Transportation Concept Report

Unconstructed State Route (SR) 130

District 10

August 2016

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 District 10 Division of Planning, Local Assistance, and Environmental 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

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

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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) (Government 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 and health; stewardship and efficiency; sustainability, livability and economy, system performance, and organization excellence.

The System Planning process comprises four parts: the District System Management Plan (DSMP) and project list, the TCR, and the Corridor System Management Plan (CSMP). The district-wide DSMP is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system, the 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. The CSMP is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by California Government 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

State Route (SR) 130 is a partially unbuilt route, for which there exist no proposals for its construction. The proposed route is within Stanislaus and Santa Clara counties, and the Stanislaus Council of Government (StanCOG) Regional Transportation Plan (RTP) does not list the route's construction as a Tier I or Tier 2 project. No further effort to include stakeholders has been undertaken.

EXECUTIVE SUMMARY

State Route 130 is part of the inventory of traversable highways located within District 10. These highways were proposed in early planning stages for the SHS that have yet to be built. An important component in the future construction of any traversable highway is their inclusion in the local RTP. There is no mention of SR 130 in the latest StanCOG RTP (2014).

SR 130 currently extends from SR 101 in San Jose to the Santa Clara County/Stanislaus County line. The unbuilt portion extends eastward along Del Puerto Canyon Road to Route 33 in Patterson in Stanislaus County.

Current highway design standards would require the facility be an expressway.

The City of Patterson has recommended that instead of using Sperry Avenue, SR 130 connect to Zacharias Road to the north of Patterson to connect to SR 33. Sperry Avenue right-of-way is highly constrained and Zacharias Road would result in fewer traffic impacts.

Concept Summary

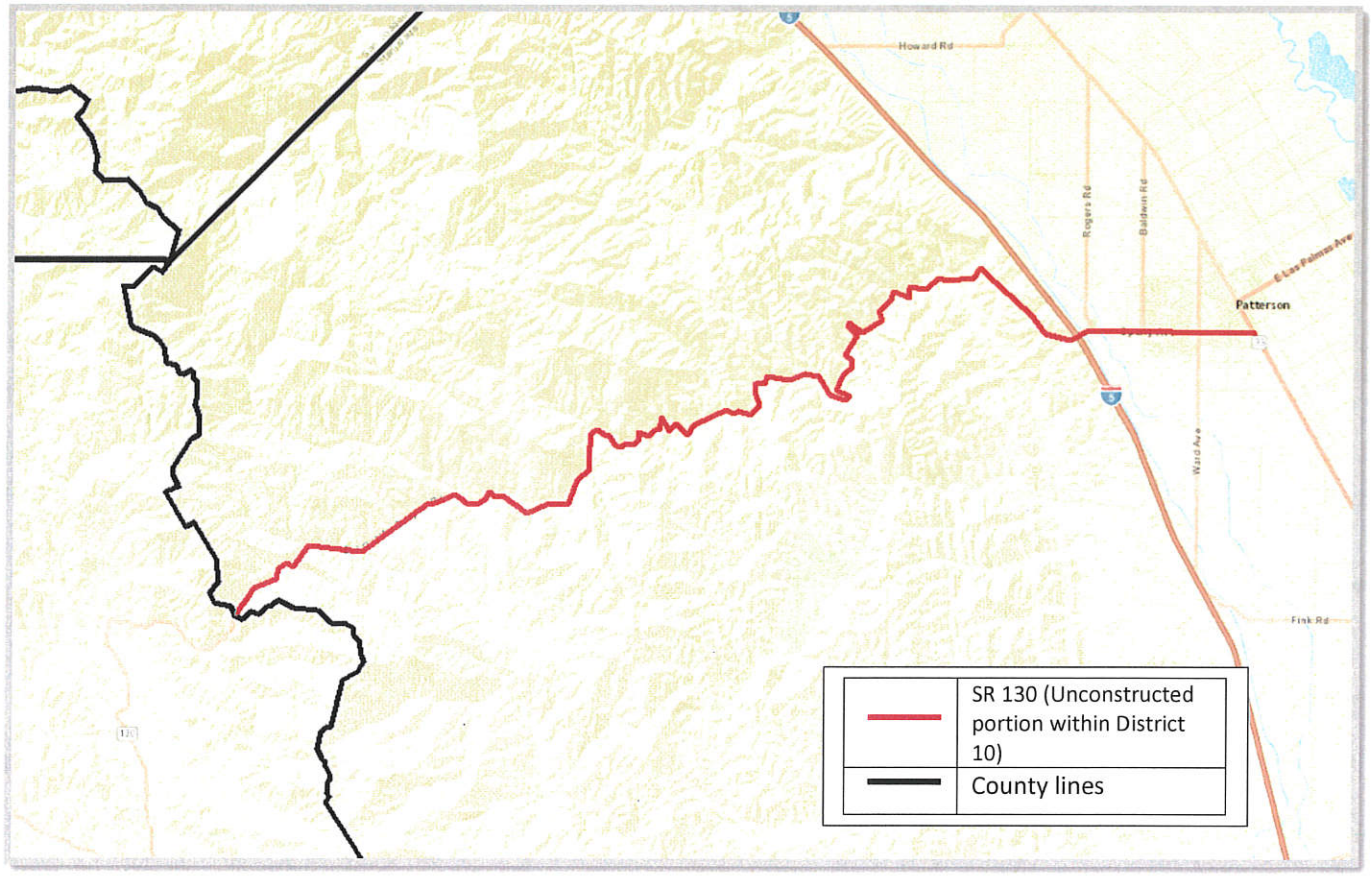
Segment	Segment Description	Existing Facility	20-25 Year Capital Facility Concept	20-25 Year System Operations and Management Concept	20-25 Year Facility Concept	Post-25 Year Concept
1	Del Puerto Canyon Road from Stanislaus County Line to Sperry Avenue in Patterson/SR 33	2-Lane Road	Not Built	Not Applicable	Not Planned	Not Planned

Currently, there are no proposals for the construction of SR 130. If constructed, the appropriate facility would be an expressway.

Concept Rationale:
State Route 130 has not been included in the Interregional Road System, and would have a concept Level of Service of D.

Proposed Projects and Strategies:
None proposed.

Figure 1: Unconstructed portion of SR 130



CORRIDOR OVERVIEW

ROUTE DESCRIPTION

Route Location: The existing portion of SR 130 is located in Santa Clara County and currently travels eastward from San Jose to Mount Hamilton. The unconstructed portion begins at Mount Hamilton and extends eastward along San Antonio Valley Road, over the Stanislaus County Line, and extends along Del Puerto Canyon Road from the Stanislaus County Line to the Sperry Avenue SR 33 intersection.

Route Purpose: The unconstructed portion of SR 130 would provide the San Jose area with a connector to I-5 and SR 33 in Stanislaus County. Currently, San Jose can only access I-5 through I-680 and I-580 or through Highway 101 and SR 152. It would also provide additional access to the coast and markets in the South Bay Area for the Central Valley and provide access to I-580 across the Altamont Pass.

Major Route Features: The portion of SR 130 within Stanislaus County begins at the county line and winds through primarily mountainous areas. The route passes by Frank Raines Off Highway Vehicle park. Diablo Grande, census-designated place, lies to the south. The east end of the route extends past I-5 and through the city of Patterson. It passes by warehouses and a primarily residential area before ending at SR 33.

Route Designations and Characteristics:

Freeway & Expressway	No
National Highway System	No
Strategic Highway Network	No
Scenic Highway	No
Interregional Road System	No
High Emphasis	No
Focus Route	No
Federal Functional Classification	Minor Collector
Goods Movement Route	Potential
Truck Designation	N/A

Rural/Urban/Urbanized	Rural
Metropolitan Planning Organization	StanCOG
Regional Transportation Planning Agency	StanCOG
Congestion Management Agency	StanCOG
County Transportation Commission	StanCOG
Local Agency	Stanislaus County
Tribes	N/A
Air District	San Joaquin Valley Air Pollution Control District
Terrain	Mountainous