mineral and reconnecting with SR 36 near Morgan Summit, it actually joins with SR 36, 3.463 miles east of Morgan Summit.

### **Route Length:**

SR 172 is completely within District 2 and Tehama County. It has a total length of 8.9 miles.

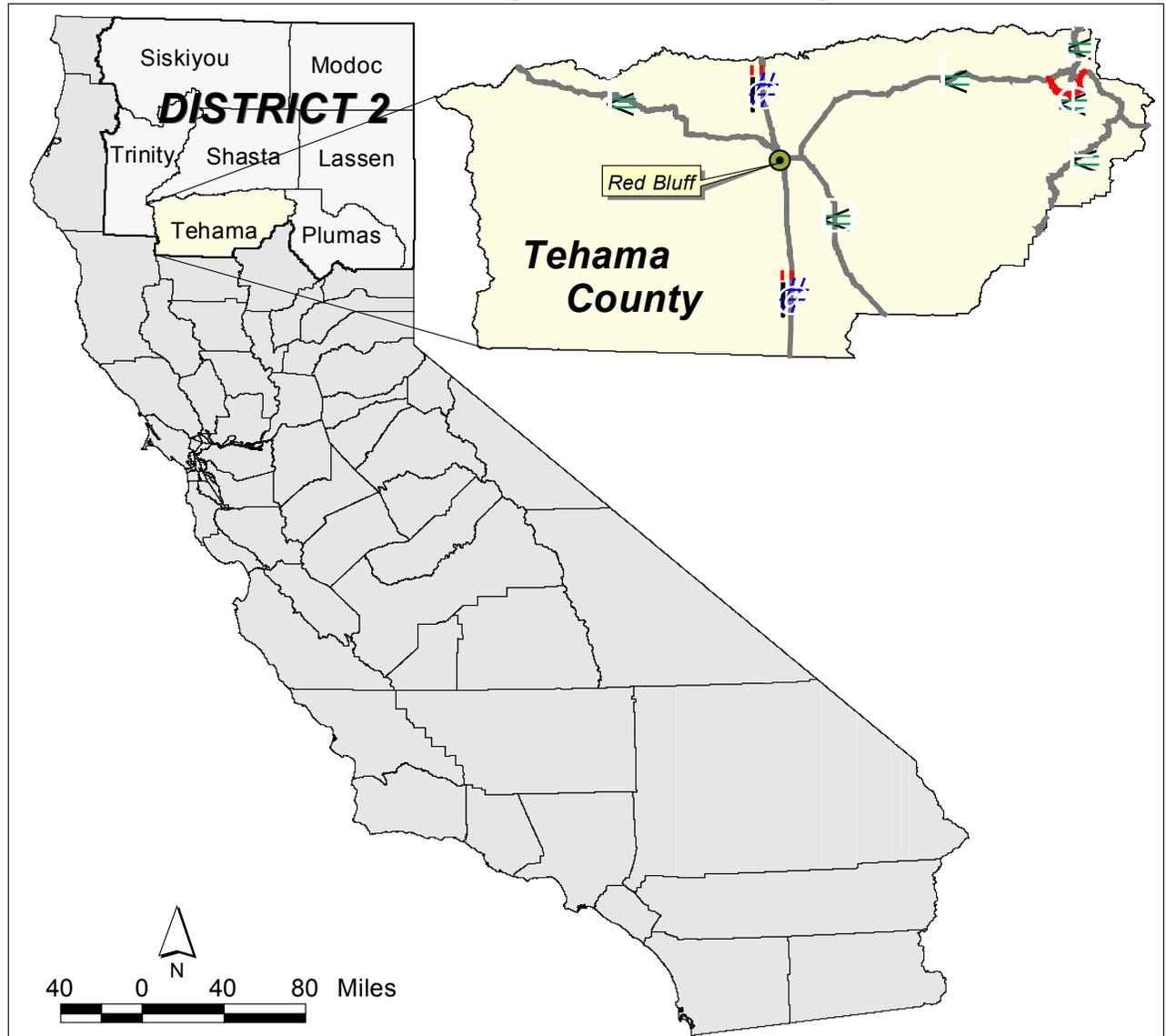
### Regional Setting

SR 172 lies completely in Tehama County, which is near the north end of the Sacramento Valley. The County covers 2,976 square miles with 73.6 percent of the land in private ownership and the remaining 26.4 percent in public ownership. SR 172 lies in the northeast part of Tehama County, just south of the entrance to the Lassen National Volcanic Park.

### Route Purpose

The purpose of SR 172 is to provide access to the town of Mill Creek, seasonal cabins, recreation areas, and resource management areas.

## Exhibit 2 SR 172 - Regional Setting Map



SR 172 is a mountainous two lane conventional highway in Tehama County. This Rural Major Collector has only one segment that starts from SR 36 in Mineral and continues 8.9 miles east through Mill Creek, until reconnecting with SR 36, 3.4 miles east of Morgan Summit.

- State Route 172
- Highways
- County Boundaries
- County Seat
- Tehama County
- District 2
- State of California



State of California  
 Department of Transportation  
 Office of System Planning  
 October 2002

## **Facility Concept**

*Facility Concept* is a general term used to describe the number of lanes and degree of access control on a State Route or Freeway. The Facility Concept for SR 172 is a conventional highway with a Maintain Only classification for the twenty year planning horizon. This narrow route has a total width of 10-12 feet with 2 foot untreated shoulders, and has very low traffic volumes as its use is primarily seasonal. A Maintain Only designation is applied to low volume routes without any capacity constraints or need for major improvements.

## **Route Designations**

The Functional Classification of SR 172 is Rural Major Collector. Tables 1 and 2 present other designations that may affect planning and/or operations on SR 172 if adopted in the future.

<b>Table 1: SR 172 Designations</b>	
<b>Designation Status</b>	
NHS <sup>1</sup>	NO
National Truck Network <sup>1</sup>	NO
Terminal Access <sup>1</sup>	NO
Strategic Highway Network <sup>1</sup>	NO
IRRS <sup>2</sup>	NO
High Emphasis Route <sup>2</sup>	NO
ITSP Focus Route <sup>2</sup>	NO
Freeway/Expressway <sup>2</sup>	NO
ICES <sup>2</sup>	NO
Lifeline <sup>2</sup>	NO
<sup>1</sup> Federal Designation; <sup>2</sup> State Designation	
Sources: California Department of Transportation, Transportation System Information Program	

<b>Table 2: SR 172 Scenic Designations</b>	
<b>Designation Status</b>	
All American Road <sup>1</sup>	NO
National Scenic Byway <sup>1</sup>	NO
U.S. Forest Service Byway <sup>1</sup>	NO
Historic Highway <sup>1</sup>	NO
State Scenic Highway <sup>2</sup>	NO
<sup>1</sup> Federal Designation; <sup>2</sup> State Designation	
Sources:	
California Department of Transportation, Bureau of Land Management and United States Forest Service	

## **Population, Employment, and Housing**

The California State Department of Finance (DOF) listed the State of California population as 29,976,00 in 1990 and 32,521,00 in 2000. This represents a 15.6% increase over the ten-year period (1990-2000). DOF anticipates the population in the State of California to be 41,373,00 in 2020. This is a 21.5% increase in the twenty-year period (2000-2020). Most of the growth will be experienced in the Central Valley and have little impact on SR 172. SR 172 is located in Tehama County, which is projected to grow 33% by 2020. SR 172 supports little employment and housing development other than some limited recreation and timber management.

## **Land Use**

Most of the land along SR 172 is in the Lassen National Forest, which supports limited grazing and timber operations. There are 248 private recreational cabins along the route with 158 located in Mill Creek. Camp Tehama, which is located near the eastern junction of SR 36, is an organized seasonal recreation site for children. The local residents live a rural lifestyle with a limited level of basic services. No development has occurred in recent years.

One method to help ensure compatibility between local land use decisions and the statewide transportation system is the California Department of Transportation's Intergovernmental Review (IGR) process. Potential development projects are reviewed to determine what impacts they may have on the State's transportation facilities. The IGR process has identified the following potential changes in land use along SR 172 that might impact the transportation system in the future:

- The existing 99-year lease on the Federal cabins located along SR 172 has expired. A private party has applied to acquire the land. While the zoning may change, the developed area is not expected to expand beyond its present boundaries.

## **Economic Setting**

Following is a brief summary of the key economic activities currently occurring in the vicinity of SR 172:

### **Natural Resource Production**

Timber production and grazing occur along portions of SR 172.

### **Retail/Commercial**

A gas station, store, and motel are located in the town of Mineral. A small supply store is located in the town of Mill Creek.

### **Government**

The Lassen National Forest encompasses a majority of SR 172.

### **Recreation/Tourism**

SR 172 provides access to the Hole in the Ground Campground (from Hole in the Ground Road), the Mill Creek Campground and store, the Brokenshire Picnic Area, Camp Tehama, and to Mill Creek for fishing. These facilities are utilized primarily between May and September.

## **Goods Movement**

Goods movement along SR 172 is limited primarily to local timber harvesting. Truck traffic accounts for only one percent of the average daily traffic on this route.

## **Highways (Trucks)**

SR 172 is a Rural Major Collector with posted restrictions on Trucks.

<b>Table 3: Truck Length Restrictions on State Route 172</b>			
<b>Begin/End PM</b>	<b>Segment Miles</b>	<b>Type of Restriction</b>	<b>Improvement to Remove Restriction:</b>
0.0-8.9	8.9	30 feet Kingpin to rear axle	N/A
<small>Source: California Department of Transportation, Office of Traffic Operations</small>			

## **Rail & Airports**

None.

## **Right-of-Way**

Right-of-Way is real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.). The existing Right-of-Way for SR 172 is summarized in Table 4.

<b>Table 4: Existing Right-of-Way on State Route 172</b>		
<b>Begin/End PM</b>	<b>Approximate Right-of-Way Width</b>	<b>Type of Right-of-Way</b>
0.0/7.1	80-132 feet	DOT Easement
7.1/7.3	Special	Prescriptive
7.3/8.9	80-132 feet	DOT Easement
<small>Source: California Department of Transportation, Office of Right of Way</small>		

As observed from the table, State Route 172 has a mixture of right-of-way types:

- Prescriptive. Prescriptive is a type of easement that comes into existence without formal action because of long term historical use in a corridor. Right-of-Way widths are defined by the area of use.
- DOT Easement (Federal Government Owned). Caltrans has limited access rights for highways located on lands controlled by the Federal Government. If additional access is needed for facility upgrade or expansion, the Federal government will need to grant the right for that access.

## Access Management

Due to limited development and low traffic volumes there are no significant access issues along SR 172.

## Adoptions, Rescissions, and Relinquishments

Adoption involves action by the California Transportation Commission 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 no planned adoptions, rescissions, or relinquishments on SR 172.

## Environmental Status

The California Department of Transportation strives to maintain, operate, and improve the highway in a manner sensitive to the environmental context. Environmental issues are addressed in the system planning process and the project planning and development process as early as feasible. Known environmental issues and concerns are included in this TCR so that planners, engineers, and other project development staff can incorporate environmental factors into project design from the outset.

Some of the key environmental issues along SR 172 are:

- Air Quality State-Nonattainment, Federal Unclassified Pending (Pending Non-Attainment).
- Biological (State and Federal listed species).
- Deer/wildlife-crossings.

## Safety

The collision information provided in this TCR was taken from Table B of the Traffic Accident and Surveillance and Analysis System (TASAS). It should be used for general planning purposes and as an indicator of how the accident rate of a particular segment compares to the accident rate averages on similar routes statewide. Higher than average rates alone are not indicators that corrective action by Caltrans is warranted. Accident rates can be greatly influenced by the length of the segment as well as the time period being measured. The following is a five-year summary of the traffic collision rates for SR 172. As Table 5 illustrates, there have been no recorded accidents on SR 172 in the last 5 years.

<b>Table 5: Traffic Collision Rate (per million vehicle miles) for State Route 172</b>							
<b>SR 172 Actual Accident Rate</b>				<b>Statewide Average Accident Rate</b>			
<b>Fatality</b>	<b>Fatal + Injury</b>	<b>Property Damage Only</b>	<b>Total</b>	<b>Fatality</b>	<b>Fatal + Injury</b>	<b>Property Damage Only</b>	<b>Total</b>
.0	.0	.0	0.0	.087	2.07	2.05	4.12

Source: TASAS Database (1996-2001)

## **Maintenance and Operations**

The State Highway System represents an enormous taxpayer investment, so preservation of the existing system is a top priority for the Department. Specific maintenance and operations issues identified during preparation of the SR 172 TCR are addressed in the Segment Fact Sheet.

## **Transportation Options**

### **Transit (Regional & Interregional), Rail Passenger Service, Airports**

There are no existing or planned Transit, Passenger Rail Services, or Airports on this route.

### **Bicycle Travel**

SR 172 allows bicycles and is a preferred alternative to SR 36 because it has considerably less grade. The California Department of Transportation, District 2 has created a District 2 Bicycling Map for bicycle riders to reference riding locations.

### **Alternate Facilities**

State Route 36 “parallels” and connects with SR 172 at Mineral and 3.5 miles east of Morgan Summit.

## **Related Facilities**

The categories that follow represent important facilities on or near the route. These facilities help regulate traffic flow, provide amenities for travelers, or are utilized in the maintenance and operation of the highway.

### **Railroad at Grade Crossings & Grade Separations, Safety Roadside Rest Areas, Passing Lanes, Turnouts, Vista Points, & Park Ride Lots**

None of these facilities exist.

### **Bridges**

Bridges are structures of more than 20 feet in length that span a body of water.

There are 2 Bridges on the route. Bridge information is provided in the Fact Sheet (Page 21-23).
--

## Traffic Control

The following table identifies all locations on SR 172 that are stop controlled.

PM	Location	Type
0.0	Mineral	Stop Control- on SR 172 at SR 36
8.9	Near Morgan Summit	Stop Control- on SR 172 at SR 36

## Snow Sign Locations

Snow Signs are traffic signs mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic in regards to snow conditions.

PM	Sign Location	Text
.12	Beginning of Route	“Snow not removed beyond here”
5.5	Hole in the Ground Road	“Snow not removed beyond here”
8.81	End of Route (For WB traffic)	“Road closed by snow 3 miles ahead”

## California Department of Transportation Maintenance Stations

Maintenance Stations are facilities used by the Department to maintain the highway year-round. The following maintenance station provides coverage for SR 172:

Station/Station Number	PM Coverage on SR 172	Station Phone Number
Mineral/675	0.0/8.9	(530) 595-4433

## California Department of Transportation Sand Houses

Sand houses are storage facilities for abrasives and deicers. Sand houses are located in areas where temperatures are consistently low in the winter. The following sand house provides coverage for SR 172:

County	PM	Location
Tehama	82.2 on SR 36	Mineral

## Intelligent Transportation Systems

There are no Intelligent Transportation Systems applications on the route and none are planned at this time due to low traffic volumes and seasonal use.

## **Coordination with other Plans**

During preparation of the TCR, local and regional planning documents were reviewed. These documents include the Tehama County General Plan and the Tehama County Regional Transportation Plan.

**ROUTE SEGMENT DESCRIPTION**

**Route Segment**

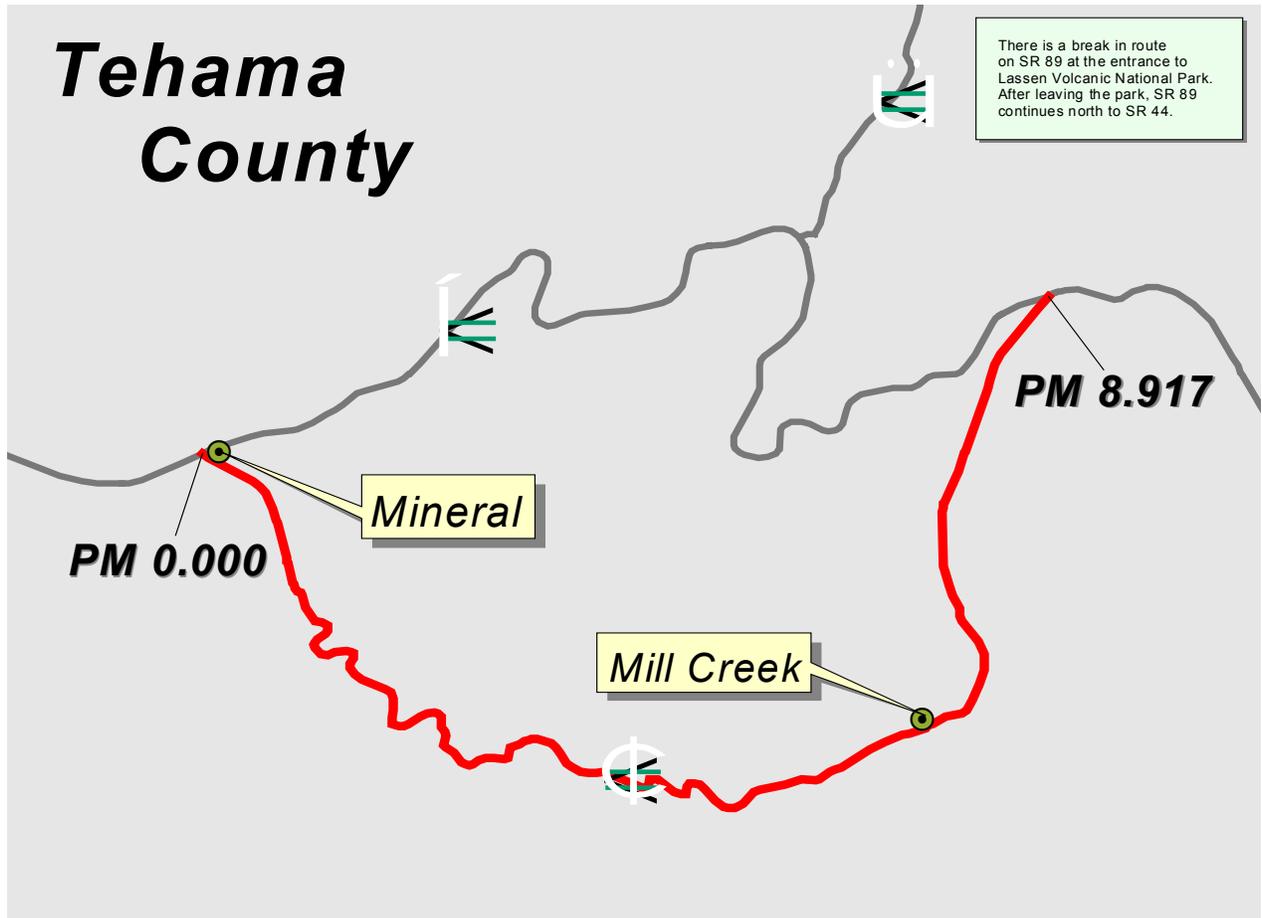
<b>Segment 1 of 1</b>		
PM	KP	Description: Route 36 in Mineral to Route 36 near Morgan Summit
TEH 0.0/8.9	TEH 0.0/12.9	
Facility Concept: Two-lane conventional highway		

**Segment Description/ Community Issues:**

The community of Mineral lies at the beginning of SR 172 at the junction of SR 36 and SR 172. As one travels starts east on SR 172, large meadows mark the landscape on both sides of the road. Battle Creek and Martin Creek pass under the road in two locations. The Lassen National Forest encompasses the entire route and supports a diverse number of plant and wildlife species including fir, pine, oak, deer, birds, and various other creatures.

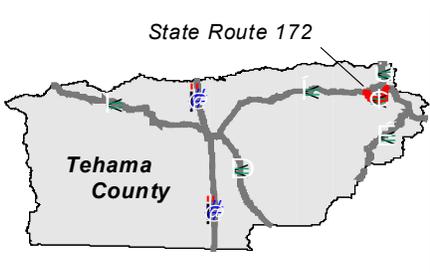
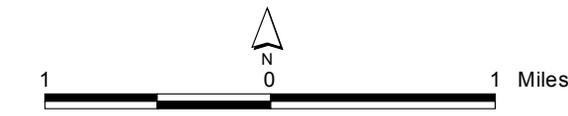
Once in the mountains, SR 172 follows a winding path with limited treated shoulders and unstriped pavement. As a person continues along the route, a small country store, and cabins are encountered. At this development, known as Mill Creek, one can relax in a recreational setting that includes mountains, trees, creeks, and a quaint little store for camping supplies. After Mill Creek, the Brokenshire Picnic Area lies on the right side of the highway. On the left side of the road the damage from the storms of 1997 is still evident, as a massive slump occurred at this location. From that point on one would see Camp Tehama which provides seasonal recreational activities for children from the surrounding counties. The forest continues to dominate the landscape along the route even as it reconnects with SR 36 at PM 8.9.

## Exhibit 3 SR 172 - Segment Map



**Length of State Route 172**

County	Length (miles)
Tehama	8.917
<b>Total</b>	<b>8.917</b>



— SR 172 - Segment 1     ● Communities  
— Highways                     □ Tehama County



State of California  
Department of Transportation  
Office of System Planning  
October 2002

# State Route 172 Segment Fact Sheet

Segment: TEH 1 of 1

TCR ID: 172TEH01

### General Information:

**Location:** Route 36 in Mineral to route 36 near Morgan Summit      **Length Miles/ Length Kilometers:** 8.917 / 12.870

**PM Begin/End:** 0.000 / 8.917      **KP Begin/End:** 0.000 / 12.870      **Lane Miles/ Lane Kilometers:** 17.820 / 25.740

#### Facility Concept:

**Present:** Two-Lane Conventional  
**Twenty-Year:** Two-Lane Conventional  
**Post Twenty-Year:** Two-Lane Conventional

#### Design Concept:

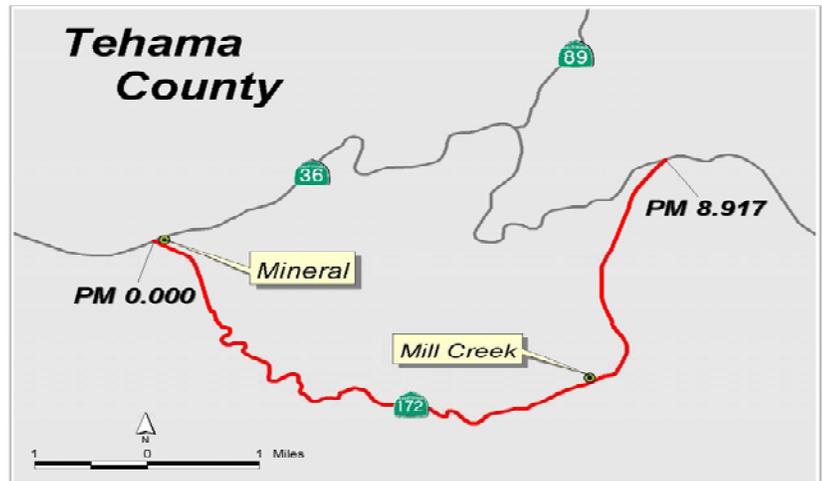
**Typical Section:** Maintain lane width, consider shoulder expansion  
**Design Speed:** 30  
**Clear Recovery Zone:** Establish and/or Maintain

#### Level of Service:

**Present LOS:** Maintain-Only  
**20-Year LOS (No Build):** Maintain-Only  
**20-Year LOS (Improved):** Maintain-Only  
**Concept LOS:** Maintain-Only

#### Highway Information:

**Grade:** Varies (0-4%)  
**Terrain:** Mountainous  
**Development:** Rural  
**Percent Non-Passing:** See Geometrics  
**Percent Trucks:** 1  
**Percent RVs:** 1  
**Peak Period Directional Split:** 80  
**Access Points (per mile):** 1  
**HCM Classification:** N/A  
**Passing Lane:** None



#### Existing Geometrics:

**Average Lane Width L/R (ft):** 10.8 (total road width)  
**Average Median Width (ft):** N/A  
**Average Total Shoulder Width L/R (ft):** 2.38 (Untreated)  
**Average Treated Shoulder Width L/R (ft):** 0  
**General Comments:** Due to the lack of striping on SR 172 passing is subject to sight distance regulations in the California Vehicle Code Section 21662.

#### System Designations:

**Functional Classification:** Major Collector  
**NHS:** No      **Terminal Access:** No  
**IRRS:** No      **Nat Truck Network:** No  
**High Emph:** No      **Bikes Permitted:** Yes  
**ITSP Focus:** No      **Scenic/Historic Highway:**  
**Frwy/Expwy:** No      Not Applicable  
**Lifeline:** No

#### Significant Land Uses:

Most of the land along SR 172 is in the Lassen National Forest, which supports limited grazing and timber operations. Camp Tehama and 248 private recreational cabins are located along the route. 158 cabins are located in Mill Creek near the store and 90 of them are scattered elsewhere. Residents live a rural lifestyle with a limited level of basic services. No new development has occurred in recent years and little is expected.

#### Segment Description and General Comments:

Route 172 is a mountainous conventional highway in Tehama County. This rural major collector has only one segment that starts from Route 36 in Mineral and continues 8.917 miles east through Mill Creek, until it reconnects with SR 36, 3.463 miles east of Morgan Summit. Its purpose is to provide local access for a limited number of seasonal visitors that populate the Mill Creek area from May until mid-September. Route 172 is only plowed in the winter from PM 5.470 to 8.917.

SR 172 is a rural major collector with seasonal volumes from May through September. Because of its location in the Lassen National Forest, the local land is primarily leased. The Tehama County's General Plan indicates there will be little development in the Mill Creek area now or in the future. The traffic growth for the 20 year forecast on SR 172 is projected to continue at the historical rate of 5% (1970 through 2000).

**Traffic Data**

Year	AADT	Peak Month	Peak Hour	V/C Ratio	% Time Spent Following	Average Travel Speed
2000	170	340	25	NA	NA	NA
2010	255	510	38	NA	NA	NA
2020	383	765	57	NA	NA	NA

**Segment Improvements:**

**Improvements necessary to meet 20-year concept:**

None. Route Concept is Maintain Only.

**Improvements to Maintain Concept LOS:**

None.

**Other Potential Improvements:**

- There are three locations where erosion control practices have been implemented and may need future attention: Toe excavation and drainage repair at PM 0.85, 2.6, and 7.3.
- Maintain pavement and culverts.
- Establish Clear Recovery Zone where feasible.

**Environmental Issues:**

**Hazardous Sites:**

None.

**Recorded Species of Concern Species/State/Federal:**

Spring-Run Chinook Salmon Fed/Cal: Candidate  
 Willow Flycatcher Fed/Cal: None/Endangered  
 Northern Goshawk Fed/Cal: Species of concern/None  
 Sphagnum Bog Fed/Cal: None  
 Woolly Meadowfoam Fed/Cal: None

**FEMA Mapped Flood Plains:**

None present: FEMA Panel 065064- 150B and 175B

**Historical Resources (State Historical):**

None.

**Air Quality:**

**Air Quality Contact:** Caltrans District 2 Regional/Air Quality Planning

**Air Quality Management District:** Tehama County APCD

**Air Basin:** Sacramento Valley

**Designations: State**

**Federal**

**PM<sub>10</sub>** Nonattainment

Unclassified

**Ozone**

**-8 Hour** Nonattainment

Pending/Nonattainment

**-1 hour**

Nonattainment

Unclassified/Attainment

**Accident Data:**

Traffic Collision Rate (per million vehicle miles) from TASAS Database (January 1, 1996-December 31, 2000)

	Fatality	Fatal + Injury	PDO	Total
<b>Actual Accident Rate</b>	0.0	0.0	0.0	0.0
<b>Statewide Average Accident Rate</b>	.087	2.07	2.05	4.12

**General Comments:** Low Traffic Volumes

**General Issues:**

There are three locations where erosion control practices have been

**Structures:**

Two Bridges and one Culvert are located on SR 172:

implemented and may need future attention: Toe excavation and drainage repair at PM 0.85, 2.6, and 7.3.

-08-0081 Martin Creek Bridge PM .2 Yr Blt 1991; 31.5 Feet Width  
-08-0059 Battle Creek Bridge PM .85 Yr Blt 1982; 28.5 Feet Width  
-Culvert PM 7.3

**Pavement Issues:**

Regular maintenance required.

**Drainage/Hydraulics Issues:**

Slump and debris around PM 0.85, 2.6, and 7.3.

**Agreements with Local Agencies:**

None.

**Truck/Permit Issues:**

Truck 30 feet from Kingpin to rear axle not recommended and posted.

**Congestion/Facility Closure:**

None; no capacity concerns at this time. Partial facility closure due to snow in winter. (See Snow/Ice issues)

**Access Issues:**

12 access points on route; most after PM 5.4.

**Right-of-Way Information:**

0.0/7.1 DOT Easement 80-132 feet  
7.1/7.3 Prescriptive  
7.3/8.9 DOT Easement 80-132 feet

**Snow/Ice Issues:**

SR 172 is plowed from PM 5.4 to 8.9 during the winter season leaving the western portion of the route closed.

**Intelligent Transportation Systems:**

**In Use:** None

**Programmed:** None

**Proposed:** None

**Bibliography, Special Studies/Reports:**

The Mill Creek Home Owners Association helps maintain and enhance SR 172 from PM 5.4 to 8.9. The members help maintain the area by picking up litter and providing minor maintenance repairs on the local public facilities.

Kean W. David 1993. Wide places in the California Roads: the encyclopedia of California's small towns and the roads that lead to them. Sunnyvale, CA: The Concord Press, 1993.

## RESOLUTION NO. 23-2002

### RESOLUTION OF THE TEHAMA COUNTY TRANSPORTATION COMMISSION CONCURRING WITH THE TRANSPORTATION CONCEPT REPORT FOR STATE ROUTE 172

**WHEREAS**, the Tehama County Transportation Commission is the Regional Transportation Planning Agency for Tehama 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, District 2 (District) is responsible for the planning, construction, operation and maintenance of the State highway system including State Route 172, which includes the functional relationship between the State highway system and local road system; and

**WHEREAS**, District 2, has not proposed to relinquish State Route 172 to Tehama County, and

**WHEREAS**, District 2 in cooperation with the Tehama County Transportation Commission has prepared a Transportation Concept Report for State Route 172 which sets forth a conceptual plan for the development and operation of the highway for the next twenty years; and

**WHEREAS**, preparation of the State Route 172 Transportation Concept Report also involved local elected officials, city and county staff, community organizations, State and Federal agencies, Native American Tribes, the general public and many other organizations; and

**WHEREAS**, the State Route 172 Transportation Concept Report identifies operational and capacity improvements that will be necessary to maintain desired operating conditions/level of service over the twenty year planning horizon; and

**WHEREAS**, the State Route 172 Transportation Concept Report also identifies improvements on or near the State highway system that will facilitate regional or local development, improve local circulation and enhance quality of life; and

**WHEREAS**, implementation of many of the improvements identified in the Transportation Concept Report will require funding and develop partnerships between the District and its local and regional agencies.

**NOW, THEREFORE, BE IT RESOLVED** by the Tehama County Transportation Commission that the State Route 172 Transportation Concept Report presents a balanced and logical concept for the development and operation of State Route 172 over the next twenty years, and

**BE IT FURTHER RESOLVED** that State Route 172 is to remain in the State Highway System, and

**BE IT FURTHER RESOLVED** by the Tehama County Transportation Commission that the State Route 172 Transportation Concept Report should be considered during preparation of the Regional Transportation Improvement Program and Interregional Transportation Improvement Program, and

**BE IT FURTHER RESOLVED** by the Tehama County Transportation Commission that the Executive Director is hereby authorized to sign the "Concurrence" block on the signature sheet for the State Route 172 Transportation Concept Report

**PASSED AND ADOPTED** by the Tehama County Transportation Commission at a regular meeting of said Commission held on the 1<sup>st</sup> of October, 2002 by the following vote:

**AYES:**

**NOES:**

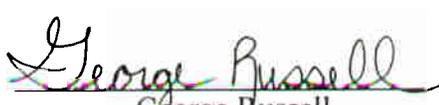
**ABSENT OR NOT VOTING:**

**ATTEST: O. GARY PLUNKETT**  
EXECUTIVE DIRECTOR

**BY:**

  
Linda Madea  
Recording Secretary

**ADOPTED: OCTOBER 1, 2002**

  
George Russell  
Vice Chairperson