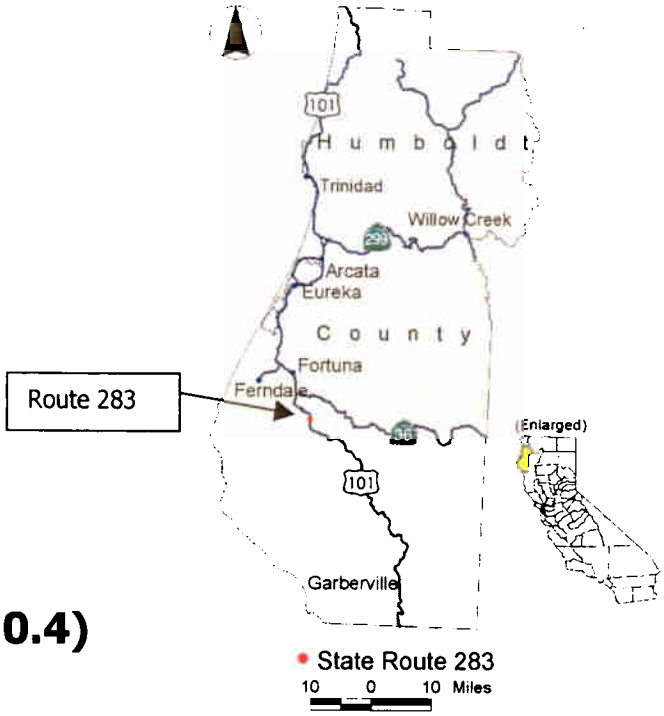
ROUTE CONCEPT REPORT



ROUTE 283 CORRIDOR

01-HUM-283-KP 0.0/0.6 (PM 0.0/0.4)

All Information in this Route Concept Report is Subject to change as conditions change and new information is obtained.

I approve this Route Concept Report as an analysis and conceptual long-range planning guide for Caltrans, our Regional Transportation Planning Partners, local entities and the public.

Approval Recommended:

6/14/01

CHARLIE FIELDER **Date**
Deputy District Director
Program/Project Management

Approval Recommended:

6/11/01

CHERYL S. WILLIS **Date**
Deputy District Director
Planning

Approved:

6/15/01

RICK KNAPP **Date**
District Director
District 1

JUNE 2001

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ROUTE CONCEPT REPORT

Statement of Planning Intent

The Route Concept Report (RCR) is a planning document which describes the Department's conceptual improvement options for a given transportation route or corridor. Considering reasonable financial constraints and projected travel demand over a 20-year planning period, the RCR considers transportation facility needs for each route or corridor. The RCR is a tool for implementing interregional and statewide continuity of the State's transportation network, and will be updated as needed as conditions change, or new information is obtained.

Purpose of the Route Concept Report

The objective of the RCR is to have local, regional, and state consensus on route or corridor concepts, improvement goals, and strategies. This document provides concept information only and does not determine policy nor establish a course of action. Route Concept Reports are prepared by District staff in cooperation with local and regional agencies.

Assumptions

The following assumptions form the basis for the development of Route Concept Reports:

1. The relative importance of State highways in the District is generally based on functional classification. In general, higher priority is given to major improvements on principal arterial routes as compared to minor arterials and collectors.

2. State highways with improvement concepts must have realistic concept levels of service. Concept levels of service are not established on State highways that will only be maintained (since improvements would not be made to address level of service concerns).

3. Level of service calculations are based on the 1997 Highway Capacity Manual.

4. Determinations of future level of service for State highways in District 1 are based in part upon Statewide and Regional forecasts of State highway travel developed by Caltrans.

5. Route concepts apply generally to an entire route or corridor, unless there are overriding considerations (e.g. a major change in function along the route or feasibility concerns).

6. Major projects will be developed to meet design standards acceptable to the Federal Highway Administration in order to receive Federal funding for projects. Otherwise, a "design exception" must be secured during the project development process.

7. Safety projects will be pursued on an on-going basis in order to be responsive to safety concerns as they are identified.

8. No planned or programmed improvements were assumed to be complete in analyzing present and future operating conditions. The Route Concept Report details programmed improvements in the 1998 STIP and the 1998 STIP Amendment.

9. Environmental documents are not required for Route Concept Reports. Individual improvement projects identified in Route Concept Reports will follow established environmental processes when development is proposed as required by law.

ROUTE CONCEPT REPORT

ROUTE 283

01-HUM-283-KP 0.0/0.6 (PM 0.0/0.4)

I. ROUTE CONCEPT AND RATIONALE

FACILITY CONCEPT

Route 283 should remain a 2-lane expressway, maintained as necessary at its existing width and on existing alignment.

Route 283 is an important local highway, which links the City of Rio Dell with the community of Scotia. If this Route were not in existence, traffic between these areas would need to make a longer trip, using the Route 101 freeway bypass of the community.

However, while Route 283 is important to the local area, it cannot effectively compete for capacity improvement funds with other more important Routes in the District (generally Rural Principal Arterials).

LEVEL OF SERVICE CONCEPT

No level of service concept has been selected for Route 283.

Route 283 currently operates at a "C" level of service during peak hour periods. With projected traffic increases, level of service on the Route is expected to deteriorate to "D" by the year 2020. No improvements are planned to address level of service reductions.

ROUTE CONCEPT FUNCTION

This Route Concept should serve as a guide for long range planning for Route 283. It will protect the state's investment in this Route, while recognizing financial constraints, which will not allow the programming of extensive improvements for all highways.

II. ROUTE MANAGEMENT STRATEGIES

REHABILITATION STRATEGY

Route 283 should be maintained as necessary.

Based on functional classification, traffic volumes, and maintenance service levels, Route 283 in District 1 should be maintained as necessary, at its present width and on existing alignment. The Route should be rehabilitated on an exception basis, when maintaining the facility would be less cost effective than rehabilitating it.

SAFETY AND OPERATIONAL IMPROVEMENT STRATEGY

No segment of Route 283 has a collision rate greater than 1.5 times (150% of) the Statewide average (based on similar facilities). However, safety improvements at spot locations will be considered as necessary.

Bridge replacement and storm damage projects will also be considered as necessary, and operational improvement projects will be considered on an exception basis. These projects, in addition to safety projects, should be constructed to appropriate State and/or Federal standards.

GOODS MOVEMENT STRATEGY

Route 283 primarily serves local traffic, and no goods movement improvement projects are planned for the Route at this time.

NON-MOTORIZED FACILITIES STRATEGY

Route 283 experiences generally moderate non-motorized traffic. Pedestrian facilities appear adequate for this route, as there is an existing sidewalk on the west side of the Route 283 structure crossing the Eel River.

Narrow bridge shoulders are not conducive to bicycle traffic, however, bicyclists have the option of walking their bicycles across the bridge. No bicycle or pedestrian improvements are planned for Route 283 at this time.

CORRIDOR PRESERVATION STRATEGY

It is anticipated that Route 283 will remain as it exists (a 2-lane expressway). No substantial long-term right of way needs are anticipated.

III. ALTERNATIVE CONCEPTS CONSIDERED

No alternative concepts were considered for Route 283 in District 1.

IV. ROUTE ANALYSIS

DESCRIPTION

Route 283 is primarily the old Route 101 bridge and overhead over the Eel River and the Northwestern Pacific Railroad. Route 283 originates at the Route 101 separation structure in north Scotia, and continues northerly, crossing Eel River Bridge and Overhead #4-15. Route 283 terminates at the end of this structure in the City of Rio Dell. It is a total of approximately 0.6 kilometers (0.4 miles) in length, the shortest State Highway in the State of California. The kilometer post description of this Route is HUM-283-KP0.0/0.6, and the post mile description is HUM-283-PM0.0/0.4.

ROUTE PURPOSE

Route 283 is functionally classified as a rural Major Collector. The Route primarily serves local traffic between the City of Rio Dell (population approximately 2,950) and the community of Scotia (population approximately 1,000). Route 283 was formerly a portion of Route 101. When a freeway bypass was constructed, legislative action was taken to make this a new route.

ROUTE SEGMENTATION

Route 283 is considered as a single segment (HUM-283-KP 0.0/0.6 or PM 0.0/0.4) for system planning purposes.

LAND USE

Land use around Route 283 is generally considered mixed use. Land use designations include commercial, industrial, and open space.

EXISTING FACILITIES

Table I on the below summarizes existing facility characteristics for the Route 283 corridor in District 1.

TABLE I
EXISTING FACILITY CHARACTERISTICS
ROUTE 283

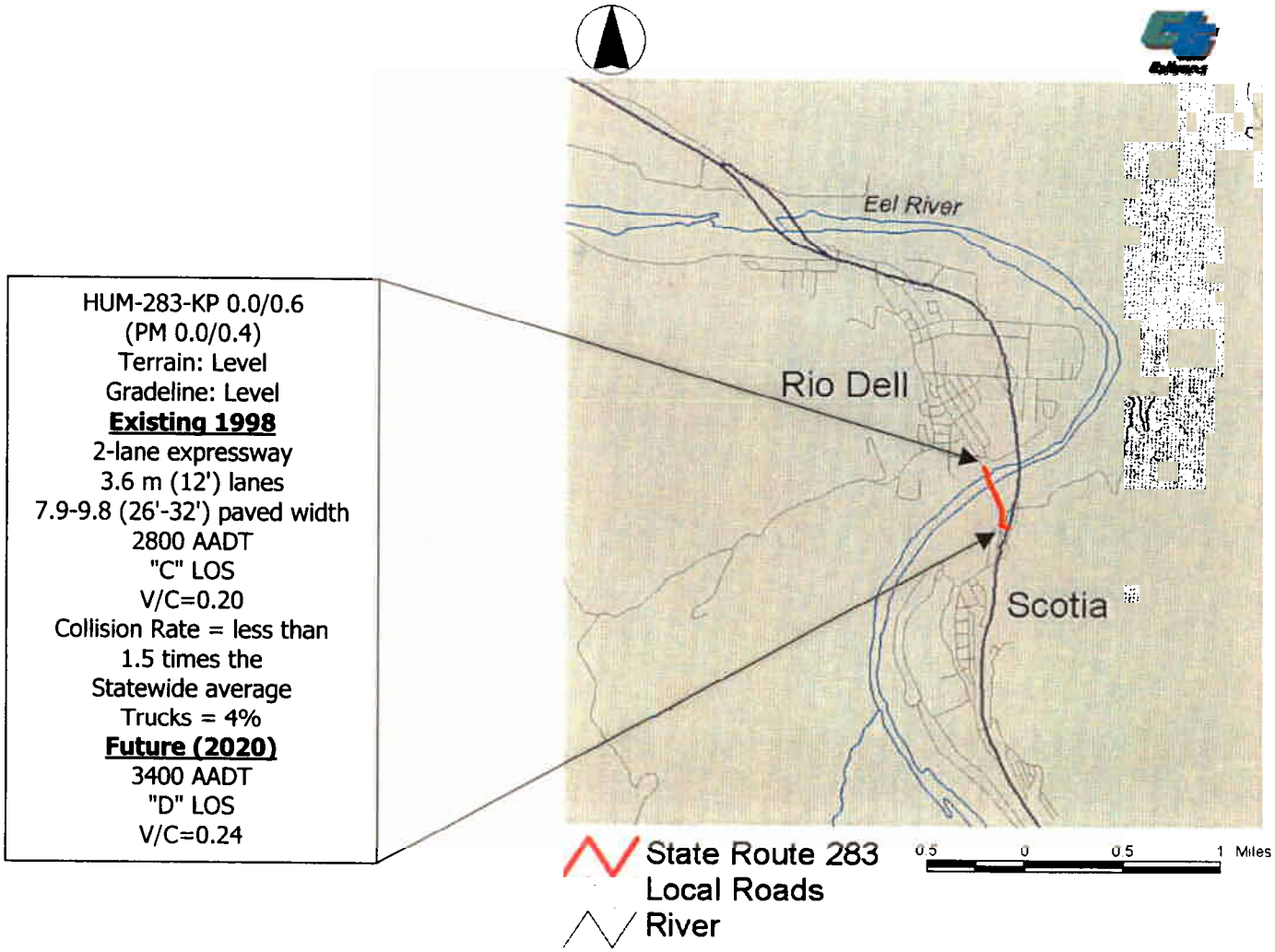
SEG #	HUM 283		DESCRIPTION	EXISITNG FACILITY
	KP	PM		
1	0.0/.6	0.0/0.4	Rte 101 to end of Eel River bridge #4-15	2-LANE EXPRESSWAY

Functional Classification	Rural Major Collector
Eligible for Federal Funding	Yes
Freeway and Expressway System:	No
Eligible for Scenic Highway Designation:	No
Subsystem of Highways for Extra Legal Loads (SHELL)	No
Surface Transportation Assistance Act (STAA) Trucks Allowed:	No
Strategic Highway Network:	No
National Highway System:	No
Interregional Road System:	No
Public Airports Served:	None
Rail Service:	None (but it crosses over the rail line)
Intercity Bus Service:	None (Humboldt Transit Authority Regional Bus Service)
Intersecting State Highway Routes:	101
Park and Ride Lots	None

OPERATING CONDITIONS

Present and future operating conditions, including traffic volume ranges, level of service, and volume to capacity ratios for both existing and anticipated future conditions for Route 283 are shown on Map 1 below. Further information regarding specific operating and geometric conditions may be found in Caltrans source documents (e.g., the State Highway Inventory, the State Highway Log, and Traffic Volumes on California state Highways, etc.)

MAP 1
PRESENT AND FUTURE OPERATING CONDITIONS
ROUTE 283



PROGRAMMED IMPROVEMENTS

There were no improvements to Route 283 programmed in the 1998 State Transportation Improvement Program (STIP). The 1998 State Highway Operation and Protection Program (SHOPP) includes a $3.8 million bridge rehabilitation project on Route 283, currently proposed for delivery in the winter of 2001. No capacity increasing improvements are programmed for this Route in the 2000 STIP.

V. ENVIRONMENTAL CONSIDERATIONS

The primary environmental consideration for this Route is the water quality and recreational resource value of the Eel River, a wild and scenic river and a critical salmon and steelhead spawning and nursery habitat.

VI. REGIONAL TRANSPORTATION PLANNING

The Humboldt County Regional Transportation Plan includes a description of Route 283; however, no improvements to this Route are identified.

VII. AREAS OF CONCERN

The following criteria are used to identify areas of concern on Route 283, based on an analysis of level of service and collision history:

1. A segment is considered to be a "level of service concern" if the concept level of service (LOS) will not be achieved under present or future traffic conditions, or the segment operates at capacity during peak hour.

2. A segment is considered to be a "safety concern" if the total collision rate for a five year period for that segment exceeds one and one-half times the Statewide average for similar facilities.

Based on these criteria, no areas of concern were identified on Route 283 in District 1.

III. IMPROVEMENTS NECESSARY TO ACHIEVE THE ROUTE CONCEPT

Consistent with the Route Concept of maintain as necessary, no new facility improvements will be required. Safety improvements should be made as necessary, and operational improvements should be considered on an exception basis.

IX. TRANSIT AND HIGH OCCUPANCY VEHICLE (HOV) CONSIDERATIONS

Route 283 is served by Humboldt Transit Authority's Redwood Transit Service for approximately 6 trips daily, weekdays only. No State-owned park and ride lot exists adjacent to Route 283.

X. ACCESS MANAGEMENT

Access management involves managing where vehicles are allowed to enter the highway, to improve highway operations and reduce collisions. All of Route 283 is expressway and there are no access management concerns.

XI. ADOPTIONS, RESCISSIONS AND RELINQUISHMENTS

New or changed highway routings generally require adopting a new route and rescinding the previously adopted route. The Route may also be relinquished to a city, county or other public entity.

No significant adoptions, rescissions, or relinquishments are anticipated on Route 283 in District 1.

APPENDIX A

Level of Service (LOS)

LOS		Description of Typical Traffic Condition	Delay	Service Rating
A		Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed, and a high level or comfort and convenience.	None	Excellent
B		Stable traffic flow – speed becoming slightly restricted. the presence of others in the traffic stream begins to be noticeable. Low resistance on maneuverability.	None	Very Good
C		Stable traffic flow, but less freedom to select speed, change lanes or pass. Comfort and convenience decreasing as density increases.	Minimal	Good
D		Approaching unstable flow. Speeds tolerable, but subject to sudden and considerable variation. Reduced maneuverability, driver comfort and convenience.	Minimal	Adequate
E		Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort and convenience.	Significant	Fair
F		Forced traffic flow. Speed and flow may drop to zero with high densities. Queues tend to form behind such locations since arrival flow exceed traffic	Considerable	Poor