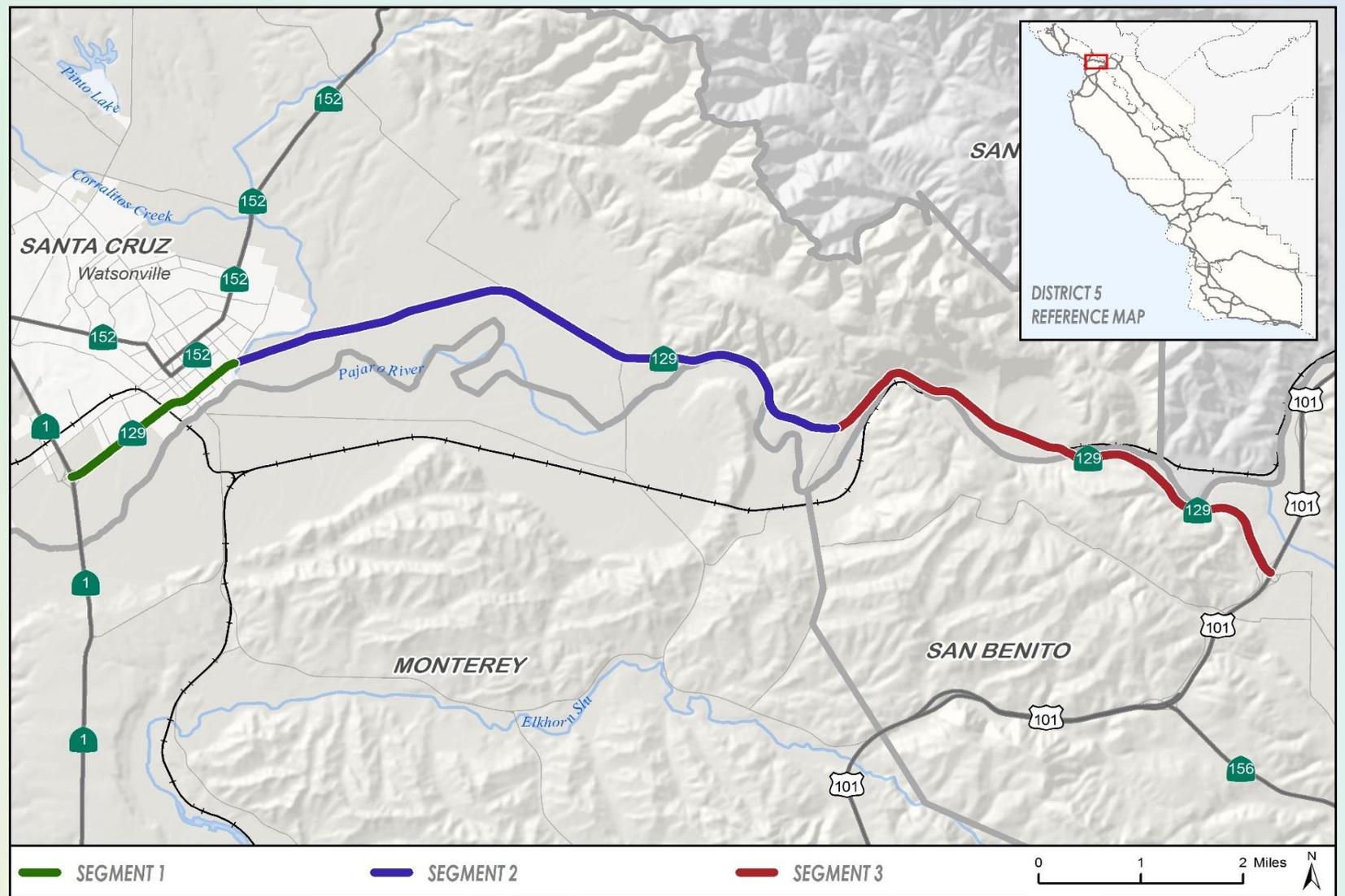


4 CORRIDOR DATA SHEET STATE ROUTE 129



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

<u>Section:</u>	<u>Page:</u>	<u>Section:</u>	<u>Page:</u>
Segment 1 Traffic Data	4	Appendix A: Pavement Conditions	16
Segment 1 Planning Data	6	Appendix B: Traffic Performance	17
Segment 2 Traffic Data	8	Appendix C: Historic AADT Details	19
Segment 2 Planning Data	10	Appendix D: Glossary and References	20
Segment 3 Traffic Data	12		
Segment 3 Planning Data	14		

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

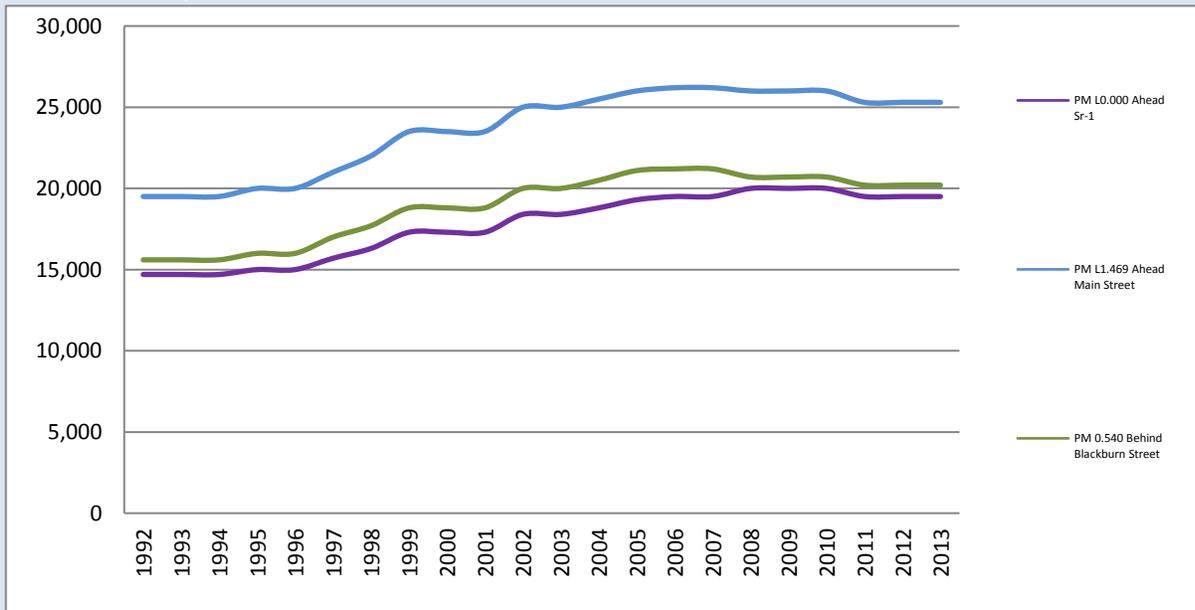
Daily Traffic Data

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

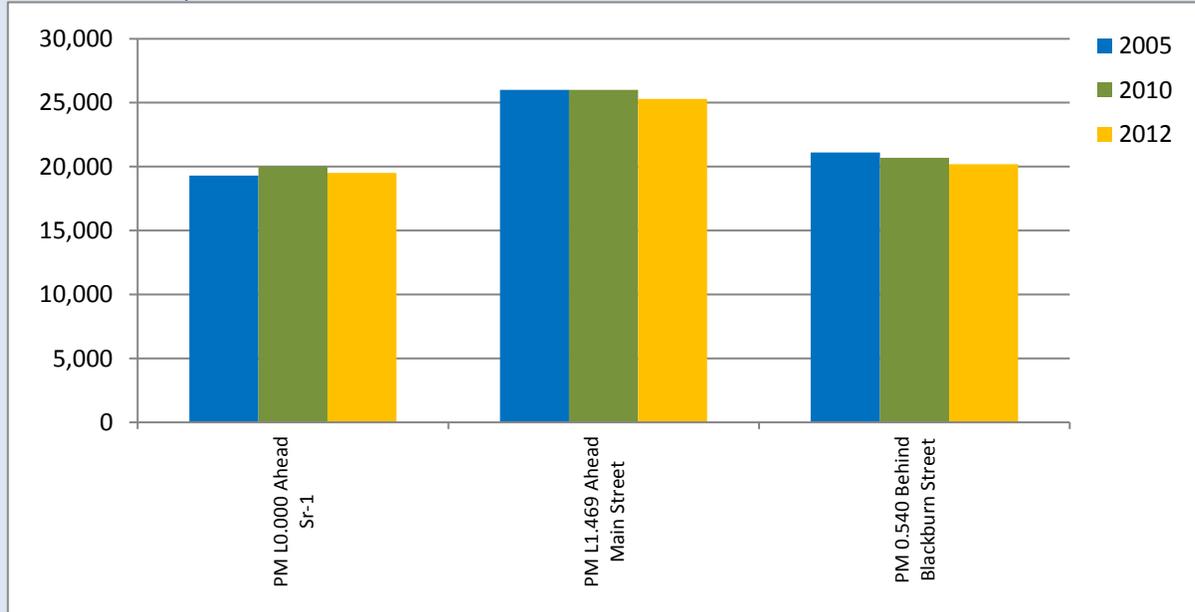
PM Peak Hour Traffic Data

	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

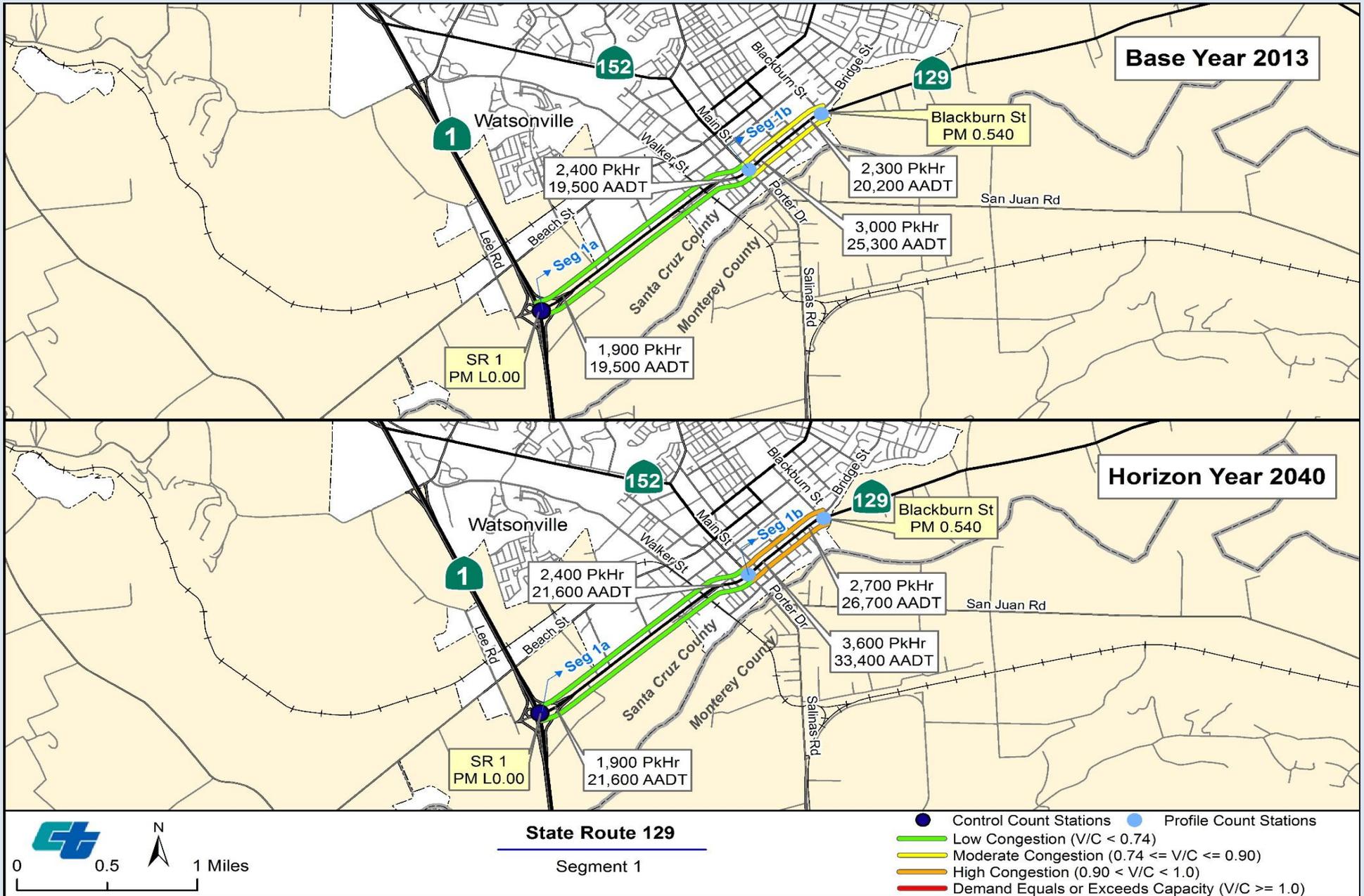


Historic AADT by Location



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	Principal 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+

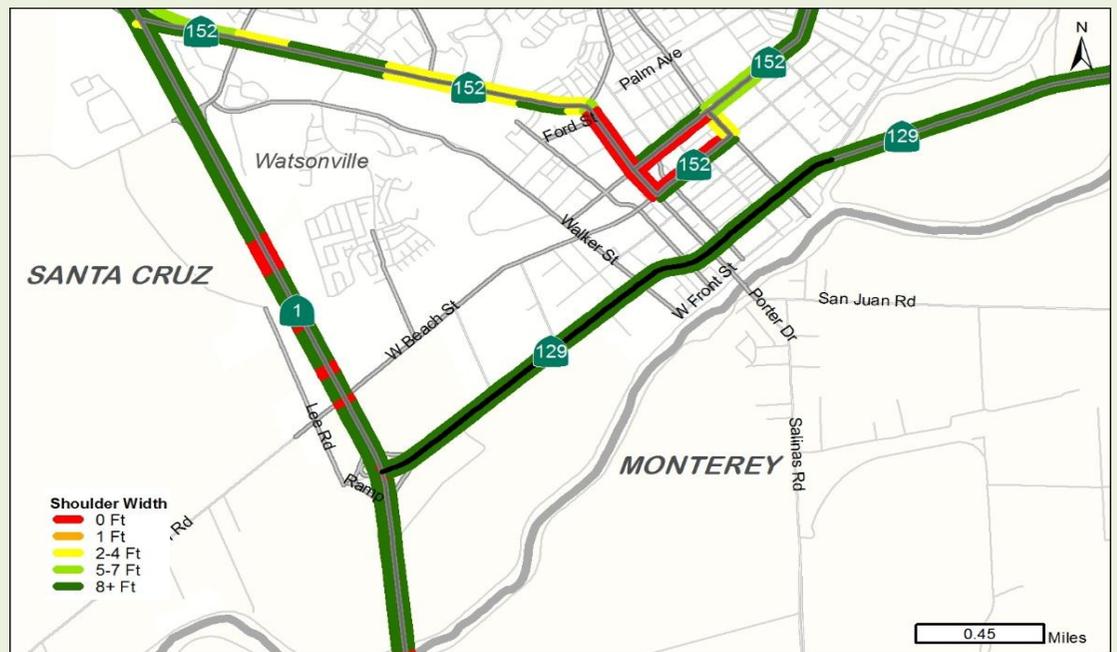
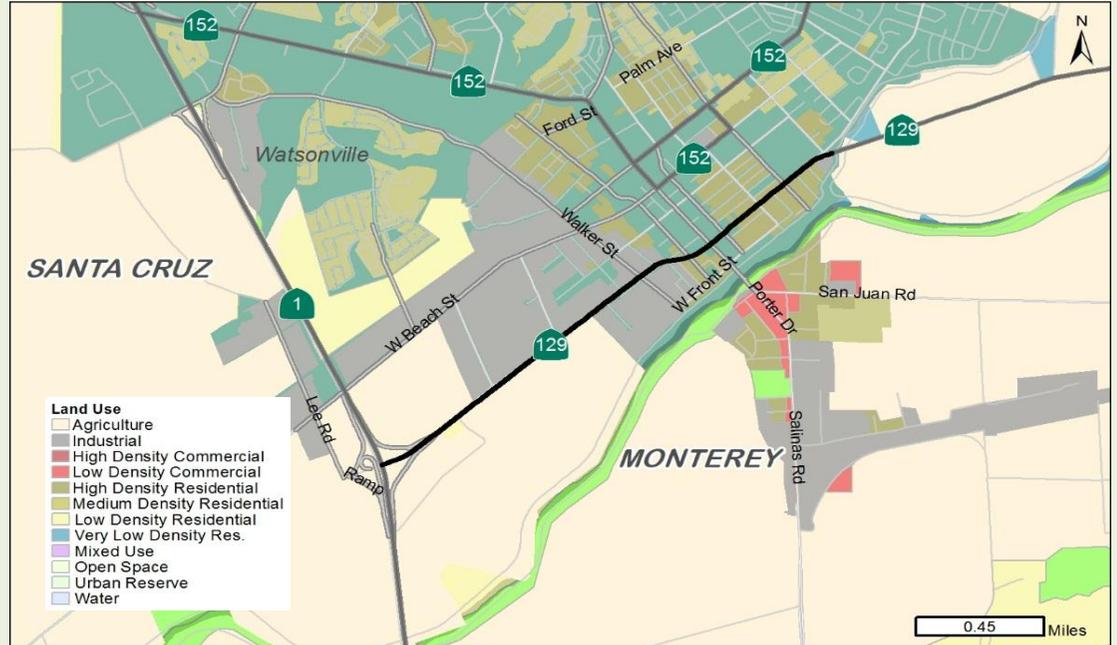
Modal

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

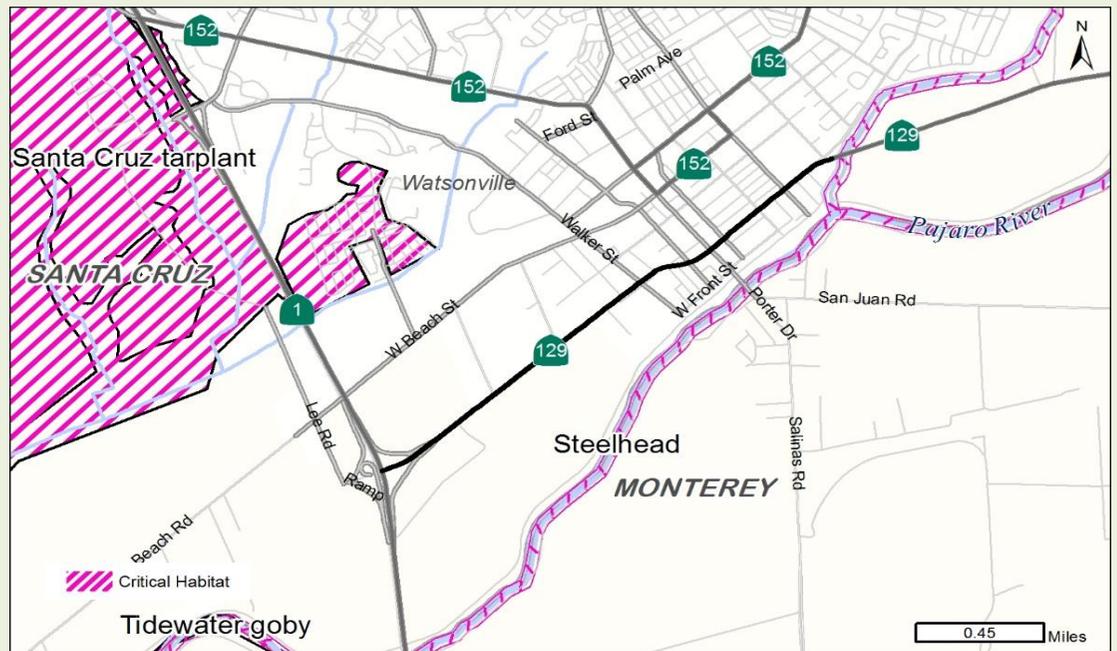
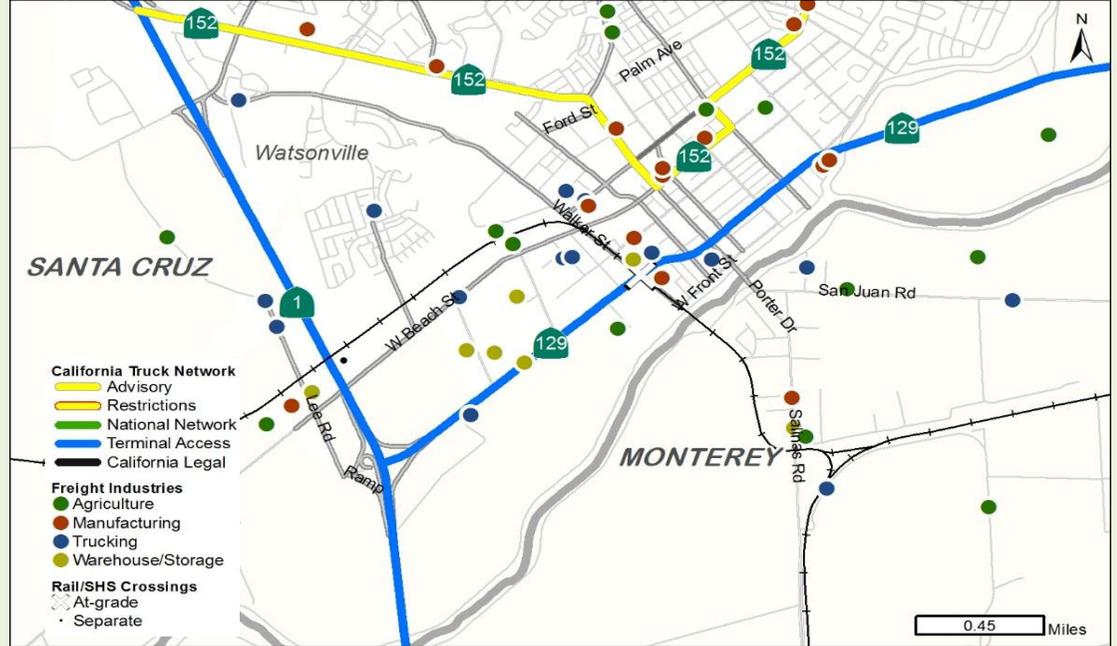
Environmental

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 (2.5)	Attainment	Unclassified/Attain.
Lead	Attainment	Unclassified/Attain.

Freight



Critical Habitat

Segment 2 Traffic Data: SR 129

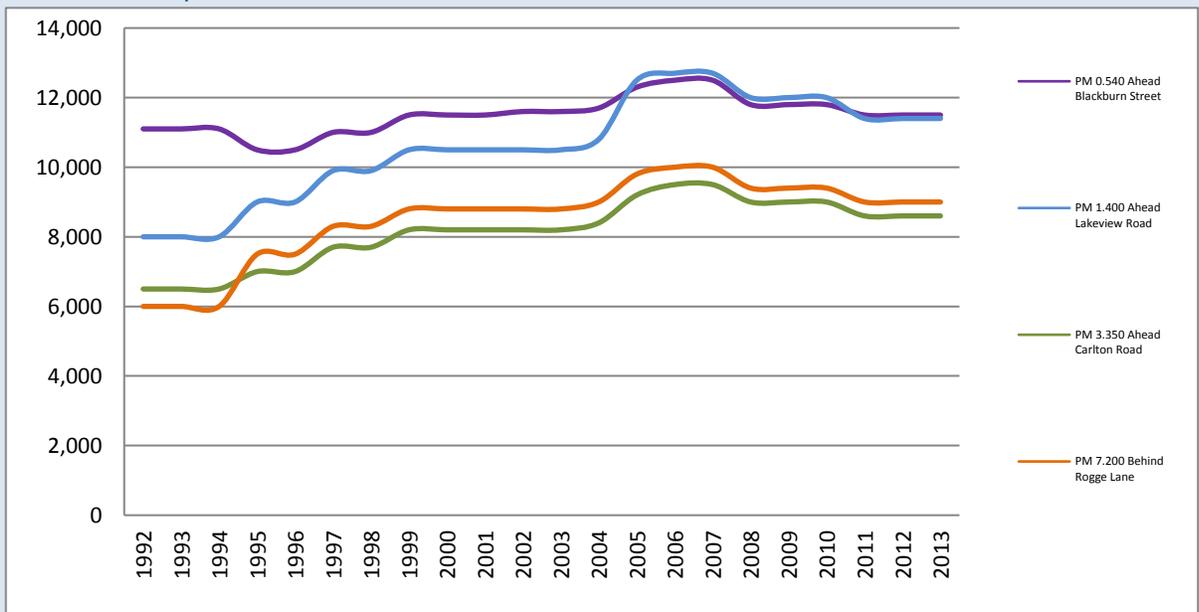
Daily Traffic Data

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

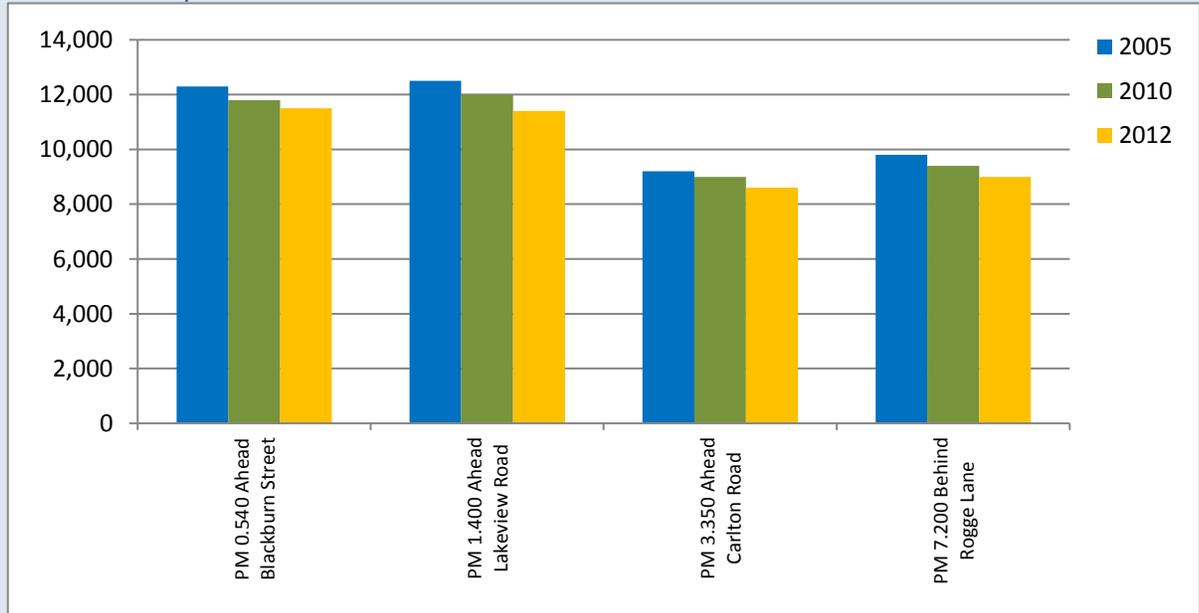
PM Peak Hour Traffic Data

	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

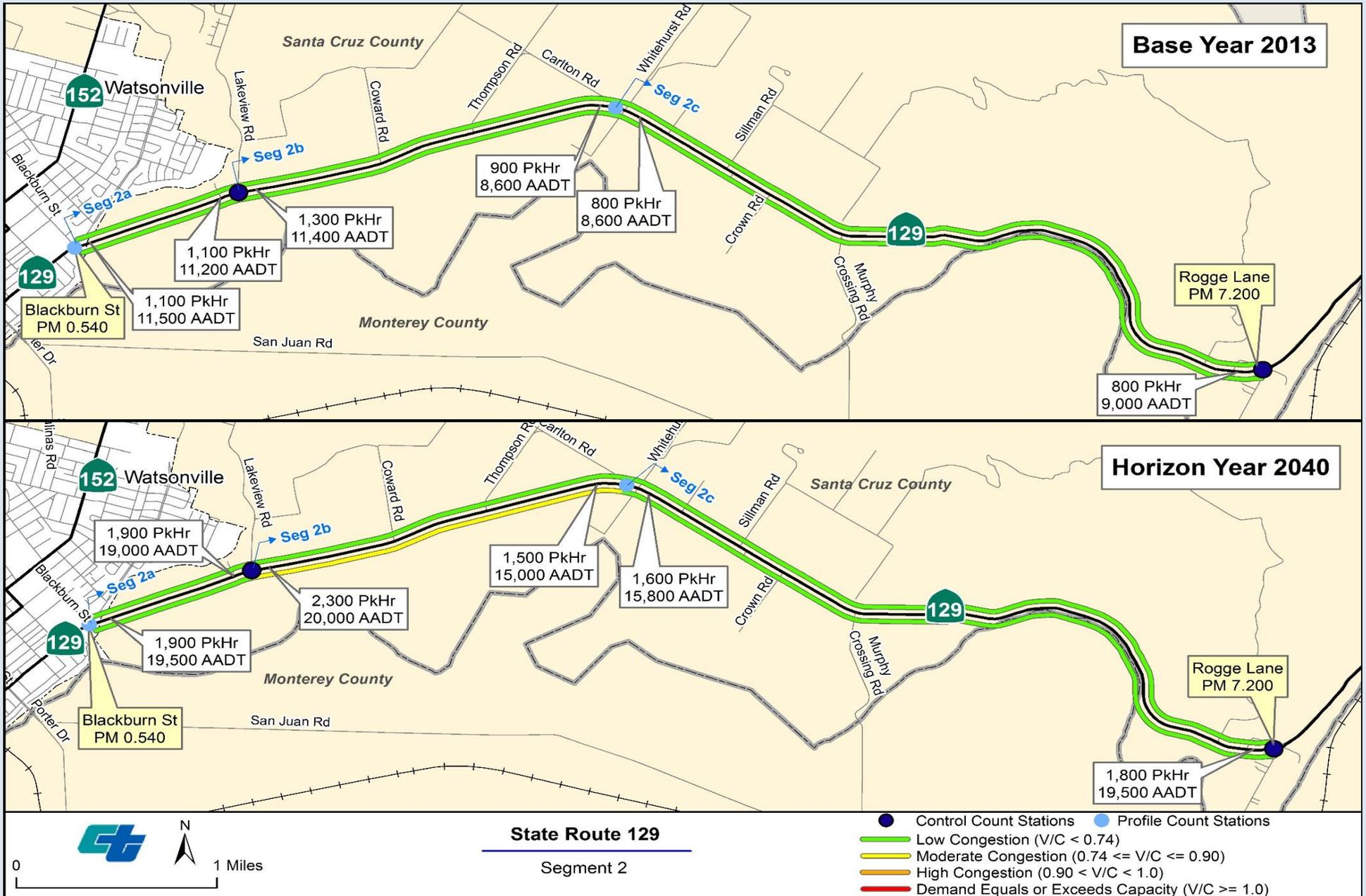


Historic AADT by Location



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+

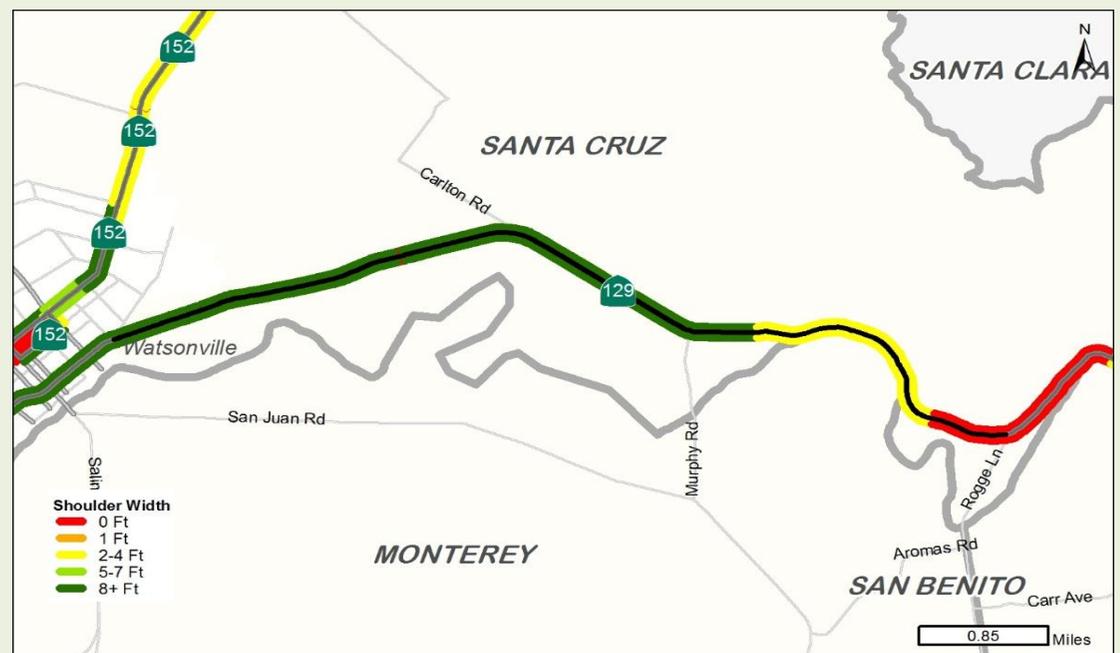
Modal

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

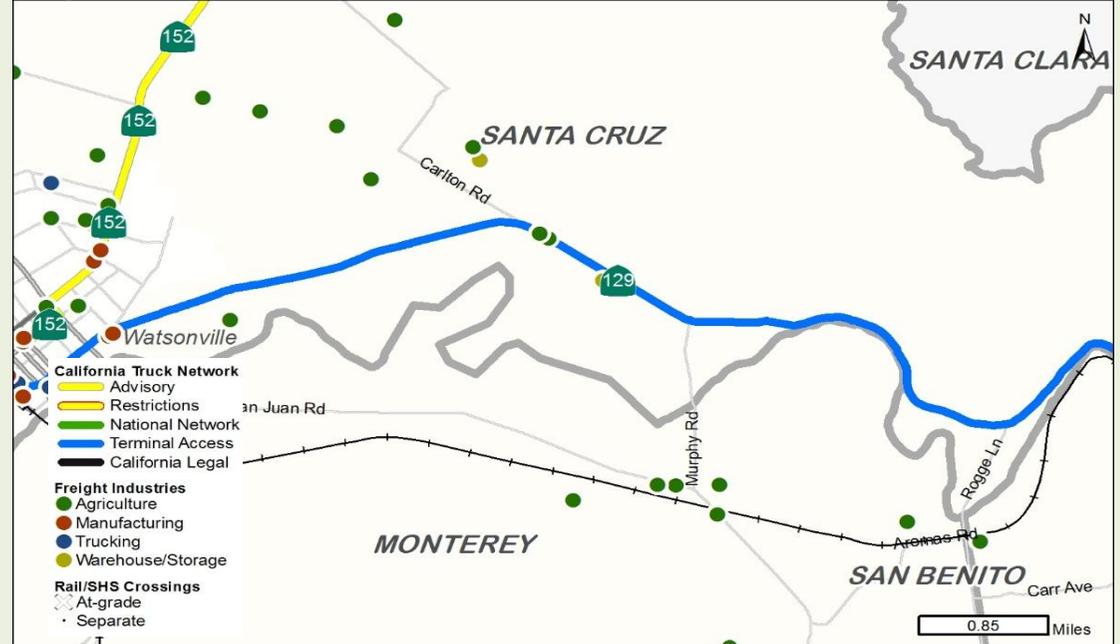
Environmental

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

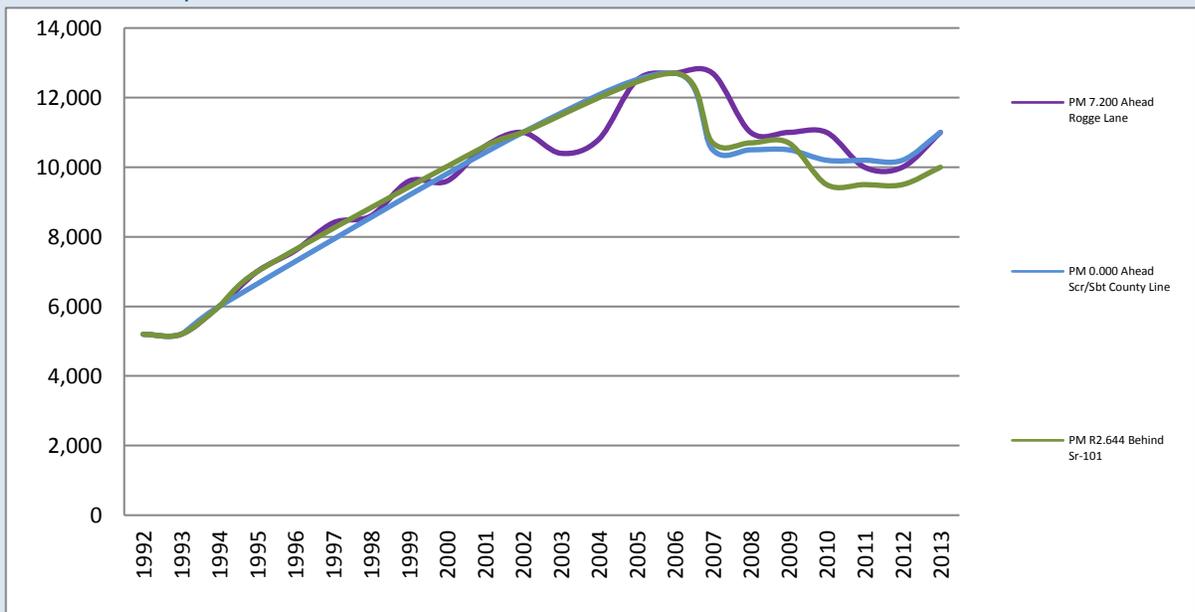
Daily Traffic Data

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
VMТ Base Year 2013	58,400
VMТ Horizon Year 2040	104,300

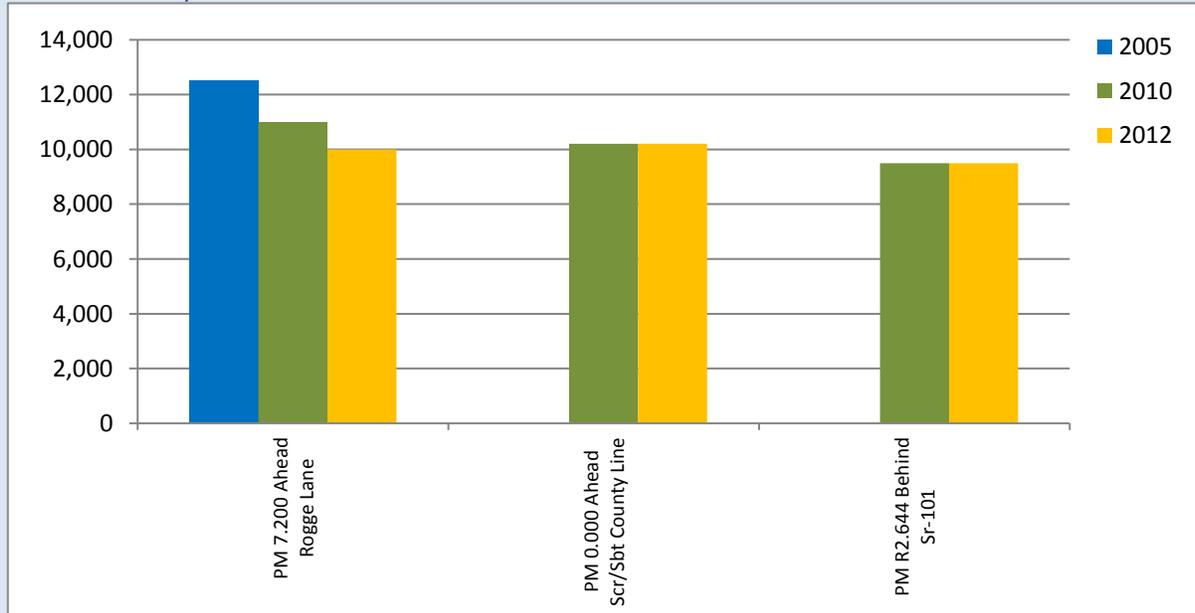
PM Peak Hour Traffic Data

	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 VMТ Base Year 2013	3,500	2,400
PM Peak Hour VMТ 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

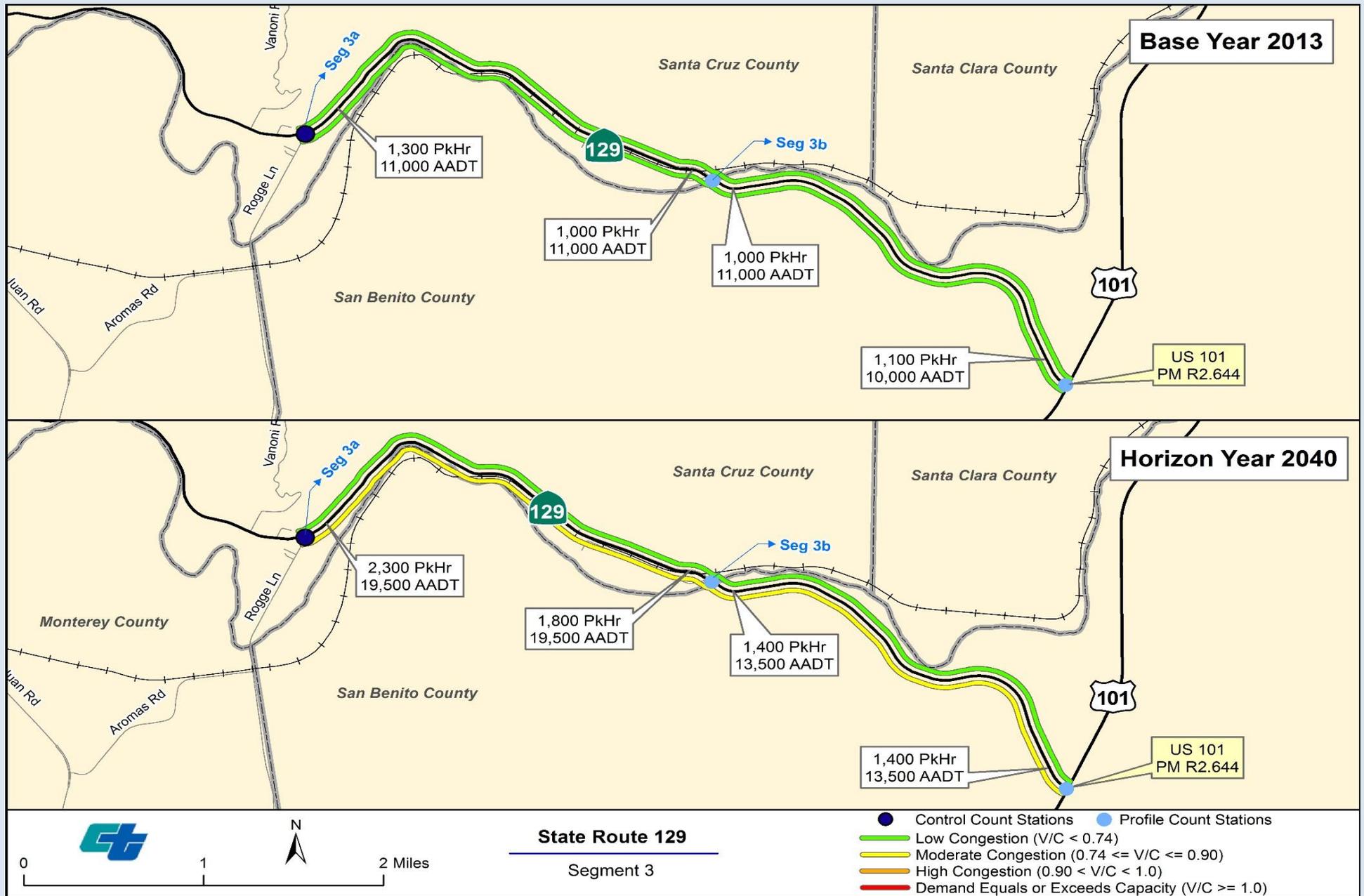


Historic AADT by Location



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+

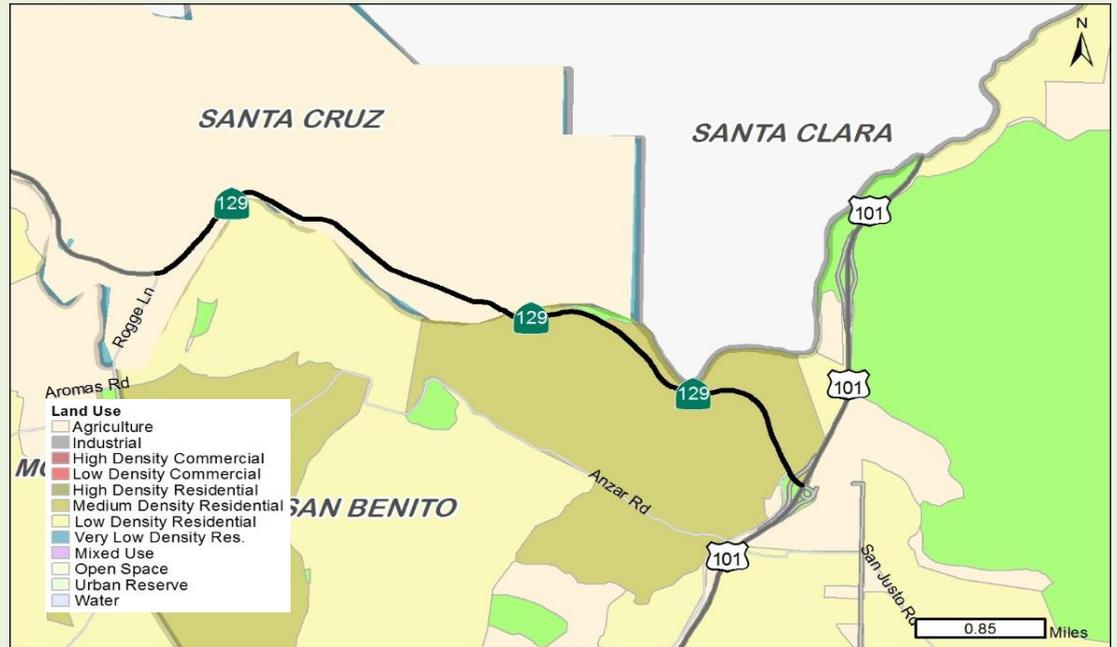
Modal

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

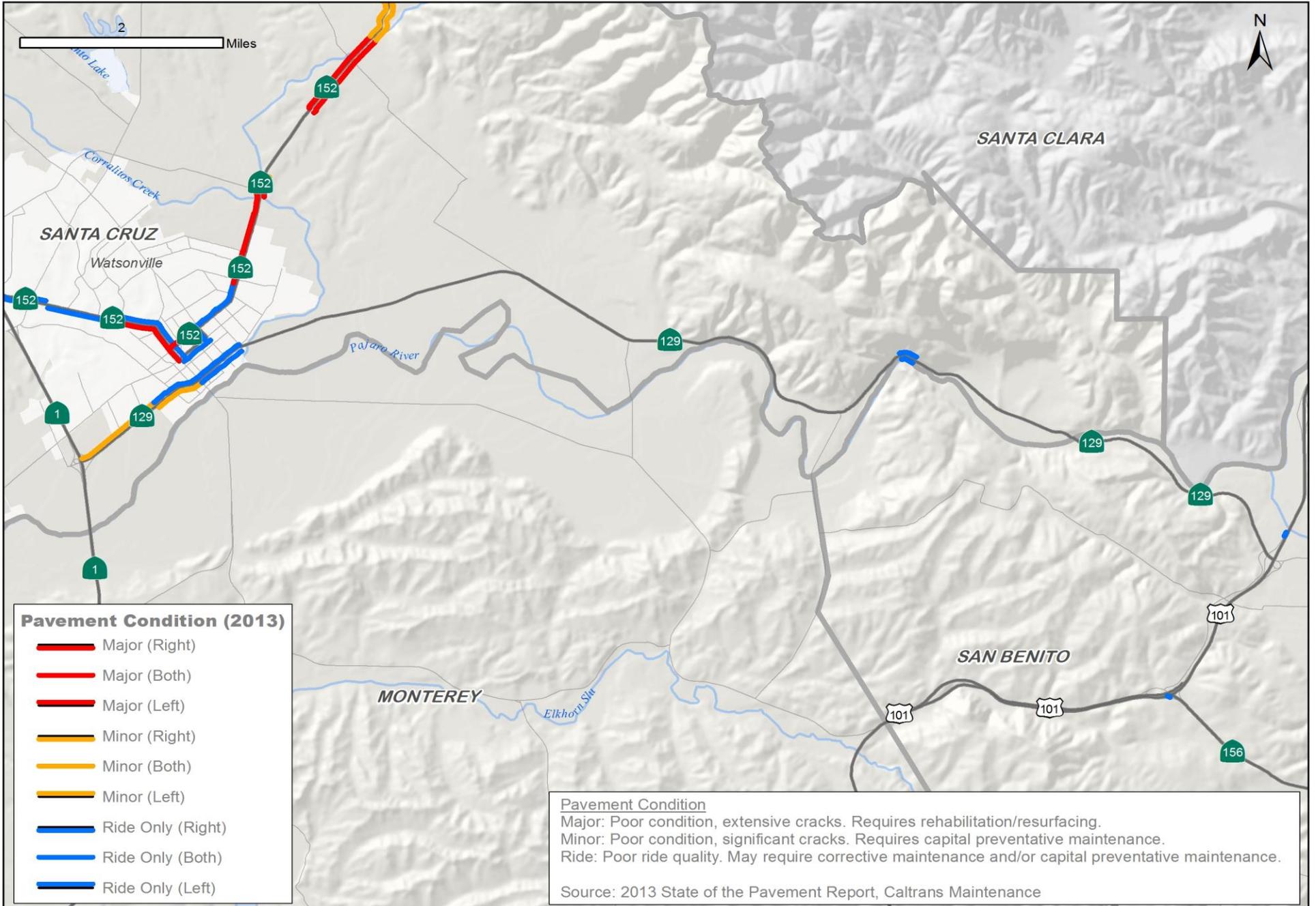
Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Unclassified/Attain.	Unclassified/Attain.
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfur Dioxide	Attainment	Attainment
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (2.5)	Attainment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