

#3 Route Concept for Route 101 Corridor

Statement of Planning Intent

The Route Concept Report (RCR) is a planning document which describes the Department of Transportation'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 representatives.

Route 101 Concept and Rationale

Facility Concept

- The Concept for Route 101 from the Sonoma /Mendocino County line to Big Lagoon in Humboldt County is a four-lane freeway/expressway (MEN -101-PM R0.0/HUM-101PM 109.4), with two exceptions where the concept is to retain existing facilities for the segments from Leggett to Red Mountain Creek in Mendocino County (MEN-101-R90.4/R101.1) and from Richardson Grove to Smith Point Bridge in Humboldt County (HUM-101-PM T0.0/R5.6).
- The Concept for Route 101 from Big Lagoon in Humboldt County through the city of Crescent City to the Washington Boulevard Interchange in Del Norte County is to retain the existing facilities, HUM-101-PM 109.4/DN-101-PM 27.6). Some realignment may be necessary to bypass unstable areas.
- From the Washington Boulevard Interchange to the California/Oregon border the concept is four-lane freeway/expressway. However, it is recognized that a four-lane freeway/expressway may not be necessary within the near 20-year period. (DN-101-PM 27.6/46.5).

Route 101 is the economic lifeline of the north coast and the most important route in the District. It is a principal arterial serving interregional and interstate traffic, with relatively high traffic volumes and heavy use by both truck and tourist traffic.

The District recognizes that much of Route 101 cannot be developed to ultimate standards within 20 years without significantly increased revenues. Nevertheless, Route improvements should be directed toward achievement of this concept. Improvements will have to be deferred on some segments over the 20-year period, depending upon many factors, including available revenues, and competing priorities along the route and other routes in the District, environmental concerns, and local/regional priorities.

Level of Service Concept

The preferred Level of Service for Route 101 is “C” for four-lane segments in rural areas, and “D” for urban areas and two-lane segments in rural areas.

Route Concept Function

This Route Concept will serve as a conceptual long-range planning guide for route improvements. It recognizes financial considerations and competing priorities on this route and other routes in the District. Consideration of local and regional concerns regarding route development obtained in public outreach efforts and through local planning efforts has been incorporated into this report. Further, the concept is consistent with the Caltrans District 4 concept for Route 101 at the southern District boundary (adjacent to Sonoma County), and has been shared with the Oregon Department of Transportation.

Note: When it was determined that the most feasible way of addressing the impact of the continuous Confusion Hill slide was to construct a bypass around the site, Caltrans conferred with MCOG on the plan. After consultation with and concurrence by MCOG, plans were developed for an upgraded two-lane bypass of the slide site. The new Confusion Hill bypass that is now under construction is consistent with the Route Concept Report.

Source: Route Concept Report-Route 101 Corridor, (Caltrans District 1, October, 2002)