

TRANSPORTATION CORRIDOR CONCEPT REPORT STATE ROUTE 128



The Transportation Corridor Concept Report (TCCR) is Caltrans' long range planning document for each State Highway Route. The TCCR provides information regarding route segments, including high priority improvement projects for the highway over the next 20 years, and existing and forecasted traffic data. Projects identified in the TCCR will require environmental and engineering studies before final approval and are subject to change. Funding for identified projects may not yet be secured.

Approvals

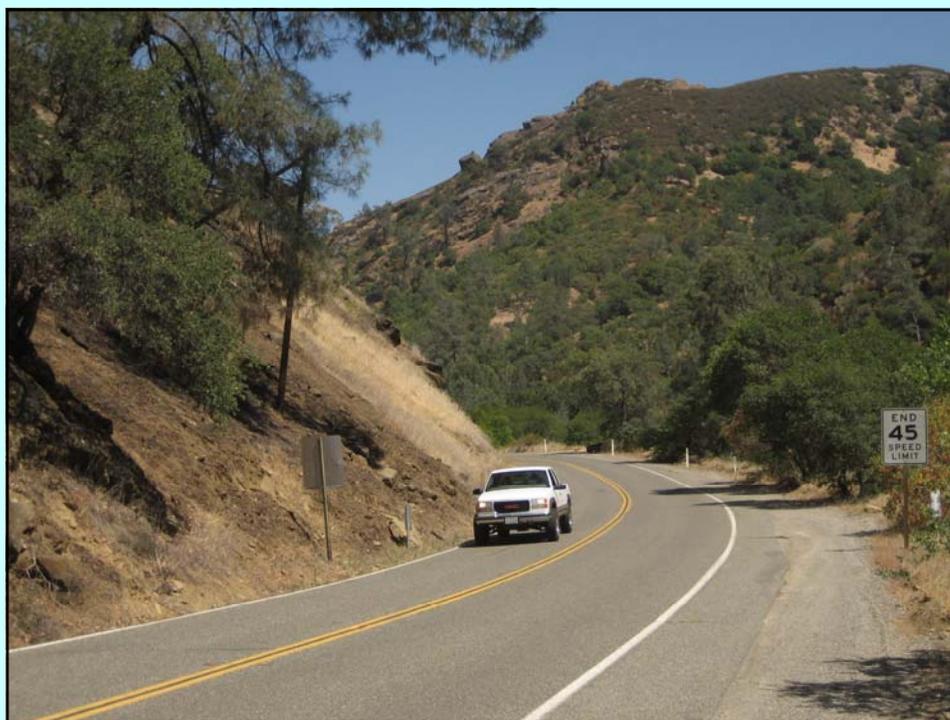
Jeff Pulverman
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Date

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Date

Transport Corridor Concept Report Basic Data



Segment Summary Information

The following pages provide summaries of each route segment. Each summary includes a segment map, a segment overview, a list of future projects, and traffic analysis data. The future projects are separated into three categories:

1. **Planned**—projects included in an approved Regional Transportation Plan;
2. **Programmed**—projects included in the State Transportation Improvement Program, State Highway Operations and Protection Plan, or California Federal Transportation Improvement Program; and
3. **Conceptual** — projects not yet included in a planning or programming document, but are projects needed to maintain mobility along the segment and to implement the Complete Streets concept.

Project listing include a brief description, cost (if available), and the planned completion year.

State – Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and local agencies. Local developments affecting this route and the regional State Highway System may necessitate that local jurisdictions provide nexus-based, proportional fair-share funding for future highway improvements.

State Route 128 Summary

State Route (SR) 128 is a 2-lane conventional highway that connects the Napa Valley across the Coast Range, through the City of Winters, to Interstate 505.

The City of Winters is a transportation hub, with the intersection of I-505 at the City's doorstep and I-80 only 10 miles to the south and situated about 10 miles west of Davis. Significant goods movement traffic (such as agricultural produce) generated in Yolo County moves through Winters on trucks.

From Interstate 505 to the junction of SR 113, SR 128 is unconstructed, but traversable by using county roads. SR 128 is legislatively designated to include a potential alignment between I-505 and SR 113. However, Caltrans will not be pursuing the construction of this segment since existing county roads provide adequate service.

SR 128 is expected to continue as a predominately rural highway, serving relatively low traffic volumes. SR 128 serves recreational traffic to Putah Creek and Lake Berryessa, as well as commute traffic from the City of Winters to employment in Davis and Sacramento. City speed zones and mountainous terrain restrict the driving speed on these segments, and the high cost of widening the route in the Coast Range areas is a limiting factor to developing a higher standard facility. There is significant bicycle travel on SR 128, especially during the peak season between May through October.

State Route 128 Segment 1 Summary

Segment 1



Segment 2



Segment One

Segment One is a 2-lane conventional highway, which extends from the Solano/Yolo County line to the western boundary of the City of Winters. Near the Napa County line the terrain is mountainous with steep grades and limited sight distance. The western portion of this segment parallels Putah Creek and vehicles park on the highway's shoulder to reach recreational sites. As SR 128 approaches the City of Winters, the terrain becomes flat with rural agricultural land uses.

Currently operating at LOS B, the peak hour LOS on this segment is expected to deteriorate to LOS C by 2027 due to limited passing opportunities. This segment also carries a high percentage of recreational vehicles and is a popular bicycle route. However, since the LOS is expected to remain below the concept LOS, there is no need for capacity improvements along this segment.

No improvements are currently programmed for this segment; however, where possible, shoulders should be widened to 8 feet.

State Route 128 Traffic Data – Segments 1 and 2 *(continued on next page)*

Segment	Description	County	Location		Forecasted LOS and Facility Type					
			Post Mile From	Post Mile To	Current LOS	20-Year Future LOS	20-Year Concept LOS	Existing Facility	Concept Facility	Ultimate Facility
1	Solano/Yolo County line (Monticello Dam) to County Road 87E	Yolo	0.00	7.55	B	C	D	2C	2C	2C
2	County Road 87E to I 505 Interchange	Yolo	7.55	9.81	E	E	D	2C	2C	4C

State Route 128 Segment 2 Summary

Segment Two

Segment Two is a 2-lane conventional highway, extending from the western boundary of the City of Winters, through the City, to I-505 where the route ends. SR 128 provides the City of Winters with direct access to the Interstate System via the SR 128/I-505 Interchange.

The land uses fronting SR 128 include commercial, industrial, schools and residential. Traffic slows through Winters and SR 128 intersects many streets and driveways that enter and exit directly onto the highway. There is only one traffic signal in Winters, located at the intersection of SR 128 and Railroad Avenue. The facility is currently operating at LOS E and is expected to remain LOS E by the year 2027. In order to attain the LOS D standard over the planning period, operational improvements and possible targeted capacity expansions should be studied.

The City of Winters received a Caltrans Community Based Transportation Planning (CBTP) Grant that focused on the 2.2 mile section of Highway 128, locally known as Grant Avenue, which bisects Winters. The study identified ways to improve connections and safety between neighborhoods north and south of Grant Avenue, including schools. Recommendations from the study include: constructing sidewalks along the east and west ends of SR 128, constructing roundabouts at West Main Street, Valley Oak Drive, Railroad Avenue (eventually remove signal), Walnut Lane, Morgan Street, East Main Street, and near the I-505 interchange. The CBTP study also suggested that the City reconsider their recommendations in their General Plan to widen Grant Avenue to four lanes.

Highway Improvement Projects

(Construction Cost in thousands; Construction Completion Year)

Segments 1 & 2

Planned:

- ◆ Erosion control, near Putah Lake, PM 1.2/4.5 (\$1.7; 2015) 2009 Ten Year SHOPP
- ◆ Pedestrian circulation and safety improvements at the SR 128/Morgan Street intersection (PM 9.1) SACOG MTP 2035
- ◆ Widen SR 128 (Grant Avenue) to four lanes between Valley Oak Drive and West Main Street (PM 7.7/8.1) City of Winters General Plan 1992
- ◆ Widen SR 128 (Grant Avenue) to four lanes between Railroad Street and I-505 (PM 8.7/9.8) City of Winters General Plan 1992
- ◆ SR 128/I-505 widen overcrossing (PM 9.8) City of Winters General Plan 1992
- ◆ Interchange improvements at SR 128/I-505 (PM 9.83) City of Winters General Plan 1992

Programmed:

- ◆ Digouts and AC overlay, near Winters from Putah Creek Bridge to 0.4 mile east of Pleasant Valley Road PM 0.0-5.0 (\$650; 2014) SHOPP

Conceptual:

- ◆ Widen shoulders to 8 foot standard (to accommodate bicyclists), where feasible.

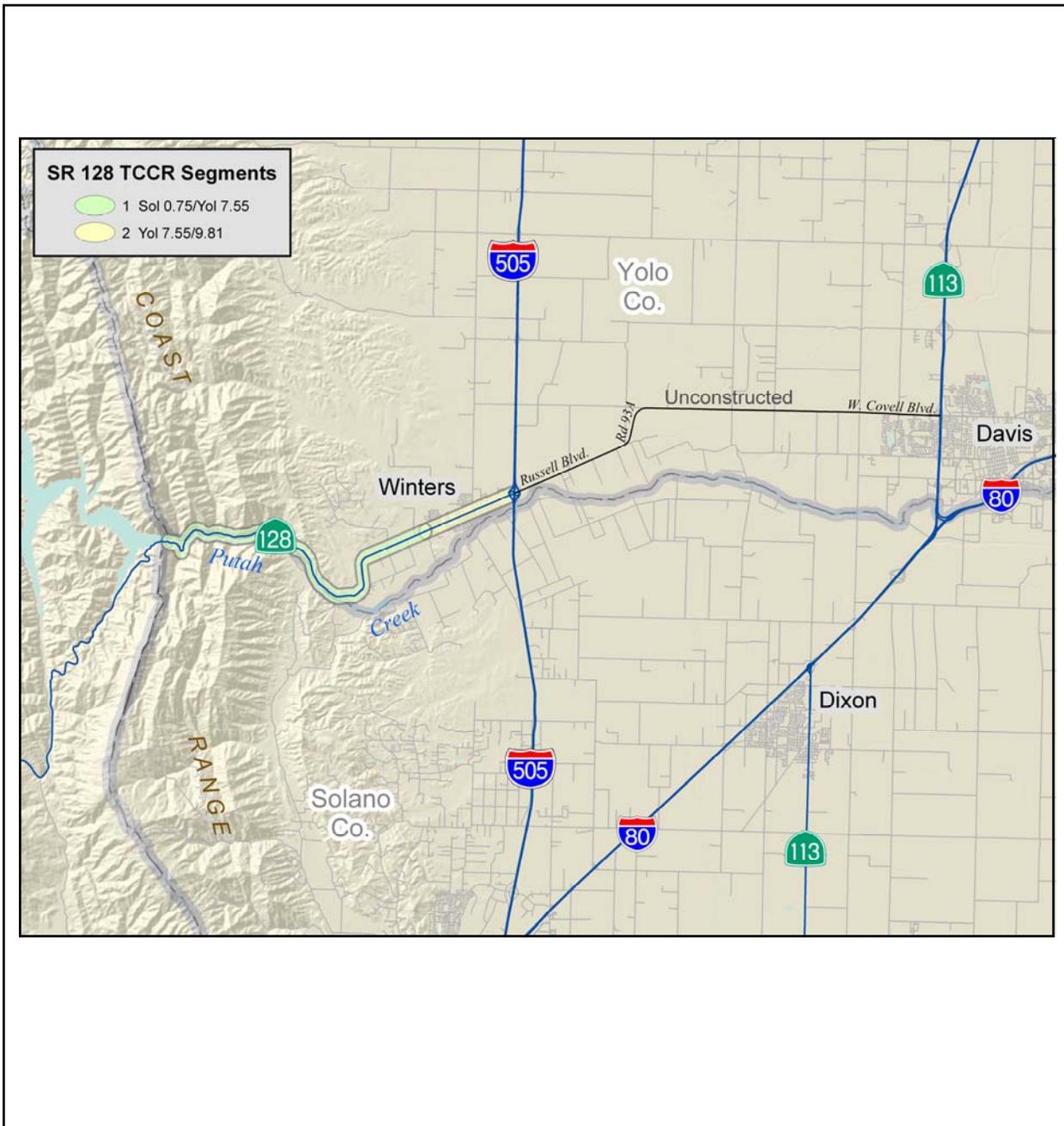
Complete Streets:

- ◆ The SR 128 over crossing of I-505 is a major constraint for any bicyclist entering or leaving Winters. The over crossing is narrow and does not provide adequate width for bicyclists.
- ◆ A potential Class III bike route on Grant Avenue (SR 128) leading from Winters towards Lake Berryessa.
- ◆ Improve sidewalks along the east and west ends of SR 128 in Winters.

State Route 128 Traffic Data – Segments 1 and 2 *(continued from previous page)*

Segment	Current Traffic Data – 2007						Future Traffic Data – 2027				
	% of Trucks	Directional Split	Peak Hour Traffic	Average Daily Traffic	Volume over Capacity	% of Trucks	Directional Split	Peak Hour Traffic	Average Daily Traffic	Volume over Capacity	
1	8%	50%	380	2,600	0.14	8%	50%	513	3,510	0.19	
2	7%	67%	880	9,200	0.32	7%	67%	1276	13,340	0.46	

STATE ROUTE 128 SEGMENT MAP



Please contact below for any questions about this TCCR:

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Or visit the TCCR website at:

<http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>