TRANSPORTATION CORRIDOR CONCEPT REPORT STATE ROUTE 113

The Transportation Corridor Concept Report (TCCR) is a Caltrans long range planning document prepared for each State Highway route. The TCCR provides information regarding route segments, including high priority 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.

Approvals:

Jeff Pulverman — 12-21-09
Jeff Pulverman
District 3 Deputy Director
Planning and Local Assistance
Date

Jody Jones — 1-11-10
Jody Jones
District 3 Director
Date

Transportation Corridor Concept Report Data

State Route 113 Causeway over the Sutter Bypass

Segment Summary Information

The following pages provide summaries of each route segment. Each summary includes a segment map, segment overview, list of future projects, and traffic analysis data table. 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

3. **Conceptual**—projects not yet included in a planning or programming document, but are projects needed to maintain mobility along the segment

Project listings include a brief description, cost (if available), and completion year.

State – Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and the local agencies. 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.

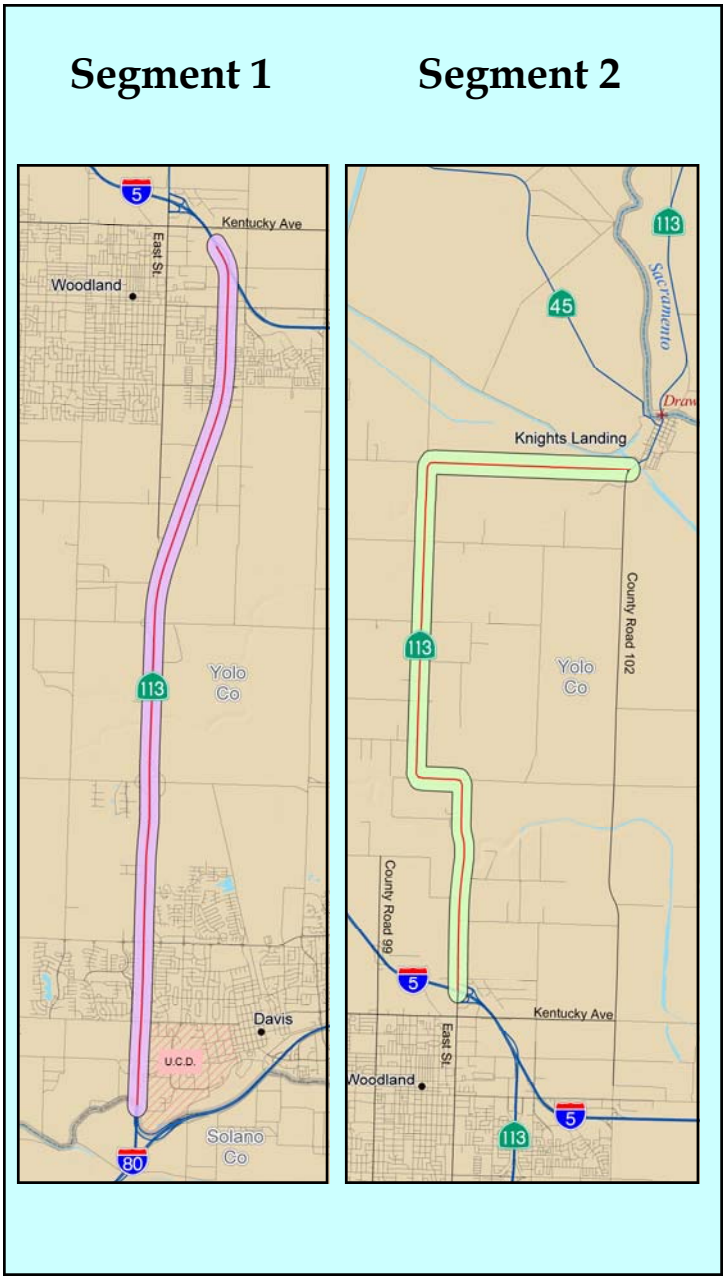
State Route 113 Summary

Within Caltrans District 3, State Route (SR) 113 extends 38.3 miles from Interstate 80 (I-80), through the UC Davis campus, through the City of Davis, through the City of Woodland, to the SR 99/ SR 113 Junction, which is 10 miles south of the City of Yuba City. Beginning at the I-80 interchange, SR 113 is a six-lane freeway for a short distance and then transitions into a four-lane freeway. Land use through this section includes a mixture of residential, commercial, and agricultural. North of Woodland, SR 113 transitions into a two-lane conventional highway and passes through rural agricultural land to the Yolo/Sutter County line, near the Town of Knights Landing. SR 113 continues as a two-lane conventional highway from the Yolo/Sutter County line, crossing the Sutter Bypass overflow channel, and ending at the SR 113 and SR 99 junction.

SR 113 serves as an important crosslink in the State Highway System (SHS) as agricultural and commercial traffic of regional significance use this route for travel to I-80 and I-5. SR 113 also serves the University of California, Davis, and is used as an alternate to SR 99 for travel between the San Francisco Bay Area and the more rural communities located north of the Sacramento area. The route is used as a connector between I-80 and I-5, and as a detour across the Yolo Bypass overflow channel when there are lane closures due to flooding and/or major accidents occurring on either Interstate route.

No significant growth or development is anticipated in the rural areas served by this State Highway, but significant growth on the UC Davis campus immediately adjacent to the highway is planned, and growth in the cities of Davis and Woodland is likely. However, since current traffic and expected future traffic will operate at levels of service (LOS) at or above the concept LOS D (rural) or LOS E (urban), capacity enhancing improvements should not be needed during the 20-year period. Interchange modifications may be needed to respond to local development projects and associated increases in traffic demands, such as the existing I-5/SR 113 interchange, which is projected to have a LOS F by 2020.

State Route 113 Segment 1 Summary



Segment 1

This segment extends 11.14 miles from I-80 at the Solano/Yolo County line to I-5 in the City of Woodland. The route includes a six-lane freeway from PM 0.0 to 1.1 and a four-lane freeway from PM 1.1 to 11.14. The route passes through the cities of Davis and Woodland. This segment serves the City of Davis, the University of California, Davis, the rural southern section of Yolo County, and the City of Woodland.

The facility is currently at LOS B, with an average annual daily traffic (AADT) volume of 40,500. The LOS is expected to drop by the end of the 20-year period to LOS C with a projected AADT of 69,700. Forecasts for the 20-year period do not identify a need for additional capacity on this portion of SR 113; however, existing right of way is sufficient to widen SR 113 to six lanes should the need arise.

The I-5/SR 113 Direct Connector Project is needed to help improve mobility and access to Yolo and Sacramento County. Currently, regional pass-through traffic uses Main Street, in Woodland, to travel between I-5 and SR 113. This movement causes significant congestion on Main Street and the I-5 off-ramp.

Phase 1 of the connector project constructed a direct on-ramp to northbound I-5 from southbound County Road 102. Phase 2 will construct a direct connector from northbound I-5 to southbound SR 113, and is funded through the design and right of way components. The construction component requires additional funding. Phase 3 will construct a direct connector from northbound SR 113 to southbound I-5. Funding for Phase 3 has not been identified.

State Route 113 Traffic Data—Segment 1 & 2 *(continued on next page)*

	Location				Forecasted LOS and Facility Type						
Segment	**Description**	**County**	**Post Mile From**	**Post Mile To**	**Current LOS**	**20-Year No Build LOS***	**20-Year Future LOS***	**20-Year Concept LOS**	**Existing Facility**	**Concept Facility**	**Ultimate Facility**
1	**Junction I-80 at County Line to Junction I-5**	Yolo	0.00	11.14	B	C	C	E	4F	4F	6F
2	**I-5 Knights Landing**	Yolo	11.44	21.20	D	D	D	D	2C	2C	2C

20-Year Future LOS is the expected LOS with Planned and Programmed projects built; **20-Year No Build LOS** is the expected LOS with no projects built

State Route 113 Segment 2 Summary

Segment 2

There is a break in route at PM 11.14 at the I-5 northbound onramp. SR 113 commences segment 2 at PM 11.44 at the 113/I-5 northbound off-ramp at East Street in the City of Woodland. This segment extends from Interstate 5 to near the Yolo/Sutter County line. This segment is a 2-lane conventional highway passing through rural agricultural land on flat terrain.

In 2000, Yolo County approved a resolution requesting that Caltrans study the exchange of SR 113 (from I-5 to Knights Landing) for County Road (CR) 102 (from I-5 to Knights Landing). CR 102 is a two lane, north-south principal arterial used by local and regional traffic. As a high-speed parallel roadway to SR 113, CR 102 is the preferred route for direct access between I-5 and Knights Landing. Caltrans is not currently pursuing the exchange due to cost, including bridge issues crossing Cache Creek, and flooding potential. However, the project will remain "conceptual" for future evaluation.

The segment currently operates at LOS D with an average annual daily traffic (AADT) volume of 6,800. The LOS is expected to remain LOS D by the end of the 20-year period with a projected AADT of 8,800.

Highway Improvement Projects

(Construction Cost in thousands; Construction Completion Year)

Segment 1 & 2

Planned:

- I-5/SR 113 Interchange Phase 3—Construct northbound SR 113 to southbound I-5 freeway to freeway connection PM R10.7 ($66,300; 2032) SACOG MTP 2035
- SR 113/Covell Blvd Interchange—Construct additional width on Covell Blvd including the overcrossing structure to install adequate turn lanes for access-egress to SR 113 PM 0.0/1.14 ($22,500; 2020) SACOG MTP 2035
- Davis—Woodland Bikeway: connect low volume frontage roads on the west side of SR 113 ($5,500; TBD) Yolo County Bicycle Transportation Plan 2006. Feasibility study approved October 2009.

Programmed:

- I-5/SR 113 Interchange Phase 2—Construct northbound I-5 to southbound SR 113 freeway to freeway connection PM R10.7 ($68,000; 2014) $53,900 Construction Costs Unfunded

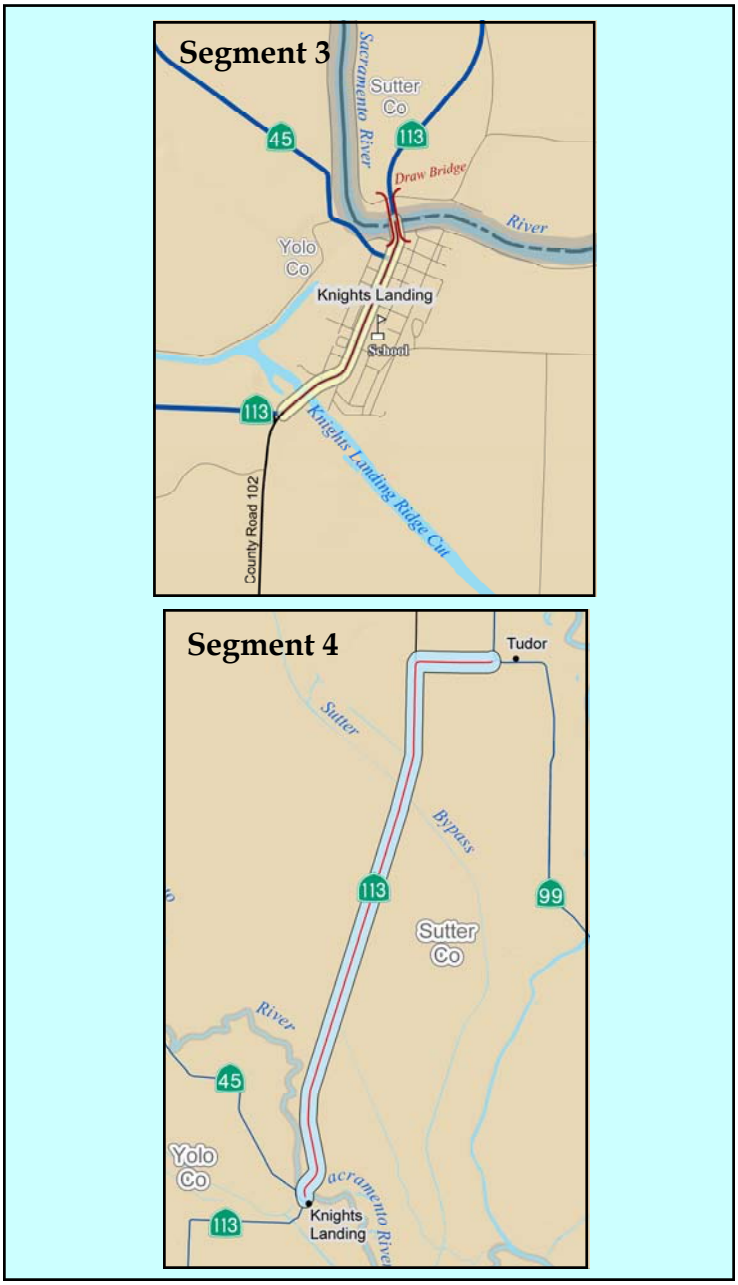
Conceptual:

- Grind PCC Pavement from Solano County Line to I-5 PM R0.0/R11.1 ($11,200; 2015)
- SR 113 realignment—exchange of SR 113 for CR 102 from Knights Landing to I-5/CR 102 interchange
- Woodland—Bicycle/pedestrian improvements on Main Street that is currently functioning as the I-5/SR 113 interchange.

State Route 113 Traffic Data—Segment 1 & 2 *(continued from previous page)*

	Current Traffic Data—2007					Future Traffic Data—2027				
Segment	**% 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	13%	60%	4,773	40,500	0.36	13%	60%	8.22	69,700	0.62
2	10%	55%	629	6,800	0.23	10%	65%	8.15	8,800	0.29

State Route 113 Segment 3 Summary



Segment 3

SR 113 is a "Main Street" through Knights Landing and carries local as well as regional traffic. Businesses, residences, and commercial zones border both sides of SR 113. While there are bicycle and pedestrian features along this segment, additional facilities should be considered. Streetscape elements could include curb extensions, wider sidewalks, street landscapes, pedestrian-scale streetlights, trees, or street furniture.

At the Yolo/Sutter County line is the Sacramento River Bridge, a drawbridge built in 1933 which is 24 feet wide and will need to be replaced or upgraded to meet current bridge standards.

In 1997, SR 113 was used as an evacuation route for the Yuba City area during the floods that year. However, in 1986 SR 113 was closed from the north of the bypass to south of the community of Knights Landing due to flooding. The highway is designed to be above the 100 year flood event, but it may not be feasible to raise the highway above this level and no projects are being proposed to do so.

The facility is currently operating at LOS E during peak periods with an AADT volume of 9,100. The LOS is expected to remain LOS E by the end of the 20-year period with a projected AADT of 12,600. Since the forecasted LOS is expected to meet the Concept LOS there is no need for capacity improvements along this segment.

State Route 113 Traffic Data—Segments 3 & 4 *(continued on next page)*

	Location				Forecasted LOS and Facility Type						
Segment	**Description**	**County**	**Post Mile From**	**Post Mile To**	**Current LOS**	**20-Year No Build LOS***	**20-Year Future LOS***	**20-Year Concept LOS**	**Existing Facility**	**Concept Facility**	**Ultimate Facility**
3	**Knights Landing to Yolo/Sutter County Line**	Yolo	21.20	22.07	E	E	E	E	2C	2C	2C
4	**Yolo/Sutter County Line to SR 99**	Sutter	0.00	16.38	C	D	D	D	2C	2C	2C

***20-Year Future LOS** is the expected LOS with Planned and Programmed projects built; **20-Year No Build LOS** is the expected LOS with no projects built

State Route 113 Segment 4 Summary

Segment 4

This segment is a two-lane conventional highway which extends from the Yolo/Sutter County line to the junction with Route 99 approximately ten miles south of Yuba City. In this segment, SR 113 passes through flat, agricultural land and crosses the Sutter Bypass overflow channel. With the exception of the rural town of Robbins and the Sutter Bypass Wildlife Area, agricultural use is expected to continue throughout the 20-year planning period.

The facility is currently operating at LOS C during peak periods with an average annual daily traffic volume of 7,500. The LOS is expected to drop to LOS D by 2027 with traffic volumes projected at 10,500. The existing SR 113 facility is constructed with sufficient capacity to accommodate travel demand throughout the 20-year planning period. Shoulder width varies between the Sutter Bypass Causeway (PM 12.1-14.3) and George Washington Boulevard (PM 14.3) from 4 feet to 8 feet.

A signal will be installed at the junction of SR 99/SR 113 as part of the SR 99 Safety and Operational Improvement project (widen SR 99 from 2 to 4 lanes with a variable median from O'Banion Road to Central Avenue). Ultimately, an interchange will be constructed at this location.

Highway Improvement Projects

(Construction Cost in thousands; Construction Completion Year)

Segment 3 & 4

Planned:

- No planned projects

Programmed:

- Clean and paint structural steel at Knights Landing Bridge PM 22.0 ($163; 2010) SHOPP
- Install signal at SR 99/SR 113 (Sutter 99 Safety & Operational Improvement Project) PM 16.3 (2011) STIP

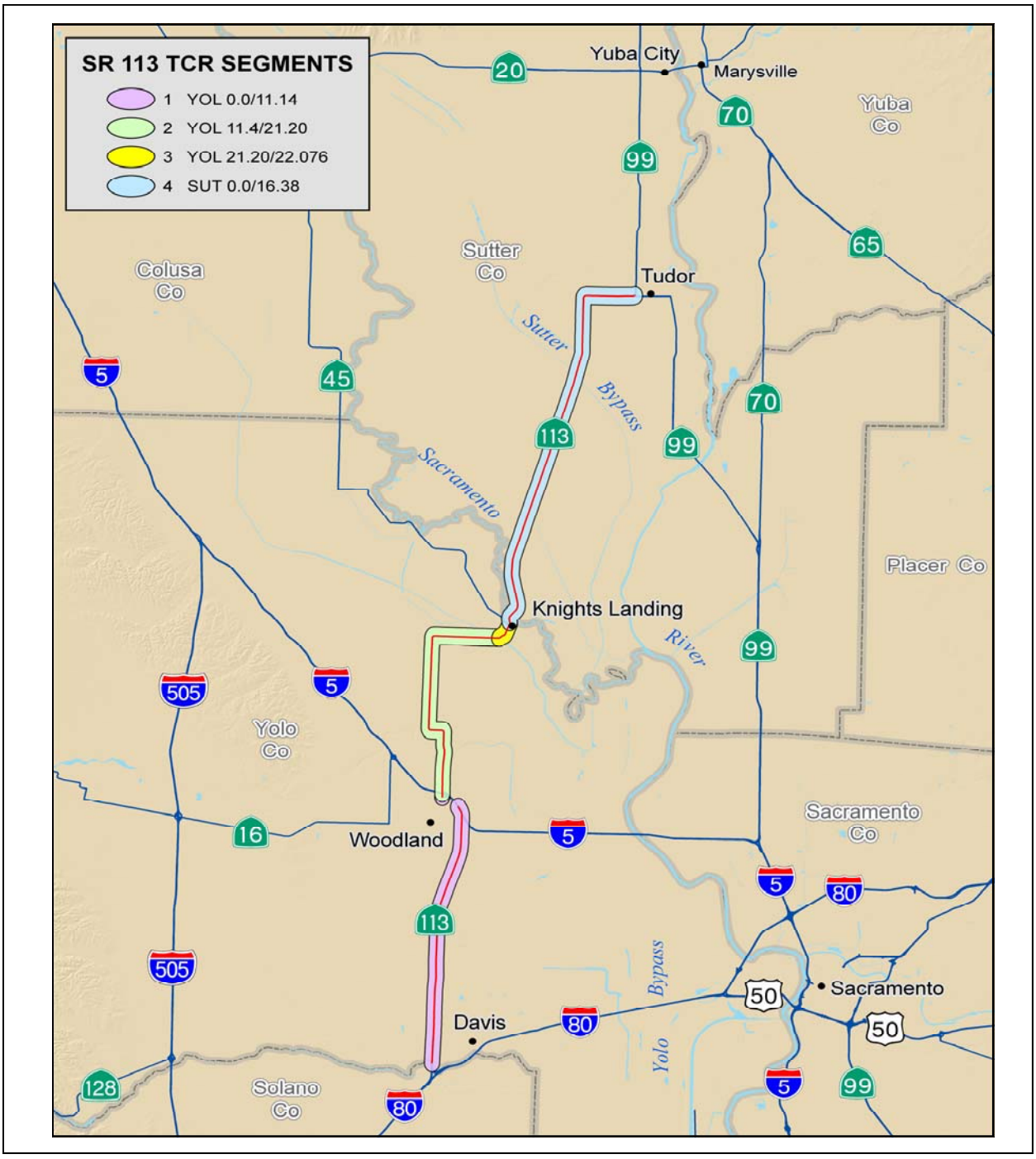
Conceptual:

- Replace Sacramento River Bridge
- AC Overlay—Knights Landing to Sutter Bypass PM 0.0/R10.8 (($7,600; 2017)
- Widen shoulders and rehab pavement from Sutter Bypass to SR 99 PM R11.8/16.4 ($10,300;2014)
- Knights Landing—consider bike facilities, streetscape elements, crosswalks, and signage.
- Construct interchange at SR 99/SR 113

State Route 113 Traffic Data—Segments 3 & 4 *(continued from previous page)*

	Current Traffic Data—2007					Future Traffic Data—2027				
Segment	**% 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**
3	7%	54%	969	9,100	0.35	7%	54%	1,349	12,600	0.48
4	7%	55%	734	7,500	0.26	7%	55%	1,022	10,500	0.37

State Route 113 Segment Map



Please contact below for questions and concerns about this TCCR:
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Or visit the TCCR website at:
http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html