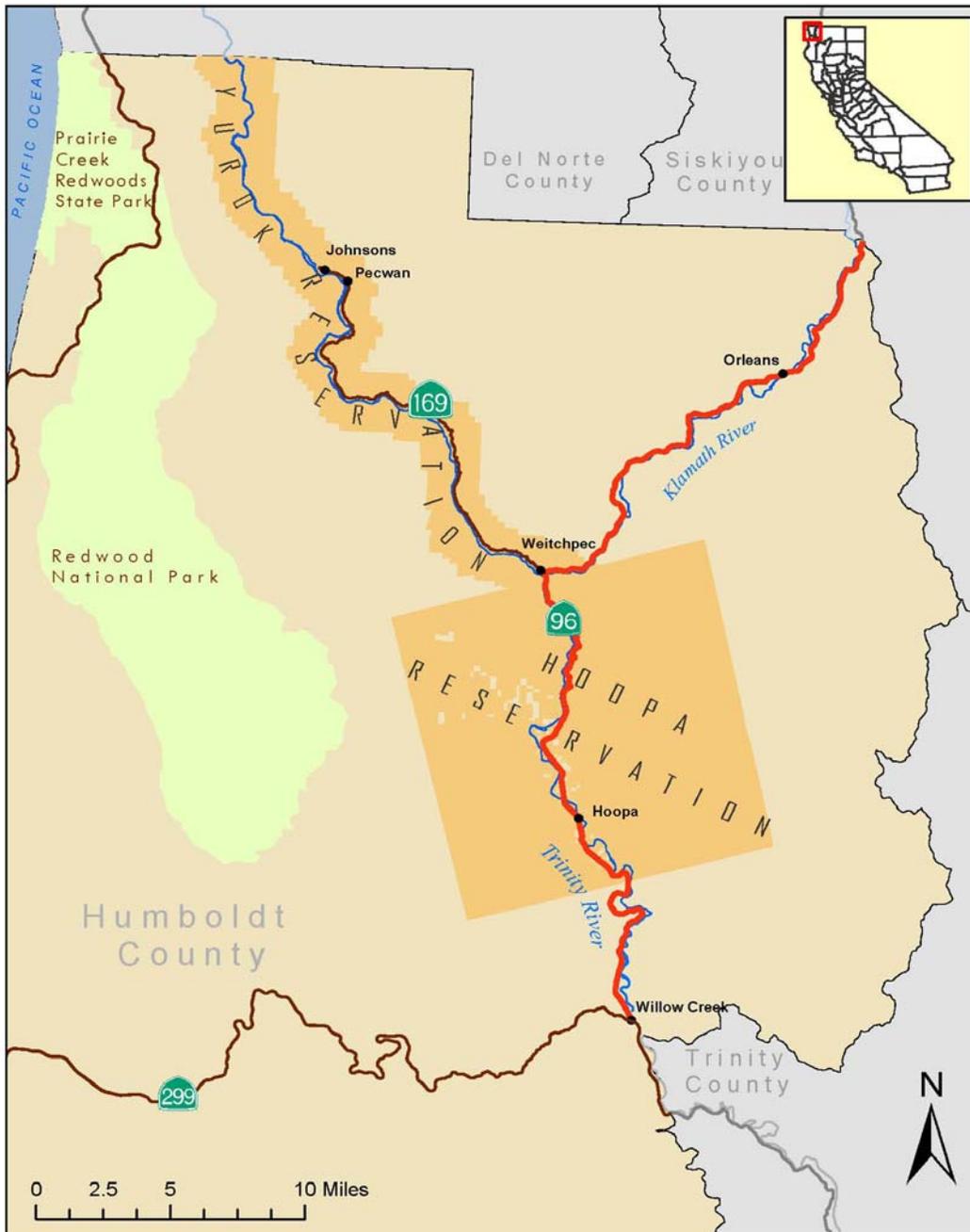


Route 96 Data Update – September 2010



This technical update supersedes the technical information included in the approved RCR for the above-mentioned route. 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 technical update: 1-HUM-96-0.0/16.0 and PM 16.0/45.0

Segment 1: Route 96 (HUM-96-0.0 – 16.0 (0.8 mi south of Rock Chute Viaduct))

Segment Description

HUM-96-0.0/16.0, from the intersection of Routes 299 and 96. The last Route Concept Report (pre-TCR) that includes this segment was approved in 1999.

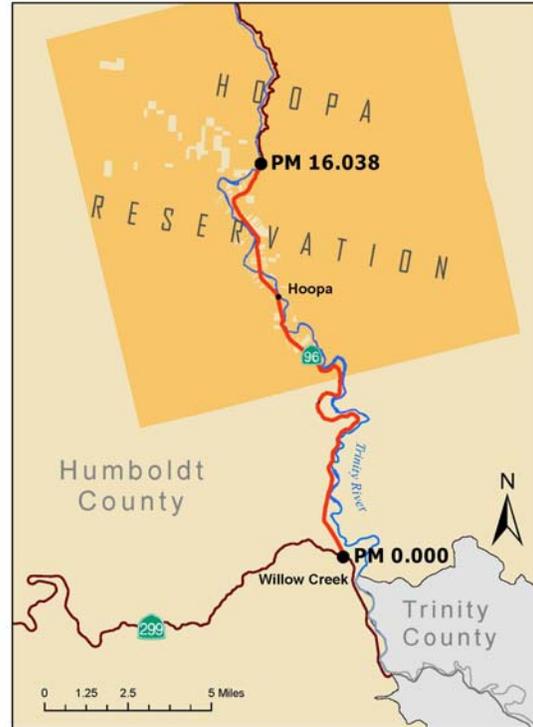
The 2000 US Census identified 2,633 people living within the 144-square mile reservation. Land use in this segment is primarily open space, grazing and farmland, interspersed with scattered residential and commercial development near the downtown core. The Tribe owns significant tracts of timberland within the reservation as well. Recreational uses associated with the Trinity and Klamath Rivers and public lands in the region also proliferate.

Facility Concept

This segment of Route 96 will remain a 2-lane conventional highway. There has been no concept LOS established for this segment of Route 96.

Functional Classification

The route is classified as a Rural Minor Arterial.



Segment Collision Rates

Actual Collision Rates:

Total = 2.06 (COL/MVM); Fatal + Injury = 1.03 (COL/MVM)

(Actual Fatal Collision Rate is 0.5 times lower than the Statewide Average for Similar Facilities)

Statewide Ave. Collision Rate (for similar facilities): Total = 1.77; Fatal + Injury = 0.90

(Source: Traffic Accident Surveillance and Analysis System – TASAS, for the period Jan. 2006 through Dec. 2008).

Segment Characteristics and Performance

Facility Type	2-lane Conv.	Freeway and Expressway System	No
Conventional Lane Width	±11-12'	Eligible for Federal Funding	Yes
Paved Shoulder Width	±3.25' (ave.) from 2002 Hwy Log	Eligible for Scenic Hwy Designation	Yes
Terrain	Level	Strategic Highway Network	No
Current ('08) AADT	2,065	Interregional Road System	No
Current ('08) Ave. Peak Hr Vol.	218	National Highway System	No
Current ('08) 5-Axle Truck ADT	26	Rail Service	No
Future (2028) AADT (1.2 GR)	2,478	Intercity Bus Service	Yes
Future (2028) Peak Hour Vol.	370	Marine Transportation	None
Future (2028) 5-Axle Truck ADT	918	Intersecting State Hwy Routes	299, 169, 5
Subsystem of Highways for Extra Legal Loads (SHELL)	Portions	Park and Ride Lots	None
STAA Trucks Allowed	No	Interregional Transportation Strategic Plan	No
		Public Airports Served	None operating

Programmed Projects (Information from "Status of Humboldt Co. Projects, Dec. 2009")

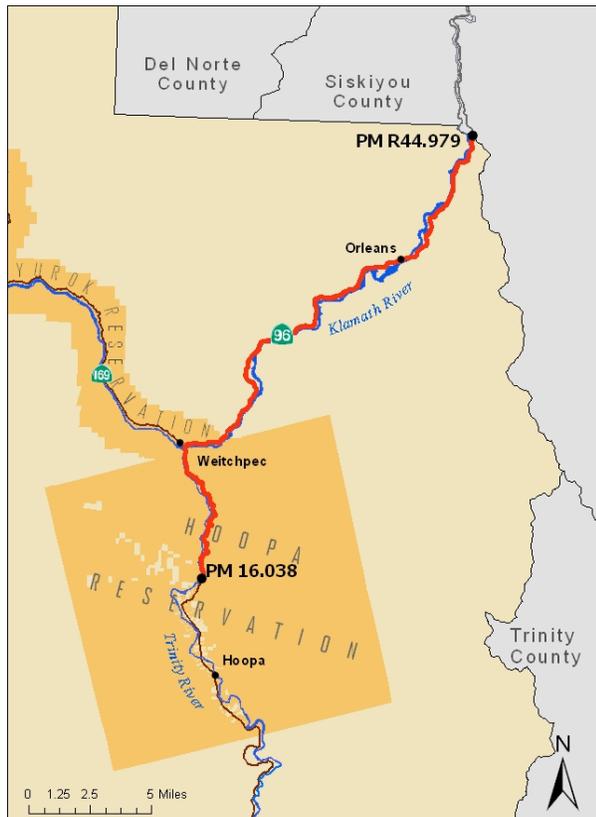
- 1) HUM 96-10.5/10.7 – Realign highway – Estimated Completion Date: October 2017*
- 2) HUM 96-0.0/3.8 – Rubberized AC Overlay - Estimated Completion Date: October 2011
- 3) HUM 96-0.6 – Constr. 2 Holding Ponds @ WC Maint. Station – Est. Completion Date: March 2012
- 4) HUM 96-3.0/20.4 – Reconstr. Roadway, Repair Slope/Drainage – Est. Completion Date: Oct. 2012
- 5) HUM 96-8.5/8.7 – Prem. Restoration of Storm Damage - Estimated Completion Date: April 2011*

* Not found in Dec. 2009 County Status or June 2010 Status of Project

Segment 2: Route 96 – PM16.0 – Humboldt/Siskiyou County line (R45.0)

Segment Description

Hum-96-16.0/R45.0, from the Rock Chute Viaduct north of the Hoopa Reservation and at the convergence of the Trinity and Klamath Rivers to the Humboldt/Siskiyou County line coinciding with the boundary between Caltrans Districts 1 and 2. The last Route Concept Report (pre-TCR) that includes this segment was approved in 1999.



This segment of Route 96 is 2-lane conventional highway serving the communities north of Hoopa including Weitchpec and Orleans, as well as interregional traffic to and from I-5 in Siskiyou County and beyond.

Land use in this segment is primarily timber and public lands. Terrain is extremely rugged. The very small communities of Weitchpec and Orleans are supported primarily by Tribal and Forest Service interests. Recreational uses associated with the Trinity and Klamath Rivers and public lands in the region also proliferate.

Facility Concept

This segment of Route 96 will remain a 2-lane conventional highway. There has been no concept LOS established for this segment of Route 96.

Functional Classification

The route is classified as a Rural Minor Arterial.

Segment Collision Rates

Actual Collision Rates:

Total = 1.44 (COL/MVM); Fatal + Injury = .98 (COL/MVM)

(Actual Fatal Collision Rate is 0.68 times lower than the Statewide Average for Similar Facilities)

Statewide Ave. Collision Rate (for similar facilities):

Total = 2.23; Fatal + Injury = 1.13

(Source: Traffic Accident Surveillance and Analysis System – TASAS, for the period Jan. 2006 through Dec. 2008).



Segment Characteristics and Performance

Facility Type	2-lane Conv.	Freeway and Expressway System	Yes
Conventional Lane Width	11-12'	Eligible for Federal Funding	Yes
Paved Shoulder Width	±1-3' (ave.)	Eligible for Scenic Hwy Designation	Yes
Terrain	Mountainous	Strategic Highway Network	No
Current ('08) AADT	590	Interregional Road System	No
Current ('08) Ave. Peak Hr Vol.	66	National Highway System	No
Current ('08) 5-Axle Truck ADT	26	Rail Service	No
Future (2028) AADT (1.1 GR)	649	Intercity Bus Service	No
Future (2028) Peak Hour Vol.	106	Marine Transportation	None
Future (2028) 5-Axle Truck ADT	104	Intersecting State Hwy Routes	299, 169, 5
STAA Trucks Allowed	No	Park and Ride Lots	None
Subsystem of Hwys for Extra Legal Loads (SHELL)	Portions	Interregional Transportation Strategic Plan	No
		Public Airports Served	None operating

Programmed Projects (Information from "Status of Humboldt Co. Projects, Dec. 2009")

- 6) HUM 96-21.8 – Storm Damage, Soldier Pile Retaining Wall - Estimated Completion Date: Feb. 2011
- 7) HUM 96-23.0/23.8 – Repair Roadway, Install Gallery Drain. Walls – Est. Completion Date: Nov. 2011*
- 8) HUM 96-26.9/R41.1 – Repair Roadway and Damage – Estimated Completion Date: Nov. 2010
- 9) HUM 96-16.0/18.7 – Hot Mix Asphalt Overlay – Estimated Completion Date: June 2010
- 10) HUM 96-22.9 – Bridge Painting (Klamath River & Bluff Crk) – Est. Completion Date: June 2009 – **DONE**

* Not found in Dec. 2009 County Status or June 2010 Status of Project