

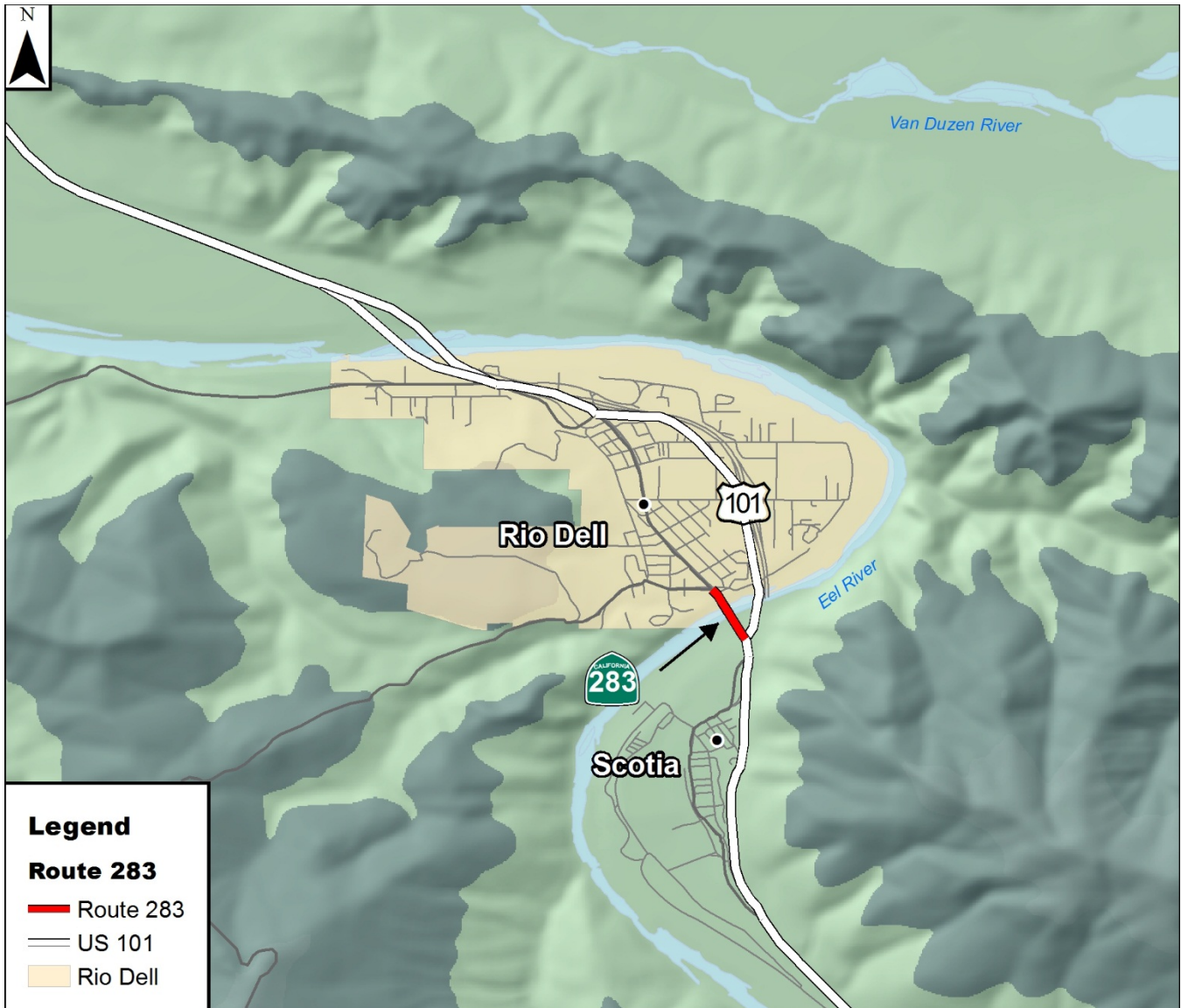


Transportation Concept Report

State Route 283

District 01

May 2017



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 1 System Planning Division 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.

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) (Gov. 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, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. 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 **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. 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 CA Gov. 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

Internal and external stakeholders were identified for the State Route 283 (SR 283) Transportation Concept Report (TCR) update cycle. Internal stakeholders include: District functional areas, Headquarters System Planning, and Executive Staff. External stakeholders include: Humboldt County Association of Governments, the City of Rio Dell and the Humboldt County Planning and Building Department.

EXECUTIVE SUMMARY

State Route 283 (SR 283) is a 0.4 mile long segment classified as a rural major collector¹. The Route primarily serves local traffic between the City of Rio Dell and the community of Scotia.

ULTIMATE FACILITY CONCEPT

The Ultimate Facility Concept for SR 283 is to maintain the current 2-lane facility on the existing alignment. Safety and operational improvements at spot locations will be considered as necessary. This concept is consistent with the route’s function as a collector, and serves to protect the State’s investment in SR 283 while recognizing financial and environmental constraints.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

SR 283 consist of only one segment from Post Mile 0.0 to Post Mile 0.356 (HUM-283-PM 0.0/0.356).

ROUTE DESCRIPTION

SR 283 was formerly a portion of US Highway 101. When a freeway bypass was constructed, legislative action was taken to establish SR 283. SR 283 is primarily the old Route 101 bridge and overhead crossing the Eel River and the inactive rail corridor of the Northwestern Pacific Railroad. SR 283 originates at the US Highway 101 separation structure in north Scotia (# 4-234), and continues north, to the Eel River Bridge and Overhead (Eagle Prairie Bridge, #4-15). The route terminates at the end of this structure in the City of Rio Dell. SR 283 is a total of approximately 0.4 miles in length, making it the shortest State Highway in the State of California.

Route Designations and Characteristics:

The following table shows existing Route designations and characteristics for State Route 283:

State Route 283 Description and Characteristics		
Freeway & Expressway		No
National Highway System		No
Strategic Highway Network		No
Scenic Highway		No
Interregional Road System		No
Federal Functional Classification		Rural Major Collector
Goods Movement Route		No
Truck Designation		65' CA Legal
Rural/Urban/Urbanized		Rural
Regional Transportation Planning Agency		HCAOG
Local Agency		Humboldt County
Native American Tribes		N/A



¹ Rural major collector: Federal Classification of highway, generally a low capacity route that moves traffic between arterials and local streets

Air District	North Coast Air Quality Management District
Terrain	Flat

LAND USE AND COMMUNITY CHARACTERISTICS

Land uses around SR 283 are generally considered mixed use. Land use designations include commercial, industrial, and open space. The two adjacent communities have the following populations from the 2010 Census: Rio Dell 3,363 and Scotia 850.

SYSTEM CHARACTERISTICS AND CORRIDOR PERFORMANCE

Existing Facility		
Facility Type		C
General Purpose Lanes		2
Lane Miles		1.0
Centerline Miles		0.4
Median Width		0
Shoulder Width (Feet)		1.5
Corridor Performance		
Annual Average Daily Traffic (AADT) 2014		2150
Annual Average Daily Traffic (AADT) Horizon Year 2034		2258
Truck Traffic Volume 2014		75
Truck Traffic Volume, Horizon Year 2034		79
Truck Traffic as % of Annual Average Daily Traffic (AADT) 2014		3.5%
Shoulder Width (Feet)		0-4
Sidewalk Present		Yes



NON-MOTORIZED FACILITIES

SR 283 experiences generally moderate non-motorized traffic. There are existing sidewalks on both sides of the SR 283 structure between 4-5 feet width. Minor improvements to address ADA design standards to the existing pedestrian ramps are proposed for construction in 2018. Narrow bridge shoulders are not conducive to bicycle traffic, however, bicyclists have the option of using the lane or walking their bicycles across the bridge. As part of the non-motorized census effort, bicycle and pedestrian counts were taken in June 2016. Over a one week counting period, an average of 32 bicycle and 67 pedestrian were counted for a combined average of 100 non-motorized per day.

FREIGHT FACILITIES

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

TRANSIT FACILITIES

Redwood Transit System (RTS) operates its Mainline (US 101 Corridor) fixed route service along SR 283.

ENVIRONMENTAL AND CULTURAL CONSIDERATIONS

The route concept is to maintain only and no significant environmental impacts are expected.

ADDITIONAL TOPICS

SR 283 is a candidate for relinquishment because it does not currently serve an interregional transportation purpose. When US Highway 101 was realigned and built to freeway standards, old US 101 (SR 283) lost its function as an interregional route.

KEY CORRIDOR ISSUES

PLANNED AND PROGRAMMED PROJECTS

Project	Description	Planned or Programmed	Location	Source	Implementation Phase
State Route 283 Bridge Maintenance	Clean and Paint Bridge	Programmed	PM 0.12	SHOPP, Bridge Maintenance	Ready to List (RTL) April 2017
State Route 283 Bridge Maintenance	Seismic Retrofit and Railing Replacement	Planned	PM 0.129	Advance Planning Study	Project Information Report – June 2017
State Route 283 Reconstruct Sidewalks and Ramps	Reconstruct Sidewalks and Ramps	Programmed	PM 0.13 PM 0.36	Minor B	Ready to List (RTL) February 2018

APPENDIX A
RESOURCES

WORKS REFERENCED

1. 2012 Transportation Concept Report Guidelines
2. 2012 Transportation Concept Report Template
3. State Route 283 Route Concept Report, Caltrans District 1, June 2001
4. CRS Maps (functional classification) (http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)
5. Interregional Road System (<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257>)
6. 2014 Humboldt County Regional Transportation Plan (<http://www.hcaog.net/2014-humboldt-county-regional-transportation-plan-0>)
7. Truck Network Map (<http://www.dot.ca.gov/hq/traffops/trucks/truckmap/truck-route-list.xlsx>)
8. 2013 Traffic Volumes on California State Highways (<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>)
9. 2010 U.S. Census Bureau (<http://quickfacts.census.gov/qfd/states/06/06023.html>)
10. Redwood Transit System (<http://www.redwoodtransit.org/schedules/>)
11. 2013 Truck Traffic on the California State Highway System (<http://www.dot.ca.gov/hq/traffops/census/>)