

SR 273 - Transportation Concept Report

Segment Fact Sheets

The Segment Fact Sheets that follow provide detailed information for each of the twelve defined segments on SR 273. Definitions for vocabulary on the Segment Fact Sheets are found in **Appendix A - Glossary**. The Fact Sheet for each segment contains the following information:

Segment Data

- System Designations – The designations applicable to SR 273 are:
 - 4C – 4-lane conventional highway
 - 6C – 6-lane conventional highway
 - 3S – 3 lanes on one-way city streets (northbound or southbound)
- Facility and Segment Concepts and Concept LOS
- Current Highway Information
- Existing and Future Traffic Performance Data
 - Annual Average Daily Traffic (AADT)
 - Level of Service (LOS) – Caltrans District 2 typically strives to maintain an LOS concept on its rural highways at the C/D threshold. However, on SR 273 the District has set the concept LOS at LOS D.

Segment Information

- Segment Description
- Segment Issues
- Segment Management

Segment Map

- Provides a visual reference for the segment including beginning and ending post miles and other significant location features.

Exhibit 4 provides an overview of all 12 route segments prior to the individual fact sheets.

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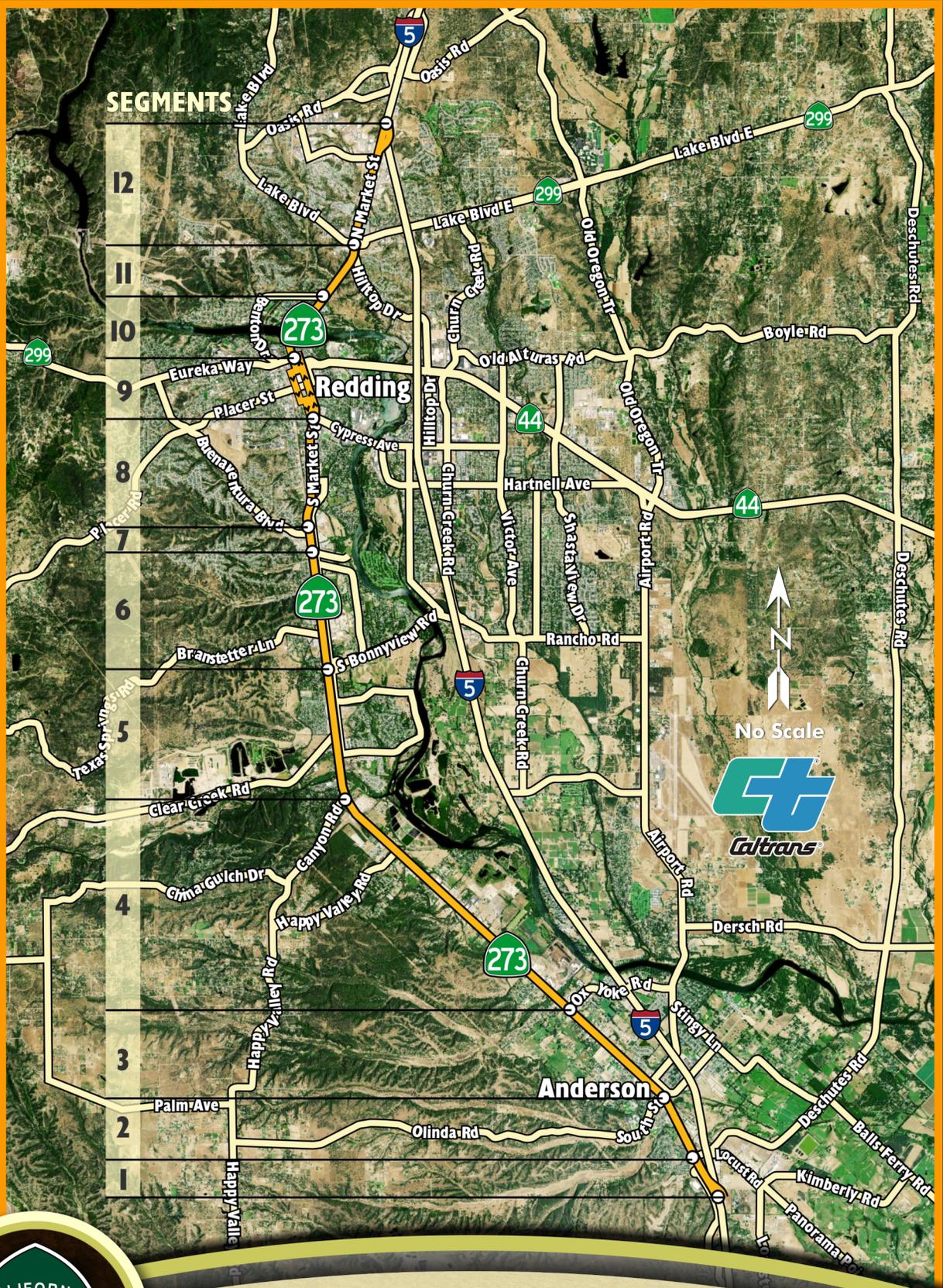


EXHIBIT 4

SEGMENT OVERVIEW MAP



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State Route 273 - Segment No. 1

County: Shasta
Location: Jct. I-5 to Factory Outlets Drive

Route: 273
Directional: No

PM Limit: 3.81/4.30
Length: 0.49

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial Other Classifications: Historic 99; Terminal Access Route to STAA Local Road Name: None Current Bicycle Status: Allowed Bicycle Facility Goal: Class II	Present: 4C maintain existing access control
	<u>Segment Concept</u>
	Present: 4C 20-Year: 4C
	<u>Concept LOS</u>
	D

<u>Current Highway Information</u>			
Number of Lanes:	4	Lane Width:	12 ft
Terrain:	Level	In / Outside Shoulder:	8 ft / 8 ft
Percent Trucks:	8%	Median Barrier:	No
Percent 5-axle Trucks:	6%	Median Width:	Varies 10-50 ft
Posted Speed:	55 mph	Median Type:	Unpaved

Traffic Volumes and Level of Service		
	2010	2030
Annual Average Daily Traffic (AADT)	9,800	10,700
Level of Service (LOS)	A	A

Caltrans District 2, Office of System Planning, and Traffic Census
 Future Volumes: Shasta County Travel Demand Model (2011 Update)
 LOS Adjustment Factor: 1 (Exhibit G1 in Appendix G)



State Route 273 - Segment No. 1

(PM 3.81/4.30)

Segment Description:

This segment runs from the junction of Interstate 5, in the City of Anderson, to Factory Outlets Drive (PM 3.81/4.30). Land along this segment is predominately zoned commercial and industrial, with Shasta Factory Outlets on the east side of the route, and Anderson Marketplace on the west. Pleasant Hills Drive on the west side of the route connects to Rhonda Road and the community of Cottonwood. Factory Outlets Drive (Deschutes Road) provides access to the Outlets and I-5 north. This segment is improved as a 4-lane conventional highway with access control.

The majority of the traffic on SR 273 is locally generated. Personal vehicles are used for commuting to work, and accessing retail businesses/services, public services, schools, and medical facilities. Many trips begin in the residential areas located both east and west of the route. Not a significant number of personal vehicles utilize SR 273 as part of an interregional north-south trip as I-5 (located just east of SR 273) is used for this purpose. Daily traffic volumes on this segment of SR 273 are around 10,000.

Segment Issues:

Traffic associated with commercial development.

The area along this segment is planned for growth in the future.

Long distance for pedestrians crossing SR 273.

Segment Management:

Work with local agencies and developers to address traffic impacts associated with growth.

Work with the community and local agencies along SR 273 to upgrade and construct safe and accessible pedestrian facilities, in high-volume pedestrian areas, consistent with the provisions of the American with Disabilities Act (ADA) and Caltrans design standards.

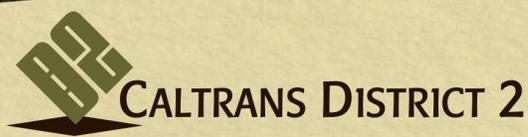
The Redding Area Fiber Plan calls for installing fiber along the entire length of SR 273 from the City of Anderson to the route's junction with I-5 in the northern part of the City of Redding. This applies to all segments, though it will not be mentioned in subsequent Fact Sheets. The fiber would be used for Transportation Management Systems communications back to the Transportation Management Center (TMC) in Redding.

Segment 1 Jct. 1-5 to Factory Outlets Drive



SHASTA / SR 273
PM 4.30

SHASTA / SR 273
PM 3.81



SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 2

County: Shasta
Location: Factory Outlets Drive to South Street

Route: 273
Directional: No

PM Limit: 4.30/5.21
Length: 0.91

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial	Present: 4C maintain existing access control
Other Classifications: Historic 99; Terminal Access Route to STAA	<u>Segment Concept</u>
Local Road Name: None	Present: 4C
Current Bicycle Status: Allowed	20-Year: 4C
Bicycle Facility Goal: Class II	<u>Concept LOS</u>
	D

<u>Current Highway Information</u>			
Number of Lanes:	4	Lane Width:	12 ft
Terrain:	Level	In / Outside Shoulder:	4-8 ft / 8-10 ft
Percent Trucks:	7%	Median Barrier:	No; Bridge Barrier
Percent 5-axle Trucks:	5%	Median Width:	Varies 5-50 ft
Posted Speed:	55/50/45 mph	Median Type:	Paved; Unpaved; Separate Structures

Traffic Volumes and Level of Service		
	2010	2030
Annual Average Daily Traffic (AADT)	13,500	15,600
Level of Service (LOS)	A	A

Caltrans District 2, Office of System Planning, and Traffic Census
 Future Volumes: Shasta County Travel Demand Model (2011 Update)
 LOS Adjustment Factor: 2 (Exhibit G1 in Appendix G)



State Route 273 - Segment No. 2

(PM 4.30/5.21)

Segment Description:

This segment runs from Factory Outlets Drive, in the City of Anderson, to South Street (PM 4.30/5.21). SR 273 is primarily used to reach the retail and commercial businesses located along or near the route. Direct access to SR 273 is allowed at local road intersections only. Land along this segment is predominately zoned commercial and industrial, with some streets providing access to residential neighborhoods nearby. The segment ends at the beginning of Anderson's "Old Town Core." This segment is improved as a 4-lane conventional highway.

The majority of the traffic on SR 273 is locally generated. Personal vehicles are used for commuting to work, and accessing retail businesses/services, public services, schools, and medical facilities. Many trips begin in the residential areas located both east and west of the route. Not a significant number of personal vehicles utilize SR 273 as part of an interregional north-south trip as I-5 (located just east of SR 273) is used for this purpose. Daily traffic volumes on this segment of SR 273 are around 13,500.

Segment Issues:

Traffic associated with commercial and industrial development.

Long distance for pedestrians crossing SR 273.

Segment Management:

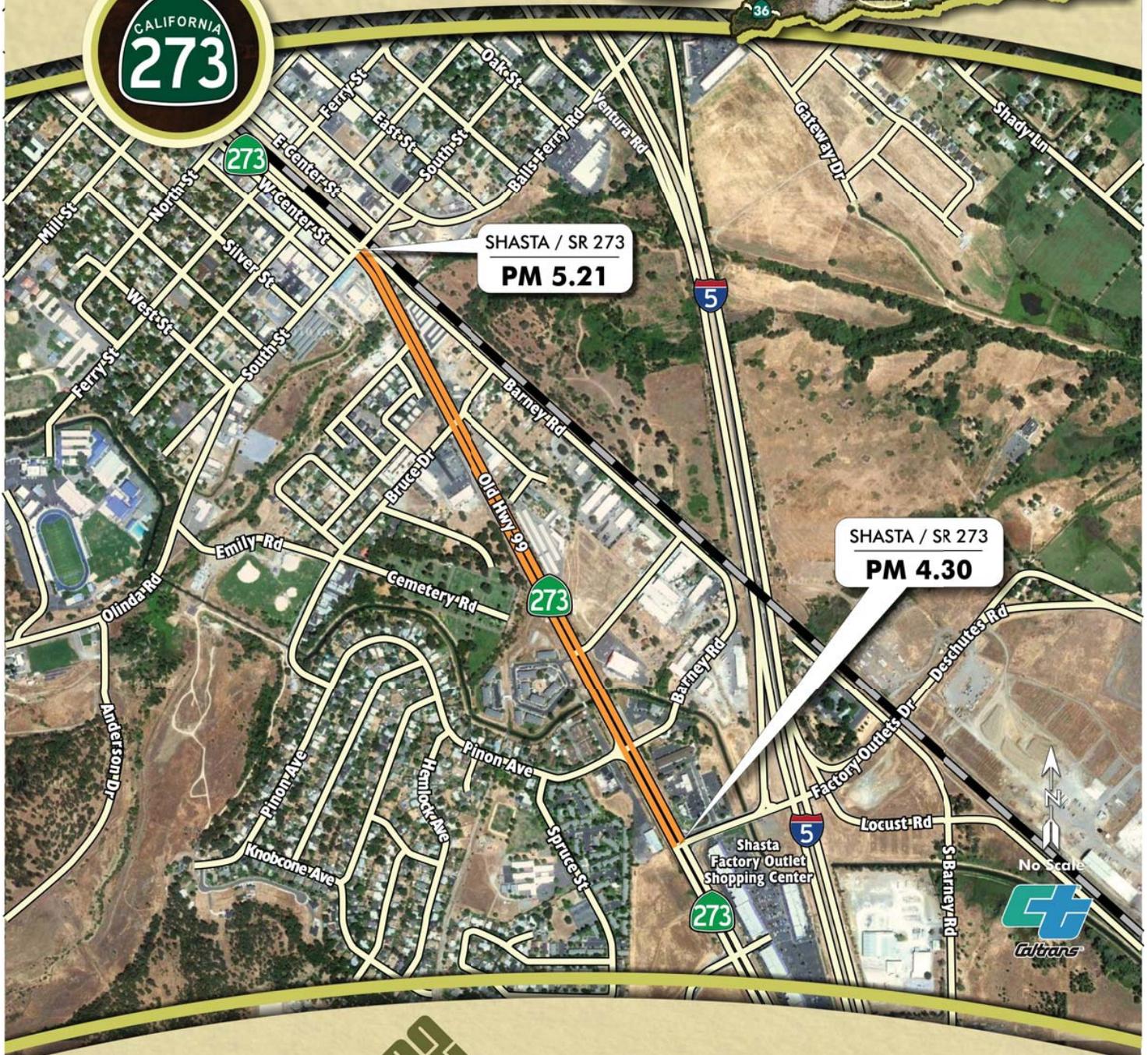
Work with local agencies and developers to address traffic impacts associated with growth along SR 273.

Work with the community and local agencies along SR 273 to upgrade and construct safe and accessible pedestrian facilities, in high-volume pedestrian areas, consistent with the provisions of the American with Disabilities Act (ADA) and Caltrans design standards.

Monitor traffic signal system, coordinate signal timing when feasible.

No ITS elements currently exist in this segment; however, a potential CCTV has been identified for the vicinity of the Pinon Avenue / Barney Street intersection (PM 4.44).

Segment 2 Factory Outlets Drive to South Street



SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 3

County: Shasta

Route: 273

PM Limit: 5.21/6.90

Location: South Street to Ox Yoke Road

Directional: No

Length: 1.69

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial	Present: 4C maintain existing access control
Other Classifications: Historic 99; Terminal Access Route to STAA	<u>Segment Concept</u>
Local Road Name: None	Present: 4C
Current Bicycle Status: Allowed	20-Year: 4C
Bicycle Facility Goal: Class II	<u>Concept LOS</u> D

<u>Current Highway Information</u>			
Number of Lanes:	4	Lane Width:	12 ft
Terrain:	Level	In / Outside Shoulder:	0-3 ft / 8-10 ft
Percent Trucks:	6%	Median Barrier:	No
Percent 5-axle Trucks:	4%	Median Width:	Varies 19-30 ft
Posted Speed:	45/50/55/60 mph	Median Type:	Paved; Unpaved

Traffic Volumes and Level of Service		
	2010	2030
Annual Average Daily Traffic (AADT)	12,400	14,500
Level of Service (LOS)	A	A

Caltrans District 2, Office of System Planning, and Traffic Census
 Future Volumes: Shasta County Travel Demand Model (2011 Update)
 LOS Adjustment Factor: 2 (Exhibit G1 in Appendix G)



State Route 273 - Segment No. 3

(PM 5.21/6.90)

Segment Description:

This segment runs from South Street, in the City of Anderson, to Ox Yoke Road (PM 5.21/6.90). SR 273 is primarily used to reach the retail and commercial businesses located along or near the route. Direct access to SR 273 is allowed at local road intersections only. This segment passes through Anderson's "Old Town Core" which is comprised of commercial and mixed use zoning, with medical facilities and county offices mixed in with small business enterprises such as restaurants, shops, and automotive services. Residential housing, in varying densities, is also present in the vicinity of this segment of the route. The Shasta District Fairgrounds, located at the intersection of SR 273 and Briggs Street, sets on 65 acres and contains Shasta Raceway Park, over 50,000 square feet of exhibit space, and enough parking for 2,500 vehicles. The annual Shasta District Fair draws more than 100,000 people over the five-day event. This segment is improved as a 4-lane conventional divided highway.

Ox Yoke Road becomes Riverside Avenue and provides a major connection to I-5, passing by the Sierra Pacific Industries Corporate Headquarters as well as many other commercial and industrial facilities, on its way to Airport Road which accesses the Redding Municipal Airport and more commercial and industrial businesses.

Personal vehicles are used for commuting to work, and accessing retail businesses/services, public services, schools, and medical facilities. Many trips begin in the residential areas located both east and west of the route. Not a significant number of personal vehicles utilize SR 273 as part of an interregional north-south trip as I-5 (located just east of SR 273) is used for this purpose. Daily traffic volumes on this segment are around 12,500.

Segment Issues

The Union Pacific Railroad is parallel to, and in close proximity to, this segment. This limits options along the east side of the route and impacts the operation of the following intersections in this segment: South Street, North Street, Alexander/3rd Street, and Ox Yoke Road.

Traffic associated with future commercial and industrial development on Ox Yoke Road.

Long distance for pedestrians crossing SR 273. Also, the proximity of the railroad to SR 273 may create a challenge to the addition of new, or modification to existing, pedestrian facilities.

Segment Management:

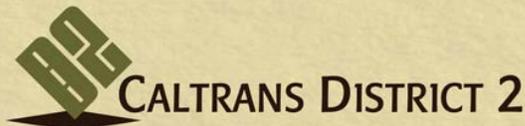
Work with local agencies and developers as new projects and/or facilities are proposed along SR 273 to address traffic impacts associated with growth.

Work with the community and local agencies along SR 273 to upgrade and construct safe and accessible pedestrian facilities, in high-volume pedestrian areas, consistent with the provisions of the American with Disabilities Act (ADA) and Caltrans design standards.

Monitor traffic signal system, coordinate signal timing when feasible.

No ITS elements currently exist in this segment; however, a potential CCTV been identified for the vicinity of the Briggs Street intersection (PM 5.83).

Segment 3 South Street to Ox Yoke Rd



SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 4

County: Shasta
Location: Ox Yoke Road to Canyon Road

Route: 273
Directional: No

PM Limit: 6.90/11.10
Length: 4.20

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial	Present: 4C maintain existing access control
Other Classifications: Historic 99; Terminal Access Route to STAA	<u>Segment Concept</u>
Local Road Name: None	Present: 4C
Current Bicycle Status: Allowed	20-Year: 4C
Bicycle Facility Goal: Class II	<u>Concept LOS</u>
	D

<u>Current Highway Information</u>			
Number of Lanes:	4	Lane Width:	12 ft
Terrain:	Level	In / Outside Shoulder:	2-5 ft / 6-10 ft
Percent Trucks:	6%	Median Barrier:	No; Bridge Barrier
Percent 5-axle Trucks:	3%	Median Width:	Varies 10-30 ft
Posted Speed:	60/55 mph	Median Type:	Paved; Unpaved; Separate Structures

<u>Traffic Volumes and Level of Service</u>		
	2010	2030
Annual Average Daily Traffic (AADT)	14,000	18,200
Level of Service (LOS)	A	A

Caltrans District 2, Office of System Planning, and Traffic Census
 Future Volumes: Shasta County Travel Demand Model (2011 Update)
 LOS Adjustment Factor: 1 (Exhibit G1 in Appendix G)



State Route 273 - Segment No. 4

(PM 6.90/11.10)

Segment Description:

This segment runs from Ox Yoke Road in Shasta County, to Canyon Road in the City of Redding (PM 6.90/11.10). SR 273 is primarily used to reach the retail and commercial businesses located along or near the route. Direct access to SR 273 is allowed at local road intersections only. This segment is primarily in the Shasta County portion of the route, where development is limited, passing through a mix of agricultural, open space, small retail strips, as well as some commercial and residential properties. Among the variety of development in this area are the Jolly Giant Flea Market, lumber yard, and the UPS Customer Center. At the northern end of this segment, along the east side of SR 273, Redding's city limits extend to a point approximately 1.5 miles south of Canyon Road and is primarily comprised of the City of Redding's Clear Creek Wastewater Treatment Plant on Metz Road. This segment is improved as a 4-lane conventional divided highway.

Some key connecting roads such as Happy Valley Road which leads to Canyon Road, Hawthorne Avenue, and Gas Point Road, provide access between SR 273 and communities to the west such as Igo, Ono, and Happy Valley. To the east, Ox Yoke Road becomes Riverside Avenue (see Segment No. 3 for more detail).

Personal vehicles are used for commuting to work, and accessing retail businesses/services. Many trips begin in the residential areas located both east and west of the route. Not a significant number of personal vehicles utilize SR 273 as part of an interregional north-south trip as I-5 (located just east of SR 273) is used for this purpose. A number of intermittent frontage roads exist along each side of SR 273. Daily traffic volumes on this segment are around 14,000.

Segment Issues

The Union Pacific Railroad is parallel to, and in close proximity to, this segment. This limits options along the east side of the route and impacts the operation of the following intersections in this segment: Latona Road, and at an access point (PM 10.35) which provides access to Eastside Road and Metz Road.

Traffic associated with future commercial and industrial development in the vicinity of this segment.

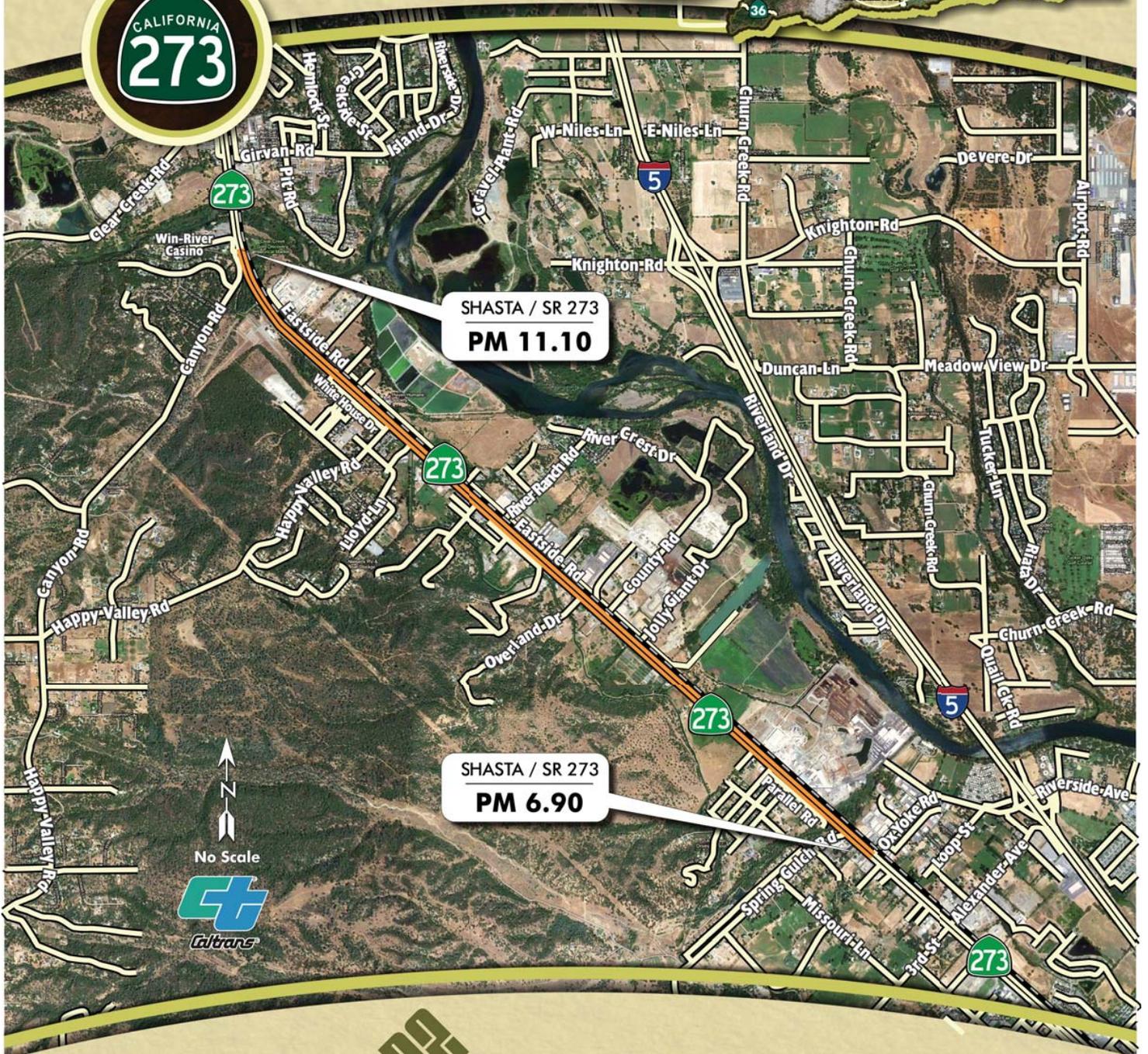
Long distance for pedestrians crossing SR 273. Also, the proximity of the railroad to SR 273 may create a challenge to the addition of new, or modification to existing, pedestrian facilities.

Segment Management:

Work with local agencies and developers as new projects and/or facilities are proposed along SR 273 to address traffic impacts associated with growth.

Work with the community and local agencies along SR 273 to upgrade and construct safe and accessible pedestrian facilities, in high-volume pedestrian areas, consistent with the provisions of the American with Disabilities Act (ADA) and Caltrans design standards.

Segment 4 Ox Yoke Rd to Canyon Rd



CALTRANS DISTRICT 2

SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 5

County: Shasta
Location: Canyon Road to South Bonnyview Road

Route: 273
Directional: No

PM Limit: 11.10/12.68
Length: 1.58

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial	Present: 4C maintain existing access control
Other Classifications: Historic 99; Terminal Access Route to STAA	<u>Segment Concept</u>
Local Road Name: None	Present: 4C
Current Bicycle Status: Allowed	20-Year: 4C with auxiliary lanes
Bicycle Facility Goal: Class II	<u>Concept LOS</u> D

<u>Current Highway Information</u>			
Number of Lanes:	4	Lane Width:	11-12 ft
Terrain:	Level	In / Outside Shoulder:	2-5 ft / 3-10 ft
Percent Trucks:	5%	Median Barrier:	No; Bridge Barrier
Percent 5-axle Trucks:	2%	Median Width:	Varies 2-30 ft
Posted Speed:	55 mph	Median Type:	Paved; Unpaved; Separate Structures

<u>Traffic Volumes and Level of Service</u>		
	2010	2030
Annual Average Daily Traffic (AADT)	23,000	26,800
Level of Service (LOS)	C	E

Caltrans District 2, Office of System Planning, and Traffic Census
 Future Volumes: Shasta County Travel Demand Model (2011 Update)
 LOS Adjustment Factor: 2 (Exhibit G1 in Appendix G)



State Route 273 - Segment No. 5

(PM 11.10/12.68)

Segment Description:

This segment runs from Canyon Road to South Bonnyview Road in the City of Redding (PM 11.10/12.68). Direct access to SR 273 is allowed at local road intersections only. Canyon Road, via a network of other roads, provides access to communities west of SR 273. Win-River Casino is located just to the west of the route on Redding Rancheria Road. Across the Clear Creek Bridge, on SR 273, is a mix of light industrial, commercial, and residential property. Included among the businesses are a mobile home park, grocery store, recycling center, welding shop, and auto repair and sales. Girvan Road, to the east, provides access to both established and newer residential neighborhoods. Clear Creek Road, to the west, provides access to a number of gravel and landscaping businesses, commercial and light industrial uses, and, through a network of other roads, to the communities of Igo, and Ono. Westwood Village contains retail, grocery, restaurants, and residential housing. This segment is improved as a 4-lane conventional highway.

South Bonnyview Road, to the east, is a very important connector to I-5 and provides access to many commercial enterprises as well as residential properties and neighborhoods. Upon crossing I-5, South Bonnyview Road becomes Churn Creek Road which connects to Airport Road via Rancho Road.

Personal vehicles are used for commuting to work, accessing retail businesses/services, accessing public services, schools, medical facilities, and Win-River Casino. SR 273 is primarily used to reach the retail and commercial businesses located along or near the route. Many trips begin in the residential areas located both east and west of the route. Eastside Road and Westside Road become intermittently accessible, paralleling SR 273 to the east and west respectively; this helps limit the number of direct access points where vehicles may enter the route along this segment. Daily traffic volumes on this segment are around 23,000.

Segment Issues

The Union Pacific Railroad is parallel to, and in close proximity to, this segment. This limits options along the east side of the route and impacts the operation of the following intersections in this segment: Girvan Road, and South Bonnyview Road. The presence of the railroad at the South Bonnyview/Cedars Road intersection is particularly significant given the high traffic volumes.

Substantial traffic associated with existing and future commercial and industrial development in the vicinity of this segment. This segment has high morning and afternoon peak-hour traffic flows. This segment will exceed the Concept LOS of D by 2030.

Win-River Casino is a major traffic generator which impacts operations on SR 273 and at the SR 273/Canyon Road intersection.

Portions of this segment are identified as being within the 100 year floodplain.

This portion of the route poses challenges for pedestrians along this segment of the route due to a lack of alternatives for crossing Clear Creek. Also, the proximity of the railroad to SR 273 may create a challenge to the addition of new, or modification to existing, pedestrian facilities. Redding Rancheria has expressed an interest in pedestrian circulation near Win-River Casino and sponsored a study titled South Redding Bikeway & Pedestrian Study.

Segment Management:

In order to maintain the Concept LOS of D at 2030, this segment will require expansion to six lanes. This expansion will require realignment of the highway to the west due to the proximity of the railroad tracks to the east. This expansion would most likely require the widening of the Clear Creek Bridge and modifications to the intersections at Canyon Road and South Bonnyview Avenue. Potential modifications to these intersections could include realignment of Canyon Road and a railroad grade separation at South Bonnyview Road. These improvements will require participation from Caltrans, the SRTA, and the City of Redding.

As this segment of SR 273 is access controlled, pedestrian movement is facilitated on parallel city streets. The presence of Clear Creek and the railroad increase the complexity of providing for pedestrian movement in this segment.

No ITS elements currently exist in this segment; however, potential ITS elements have been identified for the vicinity of the following intersections: CCTV near Girvan Road (PM 11.57); CMS near South Bonnyview Road (PM 12.00); CCTV near South Bonnyview Road (PM 12.68); and CMS in the vicinity of the South Bonnyview Road intersection (PM 13.50).

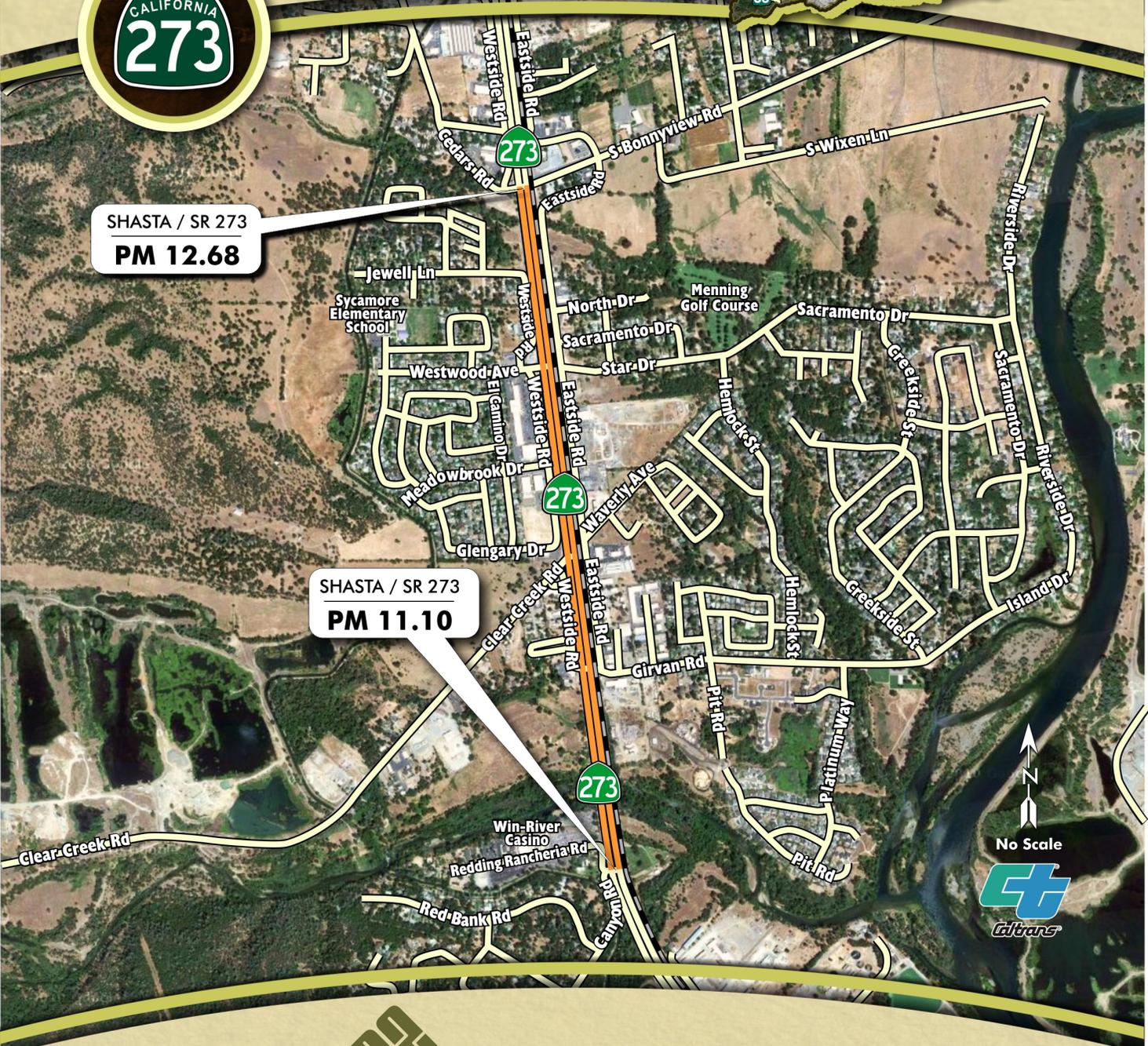
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Segment 5 Canyon Rd to S Bonnyview Rd



SHASTA / SR 273
PM 12.68

SHASTA / SR 273
PM 11.10



 CALTRANS DISTRICT 2

SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 6 (PM 12.68/14.18)

Segment Description:

This segment runs from South Bonnyview Road to Breslauer Way in the City of Redding (PM 12.68/14.18). This segment is improved as a 4-lane conventional highway.

In this segment, Eastside and Westside Roads are continuously parallel and adjacent along each side of SR 273. Direct access to SR 273 is allowed at local road intersections only. Westside Road is lined with a variety of small commercial and industrial businesses including auto sales and repair, appliance sales and repair, and some older motels.

Union Pacific Railroad (UPRR) is also parallel and adjacent to the route, between Eastside Road and SR 273. Eastside Road is comprised mainly of commercial properties such as a communications company, wood and timber sales, auto body and repair shops, and other small businesses.

Cedars Road, directly across SR 273 from South Bonnyview Road, provides access to Westside Road before curving to the north and paralleling the route to the west for much of this section. Branstetter Lane and Kenyon Drive also only approach the route from the west. They each intersect Westside Road, then Cedars Road, before continuing further west while providing access to residential properties.

On the east side, Breslauer Way crosses the railroad tracks and Eastside Road providing access to many different services. Among the Shasta County offices located along Breslauer Way are the Health and Human Services Agency, CalWORKS, Department of Public Health, Mental Health, Coroner's Office, Animal Shelter, and the Public Works facility. East Bonnyview Road parallels the route to the east before curving into Radio Lane which ends at Eastside Road.

Personal vehicles are used for commuting to work, accessing retail businesses/services, accessing public services, schools, and medical facilities. Many trips begin in the residential areas located both east and west of the route. Daily traffic volumes on this segment are around 18,000.

Segment Issues

The Union Pacific Railroad is parallel to, and in close proximity to, this segment. This limits options along the east side of the route and impacts the operation of intersections, including Breslauer Way. Modification of one intersection in this segment could create the need to modify other intersections in order to maintain acceptable operations.

Long distance for pedestrians crossing SR 273. Also, the proximity of the railroad to SR 273 may create a challenge to the addition of new, or modification to existing, pedestrian facilities.

Segment Management:

Work with local agencies and developers as new projects and/or facilities are proposed along SR 273 to address traffic impacts associated with growth.

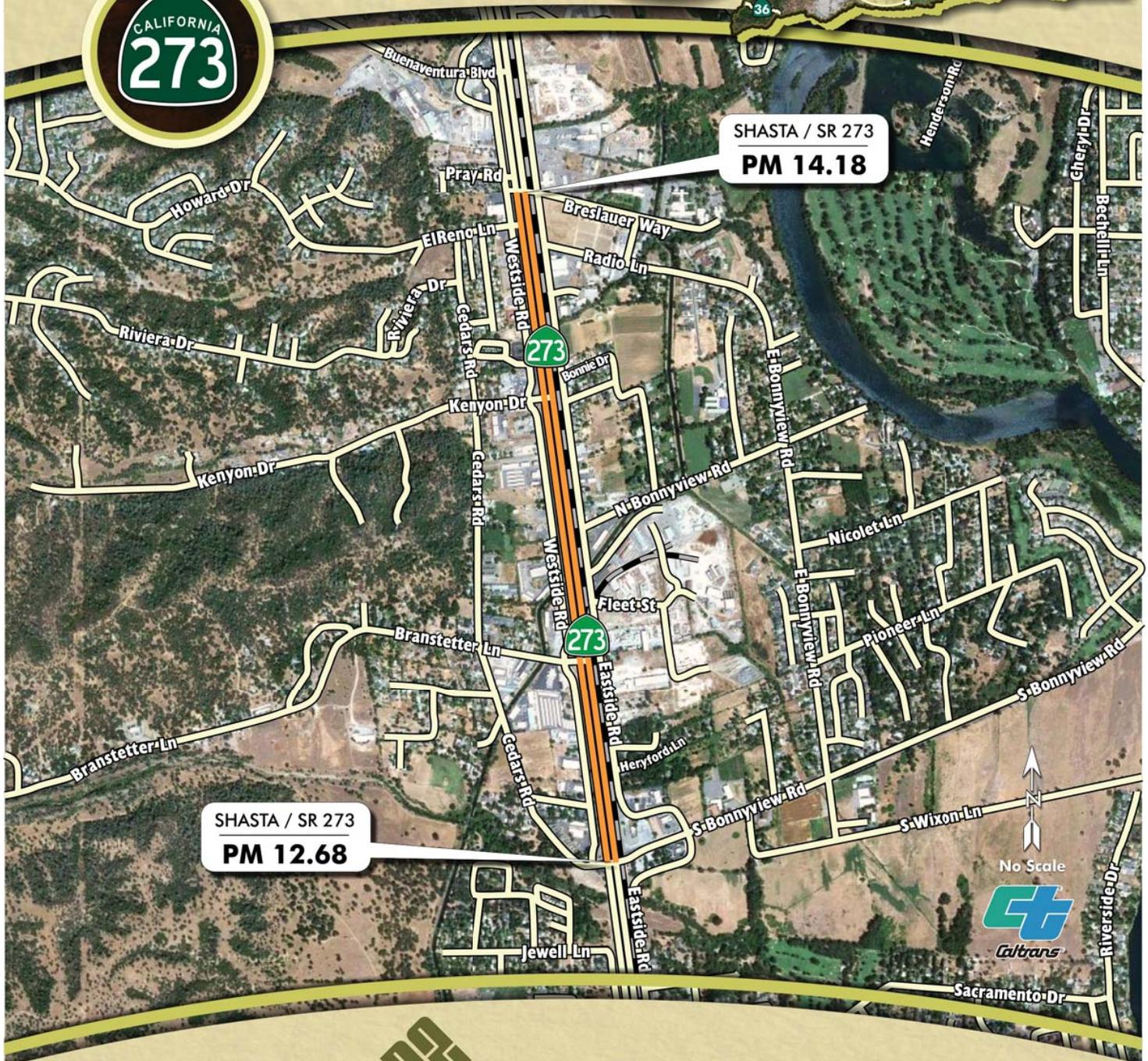
As this segment of SR 273 is access controlled, pedestrian movement is facilitated on parallel city streets. The presence of the railroad increases the complexity of providing for pedestrian movement in this segment.

Monitor traffic signal system, coordinate signal timing when feasible.

No ITS elements currently exist in this segment; however, as noted in the prior segment, a potential CMS has been identified for the vicinity of the South Bonnyview Road intersection (PM 13.50).

Segment 6

S Bonnyview Rd to Breslauer Way



CALTRANS DISTRICT 2

SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 7

County: Shasta
Location: Breslauer Way to Buenaventura Blvd

Route: 273
Directional: No

PM Limit: 14.18/14.47
Length: 0.29

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial	Present: 4C maintain existing access control
Other Classifications: Historic 99; Terminal Access Route to STAA	<u>Segment Concept</u>
Local Road Name: None	Present: 4C
Current Bicycle Status: Allowed	20-Year: 4C
Bicycle Facility Goal: Class II	<u>Concept LOS</u> D

<u>Current Highway Information</u>			
Number of Lanes:	4	Lane Width:	11.5 ft
Terrain:	Level	In / Outside Shoulder:	2 ft / 2-6 ft
Percent Trucks:	2%	Median Barrier:	No; Bridge Barrier
Percent 5-axle Trucks:	1%	Median Width:	Varies 2-20 ft
Posted Speed:	45 mph	Median Type:	Paved; Unpaved; Separate Structures

<u>Traffic Volumes and Level of Service</u>		
	2010	2030
Annual Average Daily Traffic (AADT)	21,500	25,400
Level of Service (LOS)	C	D

Caltrans District 2, Office of System Planning, and Traffic Census
 Future Volumes: Shasta County Travel Demand Model (2011 Update)
 LOS Adjustment Factor: 2 (Exhibit G1 in Appendix G)



State Route 273 - Segment No. 7

(PM 14.18/14.47)

Segment Description:

This segment runs from Breslauer Way to Buenaventura Boulevard in the City of Redding (PM 14.18/14.47). This segment is improved as a 4-lane conventional highway.

In this segment, Eastside and Westside Roads are continuously parallel and adjacent along each side of SR 273. Direct access to SR 273 is allowed at local road intersections only. Westside Road is lined with a variety of small commercial and industrial businesses including auto repair, an RV park, appliance sales and repair, a culvert company, a medical office, and a fire station. Eastside Road is comprised mainly of commercial and industrial properties. Adjacent and to the north of the Public Works facility, on Eastside Road, are a lumber transport business and a trailer service and repair facility.

Buenaventura Boulevard, which only intersects the west side of the route, provides an important link to the road network and land uses surrounding it. Just to the west of the route is the intersection of Westside Road and Railroad Avenue, which has a gas station, fast food restaurant, a doctor's office, and some undeveloped commercial lots. Further along on Buenaventura Boulevard are more medical and real estate offices, a veterinary clinic, a small airport (Benton Airpark), and a shopping center on the right at Placer Road. Beyond Placer Road, Buenaventura Boulevard is bordered primarily by residential properties before reaching its intersection with SR 299.

Buenaventura Boulevard also provides for truck access between SR 273 and SR 299. SR 299, to the west, provides access to some residential neighborhoods before going through Whiskeytown National Recreation Area, and the communities of Weaverville, Junction City, and others, on its way to Highway 101 on the west coast.

SR 273 is primarily used to reach the retail and commercial businesses located along or near the route. Many trips begin in the residential areas located both east and west of the route. Daily traffic volumes on this segment are around 21,500.

Segment Issues

The Union Pacific Railroad is parallel to, and in close proximity to, this segment. This limits options along the east side of the route.

Long distance for pedestrians crossing SR 273. Also, the proximity of the railroad to SR 273 may create a challenge to the addition of new, or modification to existing, pedestrian facilities.

Segment Management:

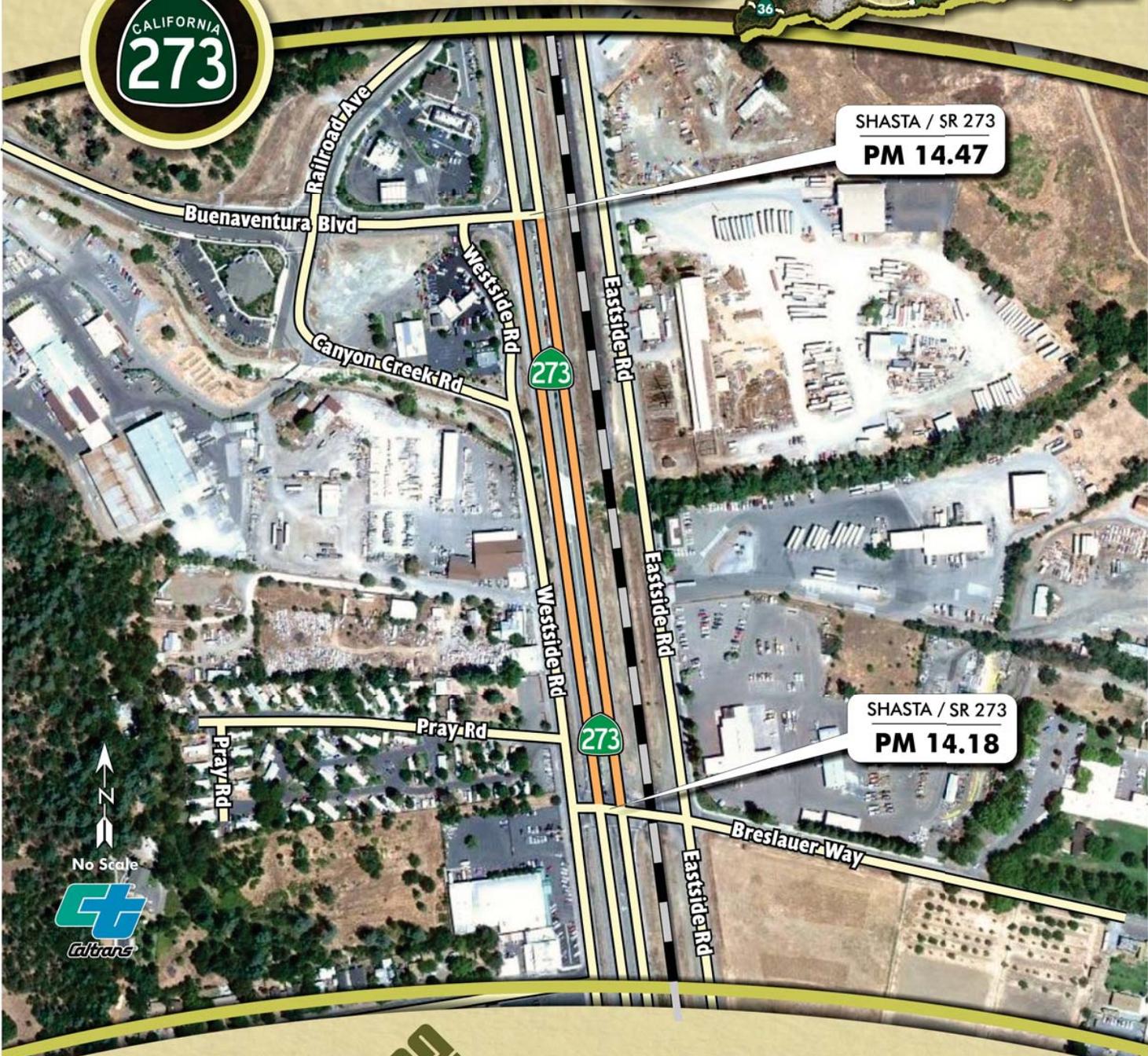
Work with local agencies and developers as new projects and/or facilities are proposed along SR 273 to address traffic impacts associated with growth.

Monitor traffic signal system, coordinate signal timing when feasible.

Work with the community and local agencies along SR 273 to upgrade and construct safe and accessible pedestrian facilities, in high-volume pedestrian areas, consistent with the provisions of the American with Disabilities Act (ADA) and Caltrans design standards.

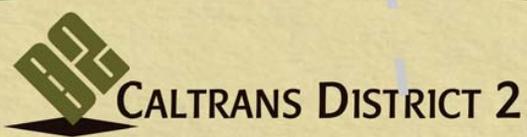
No ITS elements currently exist in this segment; however, a potential CCTV has been identified for the vicinity of the Buenaventura Boulevard intersection (PM 14.47).

Segment 7 Breslauer Way to Buenaventura Blvd



SHASTA / SR 273
PM 14.47

SHASTA / SR 273
PM 14.18



SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 8

County: Shasta
Location: Buena Ventura Blvd to Cypress Avenue

Route: 273
Directional: No

PM Limit: 14.47/15.92
Length: 1.45

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial	Present: 4C maintain existing access control
Other Classifications: Historic 99; Terminal Access Route to STAA	<u>Segment Concept</u>
Local Road Name: South Market Street	Present: 4C
Current Bicycle Status: Allowed	20-Year: 4C
Bicycle Facility Goal: Class II	<u>Concept LOS</u>
	D

<u>Current Highway Information</u>			
Number of Lanes:	4	Lane Width:	11-12 ft (left); 11-12 ft (right)
Terrain:	Level	In / Outside Shoulder:	0-2 ft / 0-10 ft
Percent Trucks:	2%	Median Barrier:	No; Concrete Barrier
Percent 5-axle Trucks:	1%	Median Width:	Varies 2-5 ft
Posted Speed:	45/40 mph	Median Type:	Paved; Unpaved; Separate Structures

<u>Traffic Volumes and Level of Service</u>		
	2010	2030
Annual Average Daily Traffic (AADT)	18,400	20,800
Level of Service (LOS)	C	D

Caltrans District 2, Office of System Planning, and Traffic Census
 Future Volumes: Shasta County Travel Demand Model (2011 Update)
 LOS Adjustment Factor: 3 (Exhibit G1 in Appendix G)



State Route 273 - Segment No. 8 (PM 14.47/15.92)

Segment Description:

This segment runs from Buenaventura Boulevard to Cypress Avenue in the City of Redding (PM 14.47/15.92). This segment is improved as a 4-lane conventional highway, and direct access to SR 273 is allowed.

On SR 273, just north of Buenaventura Boulevard, is a Union Pacific Railroad overcrossing with a vertical clearance of 14 feet and 11 inches. North of this overcrossing, UPRR remains on the west side of the route between Railroad Avenue and SR 273 in this segment. The presence of the railroad restricts roads from crossing it and there are no railroad crossings, from 273 to the west, in this segment.

The remaining portion of this segment of SR 273, north of the railroad overcrossing, has dense commercial development, long stretches of uncontrolled access, intermittent sidewalks, and is lined with a mixture of second-hand stores, some older icons such as POP's 50's Place and Gene's Drive-In, auto parts stores, tire shops, along with many other commercial and light industrial uses. Redding Area Bus Authority's maintenance building is located on the east side of SR 273 at the corner of South Market and Ellis Street. The Good News Rescue Mission, on the west side of SR 273 at Grange Street, provides food, shelter, and other resources to those who are in need in the community. Parkview Avenue gives access to the back entrance of Redding City Hall, Redding's Recreation Center, South Redding Park, Shasta Public Library, and residential housing. Parkview Neighborhood is located just to the east of this segment, and is one of Redding's oldest, most established, neighborhoods. Cypress Avenue provides access to Redding's City Hall, the Department of Motor Vehicles, and across the Sacramento River to Interstate 5 and the east side of Redding. Daily traffic volumes on this segment are around 18,000.

Segment Issues

The Union Pacific Railroad is initially parallel to, then soon crosses over SR 273 and continues north on the west side of the route. The UPRR overcrossing limits the ability to make improvements to SR 273 in the vicinity of the overcrossing. Limited shoulder width under the overcrossing also affects bicycle and pedestrian use.

Vehicle access points are poorly defined which affects operation of the highway.

This portion of the route poses challenges for pedestrians due to intermittent sidewalks, long distances between designated crossings, and limited shoulder width under the UPRR overcrossing.

Segment Management:

Work with local agencies and developers as new projects and/or facilities are proposed along SR 273 to address traffic impacts associated with growth.

Consolidate/define access points when feasible.

Work with the community and local agencies along SR 273 to upgrade and construct safe and accessible pedestrian facilities, in high-volume pedestrian areas, consistent with the provisions of the American with Disabilities Act (ADA) and Caltrans design standards.

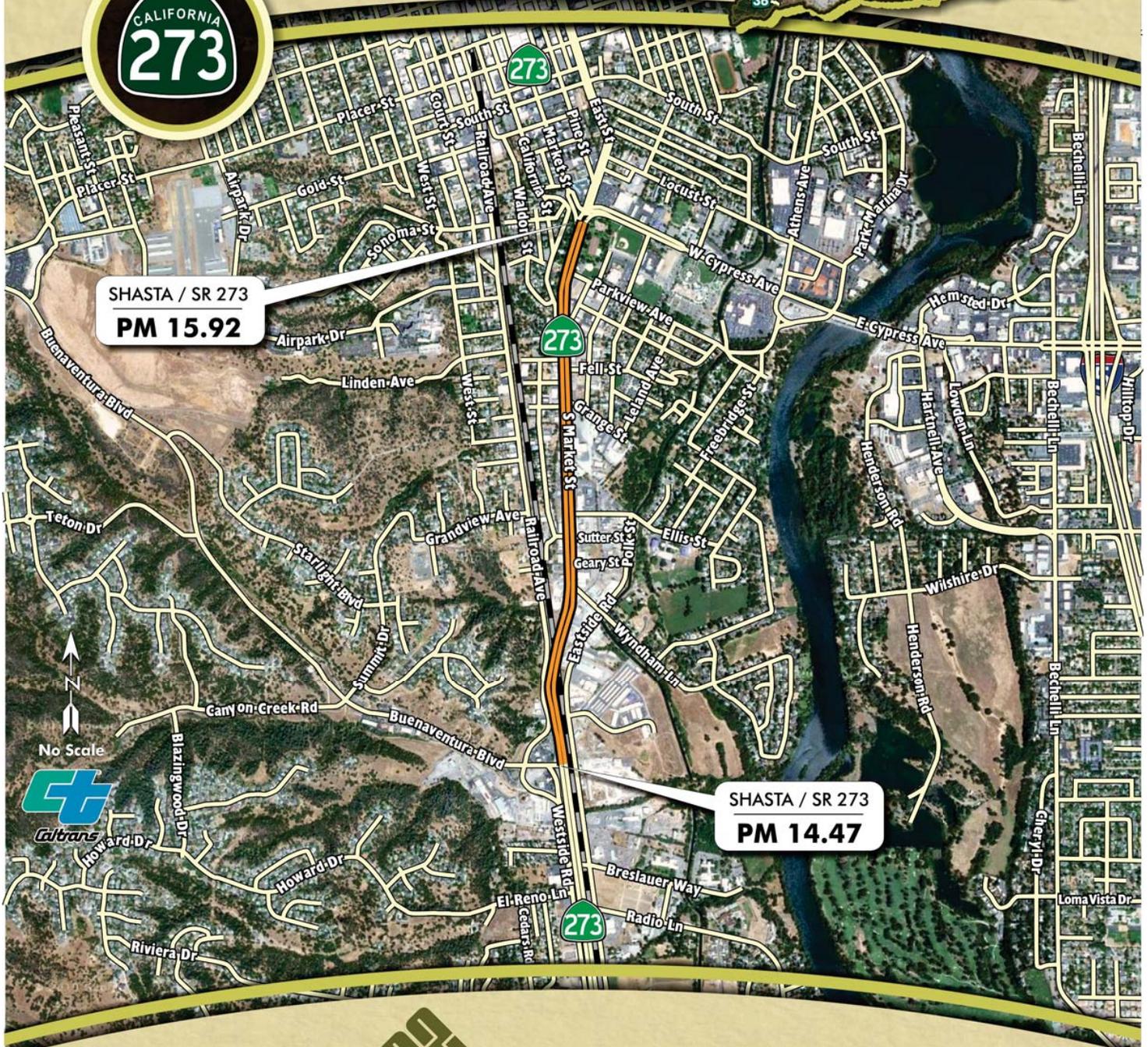
Pedestrian travel in this segment is complex and involves numerous transitions between SR 273 and city streets. Achieving a functional and continuous pedestrian travel network will require improvements to both. As a first step, Caltrans and the City of Redding should undertake a joint study to better understand pedestrian flows and identify barriers to pedestrian travel. A prioritized list of potential improvements can then be developed.

Monitor traffic signal system, coordinate signal timing when feasible.

No ITS elements currently exist in this segment; however, a potential CCTV has been identified for the vicinity of Wyndham Lane (PM 14.96).

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Segment 8 Buena Ventura Blvd to Cypress Ave



SHASTA / SR 273
PM 15.92

SHASTA / SR 273
PM 14.47



CALTRANS DISTRICT 2

SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 9A (PM 15.92/16.83)

Segment Description:

This segment is the northbound section of the Redding Couplet which runs from Cypress Avenue to Market Street/Eureka Way (PM 15.92/16.83). The couplet is where the route transitions into one-way city streets, on independent alignments. This segment is also known by the following local road names: Pine Street, and Eureka Way. In this segment, adjacent uses have direct access to SR 273 and on-street parking is allowed. This section of SR 273 is not open to trucks over 32' from kingpin to rear axle. This segment is improved as three lanes northbound.

This segment of SR 273 passes through the historic commercial heart of downtown Redding. The streets are in a grid network, with SR 273 providing access to east-west streets that go to other parts of Redding and beyond, as well as provide access to SR 44 and 299. This portion of the route passes through a mixture of different ages and types of structures and land uses including residential, large and small commercial businesses, tattoo shops, hotels, restaurants, and much more. It is not uncommon to see an old historical building next to a modern structure.

East Street parallels the route just to the east and links to SR 44 eastbound, right at a major medical facility (Shasta Regional Medical Center). South Street is one of the few roads which cross both SR 273 and the railroad tracks to the west, first passing by some industrial properties before crossing the railroad tracks into an area comprised mainly of light commercial, medical offices, and law offices, before ending at West Street. To the east, South Street provides bicycle and pedestrian access through the Garden Tract, an older established neighborhood, to Athens Avenue, Park Marina Drive, and the Sacramento River Trail.

Placer Street is another road that crosses both directions of SR 273 and the railroad tracks. To the east, Placer Street passes between several banks before reaching some medical facilities and passing through the Garden Tract, ending at Sequoia Middle School. To the west, Placer Street passes by the south end of the Market Street Promenade and the downtown parking structure before crossing SR 273 southbound and then the railroad tracks as it continues to the west.

The Market Street Promenade (formerly Redding's Downtown Mall) is situated at the center of Downtown Redding between the northbound and southbound alignments of the SR 273 couplet, bordered by Tehama Street to the north and Placer Street to the south. The Downtown Redding Mall was originally a collection of independent owners under a common roof. Rechristened the Market Street Promenade in 2009, the roof was removed and a pedestrian-friendly area created between Tehama and Placer Streets. Many businesses, some private and some public, are situated along the promenade and a parking structure provides ample parking for the Promenade, the Shasta College University Center, the Cascade Theatre, and many surrounding businesses and restaurants.

Eureka Way (SR 299) marks the northern end of the SR 273 couplet.

Daily traffic volumes on this segment are around 12,500.

Segment Issues:

The Market Street Promenade parallels a portion of this segment, to the west, which severely limits the number of roads which travel from the northbound couplet to the west.

This segment has high morning and afternoon peak-hour traffic flows. This segment will exceed the Concept LOS of D by 2030.

On-street parking impacts traffic operations.

High bicycle and pedestrian activity.

The southern end of this segment poses challenges for pedestrians due to limited designated pedestrian crossings between the east side of the northbound couplet and west side of the southbound couplet.

Segment Management:

This segment is forecast to exceed the Concept LOS of D by 2030. Due to the inability to add lanes to this highly developed segment of the route, emphasis will be on system management. Possible actions that could be considered in cooperation with the City of Redding include:

- Enhancement of existing coordinated signal system/timing plan.
- Implement Adaptive Signal Control Technology.
- Modification/removal of traffic signals at intersections with low-volume cross-streets.
- Channelization and/or limitation of vehicle movements at select locations.
- Open road linkages through the Promenade to improve traffic, bicycle and pedestrian flow as well as to increase the parking supply.

Work with the community and local agencies along SR 273 to upgrade and construct safe and accessible pedestrian facilities, in high-volume pedestrian areas, consistent with the provisions of the American with Disabilities Act (ADA) and Caltrans design standards.

Work with local agencies and developers as new projects and/or facilities are proposed along SR 273 to address traffic impacts associated with growth.

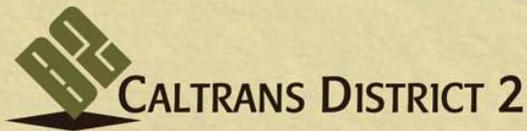
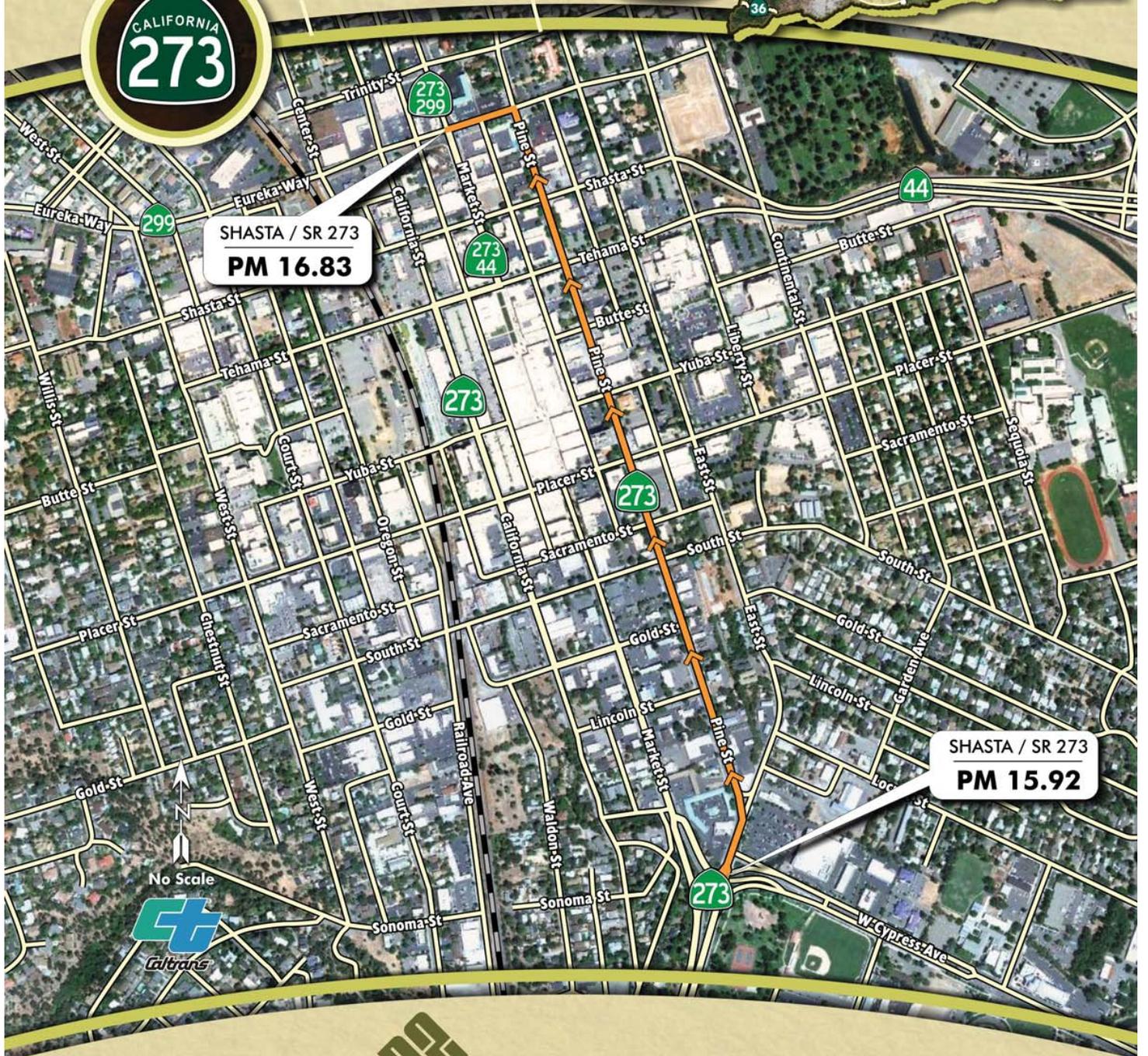
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Segment 9A Couplet Northbound



SHASTA / SR 273
PM 16.83

SHASTA / SR 273
PM 15.92



SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 9B

County: Shasta	Route: 273	PM Limit: 15.92/16.83
Location: Redding Couplet (SB) - Market/Eureka to Cypress Avenue	Directional: Yes	Length: 0.91

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial Other Classifications: Historic 99; Terminal Access Route to STAA except Gold St. to Eureka Way - Southbound Advisory, 32' KPRA Local Road Names: Market St; Tehama St; California St; Gold St. Current Bicycle Status: Allowed Bicycle Facility Goal: Class II	Present: 4C maintain existing access control <hr/> <h3 style="text-align: center;"><u>Segment Concept</u></h3> Present: 3S (3 lanes southbound) 20-Year: 3S (3 lanes southbound) <hr/> <h3 style="text-align: center;"><u>Concept LOS</u></h3> <p style="text-align: center;">D</p>

<u>Current Highway Information</u>			
Number of Lanes:	3	Lane Width:	11-12 ft
Terrain:	Level	In / Outside Shoulder:	0 ft / 0 ft
Percent Trucks:	2%	Median Barrier:	No
Percent 5-axle Trucks:	1%	Median Width:	In excess of 99 ft
Posted Speed:	40/35/30 mph	Median Type:	None

Traffic Volumes and Level of Service (SB direction of travel)		
	2010	2030
Annual Average Daily Traffic (AADT)	9,500	12,100
Level of Service (LOS)	A	C

Caltrans District 2, Office of System Planning, and Traffic Census
 Future Volumes: Shasta County Travel Demand Model (2011 Update)
 LOS Adjustment Factor: 4 (Exhibit G1 in Appendix G)



State Route 273 - Segment No. 9B (PM 15.92/16.83)

Segment Description:

This segment is the southbound section of the Redding Couplet which runs from Market Street/Eureka Way to Cypress Avenue (PM 15.92/16.83). The couplet is where the route transitions into one-way city streets, on independent alignments. This segment is also known by the following local road names: Market Street, Tehama Street, California Street, and Gold Street. In this segment, adjacent uses have direct access to SR 273 and on-street parking is allowed. This section of SR 273 is not open to trucks over 32' from kingpin to rear axle. This segment is improved as three lanes southbound.

It must be noted that the southbound section of the couplet is handled differently than the rest of the route; in this segment, information will be presented from north to south (opposite of the standard) to reflect the direction of vehicle travel along this portion of the route.

At the north end of the Promenade are a variety of different businesses: a camera store, small hotels, car lots, and a mix of local and chain restaurants. State Route 44 begins in this segment, and heads east passing Turtle Bay Exploration Park, the Sundial Bridge, the Redding Rodeo Grounds, and the Redding Civic Auditorium. Next, SR 44 continues east and immediately crosses the Sacramento River. A separated facility for bicycle and pedestrian access between downtown Redding and the east side of Redding at Hilltop Drive follows along the north side of SR 44.

The Market Street Promenade and the downtown parking structure are along the east side of this segment which impacts connections to the east. The Union Pacific Railroad limits the number of roads to the west.

The Lorenz Hotel, built in the early 1900's, is situated on the corner of California and Yuba streets between SR 273 and the railroad tracks. It was the first building in Shasta County to have an elevator, and is currently the third-oldest brick building in Redding.

Placer Street is one of the few roads to cross both SR 273 and the railroad tracks. Immediately to the west on Placer Street are a number of restaurants, the Downtown Redding United States Post Office, the Shasta County Courthouse and Jail, the Shasta County Sheriff's Office, and many smaller retail and commercial storefronts. Further west, it provides access to small commercial strips, churches, residential areas, and Benton Airpark before reaching Buenaventura Boulevard.

Daily traffic volumes on this segment are around 9,500.

Segment Issues:

The Union Pacific Railroad parallels the route just to the west of the couplet which severely limits the number of roads which travel from the southbound couplet to the west across the tracks. The Market Street Promenade limits the number of roads which travel to the east.

Parking, bicycles, and pedestrians will continue to be issues in the future as traffic volumes increase.

On-street parking impacts traffic operations.

The southern end of this segment poses challenges for pedestrians due to limited designated pedestrian crossings between the west side of the southbound couplet and east side of the northbound couplet.

Segment Management:

This segment's volumes are not as high as the corresponding northbound segment, so it will not exceed the Concept LOS of D at 2030. The District is committed to working with the City of Redding when the Downtown Redding Specific Plan is updated to evaluate possible pedestrian, bicycle, parking, and landscape enhancements in the downtown couplet area.

Work with local agencies and developers as new projects and/or facilities are proposed along SR 273 to address traffic impacts associated with growth.

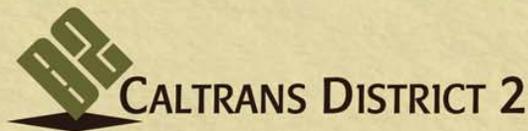
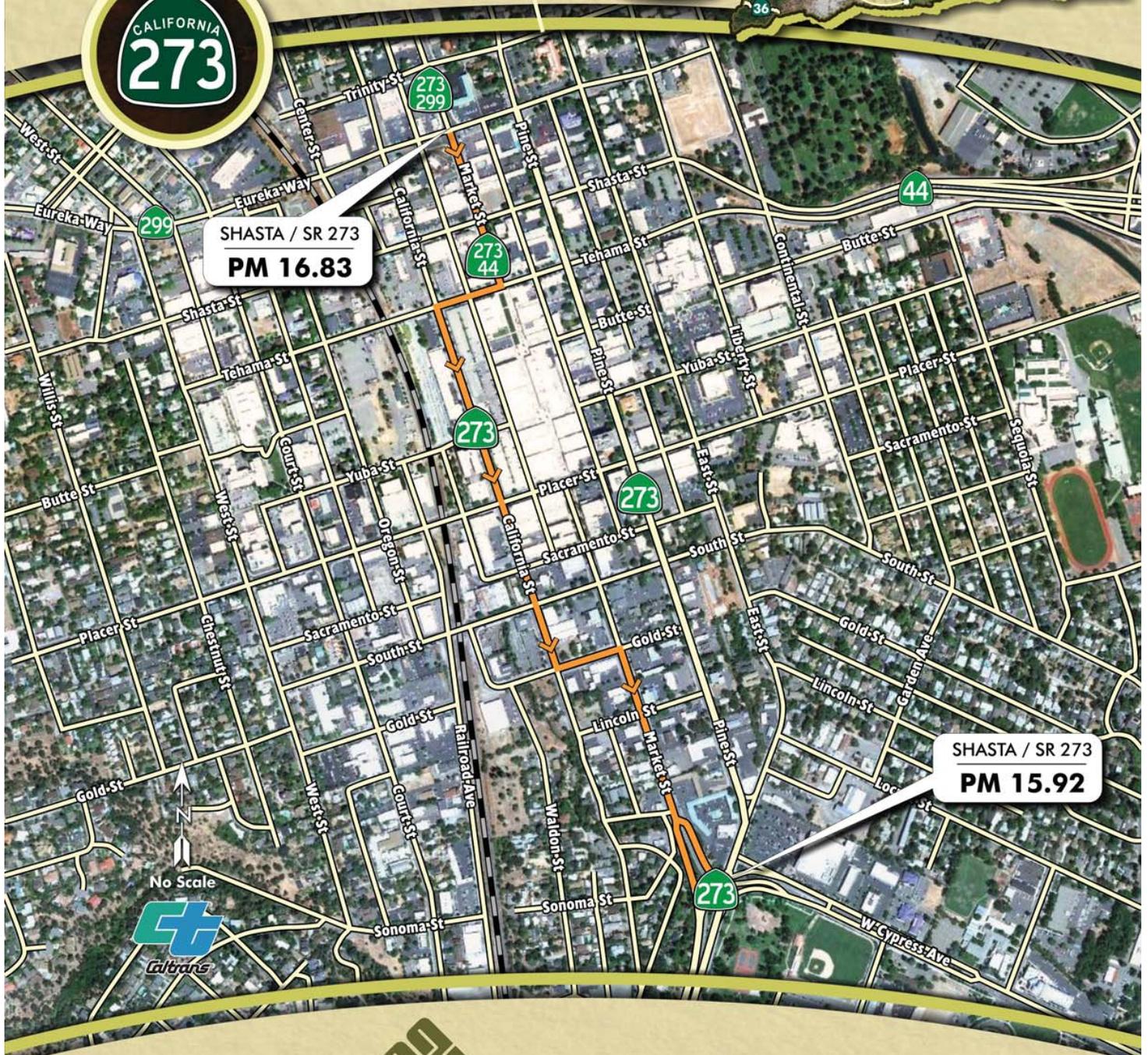
Monitor and enhance signal coordination, and maintain the existing truck turning radii.

Work with the community and local agencies along SR 273 to upgrade and construct safe and accessible pedestrian facilities, in high-volume pedestrian areas, consistent with the provisions of the American with Disabilities Act (ADA) and Caltrans design standards.

Open road linkages through the Promenade to improve traffic, bicycle and pedestrian flow as well as to increase the parking supply.

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Segment 9B Couplet Southbound



SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 10

County: Shasta

Route: 273

PM Limit: 16.83/17.81

Location: Eureka Way to Benton Drive

Directional: No

Length: 0.98

<u>System Designations</u>	<u>Facility Concept</u>
<p>Functional Classification: Principal Arterial</p> <p>Other Classifications: Historic 99; Terminal Access Route to STAA</p> <p>Local Road Names: Market Street; North Market Street</p> <p>Current Bicycle Status: Allowed</p> <p>Bicycle Facility Goal: Class II</p>	<p>Present: 4C maintain existing access control</p>
	<u>Segment Concept</u>
	<p>Present: 4C (6 lanes - PM 17.39 to PM 17.80)</p> <p>20-Year: 4C (6 lanes - PM 17.39 to PM 17.80)</p>
	<u>Concept LOS</u>
	D

<u>Current Highway Information</u>			
Number of Lanes:	4 (6 from PM 17.39 to PM 17.80)	Lane Width:	11-12 ft
Terrain:	Level	In / Outside Shoulder:	0-2 ft / 0-8 ft
Percent Trucks:	4%	Median Barrier:	No
Percent 5-axle Trucks:	2%	Median Width:	Varies 3-20 ft
Posted Speed:	30/45 mph	Median Type:	Two-Way-Lt-Turn Lane; Continuous Lt-Turn Lane; Paved

<u>Traffic Volumes and Level of Service</u>		
	2010	2030
Annual Average Daily Traffic (AADT)	21,400	25,300
Level of Service (LOS)	C	D

Caltrans District 2, Office of System Planning, and Traffic Census
 Future Volumes: Shasta County Travel Demand Model (2011 Update)
 LOS Adjustment Factor: 2 (Exhibit G1 in Appendix G)



State Route 273 - Segment No. 10 **(PM 16.83/17.81)**

Segment Description:

This segment runs from Eureka Way to Benton Drive in the City of Redding (PM 16.83/17.81). This segment is improved as a 4-lane conventional highway with auxiliary lanes (six lanes from PM 17.39 to PM 17.80), on-street parking, and concrete medians with lights, trees, and landscaping.

North of Eureka Way, SR 299 and SR 273 share an alignment as they pass by restaurants, hotels, coffee shops, and some small businesses before coming to Riverside Drive. To the west on Riverside Drive is the Caltrans District 2 Headquarters, some offices and residential areas, and a couple of bed and breakfasts.

Crossing the Sacramento River, the route enters the area known as “The Miracle Mile,” which was originally a part of Historic 99 and was the strip just out of downtown where motels and gas stations were situated. This strip now has auto dealerships, gas stations, restaurants, second-hand stores, and many other commercial businesses. The first intersection on SR 273 north of the Sacramento River is Quartz Hill Road. To the west it is lined with mixed uses such as Redding’s Caldwell Park (a large city park), the Redding Aquatic Center, and Lake Redding Golf Course, amid apartments and single family residences. To the east on Quartz Hill Road is commercial and office space a trailer park, and river trail parking.

The next intersection on SR 273 is Arboretum Drive, to the east, with access to Turtle Bay Elementary School, Turtle Bay’s McConnell Arboretum & Botanical Gardens, commercial office space, the Sundial Bridge, and the Sacramento River Trail. The segment ends at the intersection of Benton Drive which, to the west, passes through an area of older and newer residential developments before curving to the south and passing an assisted living facility.

Daily traffic volumes on this segment are around 21,000.

Segment Issues

Limited shoulder width on the Sacramento River Bridge affects bicycle use.

On-street parking impacts traffic operations.

This portion of the route poses challenges for pedestrians along this segment due to long distances between designated crossings.

During drop-off and pick-up times for Turtle Bay Elementary School, traffic backs up onto SR 273 from the school.

Multiple closely spaced traffic signals south of the Sacramento River Bridge.

Segment Management:

Work with local agencies and developers as new projects and/or facilities are proposed along SR 273 to address traffic impacts associated with growth.

Work with the community and local agencies along SR 273 to upgrade and construct safe and accessible pedestrian facilities, in high-volume pedestrian areas, consistent with the provisions of the American with Disabilities Act (ADA) and Caltrans design standards.

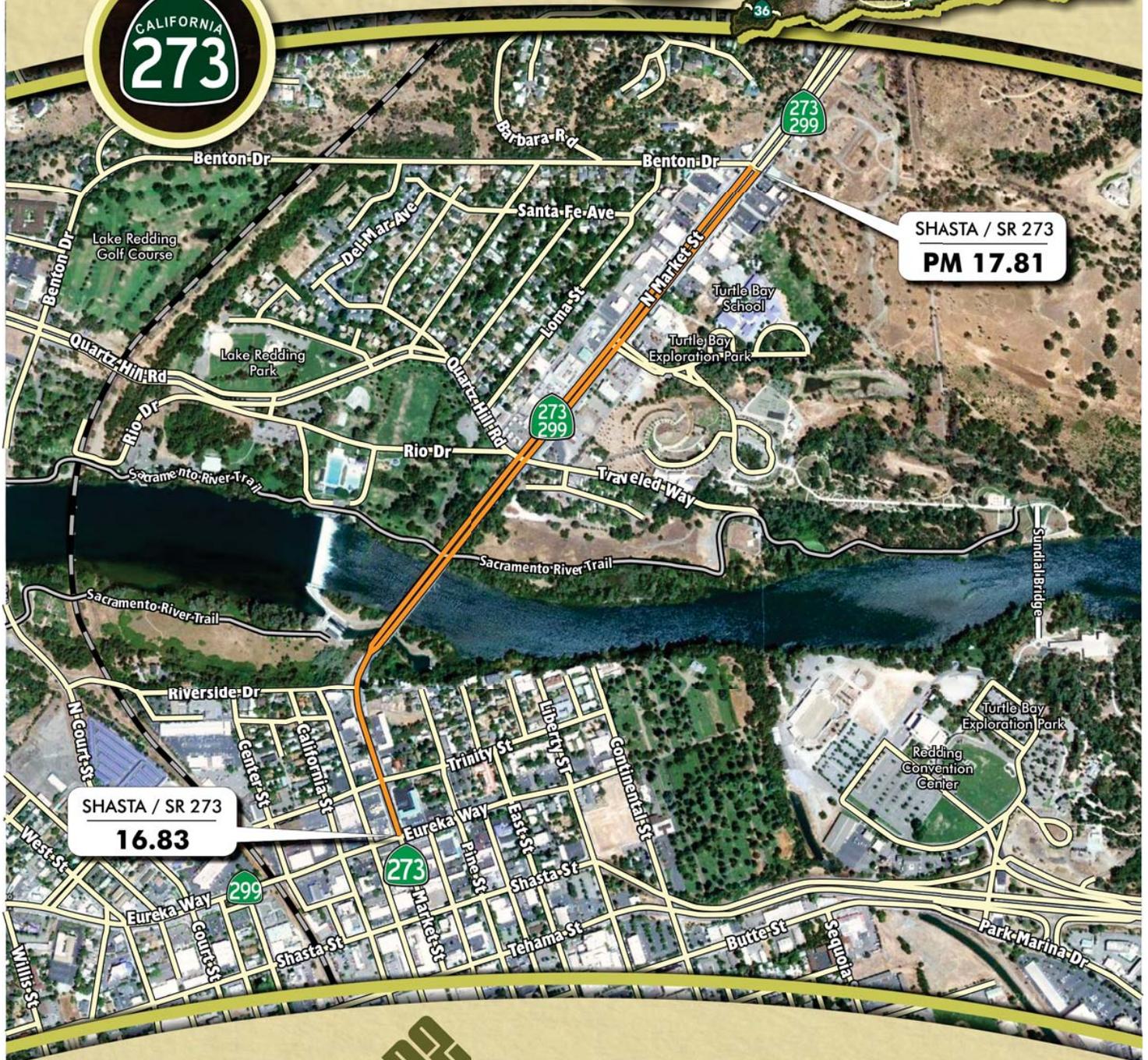
Encourage Turtle Bay Elementary School to maintain existing practices (such as the walking school bus), and to implement additional Travel Demand Management measures (such as altering school start times).

Monitor traffic signal system, coordinate signal timing when feasible.

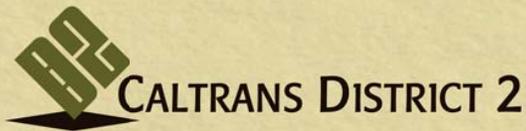
No ITS elements currently exist in this segment; however, a potential CCTV has been identified for the vicinity of the Riverside Drive intersection (PM 17.03).

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Segment 10 Eureka Way to Benton Dr



SHASTA / SR 273
16.83



SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 11

County: Shasta

Route: 273

PM Limit: 17.81/18.62

Location: Benton Drive to Lake Blvd

Directional: No

Length: 0.81

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial	Present: 4C maintain existing access control
Other Classifications: Historic 99; Terminal Access Route to STAA	<u>Segment Concept</u>
Local Road Names: North Market Street	Present: 4C
Current Bicycle Status: Allowed	20-Year: 4C
Bicycle Facility Goal: Class II	<u>Concept LOS</u> D

<u>Current Highway Information</u>			
Number of Lanes:	4	Lane Width:	12 ft
Terrain:	Rolling (4%)	In / Outside Shoulder:	3 ft / 4-9 ft (left); 3-9 ft (right)
Percent Trucks:	4%	Median Barrier:	No; Bridge Barrier
Percent 5-axle Trucks:	2%	Median Width:	Varies 6-12 ft
Posted Speed:	45/50 mph	Median Type:	Continuous Lt-Turn Lane; Paved; Separate Structures

Traffic Volumes and Level of Service		
	2010	2030
Annual Average Daily Traffic (AADT)	25,000	29,000
Level of Service (LOS)	C	D
<p>Caltrans District 2, Office of System Planning, and Traffic Census Future Volumes: Shasta County Travel Demand Model (2011 Update) LOS Adjustment Factor: 1 (Exhibit G1 in Appendix G)</p>		



State Route 273 - Segment No. 11

(PM 17.81/18.62)

Segment Description:

This segment runs from Benton Drive to Lake Boulevard in the City of Redding (PM 17.81/18.62). This segment is improved as a 4-lane conventional divided highway with concrete median. The median is landscaped at the beginning and ending points of this segment.

In this segment, SR 273 northbound climbs up Sulphur Creek Hill, a steep incline, to Lake Boulevard. Each side of this segment is improved with three- to nine-foot paved shoulders, with the west side also improved with a sidewalk and overhead lighting. There are no access points on Sulphur Creek Hill. The area surrounding SR 273/Lake Boulevard is largely commercial in nature, with a couple of shopping centers and other businesses offering a wide range of retail shopping, restaurants, gas stations, and automobile service and repair shops. To the west, Lake Boulevard becomes County Highway A18, which intersects Shasta Dam Boulevard/SR 151, providing access to Shasta Lake and Shasta Dam. To the east, Lake Boulevard/SR 299 quickly comes to Hilltop Drive (which provides access south to residential areas and then dense commercial development – including the Mount Shasta Mall) and then Interstate 5. To the east of I-5, SR 299 continues past Shasta College and Simpson College before continuing east through a number of small Shasta County communities including Bella Vista, Round Mountain, and Burney.

Daily traffic volumes on this segment are around 25,000.

Segment Issues

The grade (steep incline) of northbound SR 273 in this segment is sufficient to slow vehicles, especially trucks.

Large vacant parcel on the east side of this segment, north of Benton Drive, has been the subject of several development proposals. The location and design of access to this parcel could significantly impact operation of the Benton Drive intersection and vehicles traveling up Sulphur Creek Hill.

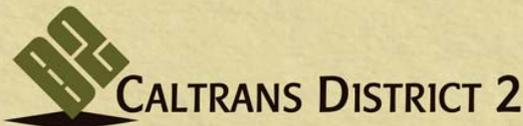
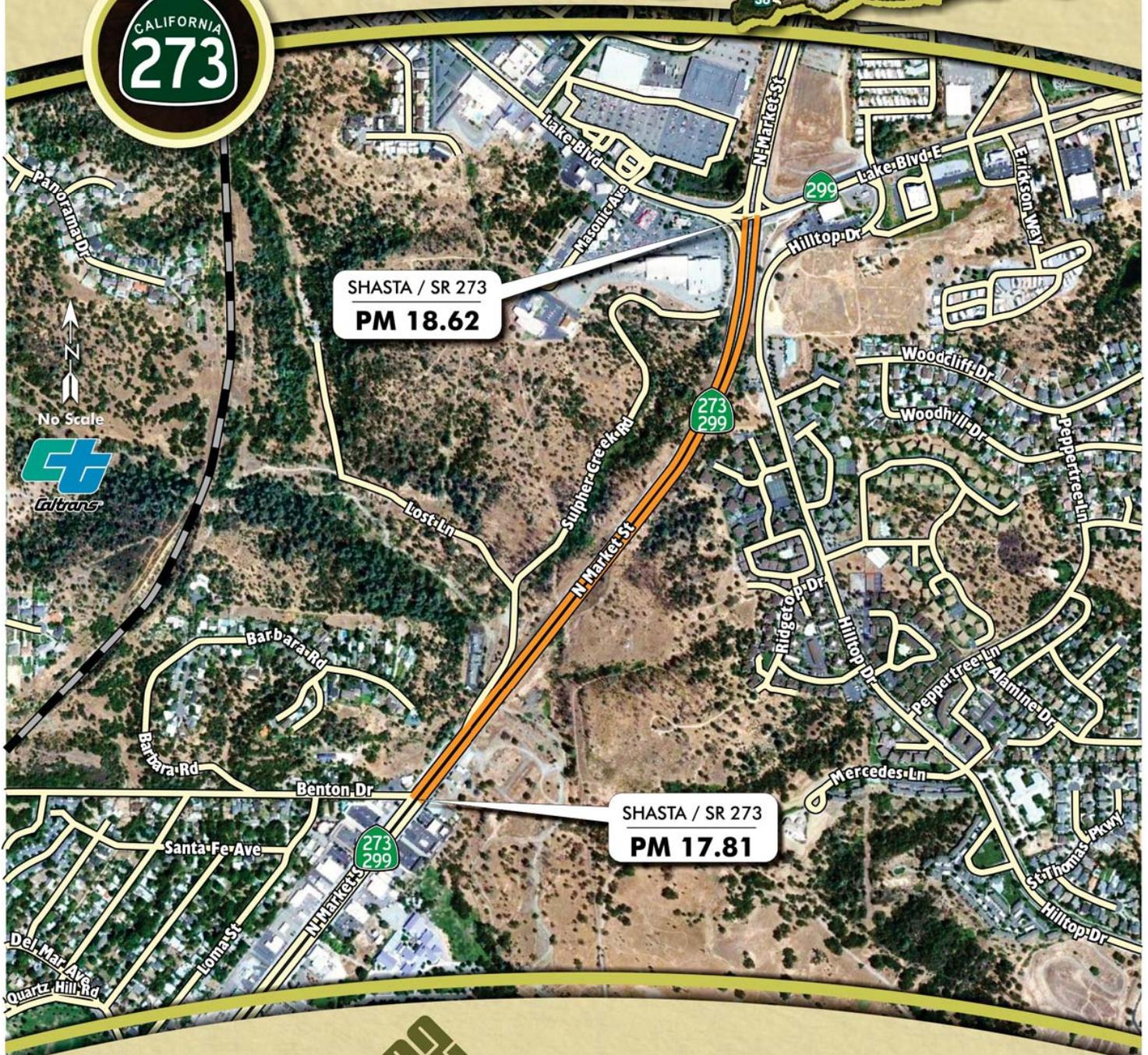
Segment Management:

Work with local agencies and developers as new projects and/or facilities are proposed along SR 273 to address traffic impacts associated with growth. As vacant parcels are developed, Caltrans will work with the City of Redding to facilitate a plan to accommodate this new growth. Particular emphasis will be on potential development of the large vacant parcel on the east side of SR 273, north of Benton Drive.

As this segment of SR 273 is access controlled, pedestrian movement is facilitated on parallel city streets. At signalized intersections, pedestrians will be accommodated where appropriate.

Maintain the existing CCTV at the intersection of SR 273 and Lake Boulevard (PM 18.62).

Segment 11 Benton Dr to Lake Blvd



SR 273 TRANSPORTATION CONCEPT REPORT

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State Route 273 - Segment No. 12

County: Shasta

Route: 273

PM Limit: 18.62/20.03

Location: Lake Blvd to Jct. I-5

Directional: No

Length: 1.41

<u>System Designations</u>	<u>Facility Concept</u>
Functional Classification: Principal Arterial	Present: 4C maintain existing access control
Other Classifications: Historic 99; Terminal Access Route to STAA	<u>Segment Concept</u>
Local Road Names: North Market Street	Present: 4C
Current Bicycle Status: Allowed	20-Year: 4C
Bicycle Facility Goal: Class II	<u>Concept LOS</u>
	D

<u>Current Highway Information</u>			
Number of Lanes:	4	Lane Width:	12 ft
Terrain:	Level	In / Outside Shoulder:	2-4 ft / 9-12 ft (Left); 9-10 ft (Right)
Percent Trucks:	9%	Median Barrier:	No; Bridge Barrier
Percent 5-axle Trucks:	3%	Median Width:	Varies 12-36 ft
Posted Speed:	50/55 mph	Median Type:	Paved; Unpaved

<u>Traffic Volumes and Level of Service</u>		
	2010	2030
Annual Average Daily Traffic (AADT)	9,400	13,200
Level of Service (LOS)	A	A

Caltrans District 2, Office of System Planning, and Traffic Census
 Future Volumes: Shasta County Travel Demand Model (2011 Update)
 LOS Adjustment Factor: 1 (Exhibit G1 in Appendix G)



State Route 273 - Segment No. 12

(PM 18.62/20.03)

Segment Description:

This segment runs from Lake Boulevard to SR 273's northern terminus at Interstate 5 near the northern end of the City of Redding (PM 18.62/20.03). This segment is improved as a 4-lane conventional divided highway with access control. Access is allowed only at Northpoint Drive/Twin View Boulevard and at Caterpillar Road.

The first intersection north of Lake Boulevard is Northpoint Drive and Twin View Boulevard. To the west, Northpoint Drive provides access to a trailer park, the back side of a shopping center, and large areas of residentially developed property. To the east, Twin View Boulevard offers access to a trailer park, residentially developed property, automotive performance and repair shops, storage facilities, furniture sales, a lumber supply store, and a hotel before passing under Interstate 5. Once it passes underneath I-5, it turns north and parallels the interstate as it passes by more residential and commercial property, another hotel, and residential and commercial development.

The last local road to cross SR 273 before it ends at I-5 is Caterpillar Road. West along Caterpillar Road is an area comprised of heavy commercial and industrial properties offering heavy equipment sales and repair, tractor/trailer sales and repair, auto body and paint, an indoor shooting range, a parcel delivery business, and the District 2 Redding Maintenance Station. To the east, Caterpillar Road provides access to a hotel, restaurant, tire shop, commercial fueling station, other commercial uses, and I-5. SR 273 terminates just north of Caterpillar Road at its junction with Interstate 5 in northern Redding.

Daily traffic volumes on this segment are around 9,500.

Segment Issues

SR 273/Lake Boulevard intersection has very high traffic volumes.

Any future development at the SR 273/Lake Boulevard intersection could have drainage and traffic impacts to SR 273.

Caterpillar Road has multiple industrial and freight related businesses which generate truck traffic to and from I-5.

Segment Management:

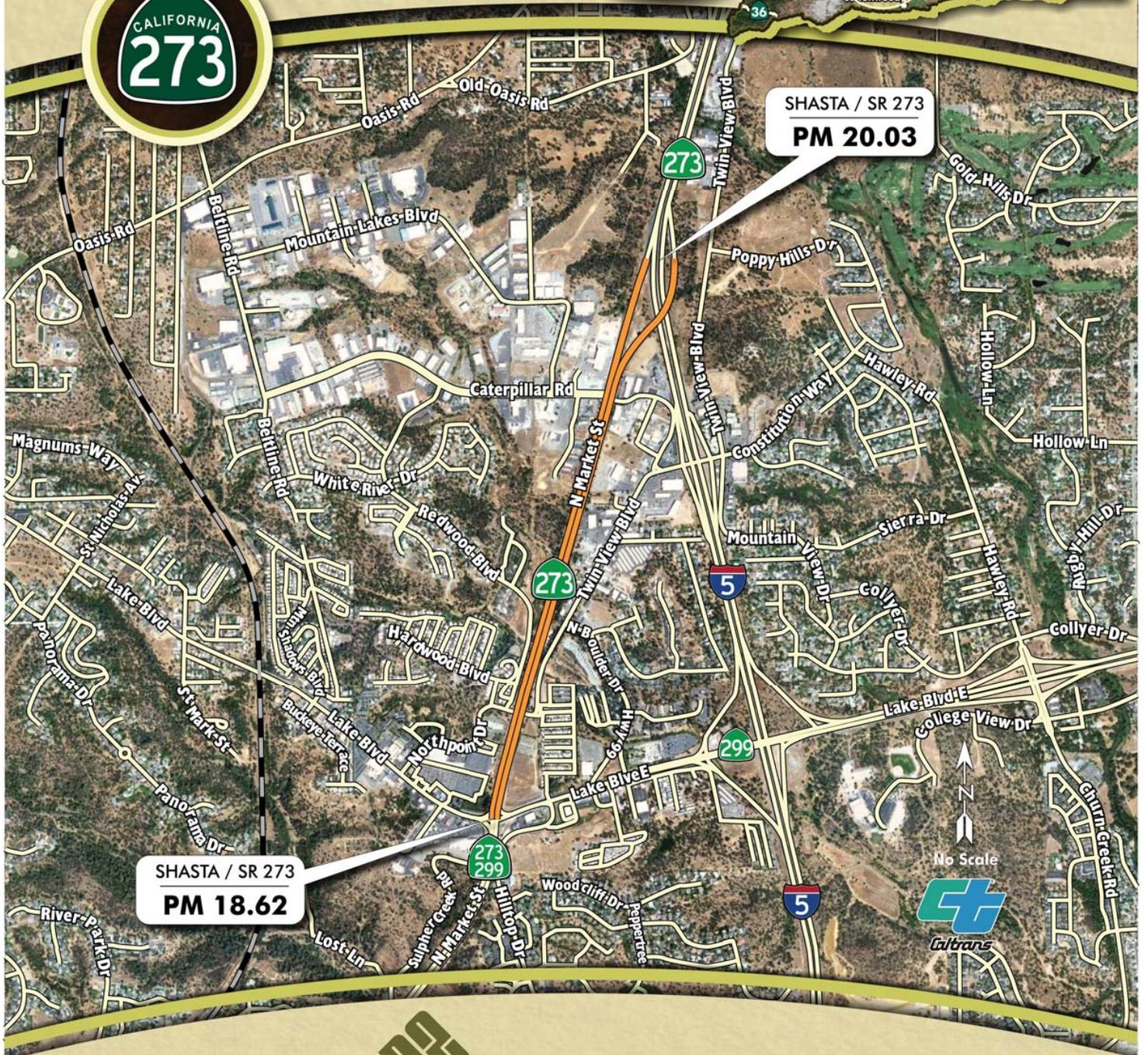
Work with local agencies and developers as new projects and/or facilities are proposed along SR 273 to address impacts associated with growth.

As this segment of SR 273 is access controlled, pedestrian movement is facilitated on parallel city streets. At signalized intersections, pedestrians will be accommodated where appropriate.

The City of Redding Oasis Road Specific Plan (ORSP) identifies a future direct connection between SR 273/North Market Street and Twin View Boulevard to accommodate travel to the new commercial area. This connection would split from the northbound SR 273/I-5 ramp after it passes over I-5.

Maintain existing access control and intersections.

Segment 12 Lake Blvd to Jct. 1-5



CALTRANS DISTRICT 2

SR 273 TRANSPORTATION CONCEPT REPORT

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