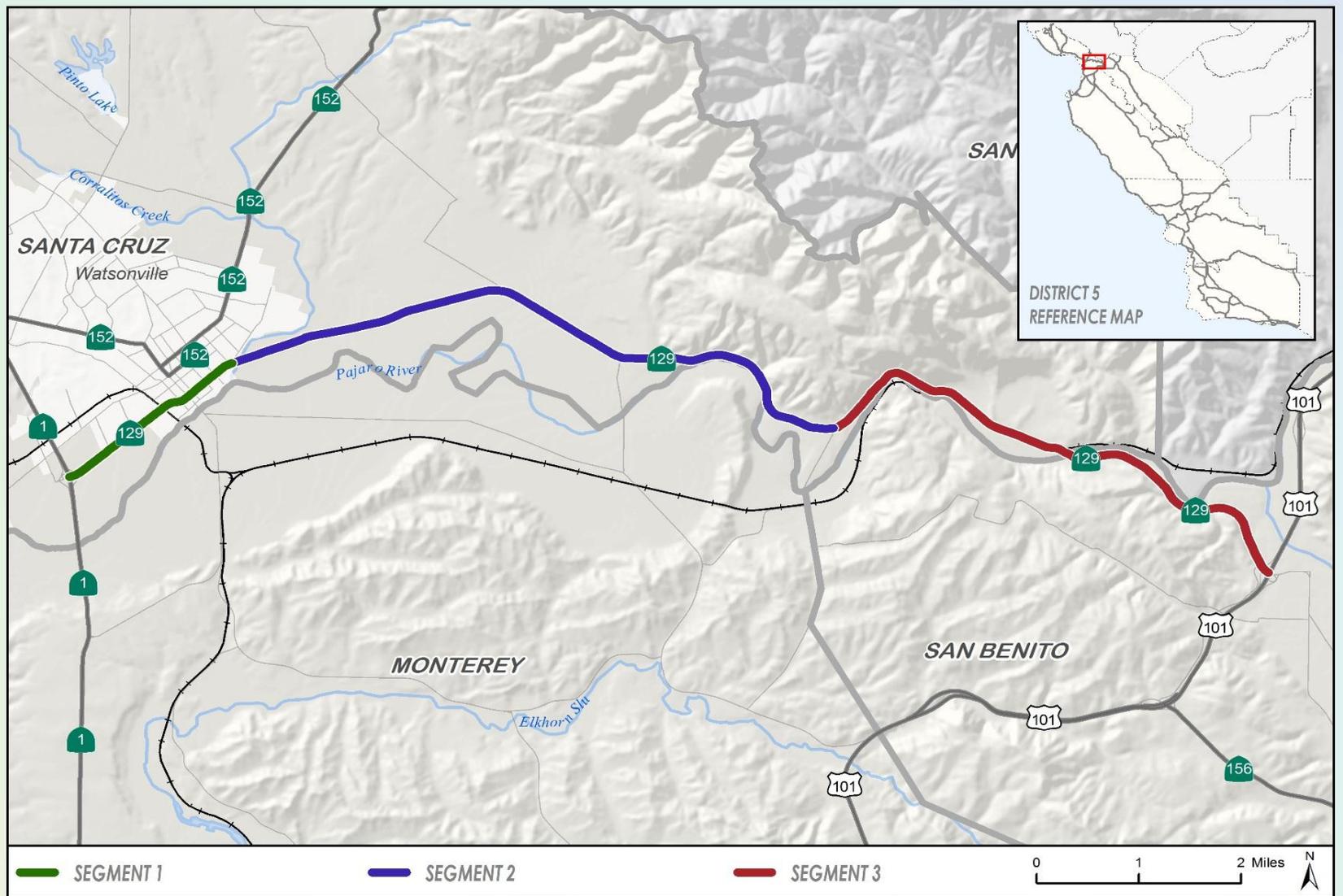


4 CORRIDOR DATA SHEET STATE ROUTE 129



CONTENT:	TRAFFIC DATA	PLANNING DATA	APPENDICES
<ul style="list-style-type: none"> - Daily Traffic Data - Peak Hour Traffic Data - Historic AADT by Year - Historic AADT by Location - 2013 Peak Hour Congestion Maps - 2040 Peak Hour Congestion Maps 	<ul style="list-style-type: none"> - Location Description - Highway Type and Designations - Highway Characteristics - Modal - Intelligent Transportation Systems - Freight - Cultural & Scenic - Environmental 	<ul style="list-style-type: none"> - Appendix A: Pavement Conditions - Appendix B: Traffic Performance - Appendix C: Historic AADT Details - Appendix D: Glossary and References 	

SR 129 Corridor Data Sheet

Prepared by District 5 Transportation Planning

Inputs: PM Peak Hour Analyzed
Base Year 2013
Horizon Year 2040

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Last Saved: 1/21/2015

The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this TCR is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 5 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures and shall not be used as a substitute for project specific analysis, including but not limited to, traffic impact studies, that pertain to any private or public development proposal.

Segment 1 Traffic Data: SR 129

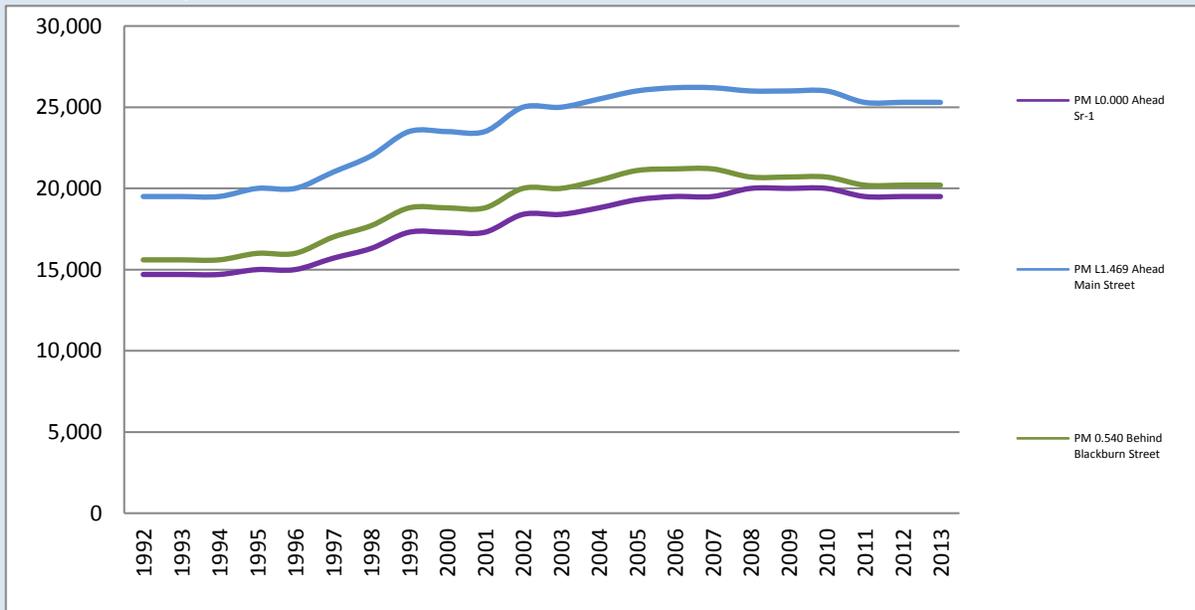
Daily Traffic Data

AADT Base Year 2013	19,500 to 22,800
AADT Horizon Year 2040	21,600 to 30,000
AADT: Growth Rate (Vehicles/Year)	80 to 270
VMT Base Year 2013	40,900
VMT Horizon Year 2040	48,000

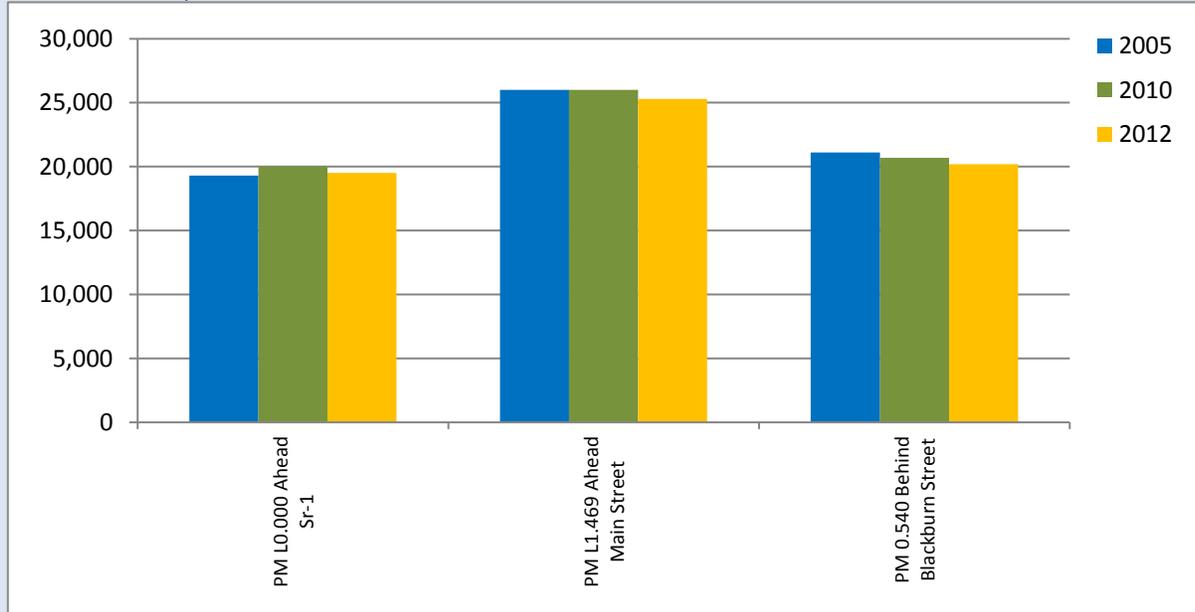
PM Peak Hour Traffic Data

	Eastbound	Westbound
Segment Length (Miles)	2.009	
PM Peak Hour Directional Split Base Year 2013	50.1% to 50.2%	49.8% to 49.9%
PM Peak Hour Directional Split Horizon Year 2040	48.8% to 50.4%	49.6% to 51.2%
PM Peak Hour Volume Base Year 2013	2,200 to 2,600	
	1,100 to 1,300	1,100 to 1,100
PM Peak Hour Volume Horizon Year 2040	2,200 to 3,100	
	1,100 to 1,600	1,100 to 1,500
PM Peak Hour Growth Rate (vehicles/year)	1 to 18	
PM Peak Hour VMT Base Year 2013	2,300	2,300
PM Peak Hour VMT Horizon Year 2040	2,500	2,500
PM Peak Hour VHT Base Year 2013	72	71
PM Peak Hour VHT Horizon Year 2040	78	79
PM Peak Hour V/C Base Year 2013	0.371 to 0.797	0.370 to 0.792
PM Peak Hour V/C Horizon Year 2040	0.367 to 0.949	0.386 to 0.935
PM Speed (mph) Base Year 2013	29.9 to 33.6 mph	30.1 to 34.2 mph
PM Speed (mph) Horizon Year 2040	27.9 to 33.6 mph	28.6 to 34.1 mph

Historic AADT by Year

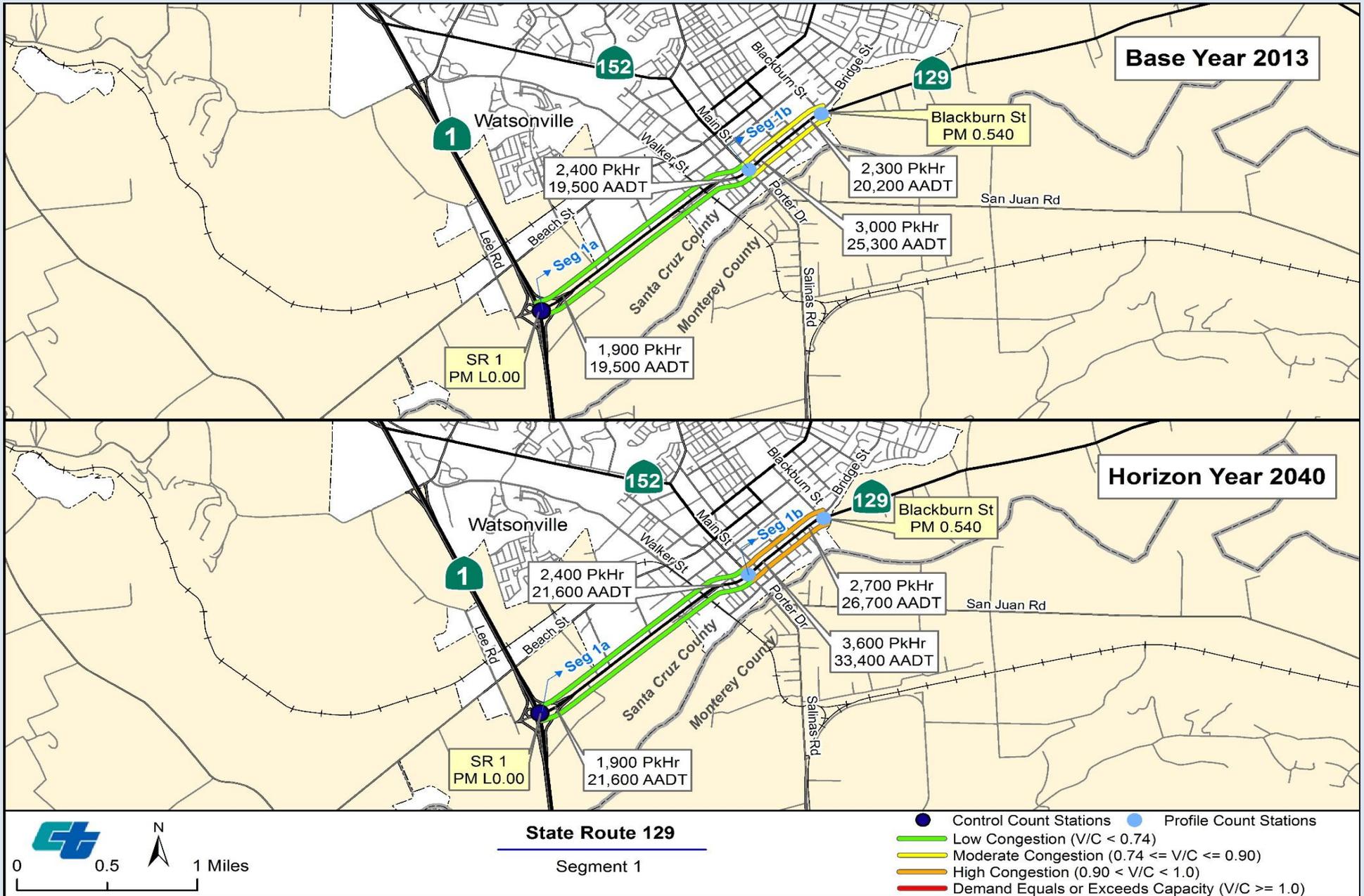


Historic AADT by Location



Segment 1 Traffic Data: SR 129

PM Peak Hour Congestion**



**Last Modified: 1/14/2015 3:51:34 PM

Segment 1 Planning Data: SR 129

Location Description

Segment Description	From SR 1 to Blackburn St
Urban/Rural	Urban
Local Planning Jurisdiction	SCCRTC/AMBAG
County	Santa Cruz
City	Watsonville
Prevalent Land Use	Industrial/Med-High Resident.

Highway Type

Freeway/Expressway System	No
Facility Type	Conventional
Functional Classification	Principle Arterial

Highway Designations

National Highway System	No
Interregional Road System	IRRS
Scenic Highway	No

Highway Characteristics

Number of Lanes	2-4
Pavement Condition Right	Minor/Ride
Pavement Condition Left	Minor/Ride
Shoulder Width Right (ft)	8+
Shoulder Width Left (ft)	8+

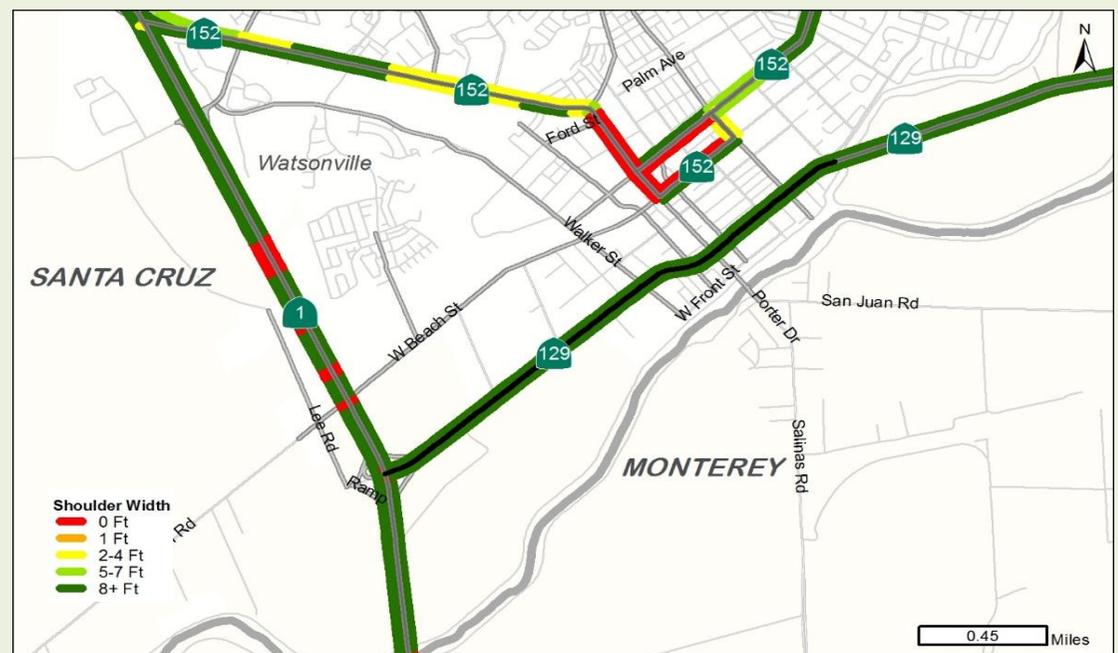
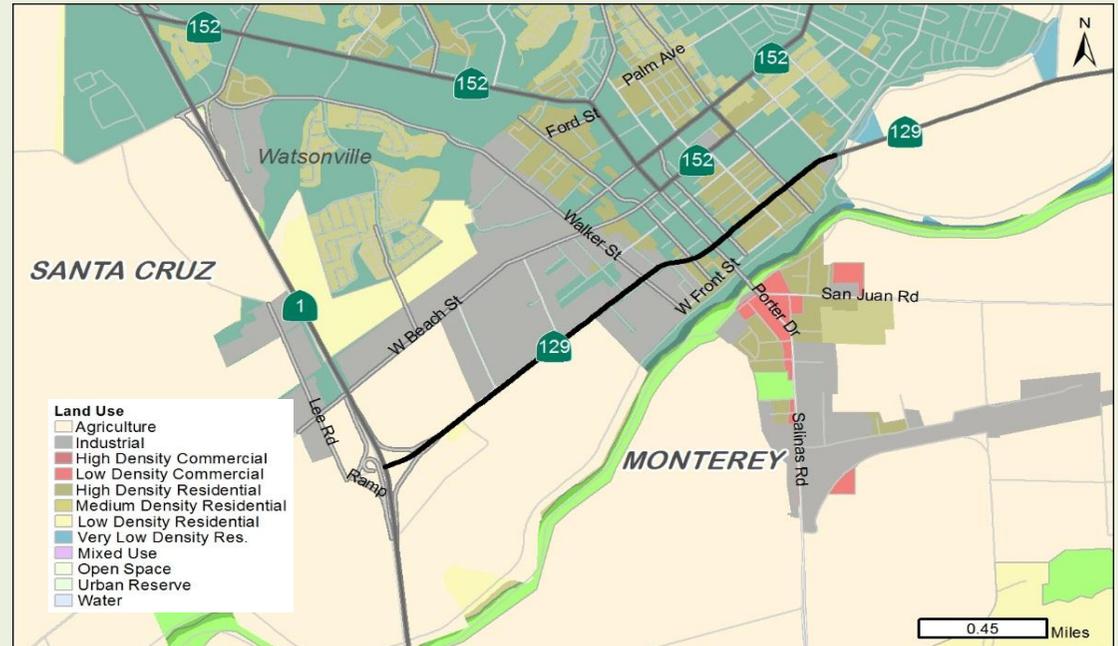
Modal

Airports Served	N/A
Bicycle Access	Open
AMTRAK Bus Stations	N/A
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	No
Other Adjacent/Near Facilities	Path along Pajaro River
Rail/SHS Crossings	Yes - At-grade
Rail Crossing Description	SC Branch Line @ Walker St

Intelligent Transportation Systems

Signals/Mile	3
Other Features: Call Box(s)	

Land Use



Shoulder Width

Segment 1 Planning Data: SR 129

Freight

Percent Trucks	6%-14%
Key Freight Highway	Yes
California Truck Network	Terminal Access
Annual Freight Tonnage	0 - 5,000,000
Freight VMT	0 - 10,000
Reported Freight Issues:	PM peak congestion; related to cooler pick-up in PM.

Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	N/A
Federal Lands	N/A
Landmarks	Watsonville High School

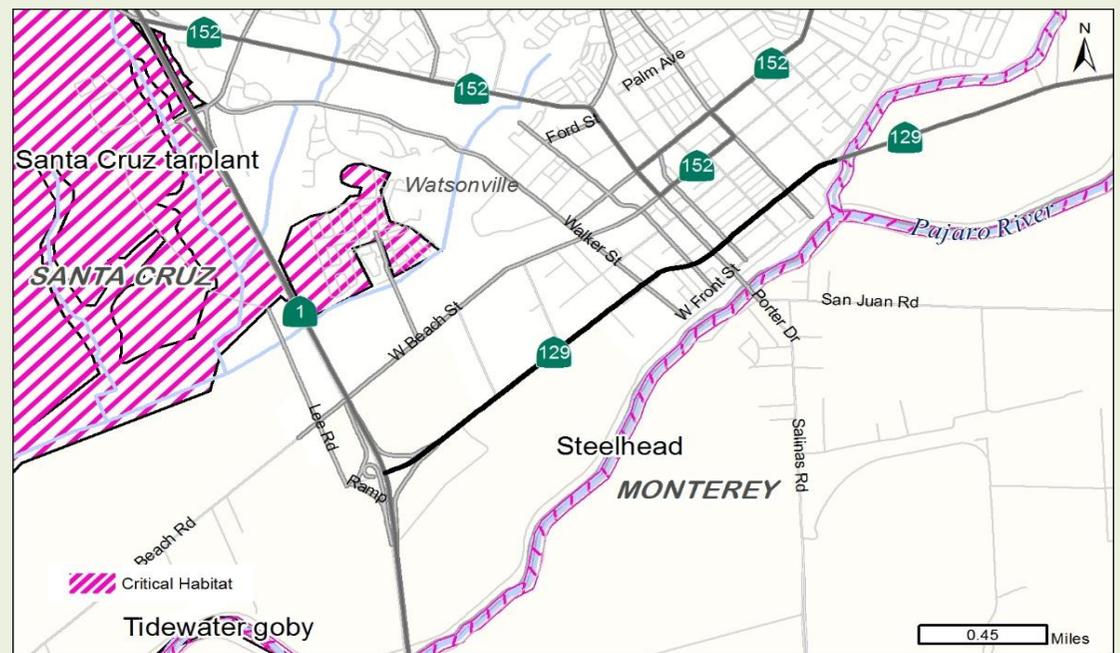
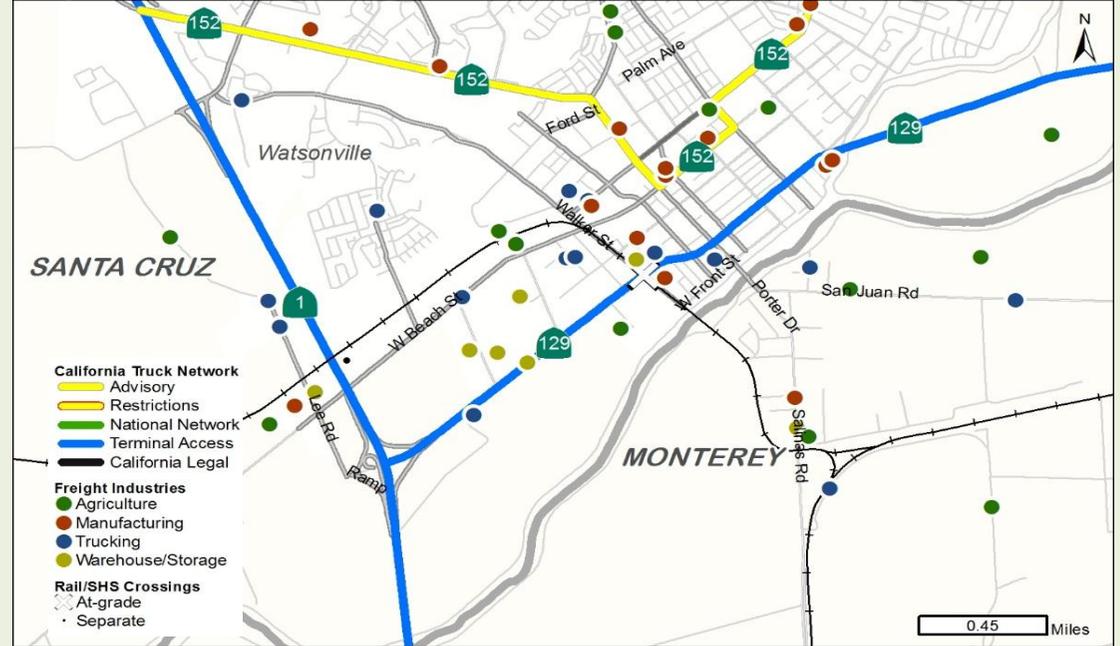
Environmental

Surrounding Vegetation	Urban-Agriculture
Coastal Zone	No
Water Crossing Description	N/A
Flood Zone	100 Year Flood Plain
Critical Habitat	Steelhead

Air Quality Standards: Monterey Bay Unified APCD

Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Unclassified/Attain.	Unclassified/Attain.
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfur Dioxide	Attainment	Attainment
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (10)	Attainment	Unclassified/Attain.
Lead	Attainment	Unclassified/Attain.

Freight



Critical Habitat

Segment 2 Traffic Data: SR 129

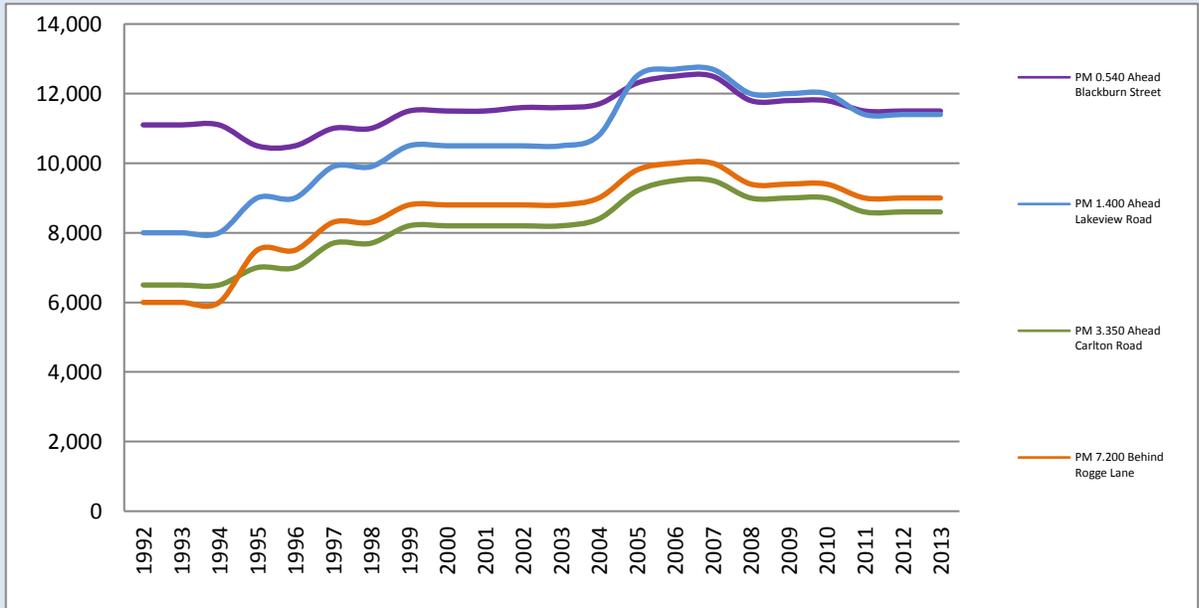
Daily Traffic Data

AADT Base Year 2013	8,800 to 11,400
AADT Horizon Year 2040	16,200 to 19,300
AADT: Growth Rate (Vehicles/Year)	270 to 290
VMT Base Year 2013	63,100
VMT Horizon Year 2040	113,000

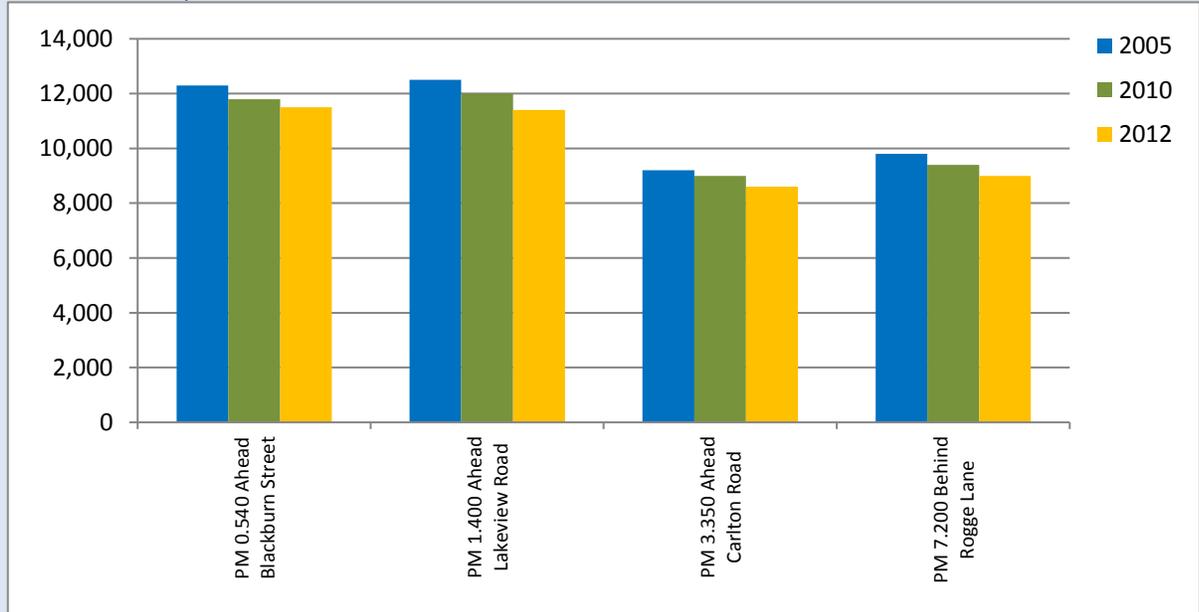
PM Peak Hour Traffic Data

	Eastbound	Westbound
Segment Length (Miles)	6.66	
PM Peak Hour Directional Split Base Year 2013	59.7%	40.3%
PM Peak Hour Directional Split Horizon Year 2040	54.8%	44.3%
PM Peak Hour Volume Base Year 2013	800 to 1,100	
	500 to 700	300 to 300
PM Peak Hour Volume Horizon Year 2040	1,600 to 1,900	
	900 to 1,100	700 to 800
PM Peak Hour Growth Rate (vehicles/year)	30 to 30	
PM Peak Hour VMT Base Year 2013	3,700	2,500
PM Peak Hour VMT Horizon Year 2040	6,400	5,200
PM Peak Hour VHT Base Year 2013	107	72
PM Peak Hour VHT Horizon Year 2040	216	174
PM Peak Hour V/C Base Year 2013	0.348 to 0.468	0.236 to 0.316
PM Peak Hour V/C Horizon Year 2040	0.646 to 0.762	0.533 to 0.610
PM Speed (mph) Base Year 2013	33.4 to 34.4 mph	33.5 to 34.5 mph
PM Speed (mph) Horizon Year 2040	29.3 to 29.8 mph	29.4 to 30.3 mph

Historic AADT by Year



Historic AADT by Location



Segment 2 Traffic Data: SR 129

PM Peak Hour Congestion**



**Last Modified: 1/15/2015 10:48:30 AM

Segment 2 Planning Data: SR 129

Location Description

Segment Description	From Blackburn St to Rogge Ln
Urban/Rural	Rural
Local Planning Jurisdiction	SCCRTC/AMBAG
County	Santa Cruz
City	N/A
Prevalent Land Use	Agriculture

Highway Type

Freeway/Expressway System	No
Facility Type	Conventional
Functional Classification	Minor Arterial

Highway Designations

National Highway System	No
Interregional Road System	IRRS
Scenic Highway	No

Highway Characteristics

Number of Lanes	2
Pavement Condition Right	No Distress
Pavement Condition Left	No Distress
Shoulder Width Right (ft)	0-8+
Shoulder Width Left (ft)	0-8+

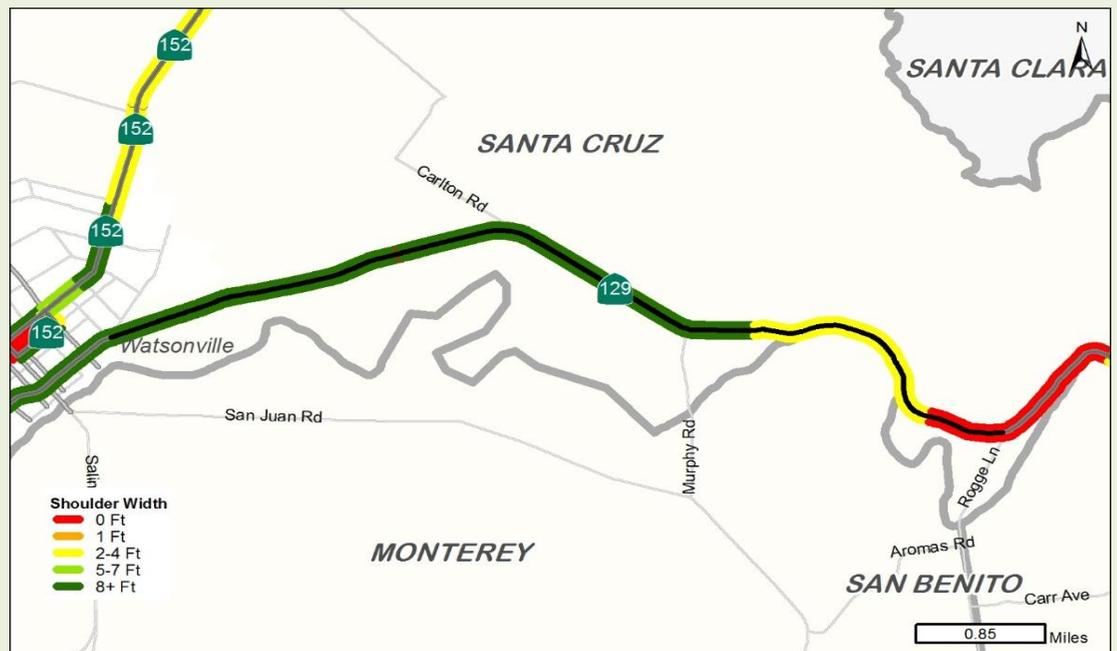
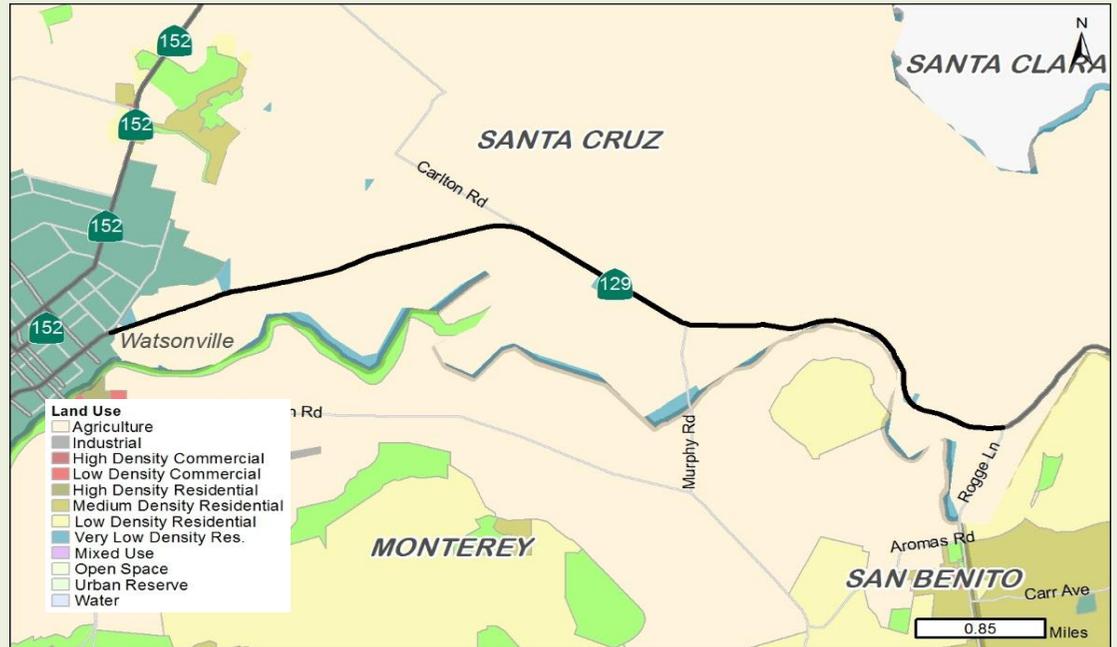
Modal

Airports Served	N/A
Bicycle Access	Open
AMTRAK Bus Stations	N/A
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	No
Other Adjacent/Near Facilities	Coast Starlight
Rail/SHS Crossings	No
Rail Crossing Description	N/A

Intelligent Transportation Systems

Signals/Mile	0
Other Features: Call Box(s)	

Land Use



Shoulder Width

Segment 2 Planning Data: SR 129

Freight

Percent Trucks	14%-20%
Key Freight Highway	Yes
California Truck Network	Terminal Access
Annual Freight Tonnage	0 - 5,000,000
Freight VMT	0 - 10,000
Reported Freight Issues: Speed differential between ag traffic and personal vehicles.	

Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	N/A
Federal Lands	N/A
Landmarks	N/A

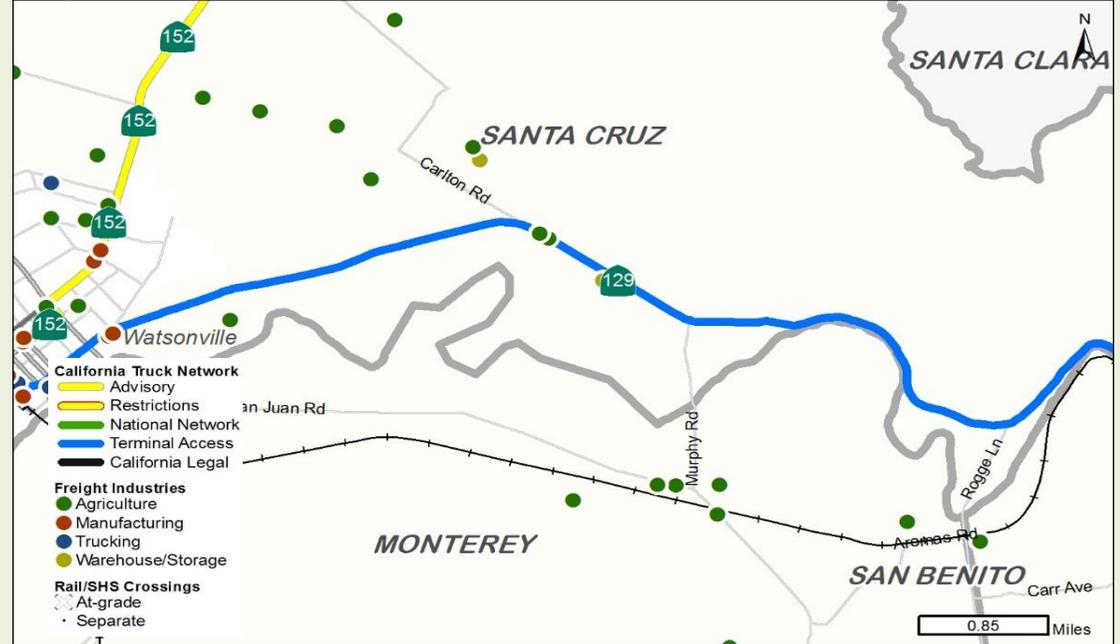
Environmental

Surrounding Vegetation	Urban-Agriculture
Coastal Zone	No
Water Crossing Description	Salispuedes Creek
Flood Zone	100 Year Flood Plain
Critical Habitat	Steelhead

Air Quality Standards: Monterey Bay Unified APCD

Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Unclassified/Attain.	Unclassified/Attain.
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfur Dioxide	Attainment	Attainment
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (10)	Attainment	Unclassified/Attain.
Lead	Attainment	Unclassified/Attain.

Freight



Critical Habitat

Segment 3 Traffic Data: SR 129

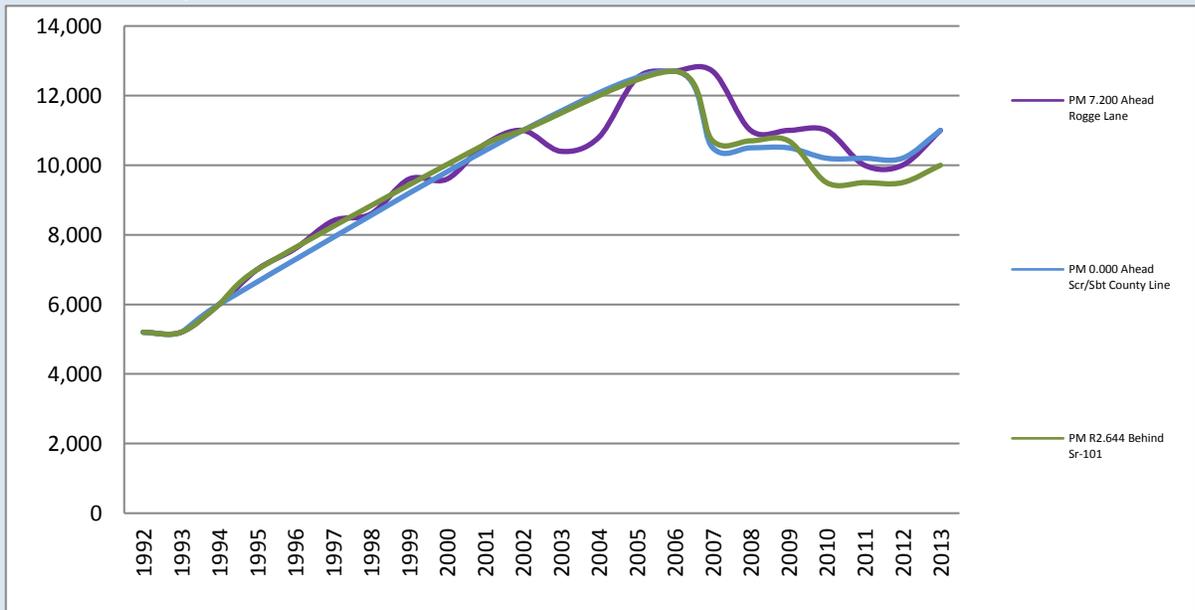
Daily Traffic Data

AADT Base Year 2013	10,500 to 11,000
AADT Horizon Year 2040	18,900 to 19,500
AADT: Growth Rate (Vehicles/Year)	310 to 310
VMT Base Year 2013	58,400
VMT Horizon Year 2040	104,300

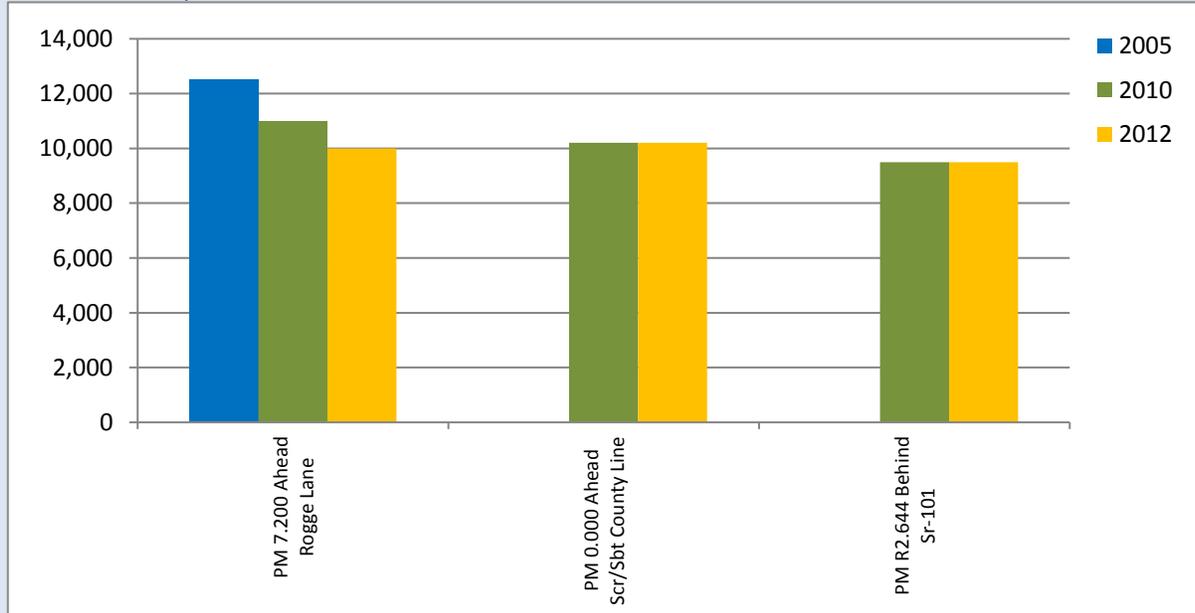
PM Peak Hour Traffic Data

	Eastbound	Westbound
Segment Length (Miles)	5.426	
PM Peak Hour Directional Split Base Year 2013	59.7%	40.3%
PM Peak Hour Directional Split Horizon Year 2040	55.4%	42.0%
PM Peak Hour Volume Base Year 2013	1,000 to 1,200	
	600 to 700	400 to 400
PM Peak Hour Volume Horizon Year 2040	1,800 to 2,000	
	1,100 to 1,100	800 to 900
PM Peak Hour Growth Rate (vehicles/year)	30 to 33	
PM Peak Hour VMT Base Year 2013	3,500	2,400
PM Peak Hour VMT Horizon Year 2040	6,000	4,600
PM Peak Hour VHT Base Year 2013	102	69
PM Peak Hour VHT Horizon Year 2040	208	157
PM Peak Hour V/C Base Year 2013	0.446 to 0.501	0.302 to 0.339
PM Peak Hour V/C Horizon Year 2040	0.780 to 0.824	0.565 to 0.664
PM Speed (mph) Base Year 2013	34.3 to 34.5 mph	34.4 to 34.5 mph
PM Speed (mph) Horizon Year 2040	28.1 to 29.3 mph	29.2 to 29.3 mph

Historic AADT by Year

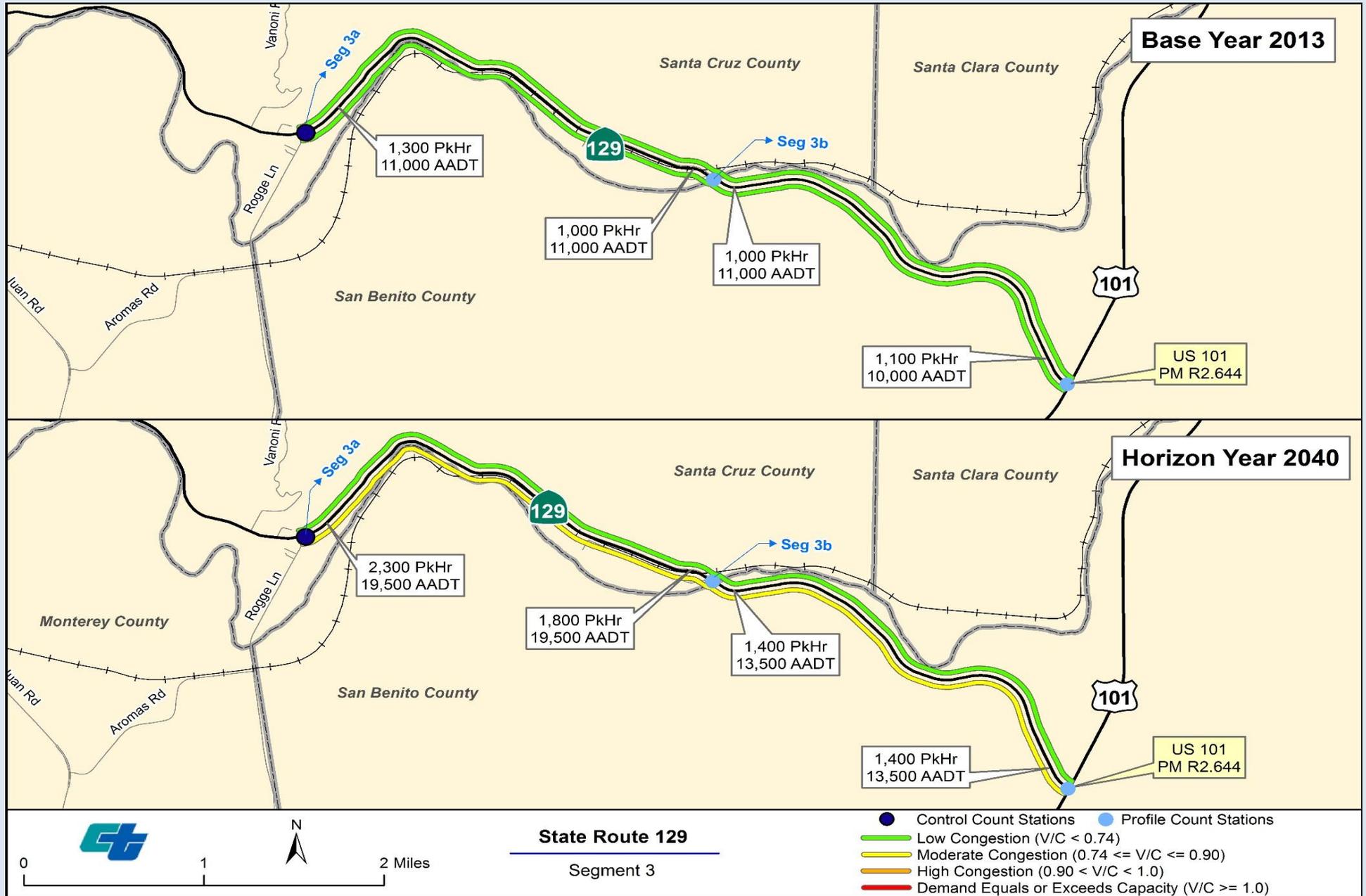


Historic AADT by Location



Segment 3 Traffic Data: SR 129

PM Peak Hour Congestion**



**Last Modified: 1/15/2015 2:03:50 PM

Segment 3 Planning Data: SR 129

Location Description

Segment Description	From Rogge Ln to US 101
Urban/Rural	Rural
Local Planning Jurisdiction	SCCRTC/AMBAG
County	Santa Cruz
City	N/A
Prevalent Land Use	Agriculture/Low-Density Residential

Highway Type

Freeway/Expressway System	No
Facility Type	Conventional
Functional Classification	Minor Arterial

Highway Designations

National Highway System	No
Interregional Road System	IRRS
Scenic Highway	No

Highway Characteristics

Number of Lanes	2
Pavement Condition Right	Ride
Pavement Condition Left	Ride
Shoulder Width Right (ft)	0-8+
Shoulder Width Left (ft)	0-8+

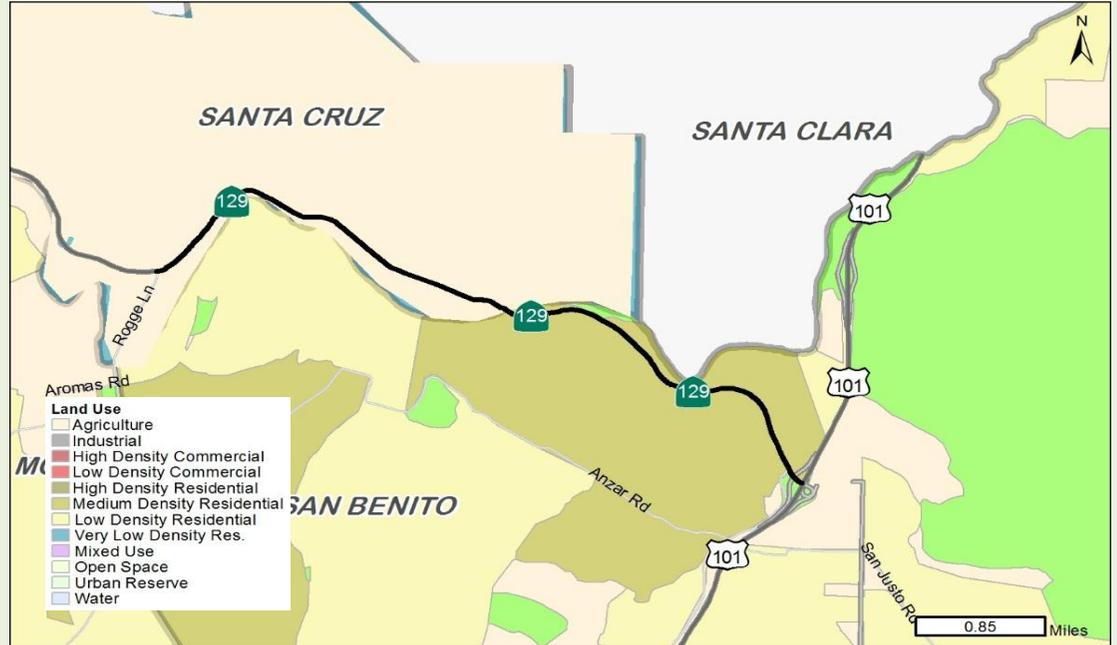
Modal

Airports Served	N/A
Bicycle Access	Open
AMTRAK Bus Stations	N/A
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	No
Other Adjacent/Near Facilities	Coast Starlight
Rail/SHS Crossings	Yes - Grade separated
Rail Crossing Description	UP

Intelligent Transportation Systems

Signals/Mile	0
Other Features: Call Box(s)	

Land Use



Shoulder Width

Segment 3 Planning Data: SR 129

Freight

Percent Trucks	20%-28%
Key Freight Highway	Yes
California Truck Network	Terminal Access
Annual Freight Tonnage	0 - 5,000,000
Freight VMT	0 - 10,000
Reported Freight Issues: Designated Safety Corridor (all segments).	

Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	N/A
Federal Lands	N/A
Landmarks	Sta. Maria Town Center; Sta. Maria HS

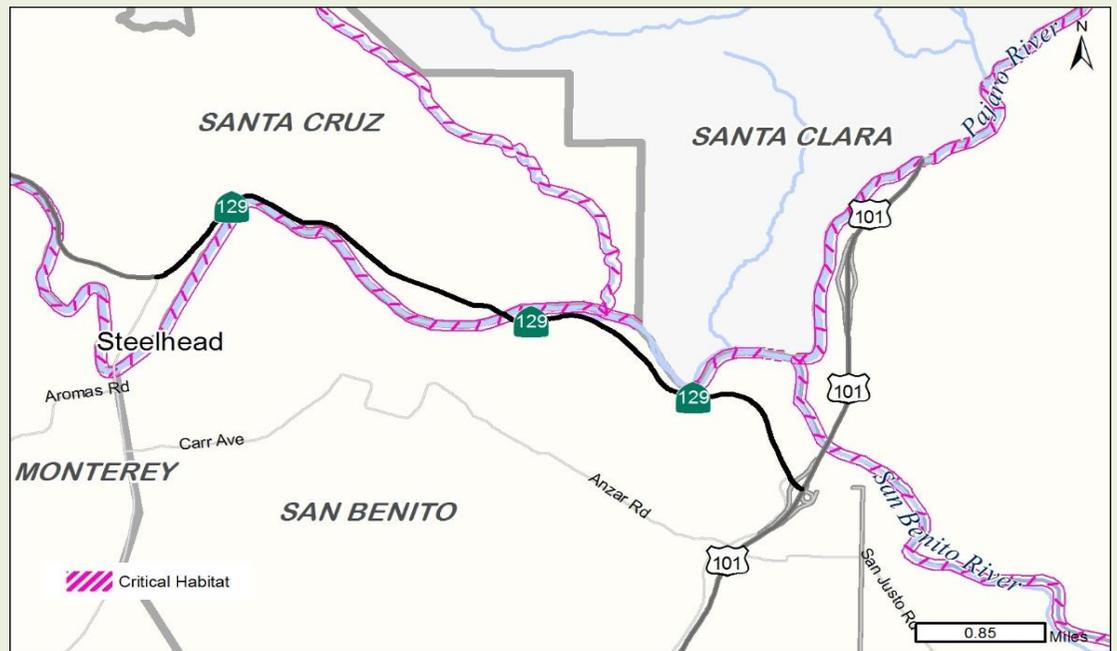
Environmental

Surrounding Vegetation	Blue Oak Woodland/Agriculture
Coastal Zone	No
Water Crossing Description	Pajaro River
Flood Zone	100 Year Flood Plain
Critical Habitat	Steelhead

Air Quality Standards: Monterey Bay Unified APCD

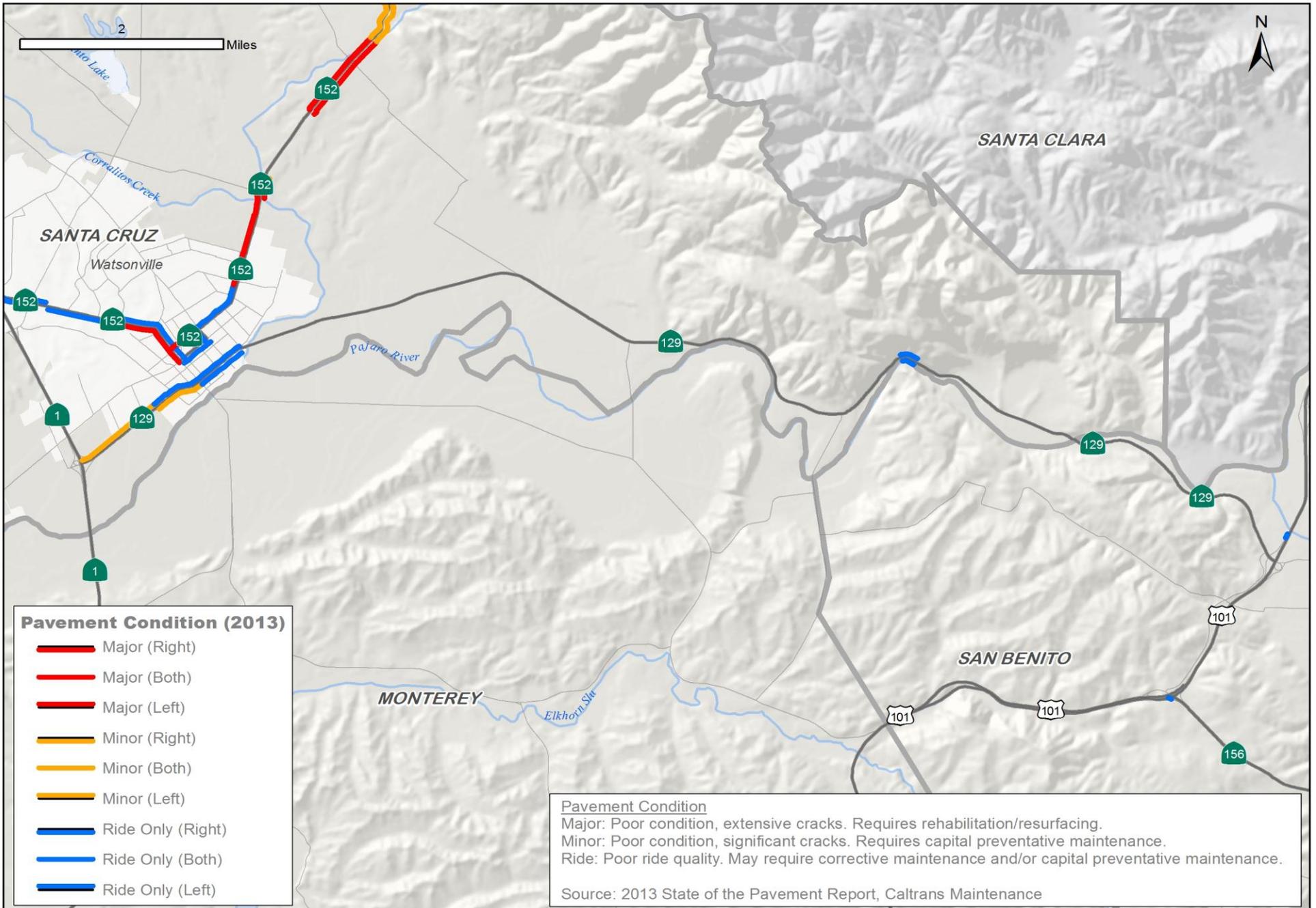
Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Unclassified/Attain.	Unclassified/Attain.
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfur Dioxide	Attainment	Attainment
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (2.5)	Attainment	Unclassified/Attain.
Lead	Attainment	Unclassified/Attain.

Freight



Critical Habitat

Appendix A: Pavement Conditions



Appendix B: Traffic Performance

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	2013 ADT Volume	2013 Daily Truck %	2013 Daily VMT	2013 PM Volume	2013 PM EB Volume	2013 PM WB Volume	2013 PM Peak Direction	2013 PM VMT	2013 PM EB VMT	2013 PM WB VMT	2013 PM EB Adjusted Capacity	2013 PM WB Adjusted Capacity	2013 PM EB VC	2013 PM WB VC	2013 PM EB LOS	2013 PM WB LOS	2013 PM EB Model Based Speed	2013 PM WB Model Based Speed	2013 PM VHT (Model)	2013 PM EB VHT (Model)	2013 PM WB VHT (Model)
AMBAG 2014 SCS Model Growth Rates and Caltrans Splits																											
1a	SCR	129	L0.000	L1.469	Sr-1	Main Street	19,500	5.8%	28,646	2,204	1,103	1,100	NB	3,237	1,620	1,617	2,975	2,975	0.37	0.37	B	B	33.6	34.2	96	48	47
1b	SCR	129	L1.469	0.540	Main Street	Blackburn Street	22,750	5.8% - 11.8%	12,285	2,625	1,317	1,308	NB	1,418	711	706	1,651	1,651	0.80	0.79	D	D	29.9	30.1	47	24	24
2a	SCR	129	0.540	1.400	Blackburn Street	Lakeview Road	11,350	15.3%	9,761	1,100	656	444	NB	946	564	382	1,538	1,538	0.43	0.29	B	A	33.4	33.5	28	17	11
2b	SCR	129	1.400	3.350	Lakeview Road	Carlton Road	10,000	15.3%	19,500	1,075	641	434	NB	2,096	1,251	845	1,370	1,370	0.47	0.32	B	A	34.4	34.5	61	36	25
2c	SCR	129	3.350	7.200	Carlton Road	Rogge Lane	8,800	15.3% - 20.4%	33,880	800	477	323	NB	3,080	1,838	1,242	1,370	1,370	0.35	0.24	B	A	34.4	34.4	90	53	36
3a	SCR	129	7.200	0.000	Rogge Lane	Scr/Sbt County Line	11,000	20.4% - 27.8%	30,778	1,150	686	464	NB	3,218	1,920	1,298	1,370	1,370	0.50	0.34	B	B	34.5	34.5	93	56	38
3b	SBT	129	0.000	R2.644	Scr/Sbt County Line	Sr-101	10,500	27.8%	27,594	1,025	612	413	NB	2,694	1,607	1,086	1,370	1,370	0.45	0.30	B	A	34.3	34.4	78	47	32

Sources:

Base Year Peak Hour Volumes - Caltrans Traffic Data Branch and TSN

Growth Rates - AMBAG 2014 SCS Model

Directional Splits - Caltrans TSN Split %

Appendix B: Traffic Performance

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	PM Growth Rate	ADT Growth Rate	2040 ADT Volume	2040 Daily VMT	2040 PM Volume	2040 PM EB Volume	2040 PM WB Volume	2040 PM Peak Direction	2040 PM VMT	2040 PM EB VMT	2040 PM WB VMT	2040 PM EB Adjusted Capacity	2040 PM WB Adjusted Capacity	2040 PM EB VC	2040 PM WB VC	2040 PM EB LOS	2040 PM WB LOS	2040 PM EB Model Based Speed	2040 PM WB Model Based Speed	2040 PM VHT (Model)	2040 PM EB VHT (Model)	2040 PM WB VHT (Model)
AMBAG 2014 SCS Model Growth Rates and Caltrans Splits																												
1a	SCR	129	L0.000	L1.469	Sr-1	Main Street	1	79	21,642	31,792	2,242	1,093	1,149	SB	3,293	1,606	1,688	2,975	2,975	0.37	0.39	B	B	33.6	34.1	97	48	49
1b	SCR	129	L1.469	0.540	Main Street	Blackburn Street	18	270	30,042	16,223	3,112	1,568	1,545	NB	1,681	846	834	1,651	1,651	0.95	0.94	E	E	27.9	28.6	60	30	29
2a	SCR	129	0.540	1.400	Blackburn Street	Lakeview Road	30	293	19,259	16,563	1,912	1,064	848	NB	1,644	915	729	1,538	1,538	0.69	0.55	C	C	29.8	30.3	55	31	24
2b	SCR	129	1.400	3.350	Lakeview Road	Carlton Road	30	279	17,533	34,189	1,879	1,044	835	NB	3,664	2,036	1,628	1,370	1,370	0.76	0.61	D	C	29.7	30.0	123	69	54
2c	SCR	129	3.350	7.200	Carlton Road	Rogge Lane	30	273	16,177	62,282	1,616	886	730	NB	6,221	3,410	2,812	1,370	1,370	0.65	0.53	C	C	29.3	29.4	212	116	96
3a	SCR	129	7.200	0.000	Rogge Lane	Scr/Sbt County Line	33	314	19,484	54,517	2,038	1,129	909	NB	5,703	3,159	2,545	1,370	1,370	0.82	0.66	D	C	29.3	29.3	195	108	87
3b	SBT	129	0.000	R2.644	Scr/Sbt County Line	Sr-101	30	312	18,933	49,755	1,842	1,068	773	NB	4,841	2,808	2,033	1,370	1,370	0.78	0.56	D	C	28.1	29.2	170	100	70

Sources:

Base Year Peak Hour Volumes - Caltrans Traffic Data Branch and TSN

Growth Rates - AMBAG 2014 SCS Model

Directional Splits - Caltrans TSN Split %

Appendix C: Historic AADT Details

AADT	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Segment 1																						
PM L0.000 Ahead Sr-1	14,700	14,700	14,700	15,000	15,000	15,700	16,300	17,300	17,300	17,300	18,400	18,400	18,800	19,300	19,500	19,500	20,000	20,000	20,000	19,500	19,500	19,500
PM L1.469 Ahead Main Street	19,500	19,500	19,500	20,000	20,000	21,000	22,000	23,500	23,500	23,500	25,000	25,000	25,500	26,000	26,200	26,200	26,000	26,000	26,000	25,300	25,300	25,300
PM 0.540 Behind Blackburn Street	15,600	15,600	15,600	16,000	16,000	17,000	17,700	18,800	18,800	18,800	20,000	20,000	20,500	21,100	21,200	21,200	20,700	20,700	20,700	20,200	20,200	20,200
Segment 2																						
PM 0.540 Ahead Blackburn Street	11,100	11,100	11,100	10,500	10,500	11,000	11,000	11,500	11,500	11,500	11,600	11,600	11,700	12,300	12,500	12,500	11,800	11,800	11,800	11,500	11,500	11,500
PM 1.400 Ahead Lakeview Road	8,000	8,000	8,000	9,000	9,000	9,900	9,900	10,500	10,500	10,500	10,500	10,500	10,800	12,500	12,700	12,700	12,000	12,000	12,000	11,400	11,400	11,400
PM 3.350 Ahead Carlton Road	6,500	6,500	6,500	7,000	7,000	7,700	7,700	8,200	8,200	8,200	8,200	8,200	8,400	9,200	9,500	9,500	9,000	9,000	9,000	8,600	8,600	8,600
PM 7.200 Behind	6,000	6,000	6,000	7,500	7,500	8,300	8,300	8,800	8,800	8,800	8,800	8,800	9,000	9,800	10,000	10,000	9,400	9,400	9,400	9,000	9,000	9,000
Segment 3																						
PM 7.200 Ahead Rogge Lane	5,200	5,200	6,000	7,000	7,600	8,400	8,600	9,600	9,600	10,600	11,000	10,400	10,800	12,500	12,700	12,700	11,000	11,000	11,000	10,000	10,000	11,000
PM 0.000 Ahead Scr/Sbt County Line	5,200	5,200	6,000								11,000				12,700	10,500	10,500	10,500	10,200	10,200	10,200	11,000
PM R2.644 Behind Sr-101	5,200	5,200	6,000	7,000						10,600	11,000				12,700	10,700	10,700	10,700	9,500	9,500	9,500	10,000

Appendix D: Glossary and References

100-YEAR FLOOD – Areas of 1-percent-annual-chance flooding. Source: FEMA Digital Flood Insurance Rate Map, 2010. www.fema.gov/msc

500-YEAR FLOOD – Areas of 0.2-percent-annual-chance flooding. Source: FEMA Digital Flood Insurance Rate Map, 2010. www.fema.gov/msc

AIR QUALITY STANDARDS – Designations in relation to the California standards and National standards Source: California Air Resource Board (ARB), 2013. www.arb.ca.gov/desig/desig.htm

AM/PM PEAK – The part of day when most traffic congestion occurs. Source: AMBAG Regional Model, 2014

ANNUAL AVERAGE DAILY TRAFFIC (AADT) – Total volume of vehicle traffic for a year divided by 365 days. Source: Caltrans Traffic Operations, 2012. <http://traffic-counts.dot.ca.gov/>

ANNUAL FREIGHT TONNAGE – Tons per year. Source: Freight Analysis Framework, 2007. www.ops.fhwa.dot.gov/freight/freight_analysis/faf/

ATTAINMENT – Air quality in the area meets the standard. Source: California ARB, 2013. www.arb.ca.gov/desig/desig.htm

ATTAINMENT/UNCLASSIFIED – An Environmental Protection Agency (EPA) designation which, in terms of planning implications, is essentially the same as Attainment. Source: California ARB, 2013. www.arb.ca.gov/desig/desig.htm

BASE YEAR – 2012 - The initial year of the forecast period. Source: AMBAG Regional Model, 2014

FREEWAY/EXPRESSWAY SYSTEM – Concept of how the route is managed as defined in the Streets and Highways Code §250-257. Source: Caltrans, 2014. www.leginfo.ca.gov/.html/shc_table_of_contents.html

FREIGHT VMT – Truck Vehicle Miles Traveled. Source: Freight Analysis Framework, 2007. www.ops.fhwa.dot.gov/freight/freight_analysis/faf/

FUNCTIONAL CLASSIFICATION – System by which roads are grouped according to the type of service and amount of traffic the facility carries. Used to determine design standards of roads and determines Federal Aid funding eligibility. Source: FHWA, 2012. http://dot.ca.gov/hq/tsip/hseb/func_clas.html

GROWTH RATE – The forecasted change in vehicles per year from the base year to the horizon year. Source: AMBAG Regional Model, 2014

HIGH EMPHASIS ROUTE – Route with high interregional importance. Source: Caltrans Interregional Transportation Strategic Plan, 2013. www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html

HORIZON YEAR – 2040 - The future forecast year used in the long range model. Source: AMBAG Regional Model, 2014

INTERREGIONAL ROAD SYSTEM – Subset of State Highway System that provides connectivity among all California's regions. Source: Caltrans Interregional Transportation Strategic Plan, 2013. www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html

CALIFORNIA LEGAL – Trucks up to 65 feet are allowed on the SHS except where otherwise prohibited. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

CALIFORNIA TRUCK NETWORK – California Vehicle Code sections related to trucks, summarized here at the planning level only. **Note: Caltrans is not responsible for authorizing commercial trucks, other than issuing permits for oversize or overweight loads.** Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

CRITICAL HABITAT – Critical habitat for threatened and endangered species. Source: US Fish and Wildlife Service, 2014. www.fws.gov/gis/data/national/index.html

DISTRICT KEY FREIGHT HIGHWAY FACILITY – Route key to freight operations. Source: California Central Coast Commercial Flows Study, 2012. www.dot.ca.gov/dist05/planning/goods_movement.htm

FACILITY TYPE – Description of existing operations. Source: Caltrans TSN, 2011.

FLOOD ZONE – Special flood hazard areas. Source: FEMA Digital Flood Insurance Rate Map, 2010. www.fema.gov/msc

FOCUS ROUTE – Highest priority routes for completion to minimum facility concept standards Source: Caltrans Interregional Transportation Strategic Plan, 2013. www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html

Appendix D: Glossary and References

MAJOR (PAVEMENT CONDITION) – Poor condition, extensive cracks. Requires rehabilitation/resurfacing. Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

MINOR (PAVEMENT CONDITION) – Poor condition, significant cracks. Requires capital preventative maintenance. Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

NATIONAL HIGHWAY SYSTEM – The national system designated by Congress that includes the Interstate Highway System and other nationally significant highways and thoroughfares used for interstate and interregional travel, national defense, intermodal connection, and interstate commerce. Source: Caltrans Highway System Engineering, 2013. <http://dot.ca.gov/hq/tsip/hseb/map21nhs.html>

NATIONAL NETWORK – Allows for conventional tractor/semitrailer combinations. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

NONATTAINMENT – Air quality in the area fails to the applicable standard. Source: California ARB, 2013. www.arb.ca.gov/desig/desig.htm

PAVEMENT CONDITION – Measurement of surface characteristics including roughness, cracking, and faulting (Caltrans, 2013). Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

PEAK HOUR DIRECTIONAL SPLIT – The percent of traffic volume in the predominant direction of flow as determined from the regional travel model. Source: AMBAG Regional Model, 2014

PEAK HOUR TRAFFIC VOLUME – Represents an estimate of the heaviest traffic flow during the peak hour. Source: Caltrans Traffic Operations, 2012. <http://traffic-counts.dot.ca.gov/>

PERCENT TRUCKS – Rounded percentage of truck counts. Source: Caltrans Traffic Operations, 2012. <http://traffic-counts.dot.ca.gov/>

PREVALENT LAND USE – California County and local government existing land use designations. Source: UC Davis Information Center for the Environment, 2007. http://ice.ucdavis.edu/projects/land_use

RAIL/SHS CROSSINGS – At-grade crossings. Source: National Transportation Atlas Database, 2011. <http://www.rita.dot.gov/bts/>

RIDE (PAVEMENT CONDITION) – Poor ride quality. May require corrective maintenance and/or capital preventative maintenance. Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

RURAL – Areas outside urban land uses. Source: US Census, 2000). <http://www.census.gov/>

SCENIC HIGHWAY PROGRAM – Program to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. Source Caltrans Landscape Architecture, 2014. http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm

SERVICE ACCESS – National Network trucks may travel up to one mile from the off ramp to obtain services. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

SURROUNDING VEGETATION – Land cover dataset. Source: US Forest Service & California Department of Forestry and Fire Protection, 1979. http://frap.fire.ca.gov/data/frapgisdata-land_cover.php

TERMINAL ACCESS – National Network trucks may exit and travel on these SHS routes. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

UNCLASSIFIED – Insufficient data to designate area, or designations have not been made. Source: California ARB, 2013. www.arb.ca.gov/desig/desig.htm

URBAN - Represent densely developed territory and encompass residential, commercial, and other non-residential urban land uses. Source: US Census, 2000. <http://www.census.gov/>

VEHICLE HOURS OF TRAVEL (VHT) – A statistic representing the total number of vehicles multiplied by the total number of hours vehicles are traveling.

VEHICLE MILES TRAVELED (VMT) – Number of miles vehicles travel. Can be calculated for the peak hour and/or the entire day.

VOLUME TO CAPACITY RATIO (V/C) – The ratio of demand volume to capacity.

FINAL

NOV 08 1985

SUMMARY
ROUTE CONCEPT REPORT
ROUTE 129
SCR L0.00 to SBT R2.64

This report defines the concept for development of Route 129 in District 4/5 and for a 20-year planning period (1985-2005)

Route Concept

Segment A: SCR L0.00/3.35 - Route 1 to Carlton Road
No Improvements (PM L0.00 to 1.40) C-45
4-Lane Divided Facility (PM 1.40 to 1.84) C-40
2-Lane Facility with slow moving
vehicle lanes (PM 1.84 to 3.35) C-40

Segment B: SCR 3.35/10.00 - Carlton Road to SCR/SBT Co. Line
2-Lane Facility with slow moving vehicle lanes C-55

Segment C: SBT 0.00/R2.64 SCR/SBT Co. Line to Route 101
2-Lane Facility with slow moving vehicle lanes C-55

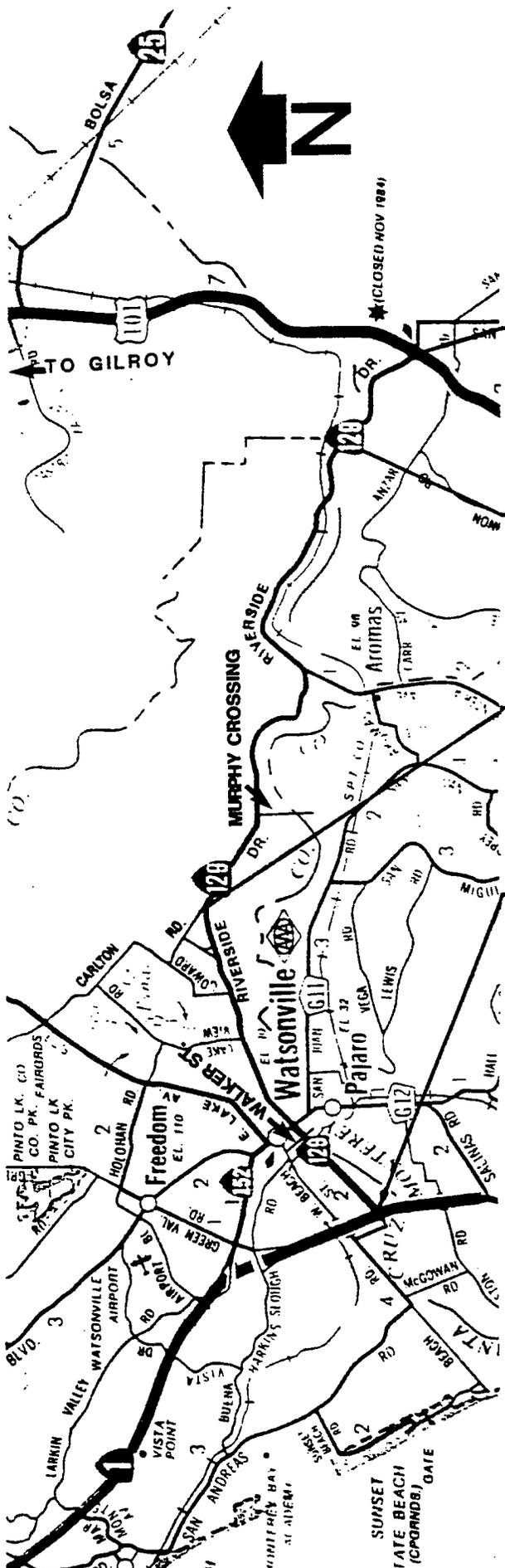
Concept Rationale

Route 129 is a commercial and recreational route. A high percentage of trucks utilize this route as a means to get to Route 101 from the Watsonville area. As the southern portions of Santa Clara and Santa Cruz Counties continue to develop, travel demand between the areas surrounding Watsonville and Gilroy will greatly increase with a corresponding increase in truck traffic. The concept will be based on Santa Cruz County's comments and General Plan. In addition, slow moving vehicle lanes should be considered.

Areas of Concern

The areas around the Cities of Watsonville and Gilroy will experience a large amount of growth within the next ten to twenty years. Both Route 17 and 152 will be at or near capacity. Route 129 will have to sustain a greater amount of the traffic travelling between Watsonville and the Santa Clara Valley area.

Recent employment projections from the Association of Bay Area Governments (1985) indicate an increase of 56,000 jobs in the Morgan Hill/Gilroy area by 2005. This has not been reflected in



C	SBT R 2.64
B	SBT 0.00 SCR 10.00
A	SCR 3.35 SCR L0.00

LOCATION MAP
Route 129

STATEMENT OF PLANNING INTENT

The Route Concept Report (RCR) is a planning document which expresses the Department's judgment on what the characteristics of the state highway should be to respond to the projected travel demand over the 20-year planning period. The RCR contains the Department's goal for the development of each route in terms of level of service and broadly identifies the nature and extent of improvements needed to reach those goals. The RCR then provides the basis for the preparation of Route Development Plans (RDP) and the system analysis which indicates the level of service provided on the system at a given level of funding.

Route concept reports are prepared in the districts and represent the combined expertise of district staff. Facility dimensions (e.g., roadway widths or number of lanes on a multi-laned facility) discussed in the RCR represent an initial planning approach to scoping candidate improvements and determining estimated costs.

All information in the RCR is subject to change as conditions change and new information is obtained. Consequently, the nature and size of identified improvements may change as they move through the project development stages, with final determinations made at the time of project planning and design. If the nature and size of improvements change from that included in this report during later project development stages, this will be cause to review the RCR for this route.

ROUTE CONCEPT REPORT
ROUTE 129
SCR L0.00 to SBT R2.64

Prepared under the direction of:

Recommended Approval:

Cecil L. Smith 10/8/85
CECIL L. SMITH, Chief Date
Transportation Planning
District 4

John Vostre 10-31-85
JOHN VOSTREZ Date
Deputy District Director
Planning and Programming

I approve this Route Concept Report as the guide toward which today's decisions and/or recommendations should be directed.

Approved:

Approved:

Burch C. Bachtold 11/5/85
BURCH C. BACHTOLD Date
District Director of
Transportation

D. L. Wieman 3-26-86
D. L. WIEMAN, Chief Date
Division of Transportation
Planning

Approved:

Approved:

Allan Hendrix 12/23/85
ALLAN HENDRIX, Chief Date
Division of Highways and
Programming

Vince Paul 12/9/85
VINCE PAUL, Chief Date
Division of Project
Development

the traffic projections for Route 129. During the ongoing Route 152, Route Relocation Study, a network analysis of 20 year traffic projections will be made for Routes 152, 156, 101, 25, and 129. When the network analysis is completed, the Route Concept for Route 129 will be reassessed.

Future traffic safety is also an area of concern because of anticipated increases in truck traffic.

Improvements

Construct a four-lane divided facility from Walker Street in Watsonville to Carlton Road. Construct 2 lane facility with passing lanes where required from Lakeview Road to Route 101.

ROUTE DESCRIPTION

Route 129 is approximately 14 miles long, and traverses 2 counties: Santa Cruz and San Benito. 2.64 miles of Route 129 is located in San Benito County (District 5), and the remainder is located in Santa Cruz County (District 4). Route 129 begins at Route 1 near Watsonville, proceeds in an easterly direction along Riverside Drive, crosses the SCR/SBT County Line and ends at Route 101 in San Benito County.

The legislative description is as follows:

"Route 129 is from Route 1 near Watsonville to Route 101 near the San Benito River Bridge, passing near Chittenden."

PURPOSE OF ROUTE

Route 129 serves as a recreational/commercial route. It has a high percentage of truck traffic (8 to 29 percent of the total AADT). Most of the truck traffic is related to the area's agricultural industry which ships goods from the Watsonville area to points north and south via Route 101. Route 129 is also used as an access route to the Santa Cruz County and Monterey County beaches.

ROUTE SEGMENTS

A. Segment A (04-SCR-129, PM L0.00/3.35)

This segment of Route 129 begins at Route 1 and proceeds in an easterly direction through the southern section of Watsonville then through an agricultural area. The segment terminates at Carlton Road.

1. Existing Facilities

a. Highway Facility

From Route 1 to Walker Street in Watsonville, there are 2 lanes in each direction. The remaining portion of the segment has 1 lane in each direction. The shoulders and median vary from 0 to 8 feet and from 0 to 20 feet, respectively.

The terrain and grade are flat, the latter ranging from 0-3%.

1984 STIP Projects:

There are no HB4 or HE projects (System Operation Improvements or New Facilities) programmed in the STIP for this segment.

A roadway reconstruction and shoulder widening project is scheduled for Fiscal Year 1985-1986 from Salspuedes Creek to Carlton Road (PM 0.5 to 3.0).

b. Bicycle

Route 129 is a popular bike route as it is the most accessible corridor between Santa Clara County and the Watsonville/Santa Cruz area. The Santa Cruz County bike Plan calls for bicycle lanes along this route.

c. Public Transit

The Santa Cruz Metropolitan Transit District operates bus routes as far east as Lakeview Road.

d. Park and Ride

There are no park and ride lots located in this segment.

e. Rail

Amtrak passenger trains and Southern Pacific Freight trains use rail lines which run south of Watsonville close to Route 129. The lines run as far east as Slough Road.

2. Current Operating Conditions

The 1982 AADT ranges from 4,000 east of Lakeview Road to 13,000 at Main Street in Watsonville. Eastbound AM peak hour volume range from 400 to 1,000, westbound AM peak hour volume are 300 to 1,000. Truck peak hour volumes range from 6 percent to 10 percent. The V/C ratio is .56 with a Level of Service B-50.

3. Accident Rate (1/80-12/83)

The total accident rate for this segment is 6.70/MVM and the fatality rate is .061/MVM. The statewide average accident rate was 3.00/MVM and the statewide fatality average was .066/MVM.

4. Future Operating Conditions

The 1995 (2005) projected AADT ranges from 6,000 (7,000) east of Lakeview Road to 22,000 (27,000) at Main Street in Watsonville. The 1995 eastbound AM peak hour volume ranges from 400 to 1,400, the westbound AM peak hour volume ranges from 400 to 1,400. The 2005 eastbound AM peak hour volume ranges from 500 to 1,700, westbound AM volume ranges from 500 to 1,700.

The 1995 D/C ratio is .62 with a Level of Service C-45. The D/C ratio for the year 2005 is .78 with a Level of Service C-40.

5. Route Concept

The route concept is to maintain Route 129 at the present 4-lanes from Route 1 to Walker Street (PM 0.00 to 1.40).

Construct a four-lane divided facility from Walker Street to Lakeview Road (PM 1.40 to 1.84).

Construct slow moving vehicle lanes from Lakeview Road to the end of the segment at Carlton Road (PM 1.84 to 3.35)

The population of the City of Watsonville is projected to increase from its present 25,000 to 37,000 by the year 1995 according to the City's estimates. The three major routes that carry traffic from southern Santa Cruz County to the San Francisco Bay Area or the Route 101 corridor are Routes 17, 152 and 129; Routes 152 and 129 connect with Route 101. Route 152 traverses mountainous terrain and Mt. Madonna County Park. Widening Route 152 would be both expensive and environmentally

unfeasible. Similar problems are related to widening Route 17. Also the County of Santa Cruz has not expressed any interest in widening Route 17. As southern Santa Clara County develops, there will probably be an increased demand for homes in the more clement coastal climate around Watsonville. This will put an increased demand on Route 129.

6. Route Improvements

The route improvement is to widen the existing 2 lane conventional to a 4-lane divided facility. (PM 1.17 to 3.35)

B. Segment B (04-SCR-129, PM 3.35-10.00)

Segment B extends east from Carlton Road and parallels the Pajaro River most of the way; the segment ends at the Santa Cruz/San Benito County line.

1. Existing Facilities

a. Highway Facility

This segment is 6.65 miles long. It has 1 lane in each direction with 1 to 8-foot shoulders. Both terrain and grade are flat.

1984 STIP Projects:

No STIP projects are programmed for this segment.

b. Bicycle

Same as Segment A.

c. Public Transit

There is no public transit along this segment.

d. Park and Ride

There are no park and ride lots located in the area.

e. Rail

Same as Segment A.

2. Current Operating Conditions

The 1982 AADT ranges from 3,000 at Rogge Lane and the SCR/SBT County line to 5,000 east of Carlton Road. Eastbound AM peak hour volume ranges from 200 to 300, westbound AM volume ranges from 200 to 300 vehicles. The peak hour percentage of truck volume ranges from 6 to 14 percent of the total AADT. The V/C ratio is .25 with a Level of Service A-55.

3. Accident Rate

The fatality rate is .063 ACC/MVM and the total accident rate is 2.11 ACC/MVM for this segment. The statewide fatality rate is .072 ACC/MVM and the total accident average is 2.58 ACC/MVM.

4. Future Operating Conditions

The 1995 (2005) projected AADT ranges from 3,000 (4,000) at Rogge Lane and the SCR/SBT County line to 6,000 (7,000) at Carlton Road. The 1995 eastbound AM peak hour volume ranges from 300 to 500, westbound AM volume ranges from 300 to 500. The 2005 eastbound AM peak hour volume ranges from 300 to 500, westbound AM peak volume ranges from 300 to 500. The 1995 D/C ratio is .29 with a Level of Service A-55. 2005 D/C ratio is .35 with a Level of Service of A-50. These traffic projections are probably conservative, since they do not reflect the high growth indicated in the General Plans of Gilroy and the 1985 Association of Bay Area Governments land use, population, housing and employment projections for 2005.

Route Concept

The route concept is to construct a 2-lane facility throughout the entire segment with slow moving vehicle lanes.

5. Route Improvements

The route improvement is to construct a 2-lane facility with slow moving vehicle lanes.

A suggestion to relocate part of Route 129 was brought to the attention of Caltrans by a representative of the Santa Cruz County Board of Supervisors, Fourth District.

The recommendation was to relocate Route 129 south of the Pajaro river, from Murphy's Crossing to Route 1. This would bypass the City of Watsonville. The suggestion will be addressed in the Route Development Plan for Route 129.

C. Segment C (05-SBT 0.00/R2.64)

Segment C is located in San Benito County (District 5). It extends from the San Benito/Santa Cruz County line to Route 101, the area is undeveloped and rural in nature.

1. Existing Facilities

a. Highway Facility

This segment is 2.64 miles long. It has 1-lane in each direction with 4-8 foot shoulders. The terrain is flat.

1984 STIP Projects:

There are no STIP projects programmed for this segment.

b. Bicycle

See Segment A.

c. Public Transit

There is no public transit provided along this segment.

d. Park and Ride

There are no park and ride lots located in this segment.

e. Rail

Same as Segment A.

2. Current Operating Conditions

The 1982 AADT is 3,000 along the entire length of this segment. Eastbound AM peak hour volume is 200,

westbound AM peak hour volume is 200. The peak hour volume of truck traffic is 6 percent for the segment.

The V/C ratio is .17 with a Level of Service A-55.

3. Accident Rate (1/80-12/83)

The fatality rate is .000 ACC/MVM, which is below the statewide fatality rate average of .073 ACC/MVM. The total accident rate is 1.56 ACC/MVM, which is below the statewide total accident rate of 2.62 ACC/MVM.

4. Future Operating Conditions

The 1995 (2005) projected AADT along this segment is 3,000 (4,000) vehicles. The 1995 eastbound AM peak hour volume is 300, westbound AM peak hour volume is 300. 2005 eastbound AM peak hour volume is 300, the westbound AM peak hour volume is 300.

The 1995 D/C ratio is .25 with a Level of Service A-50, 2005 D/C ratio is .25 with a Level of Service of A-50.

5. Route Concept

The route concept is to construct a 2-lane facility with slow moving vehicle lanes where required.

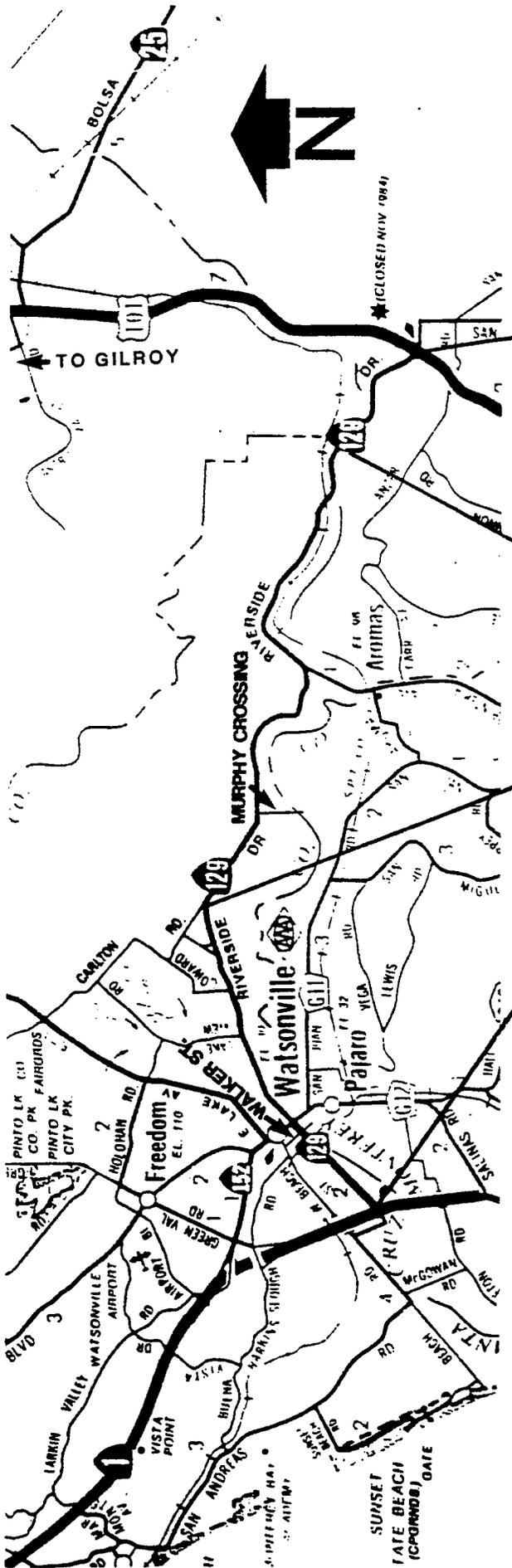
6. Route Improvements

Upgrade the present 2-lane conventional highway with slow moving vehicle lanes where required.

Future Considerations

It should be noted that the 1995 and 2005 traffic volumes do not reflect the proposed development south of Gilroy and the area surrounding Watsonville.

The General Plan for the City of Gilroy was adopted in November 1979, and amended in May 1982. This document envisions that the population for the City will probably double in the next twenty years. The employment opportunities may well quadruple with the industrial development that is expected to take place in the future.



SEGMENT	A		B		C	
	SCR 10.00	SCR 3.35	SCR 10.00	SBT 0.00	SBT R2.64	
1982 1995 2005 (00) (000) A.DIT.	4-13		3-5		3	
	6-22		3-6		3	
	7-27		4-7		4	
1982 1995 2005 (00) (00) P.H.V.	17		6		3	
	10		4		3	
	6		3		2	
AVE. HWY SPEED		40	50	45		
OPERATING SPEED		27	35	42		
V/C	1982	.56	.25	.17		
	1995	.62	.29	.25		
	2005	.78	.35	.25		
YEAR CAPACITY WILL BE REACHED		-----	-----	-----		

EXHIBIT B

COMPARISON OF FUTURE LOS WITH ROUTE CONCEPT

SEGMENT	NO. LANES/LOS			ROUTE CONCEPT		NEEDS	
	1982	1995	2005	Proposed Lanes	LOS	Lanes	Target LOS
A SCR 10.00 to 1.40	4/A-50	4/B-45	4/B-45	4	C-45	4	D-35
SCR 1.40 to 1.84	2/B-45	2/C-35	2/C-30	4 Div	C-40	4	D-35
SCR 1.84 to 3.35	2/B-40	2/C-35	2/C-30	2 w/passing lanes	C-40	4	D-35
B SCR 3.35 to 10.00	2/A-55	2/A-55	2/A-50	2 w/passing lanes	C-45	2	D-35
C SBT 0.00 to 2.64	2/A-55	2/A-55	2/A-50	2 w/passing lanes	C-45	2	D-35

EXPLANATION TO TRAFFIC VOLUME TABLES

<u>COLUMN</u>	<u>DESCRIPTION</u>
SEGMENT	Description of the Route Segment
CO	County Abbreviations
MILE POST	Mile Post in County
AADT	Annual Average Daily Traffic Count
AM PK	Morning Peak Hour Traffic
AH	Volumes Ahead Direction
BK	Volumes Back Direction
NO L	Number of Lanes (Existing) One Direction
V/C	Volume/Capacity: Ratio Volume Traffic to Max. No. of Traffic/Hr.
LOS	Level of Service According to the Functional Classification of the Route Relative to the Terrain and Facility
LN	Number of Lanes Needed to Meet LOS "D" One Direction/Urban
	Number of Lanes Needed to Meet LOS "B" One Direction/Rural
% Truck AADT	Truck % of Average Annual Daily Traffic Count
% Truck PK HR	Truck % at Peak Hour

TRAVEL DEMAND PROJECTIONS METHODOLOGY

1995 and 2005 Demand Traffic Projections for State Routes in Santa Cruz County

METHODOLOGY:

Traffic projections for all State routes in Santa Cruz County are developed with a trend line method. A linear regression analysis was performed at strategic locations of each route using historical traffic data from the 1963 through 1982 traffic census volumes. This procedure developed ADT and peak-hour projections for the years 1995 and 2005 on all main line segments. Caltrans' "Annual Average Daily Truck Traffic on the California State Highway System," and various special counts were used to determine truck percentages and peak hour directional splits.

ASSUMPTIONS:

1. Santa Cruz County population will continue to grow at a rate similar to the growth for the previous 20 years.
2. Traffic volumes, as a function of population, will grow at a rate similar to the previous 20 years.
3. Basic travel patterns will remain essentially unchanged.

ROUTE 129 ACCIDENT REPORT
Between 1/81 and 12/83

Location P.M.	Segment	No of Accidents		Persons Killed	Persons Injured	Accident Rate	
		Fatal	Injury			Fatal	F+I Total
SCR L0.00 to 3.35	A	328	98	3	140	.061	2.06 6.70
SCR 3.35 to 10.00	B	67	32	2	52	.063	1.07 2.11
SBT 0.00 to R2.64	C	15	6	0	13	.000	.62 1.56

The population growth projections from the Association of Bay Area Governments (ABAG) released June 1983, concerning growth in southern Santa Clara County state the following:

- 1) From the year 1980 to the year 2000, ABAG projects the population of Morgan Hill to grow 380% and Gilroy's population will increase by 317%. These growth projections are the highest in the entire Bay Area.
- 2) The growth patterns indicate a major shift in growth in Santa Clara County, from a predominance of growth in the northwest and northeast portions of the county to the southern part of the county.
- 3) Of the 131,000 new units added to the housing supply of the county between 1980 and 2000, 75% of this growth will be located in San Jose, Morgan Hill and Gilroy.

The City of Watsonville anticipates a significant increase in population within the next twenty years. As this growth occurs, congestion on Route 129 located in the southern portion of Watsonville will increase. As commercial development grows in southern Santa Cruz County, there probably will be an increased demand for homes in the more clement coastal climate around Watsonville. With all these interconnecting factors, traffic along Route 129 will greatly increase in the future. The improvement of Route 129 will also have the effect of drawing traffic from both Routes 17 and 152, thus reducing the congestion on those routes.

STRUCTURES ROUTE 129
(BRIDGES)

ROUTE SEGMENT	BRIDGE NUMBER	NAME OR DESCRIPTION	ROUTE	POST MILE	CITY	STRUCTURE TYPE OR PUC NUMBER	LENGTH	WIDTH
		04-SCR-129						
	36	JCT RTE 1	129	L 000				
	36	RTE 129 1 SEP WALKER ST GX	129	L 001	WAT	QI 00EC 010170	270 4K	28
A								
	36	L0147 IS 000E	129	L 147		EQUATION		
	36	SALSIPUEDES CR	129	056		CGC	102	25
	36	COWARD CREEK	129	256		CSC	55	40
B								
	36	CHITTENDEN UP	129	991		SGD	82	
		SAN BENITO CL	129	1000		PAJARO RIV		
C								
		PAJARO RIVER	129	029				
		ROUTE 101	129	264				

EXPLANATIONS TO: Existing Facilities (Bridges) Tables

. Bridge number: Suffix, when used, is coded as follows:

- = Outer Outer Left
- = Left Outer Highway Structure
- = Left Structure or Left Inner Structure
- = Center Structure
- = Right Structure or Right Inner structure
- = Right Outer Highway Structure
- = Outer Outer Right
- = Structure or Grade Xing on State-owned and Maintained connections not on main Hwy (may be closed)
- = Drainage Pumping Plant
- = Buried Hazard or Miscellaneous Structure
- = Access to Private Property or Closed w/no access
- = Connector Structure
- = Connector Structure
- = Connector Structure
- = Connector Structure

. Name or description - may contain miscellaneous information. Additional miscellaneous information may be found on the same line under the heading "Structure Type of PUC number or Pump Data".)

. State Highway Route

. Post Mile (To 1/100 Mile)

Prefixes of R, M, and N Refer to realigned routes. C refers to commercial routing. L refers to section paralleling another route (non-add).

. City (Caltrans "ALPHA" code)

. Structure type or PUC number or pump data

A. Structure type-Three types may be shown for multiple-type structures. Spacings are 3-column, 3-column and 3-column.

CODING 1ST 2 COLUMNS OF ALL 3 TYPES

LS - Log Stringer	CG - Concrete Girder
TS - Timber Stringer	CP - Concrete Pipe
TT - Timber Truss	CU - Concrete Arch Culvert
TA - Timber Arch	PG - Precast Concrete Girders
SP - Steel Pipe (Girder)	QB - Cast in place prestressed box Girder
SS - Steel Stringer (Rolled Sections)	QG - Cast in place prestressed Girder (Not Box)
SG - Steel Plate Girder	QS - Cast in place prestressed slab
TB - Timber Slab (Laminated)	QX - Precast prestressed box girder
SB - Steel Box Girder	QI - Precast prestressed "I" girder
ST - Steel Truss	QJ - Precast prestressed Double "T" Girder
SA - Steel Arch	QK - Precast prestressed "T" Girder
CS - Concrete Slab	
PS - Precast Concrete Slab	
PB - Precast Concrete Box Girder	
CA - Concrete Arch	

CB - Concrete Box Girder
CC - Concrete Box Culvert
CG - Concrete Girder
CP - Concrete Pipe
CU - Concrete Arch Culvert
PG - Precast Concrete Girder

QT - Precast prestressed inverted "T"
Girder SA - Steel Arch
QU - Precast prestressed inverted "U"
Girder
QW - Precast prestressed inverted "W"
Girder
QA - Precast prestressed slab

SU - Suspension
MP - CMP or Multi Plate
TU - Tunnel
MA - Masonary Arch
CT - Combination Truss (Steel and
timber)
TW - Timber retaining wall
CW - Concrete retaining wall
SW - Steel retaining wall
CD - Concrete Dam
ED - Earth Dam
SLS - Seal Slab
FER - Ferry Boat

6. Structure type or PUC Number or Pump Data (cont'd) Third column is coded, where it applies, as follows:

- A = Welded
- B = Welded Continuous
- T = Through
- L = Through Continuous
- D = Deck
- H = Deck Continuous
- P = Pony
- O = Open Spandrel
- F = Earth Fill
- B = Box (Box Girder)
- C = Continuous
- E = Continuous with Std. Cantilevered Ends (No Abuts.)
- W = Sidewalk
- K = Pier or Tower Span

- I - Continuous Over Inclined Bents
- Q - Prestressed (Use other coding if possible)
- S - Stayed
- R - Orthotropic

B. Drainage Pumps - Spacings are 2-columns, 3-columns and I-column

The first two columns will show the number of pumps (pit pumps not included) and the type of pit.

Code for Type of Pit: W - Wet Pit
U - Dry Pit
G - Gravity
S - Submerged

Second three columns will show information on auxiliary power supply, if such power is available. The following will be shown:

- A. Number of Pumps that operate from auxiliary power supply
- B. Type of motor for auxiliary power supply

Code for Type of Motor: G - Gasoline Motor
D - Diesel Motor
N - Natural Gas

- C. The Type of Drive from the Auxiliary Power Supply to the Pumps
Code for type of Drive: M - Mechanical (Direct)
V - Electrical (Generator)

Third single column will show the type of control device for the pumps.

Code for control device: E - Electrode
F - Floats
P - Pressure
C - Combination

C. PUC Number (For Railroad Grade Crossings)

D. Wid. or Ext. Type: Latest widening or extension. See code explanation in (6).

7. Total bridge length (ft) or grade crossing protection. Main Type of signal only coded as follows:

FLC - Flashing Lights on Cantilever Arms

FL - Flashing Light Signals

G - Manual Gates

H - Human Flagmen

K - Automatic Gates

M - Flashing Lights Signals with Rotating Stop Banner

O - Standard Overhead Sign

T - Traffic Signals Synchronized

W - Standard Wigwag

WM - Magnetic Wigwag Flagment or Other Type of Wigwag with Flashing Light Aspect

X - Standard Crossbuck

XR - Reflectorized Crossbuck

8. Bridge Width (Feet)