



This technical update supersedes the technical information included in the approved Route Concept Report (RCR) (1999) for Route 199. Level of Service (LOS) calculations in the technical update are based on the 2000 Highway Capacity Manual (HCM) methodology, rather than the 1994 HCM methodology used in the existing RCRs. The 2000 HCM uses operating speed as a parameter for determining LOS on 2-lane highways in addition to percent time following, which was used in the previous methodology, resulting in lower levels of service for some segments of the route.

The following segments will be addressed in this data update:

- DN-199- 0.5/14.6 (Segment 1)
- DN-199-14.6/19.8 (Segment 2)
- DN-199-19.8-27.1 (Segment 3)
- DN-199-27.1/36.4 (Segment 4)



# Route 199 TCR Data Update – June 2010



## Segment 1 Data Update: Route 101 to East of Gasquet

### Segment Description

**DN-199-T0.5-T14.6**, from Route 101 north of Crescent City to just east of the community of Gasquet.

This segment of Route 199 is 2-lane conventional highway, serving interstate and interregional traffic, as well as some commuter traffic between the communities of Gasquet and Crescent City. Much of the interstate and interregional traffic is recreational in nature.



Land use in this segment is primarily open space, and much of the land is parkland. Relatively light residential and commercial development is clustered near the Route 101/199 intersection, within the communities of Hiouchi and Gasquet.

### Facility Concept

The facility concept of this segment of Route 199 is 2-lane conventional highway with a Level of Service (LOS) of "D" as stated in the most recent Transportation Concept Report (TCR) for Route 199 (1999).

### Functional Classification

Segment 1 is classified as a Principal Arterial route.

### Segment Collision Rates

#### Actual Collision Rates:

Total: 1.40 (times statewide average rates for similar facilities)

Fatal + Injury: 1.50 (times statewide average rates for similar facilities)



Route 199, through Jedediah Smith State Park

(Source: Traffic Accident Surveillance and Analysis System (TASAS), 3-year period: July 1, 2006 – June 30, 2009)



## Segment 1 Characteristics and Performance

Facility Type	2-lane Conv.	Freeway and Expressway System	Yes
Conventional Lane Width	12 Ft.	Eligible for Federal Funding	Yes
Paved Shoulder Width	0 ft. – 8 ft.	Eligible for Scenic Hwy Designation	Yes
Terrain	Mountainous	Strategic Highway Network	No
Current (2008) Annual Average Daily Traffic (AADT)	3611	Interregional Road System	Yes (High Emphasis Route)
Current (2008) Average Peak Hour Volume	617	National Highway System	Yes
Current (2008) Total Truck AADT	720	Rail Service	No
Future (2028) AADT [1.20 Growth Factor (GF)]	4333	Intercity Bus Service	No
Future (2028) Peak Hour Volume (1.20 GF)	740	Marine Transportation	None
Future (2028) Total Truck AADT (1.20 GF)	864	Intersecting State Highway Routes	101, 197
Surface Transportation Assistance Act (STAA) Trucks Allowed	No *	Park and Ride Lots	None
Extra Legal Load Network (ELLN)	No	Interregional Transportation Strategic Plan	Yes
Public Airports Served	Ward Field (Gasquet)		

\*STAA trucks will be allowed on portions of Route 199 after completion of planned improvements



# Route 199 TCR Data Update – June 2010



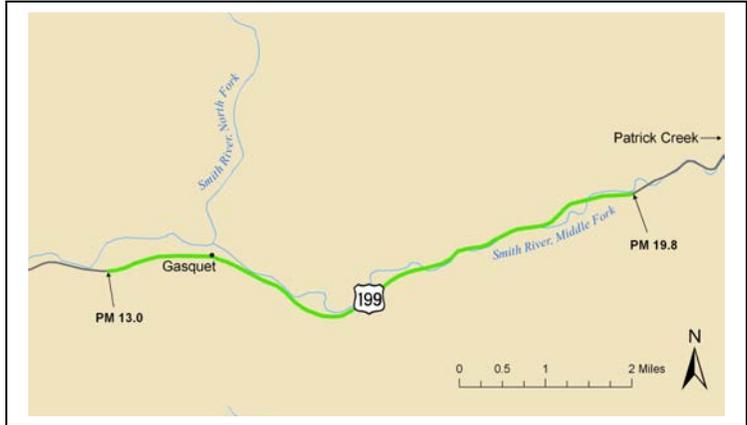
## Segment 2 Data Update: East of Gasquet to West of Patrick Creek

### Segment Description

**DN-199-T14.6/19.8**, from east of the community of Gasquet to approximately two miles west of Patrick Creek.

This segment of Route 199 is 4-lane conventional highway, serving interstate and interregional traffic, including relatively high volumes of both truck and recreational traffic.

Land use in this segment is primarily open space, along the wild and scenic Smith River. Relatively light residential and commercial development is clustered in and near the community of Gasquet. Other land uses include a Forest Service Campground, river access, and a Botanical Trail.



### Facility Concept

The facility concept of this segment of Route 199 is 4-lane conventional highway with a Level of Service (LOS) of "D" as stated in the most recent Transportation Concept Report (TCR) for Route 199 (1999).

### Functional Classification

Segment 2 is classified as a Principal Arterial route.

### Segment Collision Rates

#### Actual Collision Rates:

Total: 0.42 (times statewide average for similar facilities)

Fatal + Injury: 0.87 (times statewide average for similar facilities)

(Source: Traffic Accident Surveillance and Analysis System – TASAS, 3-year period: July 1, 2006 – June 30, 2009)



Route 199, PM 17.52, about 3.5 miles east of Gasquet



**Segment 2 Characteristics and Performance**

Facility Type	4-lane Conventional	Freeway and Expressway System	Yes
Conventional Lane Width	24 Ft.	Eligible for Federal Funding	Yes
Paved Shoulder Width	4 Ft.	Eligible for Scenic Hwy Designation	Yes
Terrain	Rolling	Strategic Highway Network	No
Current (2008) Annual Average Daily Traffic (AADT)	3050	Interregional Road System	Yes (High Emphasis Route)
Current (2008) Average Peak Hour Volume	415	National Highway System	Yes
Current (2008) Total Truck AADT	629	Rail Service	No
Future (2028) AADT [1.20 Growth Factor (GF)]	3660	Intercity Bus Service	No
Future (2028) Peak Hour Volume (1.20 GF)	498	Marine Transportation	None
Future (2028) Total Truck AADT (1.20 GF)	755	Intersecting State Hwy Routes	101, 197
Surface Transportation Assistance Act (STAA) Trucks Allowed	No*	Park and Ride Lots	None
Extra Legal Load Network (ELLN)	No	Interregional Transportation Strategic Plan	No
Public Airports Served	Ward Field (Gasquet)		

\*STAA trucks will be allowed on portions of Route 199 after completion of planned improvements

**Programmed Projects**

(Source: *North Region Workplan Status District 1, June 10, 2010.*)

County	Route	Post Miles	Project Description	Estimated Completion Date
DN	199	18.2/18.6	Construct cable mesh drapery system	12/01/2011



# Route 199 TCR Data Update – June 2010

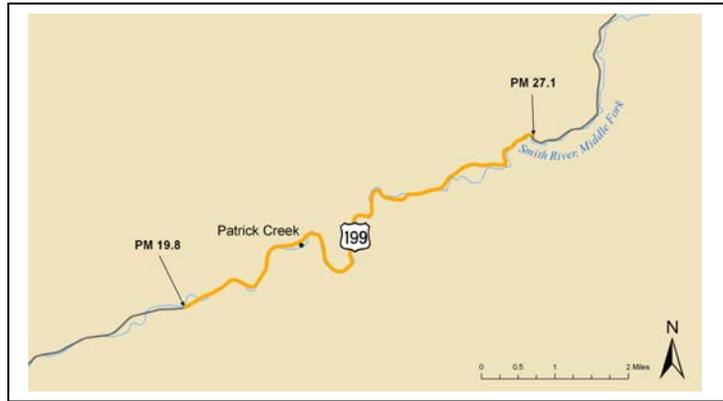


## Segment 3 Data Update: West of Patrick Creek to West of Idlewild

### Segment Description

**DN-199-19.8/27.1**, from about two miles west of Patrick Creek to about one mile west of the Idlewild maintenance station.

This segment of Route 199 is 2-lane conventional highway, primarily serving interstate and interregional traffic, including relatively high volumes of both truck and recreational traffic (especially in the summer months).



Land use in this segment is primarily open space along the wild and scenic Smith River. The scattered residential and commercial development in this segment is very light.

### Facility Concept

The facility concept of this segment of Route 199 is 2-lane conventional highway with a Level of Service (LOS) of "D" as stated in the most recent Transportation Concept Report (TCR) for Route 199 (1999).

### Functional Classification

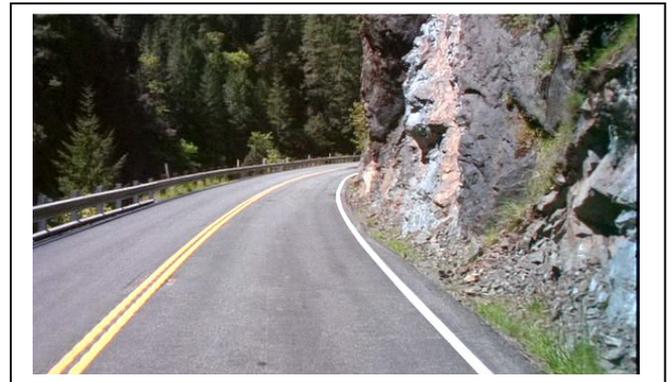
Segment 3 is classified as a Principal Arterial route.

### Segment Collision Rates

#### Actual Collision Rates:

Total: 1.40 (times the statewide average rates for similar facilities)

Fatal + Injury: 1.19 (times the statewide average rates for similar facilities)



Route 199, PM 23.10, "The Narrows"

(Source: Traffic Accident Surveillance and Analysis System – TASAS, 3-year period: July 1, 2006 – June 30, 2009)



**Segment 3 Characteristics and Performance**

Facility Type	2-lane Conv.	Freeway and Expressway System	Yes
Conventional Lane Width	12 Ft.	Eligible for Federal Funding	Yes
Paved Shoulder Width	0 – 8 ft.	Eligible for Scenic Hwy Designation	Yes
Terrain	Mountainous	Strategic Highway Network	No
Current (2008) AADT	3050	Interregional Road System	Yes (High Emphasis Route)
Current (2008) Average Peak Hour Volume	415	National Highway System	Yes
Current (2008) Total Truck Annual Average Daily Traffic (AADT)	629	Rail Service	No
Future (2028) AADT (1.20 GF)	3660	Intercity Bus Service	No
Future (2028) Peak Hour Volume (1.20 GF)	498	Marine Transportation	None
Future (2028) Total Truck AADT (1.20 GF)	755	Intersecting State Hwy Routes	101, 197
Surface Transportation Assistance Act (STAA) Trucks Allowed	No*	Park and Ride Lots	None
Extra Legal Load Network (ELLN)	No	Interregional Transportation Strategic Plan	No
Public Airports Served	Ward Field (Gasquet)		

\*STAA trucks will be allowed on Route 199 after completion of planned improvements

**Programmed Projects**

(Source: *North Region Workplan Status District 1, June 10, 2010.*)

County	Route	Post Miles	Project Description	Estimated Completion Date
DN	199	20.5/25.7	Shoulder widening & bridge widening/replacement (STAA truck access project)	12/01/16
DN	199	22.7/23.0	Widening (STAA truck access project)	12/01/15
DN	199	26.3/26.5	Widen left shoulder (STAA truck access project)	12/01/15

## Segment 4 Data Update: West of Idlewild to the California/Oregon State Line

### Segment Description

**DN-199-27.1/36.4**, from approximately one mile west of the Idlewild maintenance station to the California/Oregon State line.

This segment of Route 199 is 2-lane conventional highway, primarily serving interstate and interregional traffic, including relatively high volumes of both truck and recreational traffic (especially in the summer months).



Land use in this segment is almost exclusively open space recreational and timber production. There is a Caltrans maintenance station at Idlewild, a rest area at Collier Tunnel, an inspection station at the California/Oregon State line, and some residential development near the State line.

### Facility Concept

The facility concept of this segment of Route 199 is 2-lane conventional highway/expressway with a Level of Service (LOS) of "D" as stated in the most recent Transportation Concept Report (TCR) for Route 199 (1999).

### Functional Classification

Segment 3 is classified as a Principal Arterial route.

### Segment Collision Rates

Actual Collision Rates:

Total: 0.60 (times statewide average rates for similar facilities)

Fatal + Injury: 0.48 (times statewide average rates for similar facilities)

(Source: Traffic Accident Surveillance and Analysis System – TASAS, 3-year period: July 1, 2006 – June 30, 2009)





# Route 199 TCR Data Update – June 2010

Route 199, PM 32.30, passing lane near



## Segment 4 Characteristics and Performance

Facility Type	2-lane Conventional/Expressway	Freeway and Expressway System	Yes
Conventional Lane Width	12 – 24 Ft.	Eligible for Federal Funding	Yes
Paved Shoulder Width	1 - 4 Ft.	Eligible for Scenic Hwy Designation	Yes
Terrain	Mountainous	Strategic Highway Network	No
Current (2008) Annual Average Daily Traffic (AADT)	3000	Interregional Road System	Yes (High Emphasis Route)
Current (2008) Average Peak Hour Volume	410	National Highway System	Yes
Current (2008) Truck AADT	629	Rail Service	No
Future (2028) AADT [1.20 Growth Factor (GF)]	3600	Intercity Bus Service	No
Future (2028) Peak Hour Volume (1.20 GF)	492	Marine Transportation	None
Future (2028) Truck AADT (1.20 GF)	755	Intersecting State Hwy Routes	101, 197
Surface Transportation Assistance Act (STAA) Trucks Allowed	No*	Park and Ride Lots	None
Extra Legal Load Network (ELLN)	No	Interregional Transportation Strategic Plan	No
Public Airports Served	Ward Field (Gasquet)		

\*STAA trucks will be allowed on Route 199 after completion of planned improvements

## Programmed Projects

(Source: *North Region Workplan Status District 1, June 10, 2010.*)

County	Route	Post Miles	Project Description	Estimated Completion Date
DN	199	33.5/33.9	Clean and paint tunnel	8/01/2011