

# STATE ROUTE



## TRANSPORTATION CONCEPT REPORT

January 2001



Lake Berryessa is an artificial reservoir capped by the Monticello Dam and drains into Putah Creek. The "Glory Hole", located on the upper left, is the overflow outlet for Lake Berryessa.



District 3

Office of Advance and System Planning

**STATE ROUTE**



**TRANSPORTATION CONCEPT REPORT**

**January 2001**

**APPROVAL RECOMMENDED:**

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# Transportation Concept Report

## Introduction

The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates highway and multi-modal conditions of a given State highway, and establishes a concept – a vision -- of the twenty-year planning period and includes the improvements necessary, with all modal options, to achieve this concept. In addition to the twenty-year concept, the TCR also looks at the ultimate concept by examining the corridor's needs beyond the twenty-year planning period. However, forecasting beyond twenty years is difficult because of the potential for changes in land use zoning, unknown funding constraints, and other variables; therefore, any concept identified as "ultimate" must be considered speculative and should be used cautiously.

As part of route concept development, the TCR documents the planning strategies of the long-range plans identified by the Regional Transportation Planning Agencies and Metropolitan Planning Organizations within a given State highway corridor both on and off the system. As State highway routes often pass through several regional planning agencies' jurisdictions, the TCR, where appropriate, assimilates the regional strategies along with Caltrans strategies and consolidates them into one corridor-specific document.

## Format

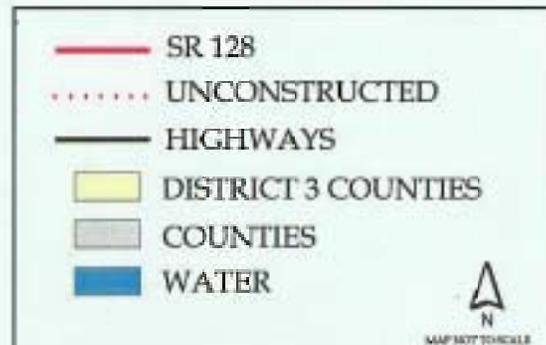
The format for the TCR has changed from a previously narrative report to a more concise database-oriented format. This new format was designed to streamline information and to better provide a usable, up-to-date platform, allowing for easy computerized access of Caltrans District 3 System Planning information. When completed, the Fact Sheet database will be made available to our transportation planning partners via the Internet.

Included in this format is the California Natural Diversities Database (CNDDBS) information, which identifies the status of habitats and species found within 300 meters of centerline of the existing highway facility. This CNDDBS information does not represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report or Study.

# STATE ROUTE 128 SEGMENT LOCATION



SR 128 extends 21 miles east from the Napa County line through a corner of Solano and Yolo County. Within District 3, SR 128 travels 0.8 miles in Solano County and 20.3 in Yolo County. In Yolo County, 10 miles of SR 128, east of Interstate 505, is unconstructed.



# State Route 128 Concept Report

## Description

Within District 3, State Route (SR) 128 is a two-lane minor arterial of local significance that extends 21 miles east of the Napa County line through a corner of Solano County into Yolo County. It is included in the Interregional Road System (IRRS) that serves interregional travel and commerce. It is not a SHELL (Subsystem of highways for the movement of extra Length Permit Loads) Route.

SR 128 connects the Napa Valley across the Coast Range, through the City of Winters, to Interstate 505. From Interstate 505 to the junction of SR 113, SR 128 is unconstructed but traversable, utilizing County Roads 32, 93A, and 31. Yolo County has a continuing program to improve these County Roads as funds permit. SR 128 provides service mainly to local traffic near the City of Winters and recreational traffic between the Sacramento Valley, Lake Berryessa, and the Napa Valley.

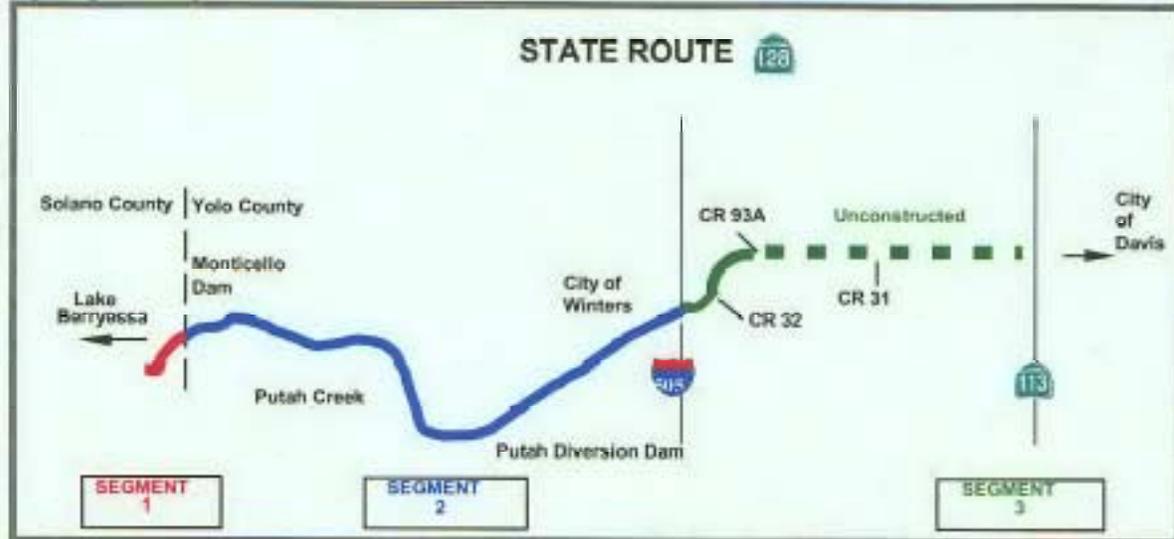
## Concept Rationale

Segments 1 and 2 of SR 128 are expected to continue as a low priority 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. The Davis Double Century Route and several other organized bicycle tours travel on SR 128 throughout the year. A route adoption of Segment 3, with the intention of constructing a conventional facility to meet current state standards, is not feasible at this time. Currently, traffic travels on county roads between the City of Winters and State Route 113 near the City of Davis. If the State were to include these county roads in the State Highway System as part of SR 128, the roads would first have to be upgraded to meet current State Highway Standards.

## Segment Analysis

For analysis purposes, SR 128 is divided into three segments that reflect county boundaries and the transition between the constructed and unconstructed portions of the route.

Fig.1. Segment Analysis



### Segment 1 (Solano PM 0.00 – 0.80)

Segment 1 is a two lane conventional highway, which extends through a corner of Solano County to the Yolo County line. Although this segment is located in District 4, by consensual agreement, District 3 maintains this portion of SR 128 and thus is included in this TCR. The terrain is mountainous with steep grades and limited sight distance. Currently operating at LOS D, the peak hour LOS on this segment is expected to deteriorate due to limited passing opportunities. This segment carries a high percentage of recreational vehicles in addition to bicycle traffic traveling to nearby recreational areas. No improvements are currently programmed for this segment.

### Segment 2 (Yolo PM 0.00 – 09.8)

Segment 2 is a two lane conventional highway, which extends from the Solano / Yolo County line, through the City of Winters to Interstate 505. This segment provides recreational access to mountainous areas near Putah Creek and Lake Berryessa. Near the City of Winters, this segment passes through rural agricultural land and orchards on flat terrain. In the City of Winters, SR 128 serves as a vital road. Land uses fronting SR 128 include commercial, industrial, religious and residential facilities. This segment also provides the City with its only direct access to the Interstate System via the SR 128/ I505 Interchange. The City of Winters General Plan recommends a four lane arterial with a flat median to accommodate left-hand turn lanes on Grant Avenue (SR 128) from Railroad Avenue to the I-505 interchange. SR 128 is the primary east-west route through the City of Winters. The General Plan also presents a future Main Street crossing SR 128

at both the east and west ends of the City which will be connected in the north area of Winters to form a loop-type configuration. With the rapid increase of planned and proposed residential developments in the City of Winters, Caltrans with the City should explore alternatives (i.e., adding or expanding capacity on existing arterials parallel to SR 128) to reduce traffic volumes on the narrow portions of SR 128 that pass through the city.

Segment 3 (Yolo PM 09.8-20.3)

Segment 3 is a legislatively designated route with no adopted or constructed State highway. A two-mile section of County Road 31, just east of Interstate Route 505 carries bicycle traffic between the City of Winters and the City of Davis, particularly to the UC Davis campus. Yolo County has initiated the first phase to upgrade CR 31 with additional shoulder width and improved sight distance measures. The second phase is planned and funded.

**Route Concept**

Table 1. Concept Summary Table

| Segment     | Post Mile       | Post Kilometer  | Current Facility | LOS | Concept Facility | LOS | Improvements Towards Concept Facility                          | Ultimate Facility |
|-------------|-----------------|-----------------|------------------|-----|------------------|-----|----------------------------------------------------------------|-------------------|
| 1<br>SOLANO | 0.000/<br>0.800 | 0.000/<br>12.77 | 2C               | D   | 2C               | E   | Bicycle accommodations i.e.; signage, striping, pavement logos | 2C                |
| 2<br>YOLO   | 0.000/<br>09.80 | 0.000/<br>15.77 | 2C               | D   | 2C               | E   | Widen shoulders where feasible to accommodate bicycle traffic  | 2C                |
| 3<br>YOLO   | 09.80/<br>20.30 | 15.77/<br>17.06 | Unconstructed    |     | --               | -   | --                                                             | -                 |

Improvements:

Segment 1

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed. Where feasible, widened paved shoulders are recommended at time of maintenance to provide a Class 3 bicycle route. Bicycle signage is recommended to mitigate conflicting bicycle traffic.

Segment 2

The Apricot Draw Bridge replacement, funded by the 1998 SHOPP, is under construction and will be completed fall 2001. Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed. Where feasible, widen paved shoulders at time of rehabilitation to provide a Class 2 or 3 bicycle route. Bicycle signage will reduce bicycle and automobile traffic conflicts.

Segment 3

Segment 3 is an unconstructed legislatively designated route without an adopted alignment.

### District 3 - Transportation Concept Report

County-Route-Segment: SOL-128-1    Segment 1    THE CORNER OF THE SOLANO COUNTY LINE  
 PM Ahead 0.000    PM Back 0.800    Distance 0.8 Miles  
 PKm Ahead 0.000    PKm Back 1.287    1.287 Kilometer

**Concept Summary**

Present Facility 2 C  
 Concept Facility 2 C  
 Ultimate Facility 2 C

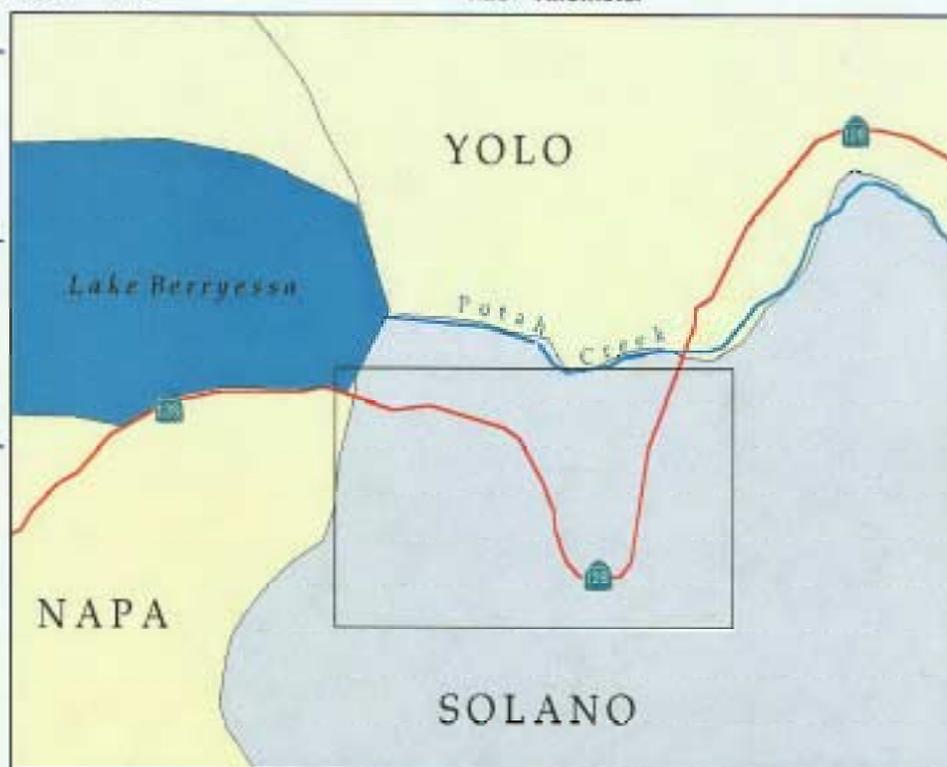
**Level of Service (LOS)**

Present LOS D  
 20 yr. LOS no bld. E  
 20 yr. Concept LOS E

**Hwy Log Right of Way Information**

Avg. Median Width 0 Meters  
 Avg. Lane Width 3.06 Meters  
 Avg. Shoulder Width 0.91 Meters  
 Number of Lanes 2

**General Comments**



**Transportation Concept Improvements**

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Widen roadway to 40 feet where feasible to accommodate bicycle travel and provide vehicle recovery areas.

**Description - Rationale - General Comments**

This segment is a two lane conventional facility that runs through the corner of Solano County. Recreational travelers use this rural segment of State Route 128 to Lake Berryessa and the Napa Valley Wine country. There is significant bicycle travel, especially during the peak season between May through October. This segment is part of the Davis Double Century Route and several other organized bicycle tours throughout the year.

Traffic operation is at Level of Service (LOS) D today and is expected to be at LOS E by the year 2020. The LOS for this segment is low because of the high percentage of recreational vehicles and bicycles traveling to nearby recreational areas. The highway has 100% passing sight restriction which severely limits passing opportunities due to cut slopes, vertical and horizontal curves, trees, and shrubs.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed. The highway lanes are 12 feet wide and have a paved shoulder range which varies from 0 to 3 feet. Right-of-way width varies from 60 to 80 feet and appears adequate along this route for turnouts or passing lanes. Bicycle use is provided on a shared roadway. Due to terrain restrictions substantial widening of this segment is not feasible. However, due to the variable shoulder range width, areas feasible for widening should be widened to 40 feet at the time of pavement rehabilitation. This provides for more width to reduce conflicts between auto and bicycle traffic. In areas where widening is not feasible bicycle signage or rumble strips should be considered.

**Land Use**

The terrain on this segment is rolling to mountainous with steep grades and limited vertical and horizontal sight distance. Little or no roadside development is expected in this segment during the next 20-year planning period.

**Modal Option**

BICYCLE TRANSPORTATION: A Shared Roadway is provided on this segment.

## District 3 - Transportation Concept Report

### Future Right of Way

Right-of-way width varies from 60 to 80 feet throughout this segment.

Projects Planned ( Non-funded: 10 yr SHOPP/ RTPA/MPO)

Projects Programmed (RTIP/ STIP/SHOPP)

None

None

### Traffic Analysis and Highway Information

| Year | AADT | PkHrVol | V/CRatio | LOS | TrffAnalysis |
|------|------|---------|----------|-----|--------------|
| 2000 | 2306 | 330     | 0.24     | D   | None         |
| 2010 | 2834 | 406     | 0.29     | D   | None         |
| 2020 | 3362 | 481     | 0.34     | E   | None         |

Land Use Zone: Recreational

Daily Truck %: 9%

Future-20yr. Land Use: Recreational

Peak Period Truck %: 6%

Terrain: Mountainous

Peak Period Direct Split: 60%

**Total Accident Rate vs Statewide Avg.: 113%**

**% Traffic Growth Per Year: 2%**

*Compares the actual segment accident rate against the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

**Fatalities + Injuries Acc. Rate vs. Statewide Avg.: 207%**

*Compares the actual fatality and injury rates against the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

|                            |          |                                                                                                                                |
|----------------------------|----------|--------------------------------------------------------------------------------------------------------------------------------|
| <b>NHS:</b>                | <b>0</b> | <b>0=Non NHS, 1=Interstate, 2=High Priority Route, 34=STRAH-NET, 5=Other NHS, 6 =High Priority STRAH-NET, 7= NHS Connector</b> |
| <b>IRRS:</b>               | <b>1</b> | <b>0=Non IRRS, 1=IRRS, 2=IRRS Unconstructed, 3=Non IRRS, Unconstructed</b>                                                     |
| <b>Freeway/Expressway:</b> | <b>0</b> | <b>0=Non FE, 1=FE, 2=FE Unconstructed</b>                                                                                      |
| <b>National Truck:</b>     | <b>0</b> | <b>0= Non NTN, 2=NTN STAA trucks, 2=Terminal Access Route</b>                                                                  |
| <b>Scenic:</b>             | <b>0</b> | <b>0=Non Scenic, 1=Officially designated, 2=Eligible</b>                                                                       |
| <b>Life Line:</b>          | <b>0</b> | <b>0=Non Life Line, 1=Life Line Route</b>                                                                                      |

## District 3 - Transportation Concept Report

County-Route-Segment: YOL-128-2    Segment 2    FROM THE SOLANO COUNTY LINE TO INTERSTATE ROUTE 505 EAST OF WINTERS

|           |       |          |        |          |                  |
|-----------|-------|----------|--------|----------|------------------|
| PM Ahead  | 0.000 | PM Back  | 9.800  | Distance | 9.8 Miles        |
| PKm Ahead | 0.000 | PKm Back | 15.772 |          | 15.772 Kilometer |

### Concept Summary

|                   |     |
|-------------------|-----|
| Present Facility  | 2 C |
| Concept Facility  | 2 C |
| Ultimate Facility | 2 C |

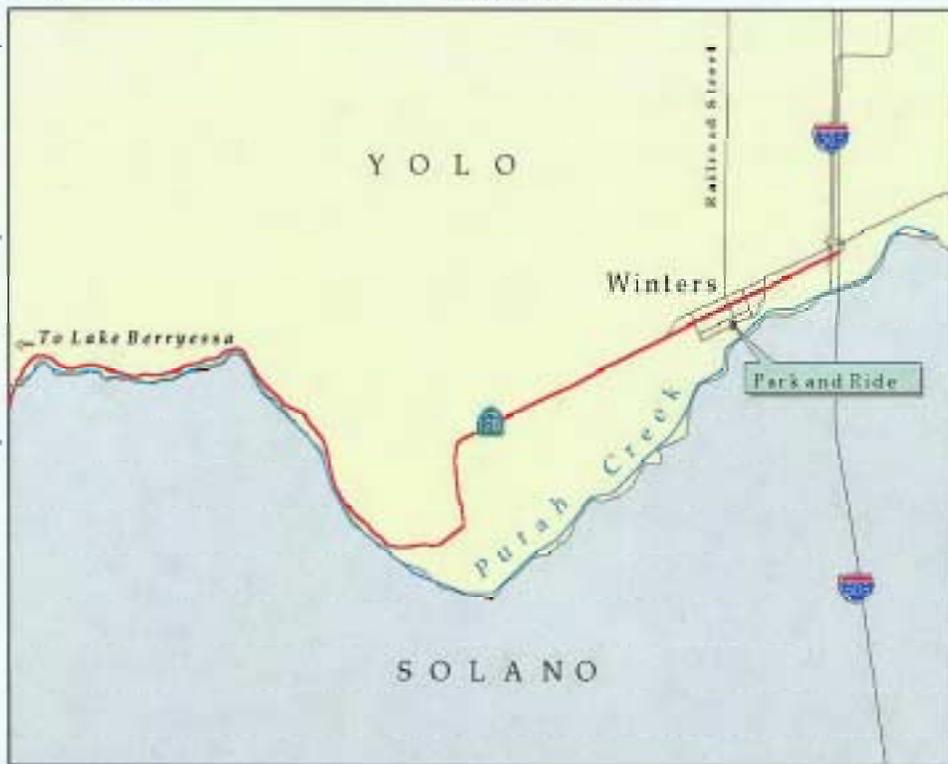
### Level of Service (LOS)

|                    |   |
|--------------------|---|
| Present LOS        | D |
| 20 yr. LOS no bid. | F |
| 20 yr. Concept LOS | E |

### Hwy Log Right of Way Information

|                     |             |
|---------------------|-------------|
| Avg. Median Width   | 0 Meters    |
| Avg. Lane Width     | 3.66 Meters |
| Avg. Shoulder Width | 3.66 Meters |
| Number of Lanes     | 2           |

### General Comments



### Transportation Concept Improvements

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Widen roadway to 40' to accommodate bicycle traffic and improve safety and operations.

Build consensus with the City of Winters to improve or explore alternatives to reduce traffic volumes on this segment of SR 128.

### Description - Rationale - General Comments

The facility in this segment is a two-lane conventional highway from the Solano / Yolo County line to Interstate Route 505 east of the City of Winters. With the exception of the City of Winters, the highway segment serves a rural area. This segment, as well as segment 1, is part of the Davis Double Century route and several other organized bicycle tours throughout the year.

Traffic operation is currently at Level of Service (LOS) D and is expected to decrease to LOS E by the year 2010. The drop in LOS in this segment west of the City of Winters is caused by two stretches (PM 0.0 to PM 5.0 ) with 96% and 30% restricted sight distance that limits passing opportunities. In segment 2, there are three miles of highway with no shoulders (PM 0.0 to PM 3.0), two narrow bridges and a intersection with a flashing red signal for an all way stop on Railroad Street in Winters. SR 128 travels through Winters as Grant Avenue and based on future population and traffic demand, the flashing red light is planned for modification to a traffic signal.

Cumulative impacts from the higher commute densities and recreational travel in the next 20 years may result in traffic implications and decreased LOS. Caltrans strongly encourages the City of Winters to explore alternatives that would reduce the traffic volumes on the narrow two-lane portion of SR 128 (i.e., adding to or expanding capacity on existing arterials parallel to SR 128).

The City of Winters General Plan calls for four through lanes plus a raised median from Railroad Avenue to I-505. SR 128 travels through the City of Winters as Grant Avenue and provides a parallel route on the south side. A beltway is also planned on the north side of the narrow section.

When feasible and with available funding, wider paved shoulders bicycle striping and/or signage should be considered at the time of pavement rehabilitation for a Class 2 or 3 bikeway. This will reduce conflicts between auto and bicycle traffic.

### District 3 - Transportation Concept Report

A Park and Ride facility maintained by the City of Winters (PM 8.8) is located at Railroad Street and Main Street with 50 auto spaces and 4 bicycle lockers. According to the City of Winters, the Park and Ride facility has a 28% occupancy use rate.

There are two bridges on SR 128, School Drawbridge and Apricot Draw Bridge. Apricot Draw Bridge will be replaced fall 2001 to meet current standards with funding from the 1998 SHOPP.

**Land Use**

Route 128 provides recreational access to mountainous areas near Putah Creek and Lake Berryessa and agricultural access to flat orchard areas approaching Winters. A few miles east of the Lake Berryessa and the Solano / Yolo County line is the Canyon Creek Resort. This camping and RV park provides an assortment of recreational activities all year around with the peak season of May through October.

Through the City of Winters, SR 128 passes through commercial development and residential areas. Residents of the City of Winters are increasingly connected in their activities to with the City of Davis to the East and the City of Vacaville to the South. Several medium to large-scale residential developments have been proposed and planned for the City of Winters. The SACOG Housing Population & Employment Projections for 1999-2025 suggests that the City of Winters will realize a growth of 125% in housing, 123% in population, and 131% in employment.

**Modal Option**

**BICYCLE TRANSPORTATION:** A Shared Roadway is provided on this segment.

**YOLO BUS (530) 371-2877** Operates ADA-accessible local and express bus service between Woodland, Davis, Winters, West Sacramento and downtown Sacramento. Also operates service in western Yolo County. HOURS: M-F 6:30am - 10:25pm; Saturday, Sunday and holidays, 7am-8pm. Yolobus is a public bus system funded by the cities of Davis, West Sacramento, Winters, Woodland and the County of Yolo.

**GREYHOUND (800) 231-2222** Daily schedule bus service to Oakland-San Francisco, the San Joaquin Valley, Los Angeles, Portland-Seattle, Reno-Denver-Chicago and other points throughout the United States, Canada, and Mexico.

**PARK & RIDE** lot available in the City of Winters at Railroad and Main Street. There are 50 auto spaces and 4 bicycle lockers (800) 266 6683 or (800) COMMUTE.

**Future Right of Way**

Right-of-way width varies from 60 to 80 feet throughout this segment. Secure sufficient right-of-way from Railroad Avenue to I-505 for four through lanes and median, the City of Winters General Plan estimates 120' is needed .

**Projects Planned ( Non-funded: 10 yr SHOPP/ RTPA/MPO)**

None

**Projects Programmed (RTIP/ STIP/SHOPP)**

|               |                                                                                                         |
|---------------|---------------------------------------------------------------------------------------------------------|
| 1999<br>MTIP  | Signal Improvements for the intersection of Grant Ave (SR 128) and Railroad Avenue (2001))<br>\$334,000 |
| 1998<br>SHOPP | Near-Winters-Apricot Draw Bridge-replace bridge (bridge scour) PM 7.7                                   |

**Traffic Analysis and Highway Information**

| Year | AADT  | PkJrVol | V/CRatio | LOS | TrffAnalysis |
|------|-------|---------|----------|-----|--------------|
| 2000 | 9288  | 880     | 0.24     | D   | None         |
| 2010 | 12728 | 1206    | 0.56     | E   | None         |
| 2020 | 16168 | 1532    | 0.71     | E   | None         |

**Land Use Zone:** Agricultural/Rural

**Future-20yr. Land Use:** Agricultural/Rural

**Terrain:** Flat

**Total Accident Rate vs Statewide Avg.: 5%**

*Compares the actual segment accident rate against the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

**Daily Truck %:** 3%

**Peak Period Truck %:** 4%

**Peak Period Direct Split:** 67%

**% Traffic Growth Per Year:** 4%

### District 3 - Transportation Concept Report

#### Fatalities + Injuries Acc. Rate vs. Statewide Avg.: 71%

*Compares the actual fatality and injury rates against the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.*

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|                            |          |                                                                                                                              |
|----------------------------|----------|------------------------------------------------------------------------------------------------------------------------------|
| <b>NHS:</b>                | <b>0</b> | <b>0=Non NHS, 1=Interstate, 2=High Priority Route, 3=STRAH-NET, 4=Other NHS, 5=High Priority STRAH-NET, 6= NHS Connector</b> |
| <b>IRRS:</b>               | <b>1</b> | <b>0=Non IRRS, 1=IRRS, 2=IRRS Unconstructed, 3=Non IRRS, Unconstructed</b>                                                   |
| <b>Freeway/Expressway:</b> | <b>0</b> | <b>0=Non FE, 1=FE, 2=FE Unconstructed</b>                                                                                    |
| <b>National Truck:</b>     | <b>0</b> | <b>0= Non NTN, 1=NTN STAA trucks, 2=Terminal Access Route</b>                                                                |
| <b>Scenic:</b>             | <b>0</b> | <b>0=Non Scenic, 1=Officially designated, 2=Eligible</b>                                                                     |
| <b>Life Line:</b>          | <b>0</b> | <b>0=Non Life Line, 1=Life Line Route</b>                                                                                    |

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#### Local Planning Jurisdictions

**Air Quality District:** Yolo-Solano AQMD  
1947 Galileo Ct., Ste. 103  
Davis CA 95616-4882  
(530) 757-3650

**RTPA/MPO:** Sacramento Area Council of Governments  
3000 S St., Suite 300  
Sacramento CA 95816  
(916) 457-2264

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#### Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

**Air Basin:** Sacramento Valley

#### Federal Air Quality Non-Attainment Designations

**CO:** Attainment/Unclassified

**Ozone:** Severe

**PM10:** Unclassified/Attainment

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## District 3 - Transportation Concept Report

County-Route-Segment: YOL-128-3    **Segment 3**    FROM INTERSTATE 505 TO STATE ROUTE 113  
 PM Ahead 9.800    PM Back 20.300    Distance 10.5 Miles  
 PKm Ahead 15.772    PKm Back 32.670    16.898 Kilometer

**Concept Summary**

Present Facility UNCONST

Concept Facility

Ultimate Facility

**Level of Service (LOS)**

Present LOS

20 yr. LOS no bld.

20 yr. Concept LOS

**Hwy Log Right of Way Information**

Avg. Median Width 0 Meters

Avg. Lane Width 0 Meters

Avg. Shoulder Width 0 Meters

Number of Lanes

General Comments



**Transportation Concept Improvements**

Alternatives for the evaluation of segment 3 include:

Do nothing and continue using Yolo County Roads 32, 93A, and 31.

Remove this segment as a State Highway designation.

Encourage Yolo County to upgrade the three county roads in order for the State to incorporate this segment into the State Highway System.

Determine new alignment with Route Adoption Study and Environmental Analysis, with the intention to construct either a new expressway or conventional facility in the future.

**Description - Rationale - General Comments**

Segment 3 is a legislatively designated route with no adopted or constructed State highway. Traffic now travels on Yolo County Roads 32, 93A, and 31 between the City of Winters and State Route 113 near the City of Davis. Caltrans has no plans to improve the county roads or develop the unconstructed State Highway during the next ten years, therefore, no route concept has been defined. Travelers use the stated County Roads for trips by the way of Winters and Davis. Yolo County has a continuing program to improve its County Roads as funds permit.

**Land Use**

Land use in this area is agriculture.

**Modal Option**

N/A

**Future Right of Way**

There is insufficient data to determine right of way needs at this time.

**District 3 - Transportation Concept Report**

**Projects Planned ( Non-funded: 10 yr SHOPP/ RTPA/MPO)**

**Projects Programmed (RTIP/ STIP/SHOPP)**

None

None

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**Traffic Analysis and Highway Information**

| <b>Year</b> | <b>AADT</b> | <b>PkHrVol</b> | <b>V/CRatio</b> | <b>LOS</b> | <b>TrffAnalysis</b> |
|-------------|-------------|----------------|-----------------|------------|---------------------|
|             | 0           | 0              | 0               |            | None                |

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**Local Planning Jurisdictions**

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1947 Galileo Ct., Ste. 103

Davis CA 95616-4882

(530) 757-3650

**RTPA/MPO:** Sacramento Area Council of Governments

3000 S St., Suite 300

Sacramento CA 95816

(916) 457-2264

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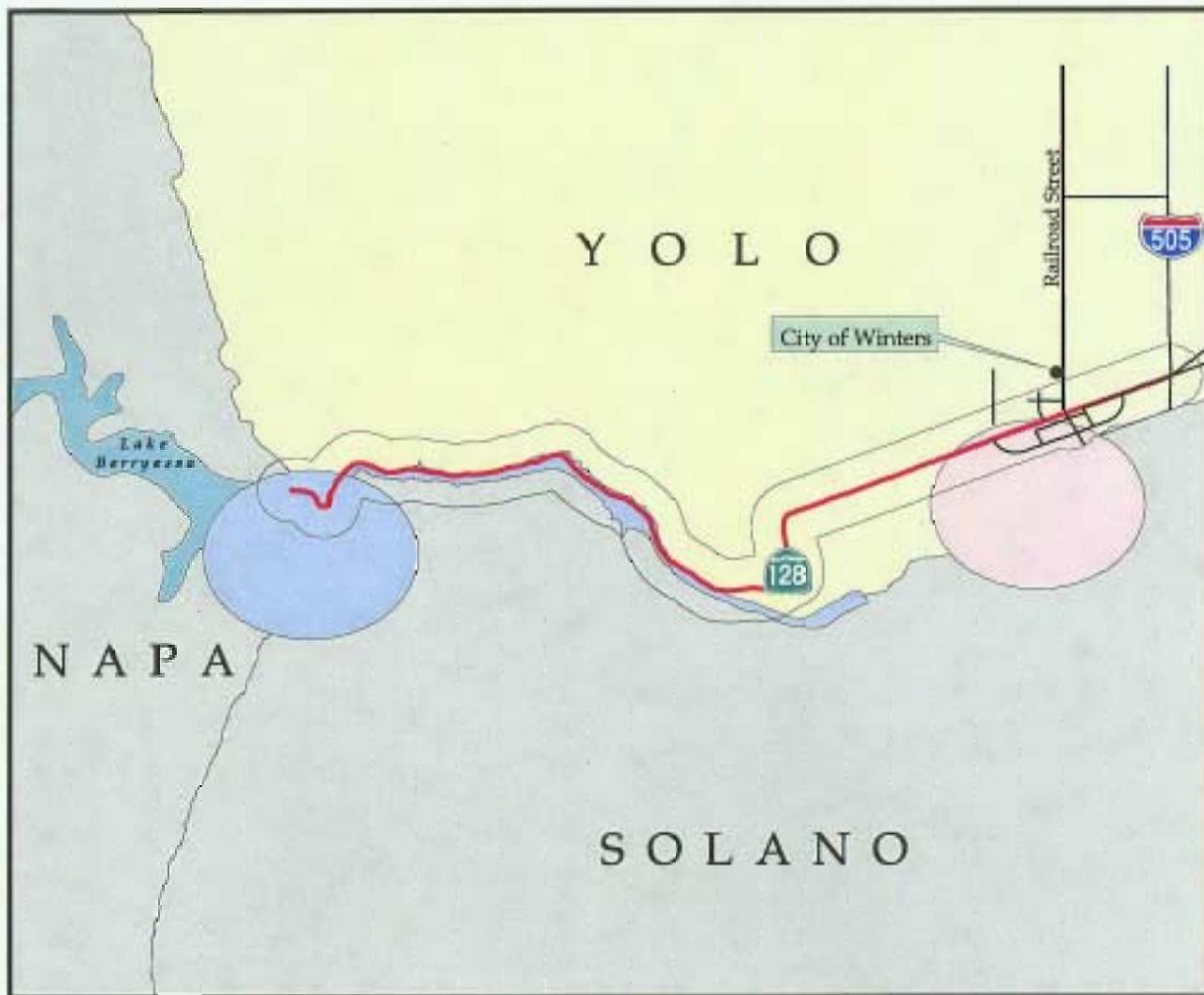
# California Natural Diversities Database

The California Natural Diversities Database (CNDDDB) is an application created to allow for the ability to do an environmental assessment. The CNDDDB was used in this report in order to depict environmental resources that exist along State Route 128. Known environmental resources are displayed on the map and can be evaluated for potential impacts that may effect future projects. This provides an initial assessment of environmental issues and concerns that will need to be addressed during project planning and development. Additionally, this information can be used to evaluate the feasibility of a project and for examining the alternatives. These are biological resources that may be threatened or endangered. Feasibility of a project probably would only be an issue when there would be a direct impact to a Federal or State endangered species. It can also provide a preliminary estimate of time and staff resources that may be needed to comply with environmental assessment and documentation.

The following pages depict SR 128 as it runs through Yolo and Sutter Counties within District 3. These maps identify the status of habitats and species found within a 600-meter wide corridor of SR 128. This information does not represent all possible environmental constraints that may exist. If a specific project were identified within this corridor an environmental assessment i.e., EIR, EIS or Initial Study, etc. would be required.

# CALIFORNIA NATURAL DIVERSITY DATABASE

## STATE ROUTE 128



**SPECIES HABITAT**

-  Northwestern Pond Turtle
-  Valley Elderberry Longhorn Beetle
-  600 M Buffer

  
MAP NOT TO SCALE



## GLOSSARY OF ABBREVIATIONS & TERMS

**AADT:** (Average Annual Daily Traffic) denotes that the daily traffic is averaged over one calendar year.

**ADT:** (Average Daily Traffic) is the average number of vehicles passing a specified point during a 24-hour period.

**AIR QUALITY NON-ATTAINMENT:** identifies non-attainment status for CO, Ozone and PM10 within the subject air basin.

**AQMD:** (Air Quality Management District) is a regional agency, which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

**BPM:** (Beginning Post Mile) the starting point of each segment as defined by the highway post mile markers. (See EPM).

**CAPACITY ENHANCEMENTS:** are new facilities projects and operational improvements, which add through lanes.

**CBD:** (Central Business District) is the downtown core area of a city, generally an area of high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and service businesses.

**CEQA:** (California Environmental Quality Act) is a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development or project. A 1970 law, which required those state agencies, regulate planning and development activity, with major consideration for environmental protection. The basic purposes of CEQA are to:

- a. Inform governmental decision-makers and the public about the potential significant environmental effects of a proposed planning of development activity.
- b. Identify ways environmental damage can be avoided or significantly reduced mitigation.
- c. Prevent significant, avoidable environmental damage by requiring changes in projects through the use of alternative measures when those measures are feasible and overriding consideration.
- d. Disclose to the public the reasons why a governmental agency approved a project in the manner the agency chose if significant environmental effects are involved.

**CEQA REVIEW:** is the review of environmental and other documents pursuant to CEQA Statutes & Guidelines.

- CIP:** (Capital Improvement Program) is a seven year program of projects to maintain or improve the traffic level of service and transit performance standards developed and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation related vehicle emissions air quality mitigation measures.
- CMA:** (Congestion Management Agency) is the agency responsible for developing the Congestion Management Program and coordinating a monitoring its implementation.
- CMS:** (Congestion Management System) is required by ISTEA to be implemented by states to improve transportation planning.
- CMP:** (Congestion Management Program) is an integrated approach to programming transportation improvements. This approach requires detailed consideration of the complex relationships among transportation, land use and air quality.
- CO:** (Carbon Monoxide) is an odorless, poisonous, flammable gas that is produced when carbon burns with insufficient oxygen.
- COG:** (Council of Governments) is a voluntary consortium of local government representatives, form contiguous communities, meeting on a regular basis, and formed to cooperate on common planning and solve common development problems of their area. COG's can function as the RTPA's and MPO's in urbanized areas.
- CONCEPT:** is a strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.
- CONCEPT FACILITY:** is a highway facility type and characteristics considered viable with or without improvement within the 20 year planning period given financial, environmental, planning ad engineering factors.
- CONCEPT LOS:** is the highest and best level of service that can be attained by the end of the 20 year planning period based on the Concept Facility. The Urban standard is "E" and the rural standard is "D".
- CONGESTION:** is defined by Caltrans as: reduced speeds of less than 35 mile per hour for longer that 15 minutes.
- CTC:** (California Transportation commission) is a body established by Assembly Bill 402 (AB 402) and appointed by the Governor to advise and assist the Secretary of the Business, Transportation and Housing Agency and the legislature in formulating and evaluating state policies and plans for transportation.

- D/C:** (Demand Capacity Ratio) is the relationship between the demand for vehicle trips on a facility, versus the number of vehicle trips that can be accommodated on that facility.
- DSMP:** (District System Management Plan) is a part of the system planning process. The DSMP is the district's long range plan for management of transportation systems in its jurisdiction.
- EPM:** (Ending Post Mile) the ending point of each segment as defined by the highway post mile markers.
- FREEWAY CAPACITY:** is the maximum sustained 15 minute rate of flow that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in a specified direction.
- FTIP:** (Federal Transportation Improvement Program) also referred to as the TIP. This is a short-range action plan to the long range RTP. It identifies specifically what projects will be funded within the next 3 – 7 years.
- FUNCTIONAL CLASSIFICATION:** Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterial, Minor Arterial Roads, Collector Roads, Local Roads.
- HCM:** (Highway Capacity Manual) revised in 1994 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (see Level of Service) of transportation systems as freeways, arterial, transit, and pedestrian facilities.
- HSR:** (High Speed Rail) are trains that operate at 125 MPH or above.
- HOT:** (High Occupancy Toll) are new HOV lanes that allow single occupant vehicles access for a fee.
- HOV:** (High Occupancy Vehicle) are a lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis and carpools.
- IRRS:** (Interregional Road System) is a series of Interregional state highway routes, outside the urbanized areas, that provide access to, and links between the states economic centers, major recreational areas, and urban and rural regions.
- ISTEA:** (Intermodal Surface Transportation Efficiency Act) Federal legislation and funding Program adopted in 1991. It provides increased funding and flexibility for multimodal transportation programs. Update: ISTEA expired on September 30, 1997. In December 1997, Congress passed and the President signed a six-month extension of the law, holding funding to current levels and keeping

program structure and formulas intact. This extension expired on March 31, 1998, with an obligation deadline of May 1, 1998. On June 9, 1998, the President signed into law PL 105 178, the Transportation Equity Act for the 21st Century (TEA 21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA 21 builds on the initiatives established in the 1990 ISTEA.

**ITSP:** (Interregional Transportation Strategic Plan) describes and communicates the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP). It also identifies how Caltrans will work with regional agencies to consult and seek consensus on the relative priority of improvements. The plan is evaluated in terms of its progress in carrying out its objectives, strategies and actions and updated accordingly on a biennial basis.

**LOCAL AND REGIONAL LOS STANDARDS:** identifies the level of service standard set by local and regional jurisdictions in general plans and congestion management programs.

**LOS:** (Level of Service) is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS A represents free flow, LOS F represents gridlock.

**MODEL, MODE CHOICE:** Is a model used to forecast the proportion of total person trips on each of the available transportation modes.

**MPO:** (Metropolitan Planning Organization) according to U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for the transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government.

**MTA:** Metropolitan Transportation Authority (Metro Bus Lines) is a network of subways, busses, and railroads providing alternate transportation services to travelers.

**NTN:** (National Truck Network)

**MTP:** (Metropolitan Transportation Plan)

**MULTI MODAL:** Pertaining to more than one mode of travel.

**NATURAL DIVERSITY INFORMATION:** identifies special status of habitats and species found within 300 meters of centerline of the existing highway facility.

- NHS:** (National Highway System) consist of 155,000 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.
- OZONE:** (O<sub>3</sub>) a form of oxygen with a peculiar odor suggesting that of weak chlorine. It is produced when an electrical spark is passed through air or oxygen.
- PEAK:** (Peak Period, Rush Hours): is defined as follows:
- The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.
  - The period during which the demand for transportation service is the heaviest. (AM Peak period represents 6:30 a.m. to 8:30 a.m. and PM Peak period represents 3:00 p.m. to 6:00 p.m.)
- PM:** (Post Mile) is the mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.
- PM10:** is particulate matter with a diameter of 10 microns or less.
- PM2.5:** is particulate matter with a diameter of 2.5 microns or less.
- PKm:** (Post Kilometer) is the mileage measured in kilometers from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.
- PSR:** (Project Study Report) is the pre-programming document required before a project may be included in the STIP.
- RIP:** Regional Improvement Plan
- RTIP:** (Regional Transportation Improvement Program) is a list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the Flexible Congestion Relief (FCR) and Urban and commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMA's in urbanized counties), then evaluated and prioritized by the RTPA for submission to the CTC. The RTIP has a seven-year planning horizon, and is updated every two years.
- RTP:** (Regional Transportation Plan) is a comprehensive 20 year plan for the region, updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

- RTPA:** (Regional Transportation Planning Agency) is the agency responsible for the preparation of RTP's and RTIP's and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPA's can be local transportation commissions, COG's, MPO's or statutorily created agencies.
- RURAL:** Used to describe areas lying outside the U.S. Census urban area boundary, less than 2,500 population (less than 5,000 population for Federal-Aid highway purposes).
- SACOG:** (Sacramento Area Council of Governments) is the Regional Planning Agency for the Sacramento Region, and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP) for Sacramento, Sutter, Yolo, and Yuba counties.
- SHOPP:** (State Highway Operation and Protection Program) is a four-year program limited to projects related to State highway safety and rehabilitation.
- SIP:** State Improvement Plan
- SR:** (State Route) are highways within the state, which are distinctively designed to serve intrastate and interstate travel.
- SRTD:** (Sacramento Regional Transit District)
- SRTP:** (Short Range Transit Program) is a five year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives, analyze current and past performance, and describe short-term operational and capital improvement plans.
- STIP:** (State Transportation Improvement Program) is a list of transportation projects, proposed in RTIP and the PSTIP, which are approved for funding by the CTC. The STIP has two main funding components: the RIP and the IIP. Currently, after SB 45 the STIP was changed from a 7-year action plan to an interim 6-year plan. At the year 2000 and thereafter, the STIP will be a 4 year plan with updates every two years.
- STRAHNET:** (Strategic Highway Corridor Network)
- TASAS:** (Traffic Accident Surveillance and Analysis System) is a system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections in the State Highway System. Accidents can be selected by location, highway characteristics, accident data codes and combinations of the above.

**TCR:** (Transportation Concept Report) is a Route Concept Report (RCR) that analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies modal transportation options and applications needed to achieve the twenty year concepts.

**TOT/MVM:** (Total Accidents per Million Vehicle Miles)

**TRAFFIC CONDITIONS:** are any characteristics of the traffic stream that may affect capacity or operations, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commuters and recreational drivers).

**TRAFFIC FORECAST:** Is a best estimate of the future conditions, demand and resulting volumes. A forecast also identifies whether or not the subject segment of a route is designated as being part of a system. National Highway System (NHS), Interregional Highway System (IRRS), Freeway/Expressway System, Scenic Highway, National Truck Network, Terminal Access Route for the National Truck Network, Strategic Highway Network (STRAHNET), Highways of Regional Significance.

**TSM:** (Transportation System Management) is that part of the urban transportation Process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

**URBAN:** is that area lying inside the U.S. Census urbanized boundary.

**UTPS:** (Urban Transportation Planning System) is a tool for multimodal transportation planning developed by the Urban Mass Transportation Administration (now Federal Transit Administration) and the Federal Highway Administration. It is used for both long and short-range planning, particularly system analysis and covers both computerized and manual planning methods. UTPS consists of computer programs, attendant documentation, user guides and manuals that cover one or more of five analytical categories: highway network analysis, transit network analysis, demand estimation, data capture and manipulation, and sketch planning.

**V/C:** (Volume/Capacity) is defined, as V/C is a ratio of number of vehicles operating to capacity for a traffic facility.

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