



2015 Update
California Department
of Transportation

STATE ROUTE 172 TRANSPORTATION CONCEPT REPORT

Route Location

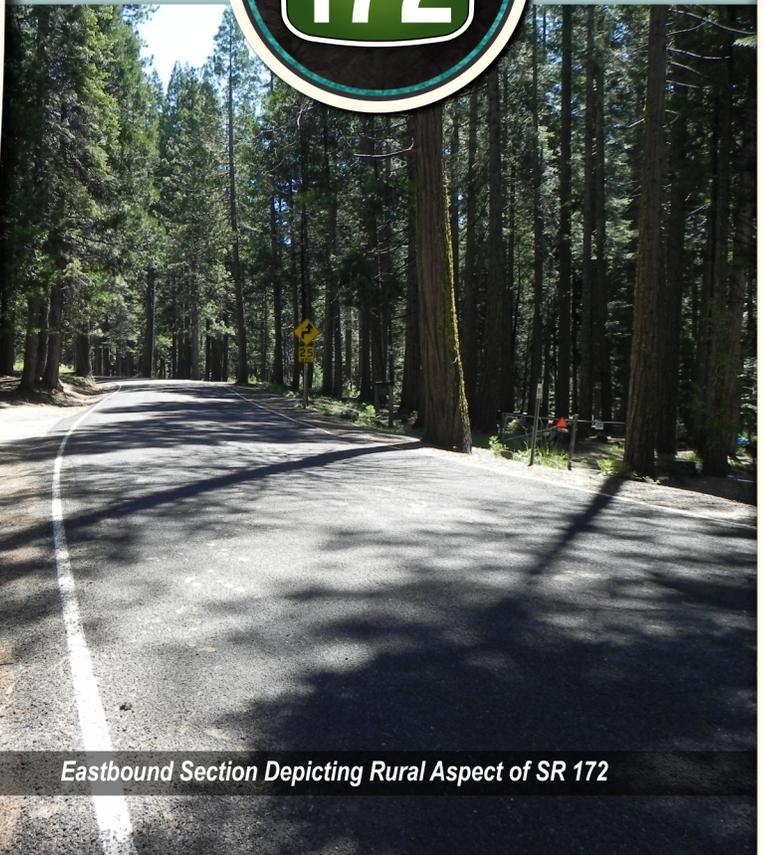


District 2



SYSTEM
PLANNING

Mill Creek Resort with SR 172 in Foreground



Eastbound Section Depicting Rural Aspect of SR 172

State Route 172 Transportation Concept Report

2015 Update

**California Department of Transportation
District 2**

The 2015 update to the 2002 Transportation Concept Report for SR 172 was limited in scope given the rural setting of the route and minimal change in traffic volumes, development levels, and highway usage patterns. Changes focused on updating route data (such as the base and future years for traffic volumes), use of modern graphics, clarification of text, and use of the current format for the Route Fact Sheet. Other information may be revised in the future, if conditions change.

About System Planning and Transportation Concept Reports

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 identifying deficiencies and proposing improvements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service. Development of System Planning products is part of the continuing, cooperative, and comprehensive transportation planning process and provides an opportunity for public, stakeholder, and agency participation.

The Transportation Concept Report (TCR) is a Caltrans 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.

The State Route (SR) 172 TCR is a collection of route information and data, including the current and projected operating characteristics, for SR 172 in Caltrans' District 2. The plan evaluates operational conditions and identifies potential improvements. Many different elements are considered such as development and growth trends, land uses, and local road connections. The plan considers existing State, local, and regional plans and studies, while emphasizing the importance of stakeholder involvement in the planning process. The TCR should be considered when developing other area plans and studies. Projects developed for SR 172 need to be evaluated for consistency with this TCR.

The benefits of an adopted TCR include:

- Identifying, prioritizing, and addressing the greatest needs within the route
- Protecting infrastructure
- Logical sequencing of projects
- Efficient use of available funding
- A common vision for the future of the route

Additional Information

For additional information on the SR 172 Transportation Concept Report contact:

California Department of Transportation - District 2
Office of System Planning

Address:

1657 Riverside Drive (MS-3)
Redding, CA 96001
(530) 229-0518

Internet Site: <http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the Caltrans - District 2 Office of System Planning makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation Mission:

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

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:

Department of Transportation
Attn: Equal Employment Opportunity Officer
1657 Riverside Drive
Redding, CA 96001
(530) 225-3055 Voice, 711 Statewide TTY

Caltrans is an Equal Opportunity agency. Federal law prohibits discrimination.

Traveler Information Links

Homepage – Caltrans District 2

Homepage: <http://www.dot.ca.gov/dist2/>

Visitors to the homepage are able to click on icons which take them to websites such as **QuickMap**, **One Stop Shop**, and **Chain Control Maps & Info**. On the homepage, there is also a list of traffic alerts that is updated daily. The traffic alerts notify drivers about projects that could impact travel on state highways in the District. The bottom of the page shows Caltrans District 2 “Tweets.” The links provided below are accessible from the District 2 homepage, unless otherwise noted.

Maps – Traffic Information, Construction, and Weather

One Stop Shop: <http://oss.weathershare.org/>

One Stop Shop provides real-time roadway information for western states on a map. The types of information include traffic speed, active and inactive changeable message signs (CMSs), closed circuit television (CCTV) cameras, chain restrictions, construction, incidents, information, commercial vehicle information, road weather information systems (RWIS), and RWIS with road temperatures lower than 32°. Clicking on the different icons opens pop-up boxes with the information related to each icon. For example, clicking on an RWIS icon shows weather information such as temperature, wind direction, and freezing point. Clicking on a construction icon shows information such as the location of the project, the start and end date, and any expected traveler delay.

Maps – Traffic Information

QuickMap: <http://quickmap.dot.ca.gov/>

This map-based platform shows site visitors real-time traffic information including traffic speed, lane closures, incidents, message signs, cameras, and chain controls. Clicking on the different icons opens pop-up boxes with the information related to each icon. For example, clicking on a lane closure icon causes a box to open displaying information such as location, direction, and time period. Clicking on a camera icon opens the image the camera is capturing for the chosen location. QuickMap applies to the entire state.

Maps – Construction

Construction Projects: <http://www.dot.ca.gov/dist2/projects.htm>

This page displays a map where visitors can click on a county within District 2 which takes them to another page with a list of projects occurring during that construction season. The project information listed includes county, project name, description, project manager, and estimated construction timeframe.

Maps – Weather & Chain Control

Traffic Cameras & Road Weather Information: <http://www.dot.ca.gov/dist2/travelmap.htm>

This link opens a map of District 2 that indicates CCTV, RWIS, and CCTV/RWIS locations. Visitors to the site may click on a dot shown on the map to open the camera image of current roadway conditions, weather data, or both.

Chain Control:

<http://www.dot.ca.gov/dist2/chainup/allcontys.htm>

This site displays a map of District 2 and chain control information which is updated during regular business hours, and during major snow events. The information includes road closures, truck holds, truck screenings, vehicle screenings, and metering traffic. It also shows the chain control requirement levels such as R-1M, R-1, R-2, and R-3. A legend which defines the chain control codes and terms can be found by clicking on any of the icons in the “Chain Control Legend” box.

National Weather Service – Weather for Travelers:

<http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php>

A travel forecast for any location in the country can be accessed from this link. The page opens up to a map with different user selected layers including radar, satellite, observation controls, and webcams. The observation controls include wind and temperature data. The website is currently in an experimental phase.

Highway Information (Non-map)**Planned Lane Closures:**

<http://www.lcswebreports.dot.ca.gov/lcswebreports/MainMenuPreAction.do?district=Statewide>

Site visitors can search for closures on state highways within California by clicking on a District. Users can then specify county, route, dates, and time period. Search queries can be as narrow or as open as desired. Search results appear in report format in a new screen, and include information regarding whether the closure is in-progress, completed, or canceled. The closure is listed as “no status” if it is for a future date.

California Highway Information:

<http://www.dot.ca.gov/cgi-bin/roads.cgi>

Not accessible from the District 2 homepage. Visitors to the site can check current highway conditions such as traffic control, lane closures, and wind advisories for any state highway in California by entering the highway number. Identical information can be obtained by calling the Caltrans Highway Information Network (CHIN): 800.427.7623.

California Highway Patrol (CHP) Traffic Incident Information Page:

<http://cad.chp.ca.gov/>

Not accessible from the District 2 homepage. Visitors to the site can select a CHP Communication Center anywhere in California and retrieve incidents within the jurisdiction. The screen refreshes every 60 seconds. Clicking on “details” will result in a display of information pertaining to the selected incident such as time, status, and location.

Highway Conditions Report:

<http://www.dot.ca.gov/hq/roadinfo/Hourly>

Not accessible from the District 2 homepage. This site lists highway information for every state highway in California. Information is presented in numerical order of the highways. For example, the first highway listed is State Route (SR) 1; the second highway is SR 2, then SR 4, then I-5 and so on through I-980. The site is updated hourly and provides information such as traffic control, lane closures, expected delays, detours, and wind advisories.

Traveler Information Resources

	Statewide Information Available	Accessible from District 02 Homepage	Map Format	Chain Requirements/ Weather-Related Road Closures	Incidents	CMS	CCTV	RWIS	Real-Time Traffic Conditions (speed, for example)	Weather	Construction/Planned Lane Closures
One Stop Shop: http://oss.weathershare.org/	•	•	•	•	•	•	•	•	•	•	•
QuickMap: http://quickmap.dot.ca.gov/	•	•	•	•	•	•	•		•		•
Construction Projects: http://www.dot.ca.gov/dist2/projects.htm		•	•								•
Traffic Cameras & Road Weather Information: http://www.dot.ca.gov/dist2/travelmap.htm		•	•				•	•		•	
Chain Control: http://www.dot.ca.gov/dist2/chainup/allcntys.htm		•	•	•							
National Weather Service: http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php	•	•	•							•	
Planned Lane Closures: http://www.lcswebreports.dot.ca.gov/lcswebreports/MainMenuPreAction.do?district=Statewide	•	•									•
California Highway Information (800.427.7623): http://www.dot.ca.gov/cgi-bin/roads.cgi	•										•
CHP Traffic Incident Information: http://cad.chp.ca.gov/	•				•						
Highway Conditions Report: http://www.dot.ca.gov/hq/roadinfo/Hourly	•										•

Report Signature Sheet

JUNE 2015 - UPDATE

State Route 172 Transportation Concept Report

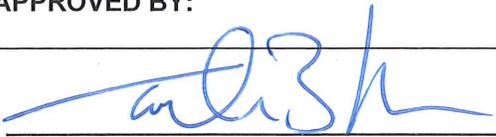
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APPROVED BY:

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REPORT SIGNATURE SHEET

Transportation Concept Report-State Route 172

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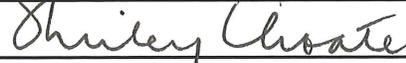
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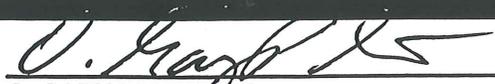
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O. GARY PLUNKETT 10-1-02
Executive Director (530) 385-1462 Date
Tehama County Transportation Commission

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EXECUTIVE SUMMARY

2015 Update

This TCR was originally approved in 2002. This is a low volume route and not much has changed, therefore an abbreviated update was performed in 2015. The most notable updates were with regard to graphics, volume data, clarification of text, and use of the current format for the Route Fact Sheet.

Introduction

This Transportation Concept Report (TCR) contains the vision for the future of State Route (SR) 172 as shared by Caltrans - 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 displays the boundaries of Caltrans - District 2 and also highlights SR 172, 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, approximately 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

O R E G O N



N E V A D A

SR 172 is an 8.9 mile Rural Major Collector providing access to the town of Mill Creek, seasonal cabins, recreational areas, and timber management areas.



No Scale



EXHIBIT 1

DISTRICT 2 AND SR 172 LOCATION

PUBLIC OUTREACH AND STAKEHOLDER INVOLVEMENT

Development and approval of the original SR 172 TCR, in 2002, 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 users and the traveling public, while still being conscious of the environment.

Public outreach and stakeholder involvement was achieved in a number of ways, including:

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

Some of the key issues identified during outreach, and the manner in which they were addressed, are outlined below:

- Vegetation - consider expansion of clear recovery zone during maintenance projects
- Limited shoulders - consider expansion of treated/untreated shoulders during maintenance projects
- Seasonal local recreational access - continue to plow route in winter (PM 5.4 to 8.9)

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 90 to 150. SR 172 has a total length of 8.9 miles.

The California State Highway System consists of routes described in the California Streets and Highways Code. In Chapter 2, Article 3, Section 472, SR 172 is described as follows:

“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 approximately 3.5 miles east of Morgan Summit.

The western end of SR 172 connects to SR 36 at TEH-36-PM 83.142. The eastern end of SR 172 connects to SR 36 at TEH-36-PM 91.253.

Regional Setting

SR 172 lies completely within Caltrans’ District 2 and 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 is situated in the northeast part of Tehama County, just south of the southwest entrance to Lassen National Volcanic Park. **Exhibit 2** is a map of SR 172.

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

STATE ROUTE 172 MAP

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 two-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 only designations applicable for State Route 172 are:

- “SR 172” (California Streets and Highways Code)
- Rural Major Collector

Population, Employment, and Housing

The California State Department of Finance (DOF) listed the State of California population as 37,309,000 in 2010. DOF anticipates the population in the State of California to be 44,279,000 in 2030. This is an 18.7% increase in the twenty-year period from 2010 to 2030. Most of the growth will be experienced in the Central Valley and have little impact on SR 172, a route which 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.

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 general store, restaurant, motel, and gift shop 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.

Trucks

Truck traffic accounts for only one percent of the average daily traffic on SR 172. Caltrans - District 2, Office of Traffic Operations, has the following truck length advisory posted at each end of SR 172:

“Tractor Semis Over 30 Feet Kingpin to Rear Axle Not Advised Next 9 Miles”

This advisory applies to both directions of travel for the entire length of the route.

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 1**.

Table 1: Existing Right of Way on State Route 172		
Begin/End PM	Approximate Right of Way Width	Type of Right of Way
0.0/7.1	80-132 feet	DOT Easement
7.1/7.3	Special	Prescriptive
7.3/8.9	80-132 feet	DOT Easement
Source: California Department of Transportation, Office of Right of Way		

As observed from **Table 1**, 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

Caltrans – District 2 strives to maintain, operate, and improve SR 172 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
- Biological (State and Federal listed species)
- Deer/wildlife crossings

Maintenance and Operations

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

Transportation Options

Transit (Regional & Interregional), Rail Passenger Service, Airport

There is no existing, or planned, transit, passenger rail service, or airport, on this route.

Bicycle Travel

Bicycles are allowed along the entire length of SR 172 which, with its milder grade, is a preferred alternative to the portion of SR 36 paralleling the route. Caltrans has created the “District 2 Cycling Resource Page” which is available at <http://www.dot.ca.gov/dist2/rideurbike.htm>. This resource page provides some links and information for cyclists to use when planning their cycling activities. One of the links is to the “Caltrans District 2 Cycling Guide”, <http://www.dot.ca.gov/dist2/pdf/bikeguide.pdf>. This guide was designed to give the cyclist an idea of what to expect while cycling in the northeastern counties of California, the area covered by Caltrans - District 2.

Alternate Facilities

State Route 36 parallels SR 172, connecting with it at Mineral and then again approximately 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 two bridges on SR 172:

- Martin Creek Bridge (08-0081) at PM 0.2 is 31.5 feet wide (built in 1991)
- Battle Creek Bridge (08-0059) at PM 0.85 is 28.5 feet wide (built in 1982)

Traffic Control

A traffic control device is a marking, sign, signal, or other device used to regulate, warn, or guide traffic. Traffic control devices can be placed on, over, or adjacent to a street, highway, pedestrian facility, or shared-use path by authority of a public agency having jurisdiction. The following types of traffic control are utilized for SR 172:

a. Stop Control

Stop Control is traffic control at an intersection where all approaches or the minor approaches are controlled by stop signs. Following is a list of stop controlled locations on SR 172:

- SR 172 at SR 36 in Mineral (PM 0.0)
- SR 172 at SR 36 near Morgan Summit (PM 8.9)

b. Snow Signs

Snow Signs are traffic signs mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic with regard to snow conditions. Following is a list of snow signs on SR 172:

- “Snow Not Removed Beyond Here” (PM 0.1 eastbound, near beginning of route)
- “Snow Not Removed Beyond Here” (PM 5.5 westbound, near Hole in the Ground Road)
- “Road Closed By Snow 3 Miles Ahead” (PM 8.8 westbound, near end of route)

Caltrans Maintenance Stations

Maintenance stations are facilities used by Caltrans to maintain the highway year-round. *Sand houses*, which are storage facilities for abrasives and deicers, are located in areas where temperatures are consistently low in the winter. The following Caltrans facility, located in Mineral on SR 36 (TEH-36, PM 82.2), provides for both the maintenance and sand house needs on SR 172:

Mineral Maintenance Station #675
(530) 595-4433

Intelligent Transportation Systems (ITS)

There are no existing ITS elements located on SR 172, nor are any planned at this time, due to the route’s low traffic volumes and its seasonal use.

However, there is a Highway Advisory Radio (HAR) Flasher installed on SR 36 just north of the SR 36/99 junction, at PM 44.62, to alert drivers to tune to 1610 on the radio for roadway information. This may provide useful information for travelers headed to the SR 172 area.

Possible future ITS elements on SR 36 in Tehama County which could also provide information for SR 172 include the following:

- Closed Circuit Televisions (CCTV) near post miles: R73.00, 83.50, 87.70, and 99.93
- Highway Advisory Radio (HAR) near post mile 83.14
- Roadside Weather Information Systems (RWIS) near post miles: R73.00, 82.20, and 87.79

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 Fact Sheet

State Route 172

County:	Tehama	Route:	172	Post Mile Limits	0.000 to 8.917
Location:	SR 36 in Mineral to SR 36 near Morgan Summit			Segment Length in Miles	8.917

CURRENT HIGHWAY INFORMATION			
Number of Lanes:	1	Percent Trucks:	1
Terrain	Mountainous	Percent 5-Axle Trucks:	1
Highway Width:	11 Feet (total)	Untreated Shoulders:	2 Feet (width)
2014 AADT:	150	2034 AADT:	300
Route Concept:		Maintain Only	

Segment Description and Management
<p>State Route (SR) 172 is a mountainous conventional highway in Tehama County and consists of only one segment. The route begins at SR 36 (SR 36 post mile 83.142) in Mineral and continues 8.917 miles east through the town of Mill Creek until it connects again with SR 36 (SR 36 post mile 91.253), 3.463 miles east of Morgan Summit. The purpose of SR 172 is to provide local access for a limited number of seasonal visitors that populate the Mill Creek area from May until mid-September. In the winter, the route is only plowed from PM 5.470 to 8.917.</p> <p>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 of the cabins are located in Mill Creek, the other 90 are located elsewhere). Residents live a rural lifestyle with a limited level of basic services.</p> <p>SR 172 is a Rural Major Collector with seasonal volumes from May through September. No new development has occurred in recent years, and the Tehama County General Plan indicates there will be little additional development in the Mill Creek area in the future. Annual Average Daily Traffic volumes are expected to double in the 20 year horizon (from 150 to 300).</p> <p>The route concept is maintain only. Due to the lack of striping on SR 172, passing is subject to sight distance regulations in the California Vehicle Code Section 21662.</p> <p>While no Intelligent Transportation Systems (ITS) elements are located on SR 172, the ITS elements on SR 36 provide travelers to SR 172 with relevant information for the area.</p>

Attachment A

Resolution of the Tehama County Transportation Commission

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

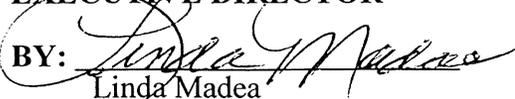
PASSED AND ADOPTED by the Tehama County Transportation Commission at a regular meeting of said Commission held on the 1st of October, 2002 by the following vote:

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