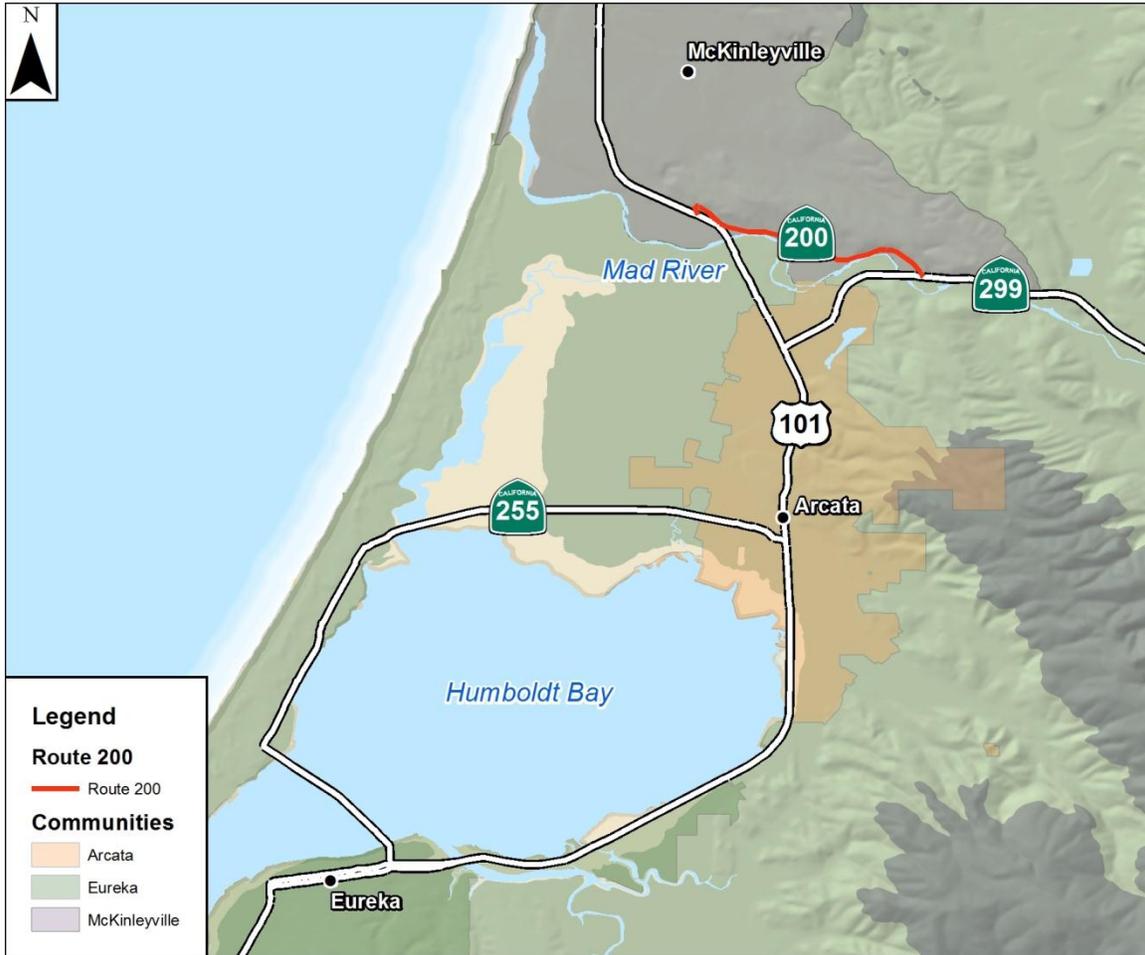




Abbreviated Transportation Concept Report
State Route 200
District 01
August 2015



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.

California Department of Transportation
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Approval Recommended:

Mark Suchanek 8/24/15
Date
Mark Suchanek
Deputy District Director, Program/Project Management
Caltrans District 1

Approval Recommended:

FOR Matthew K. Brady 8/21/15
Date
FOR Matthew K. Brady
Deputy District Director, Maintenance/Operation
Caltrans District 1

Approved:

Brad Mettam 8/20/15
Date
Brad Mettam
Deputy District Director, Planning/Local Assistance
Caltrans District 1

Approved:

Charles C. Fielder 8/27/15
Date
CCF
Charles C. Fielder
District Director
Caltrans District 1

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 & Health; Stewardship & Efficiency; Sustainability, Livability & Economy; System Performance; and Organizational Excellence.

The System Planning process for District 1 is primarily composed of three parts: the District System Management Plan (**DSMP**), the DSMP Project List, and the Transportation Concept Report (**TCR**). The district-wide DSMP is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The DSMP 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. These System Planning products are also intended as resources for stakeholders, the public, regional agencies, and local agencies. This TCR is produced in an abbreviated format adopted by District 1 for use on routes with functional classifications of collector, and with no planned major facility improvements.

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 Route 200 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, McKinleyville Community Services District, the Humboldt County Planning and Building Department, the California Coastal Commission. Additionally, the following sovereign governments were contacted: Wiyot Tribe, Bear River Band of Rohnerville Rancheria, and Blue Lake Rancheria.

EXECUTIVE SUMMARY

Route 200 is a rural major collector¹ that travels between U.S. 101 and Route 299 near the unincorporated community of McKinleyville.

ULTIMATE FACILITY CONCEPT

The Ultimate Facility Concept for Route 200 is to maintain the current 2-lane facility on 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 States investment in Route 200 while recognizing financial and environmental constraints.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

Route 200 consists of only one segment: HUM-200-0.000/2.681.

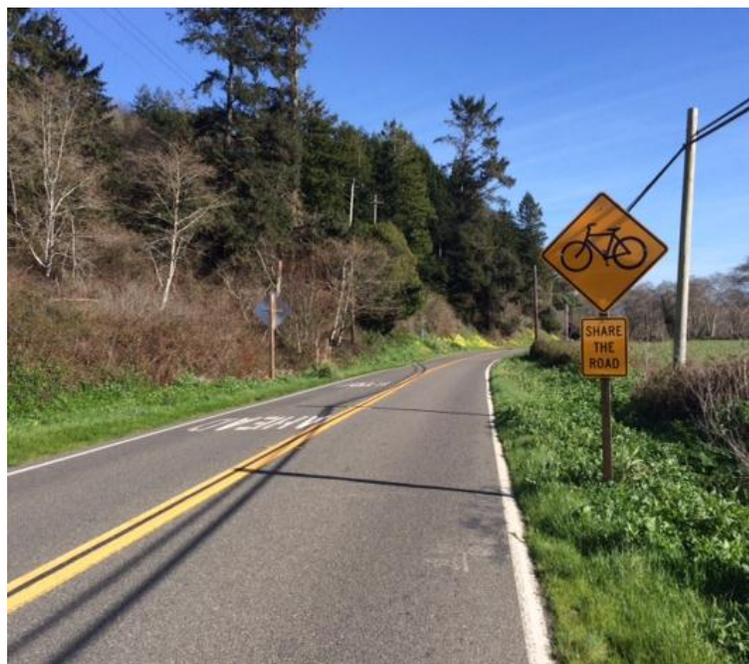
ROUTE DESCRIPTION

Route 200 is an approximately 2.7 mile long east west route located just south of the unincorporated community of McKinleyville on the north bank of the Mad River. Route 200 primarily serves traffic traveling to residences on the south side of the unincorporated community of McKinleyville, and the Azalea State Reserve (HUM-200-0.5). Additionally, Route 200 provides a detour for oversized trucks that cannot fit under the Route 200/299 separation.

Route Designations and Characteristics:

The following table shows existing Route designations and characteristics for Route 200:

Route Designations and Characteristics	
Freeway and Expressway System	No
National Highway System	No
Strategic Highway Network	No
Scenic Highway	No
Interregional Road System	No
Federal Functional Classification	Major Collector
Goods Movement Route	No
Truck Designation	California Legal Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Humboldt County Association of Governments
Local Agency	Humboldt County
Native American Tribes	Wiyot, Rohnerville Rancheria, Blue Lake Rancheria
Air District	North Coast Air Quality Management District
Terrain	Flat
Within the California Coastal Zone	Partially ~PM 0.0-1.3



A typical section of Route 200

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

LAND USE AND COMMUNITY CHARACTERISTICS

The unincorporated community of McKinleyville has a population of 15,177 according to the 2010 Census.

No major development is likely to occur along Route 200 as land use is predicted to stay rural with limited agriculture on the south side of Route 200 and light residential use on the north side.

SYSTEM CHARACTERISTICS

Route 200 in Humboldt County is a 2.681 mile long curvilinear 2-lane conventional highway. Lane widths vary on Route 200 between 10 to 12 feet with most of the route having no paved shoulders.

NON-MOTORIZED FACILITIES

The majority of Route 200 has no paved shoulders. Where possible shoulders should be improved to accommodate bicycle, pedestrian, and ADA use.

FREIGHT FACILITIES

Route 200 has a “California Legal” truck designation, and was historically utilized by trucks as a bypass for height restrictions on the Mad River Bridge on US 101, and the Route 200/299 separation. In 2013 height restrictions over the Mad River Bridge were removed. The route continues to serve as a bypass for oversized trucks that cannot fit under the Route 200/299 separation. Truck volumes on the route are generally low, about 5% of Annual Average Daily Traffic, as alternative routes offer more favorable conditions for trucks. No significant freight facilities exist along Route 200.

TRANSIT FACILITIES

Currently no fixed route bus facilities operate along Route 200. Dial-a-ride service is available along Route 200 for qualified individuals.

CULTURAL CONSIDERATIONS

Route 200 traverses part of the traditional homeland of the Wiyot people. Since areas of archeological sensitivity may exist at locations along Route 200, the Wiyot Tribe, the Bear River Band of Rohnerville Rancheria, and the Blue Lake Rancheria should be consulted early in the project planning process.

CORRIDOR PERFORMANCE

Route 200 currently functions below capacity at peak hour and is anticipated to continue to function below capacity at peak hour for the 20 year planning period.

Basic System Operations		
Annual Average Daily Traffic (AADT) 2014		2,050
Annual Average Daily Traffic (AADT) Horizon Year 2034		2,350
Truck Traffic Volume 2014		100
Truck Traffic Volume, Horizon Year 2034		115
Truck Traffic as % of Annual Average Daily Traffic (AADT) 2014		5
Shoulder Width (Feet)		0-4
Sidewalk Present		No

ADDITIONAL TOPICS

Should the Route 200/299 grade separation be improved so that oversized loads can continue on Route 299, and Humboldt County desire, Route 200 would be an appropriate route for relinquishment as it does not currently serve a statewide transportation purpose.

Due to the geometry of the US 101 northbound off ramp all traffic exiting US 101 heading north exits directly onto Route 200. From there the majority of traffic continues north to McKinleyville along Central Avenue. During the PM Peak hours Route 200 experiences some of the largest ramp volumes in the District at approximately 3,000 vehicles per hour.²

Under Design Information Bulletin (DIB) 79-03, Table 2, Route 200 would require the addition of 4 foot shoulders with a Resurfacing Restoration and Rehabilitation (3R) Project, or a design exception.³

KEY CORRIDOR ISSUES

As previously noted, the majority of Route 200 has no paved shoulders. Any project on this route should consider shoulder widening as a feature of the project.

PLANNED AND PROGRAMMED PROJECTS

Project	Description	Planned or Programmed	Location	Source	Implementation Phase
Route 200 Storm Damage	Emergency storm damage	Programmed	PM 0.2	SHOPP, Roadway Preservation	Short Term
Route 200 Left-Turn Lanes	Construct left-turn lanes	Planned	PM 1.0-2.0	SHOPP, Mobility	Long Term
Route 200 Shoulder Width and Curve Correction	Widen shoulder width and curve improvement	Planned	PM 1.9-2.4	SHOPP, Collision Reduction	Short Term
Route 200/Route 299 Separation	Raise structure to improve movement of extra-legal permit loads	Planned	PM 2.5-2.7	SHOPP, Bridge Preservation	Long Term

² Information from <http://pems.dot.ca.gov/>

³ Design Information Bulletin (DIB) 79-03 can be found at <http://www.dot.ca.gov/hq/oppd/dib/dib79-03.pdf>

LONG TERM ROUTE STRATEGIES

Description	Location	Source	Purpose	Implementation Phase
Improve shoulders	Throughout the route	To be determined	Improve non-motorized access	Long term

- Safety: safety is the highest priority of Caltrans and our Regional partners. Necessary safety improvements will be made as needs are identified.
- Shoulder improvement: where possible shoulders should be improved to facilitate non-motorized access. Due to the proximity of Route 200 to the Mad River and low regional priority of the route, improvements may not be feasible within the 20 year planning horizon. Expansion of substandard shoulders is permitted under the Humboldt County Local Coastal Program, but is subject to Environmental Sensitive Habitat and Visual Resource Protection regulations.

APPENDIX A RESOURCES

WORKS REFERENCED

1. 2012 Transportation Concept Report Guidelines
2. 2012 Transportation Concept Report Template
3. September 2003 Route 200 Route Concept Report, Caltrans District 1 (signed 11/23/1999)
4. 2002 California State Highway Log, District 1
5. CRS Maps (functional classification) (http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)
6. California Coastal Trail (<http://www.californiacoastaltrail.info>)
7. 2013 Traffic Volumes on California State Highways
(<http://www.dot.ca.gov/hq/traffops/saferes/trafdata/index.htm>)
8. Interregional Road System ((<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257>)
9. Freeway and Expressway System
(<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257>)
10. State Scenic Highways (<http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>)
11. Truck Network Map (<http://www.dot.ca.gov/hq/traffops/trucks/truckmap/truck-route-list.xlsx>)
12. 2014 Humboldt County Regional Transportation Plan
13. 2013 Interregional Transportation Strategic Plan Status Update
14. 2010 U.S. Census Bureau (<http://quickfacts.census.gov/qfd/states/06/06045.html>)
15. Humboldt Transit Authority webpage <http://www.hta.org/>
16. 2012 Truck Traffic on the California State Highway System
(<http://www.dot.ca.gov/hq/traffops/saferes/trafdata/index.htm>)
17. Naturally Occurring Asbestos (http://onramp.dot.ca.gov/hq/maint/roadway_rehab/gis/nao.htm)
18. State Highway Growth Factors, Caltrans District 1, Feb. 2014.
19. National Highway System
(http://www.dot.ca.gov/hq/tsip/hseb/highway_systems/NHS_statehighways.pdf)
20. 2012 State Transportation Improvement Program
21. 2014 State Highway Operation and Protection Program
22. 2007 Humboldt County General Plan Volume II McKinleyville Area Plan of the Humboldt County Local Coastal Program (<http://www.humboldt.gov.org/DocumentCenter/View/50845>)