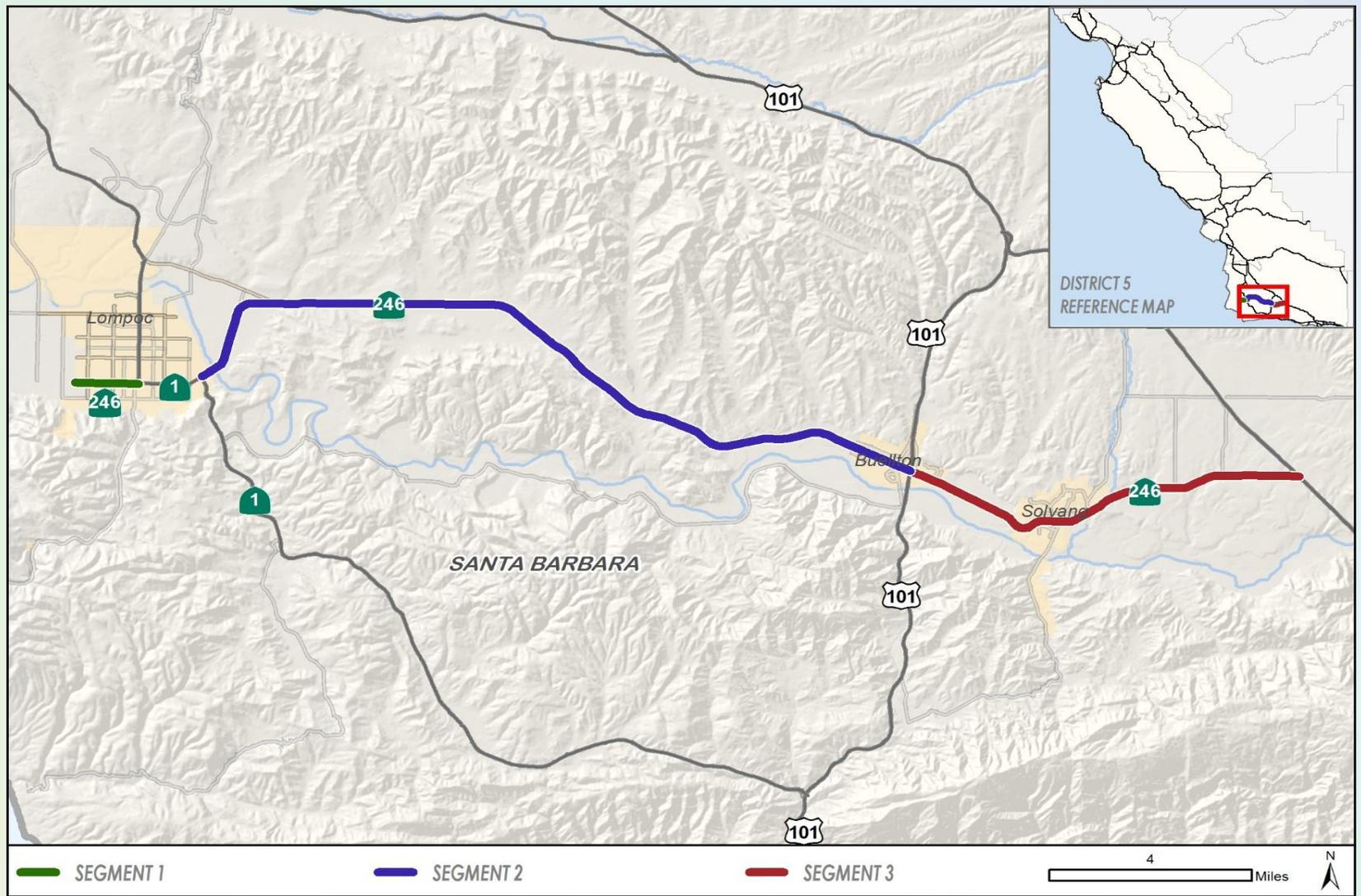


4 CORRIDOR DATA SHEET STATE ROUTE 246



CONTENT:

TRAFFIC DATA

- Daily Traffic Data
- Peak Hour Traffic Data
- Historic AADT by Year
- Historic AADT by Location
- 2012 Peak Hour Congestion Maps
- 2040 Peak Hour Congestion Maps

PLANNING DATA

- Location Description
- Highway Type
- Highway Designations
- Highway Characteristics
- Modal
- Intelligent Transportation Systems
- Freight
- Cultural & Scenic
- Environmental

APPENDICES

- Appendix A: Pavement Conditions
- Appendix B: Traffic Performance Measures
- Appendix C: AADT Details
- Appendix D: Ramp Details
- Appendix E: Glossary and References

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SR 246 Corridor Data Sheet

District 5, Santa Barbara County

Inputs: PM Peak Hour Analyzed
Base Year 2012
Horizon Year 2040

<u>Section:</u>	<u>Page:</u>	<u>Section:</u>	<u>Page:</u>
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Segment 3 Traffic Data	11	Appendix E: Glossary and References	20
Segment 3 Planning Data	13	<i>Appendix E provides a glossary and references to supplement the information in the Traffic Data and Planning Data. It includes a description of each data item, the data source, and the year of the data reflected in the sheet.</i>	

Prepared by: District 5 - Transportation Planning
Jeff Berkman, Advance Planning
Kelly McClendon, System Planning

Last Saved: 8/28/2014

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 246

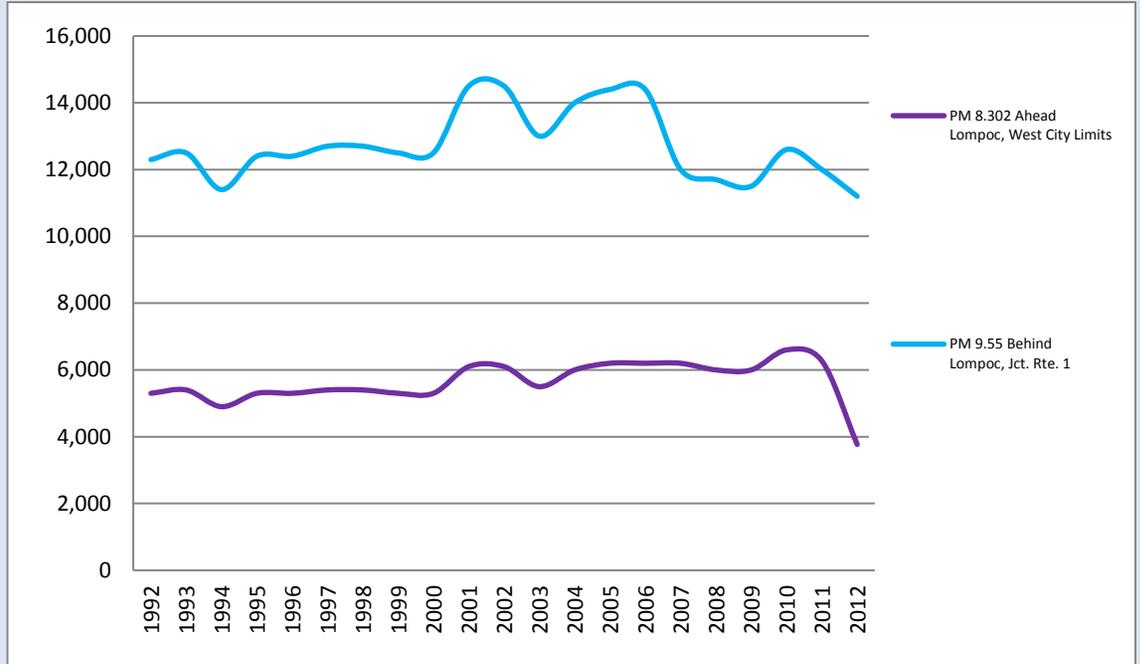
Daily Traffic Data

AADT Base Year 2012	3,800 to 11,200
AADT Horizon Year 2040	3,600 to 10,700
AADT: Growth Rate (Vehicles/Year)	-10
VMT Base Year 2012	9,300
VMT Horizon Year 2040	8,900

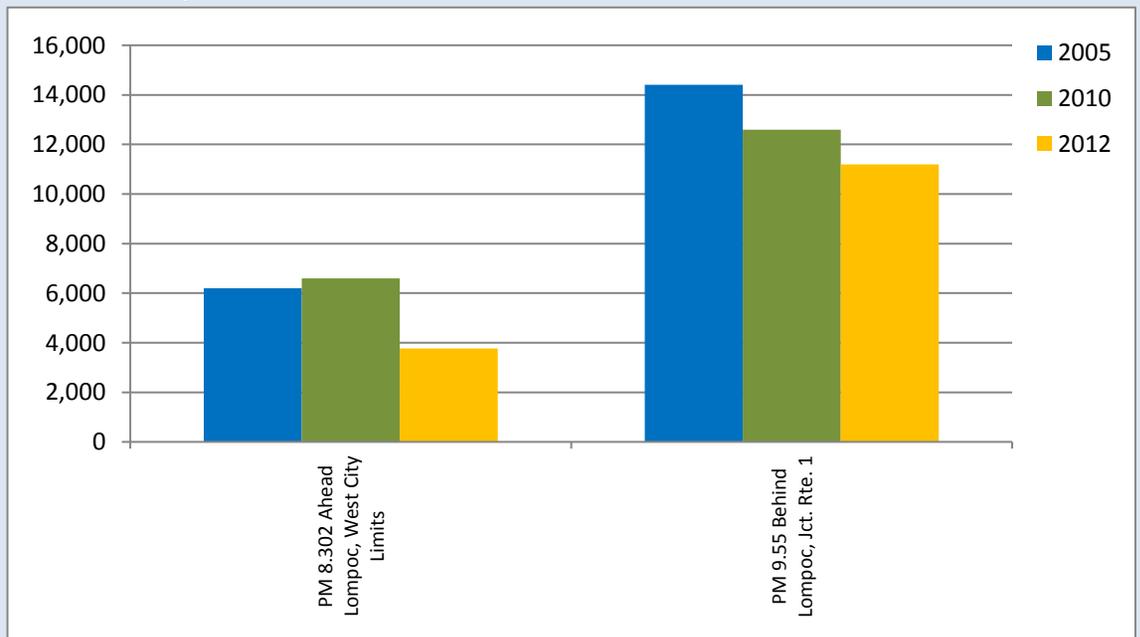
PM Peak Hour Traffic Data

	Eastbound	Westbound
Segment Length (Miles)	1.248	
PM Peak Hour	5:00 - 6:00 PM	
PM Peak Hour Directional Split Base Year 2012	36.5%	63.5%
PM Peak Hour Directional Split Horizon Year 2040	38.2%	61.8%
PM Peak Hour Volume Base Year 2012	400 to 1,200	
	100 to 400	300 to 800
PM Peak Hour Volume Horizon Year 2040	400 to 1,200	
	100 to 400	200 to 700
PM Peak Hour Growth Rate (vehicles/year)	-1	
PM Peak Hour VMT Base Year 2012	400	600
PM Peak Hour VMT Horizon Year 2040	400	600
PM Peak Hour Model VHT Base Year 2012	10	10
PM Peak Hour Model VHT Horizon Year 2040	10	10
PM Peak Hour V/C Base Year 2012	0.168	0.292
PM Peak Hour V/C Horizon Year 2040	0.168	0.272
PM Model Speed (mph) Base Year 2012	44.3 mph	43.8 mph
PM Model Speed (mph) Horizon Year 2040	44.3 mph	44.0 mph

Historic AADT by Year

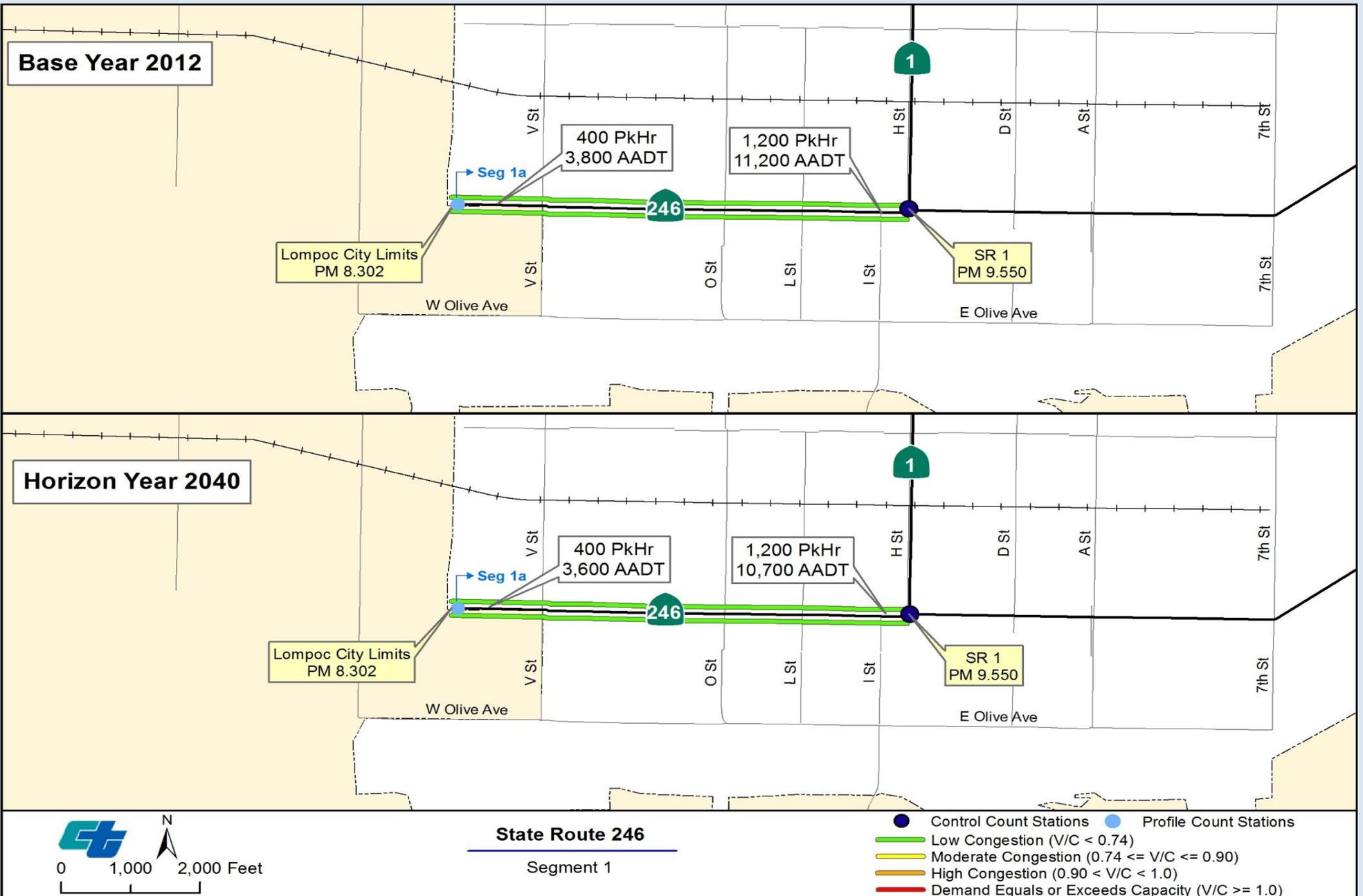


Historic AADT by Location



Segment 1 Traffic Data: SR 246

PM Peak Hour Congestion*



*Image Last Modified: 5/28/2014 1:56:23 PM

Segment 1 Planning Data: SR 246

Location Description

Segment Description	From Lompoc City Limits to SR 1
Urban/Rural	Urban
Local Planning Jurisdiction	SBCAG
County	Santa Barbara
City	Lompoc
Prevalent Land Use	Urban Reserve

Highway Type

Freeway/Expressway System	Yes
Facility Type	Conventional/Expressway
Functional Classification	Principle Arterial

Highway Designations

National Highway System	NHS Principle Arterial
Interregional Road System	High Emphasis Route
Scenic Highway	No

Highway Characteristics

Number of Lanes	2-4
Pavement Condition Right	Major/Minor
Pavement Condition Left	Minor/Ride
Shoulder Width Right (ft)	1-8+
Shoulder Width Left (ft)	1-8+

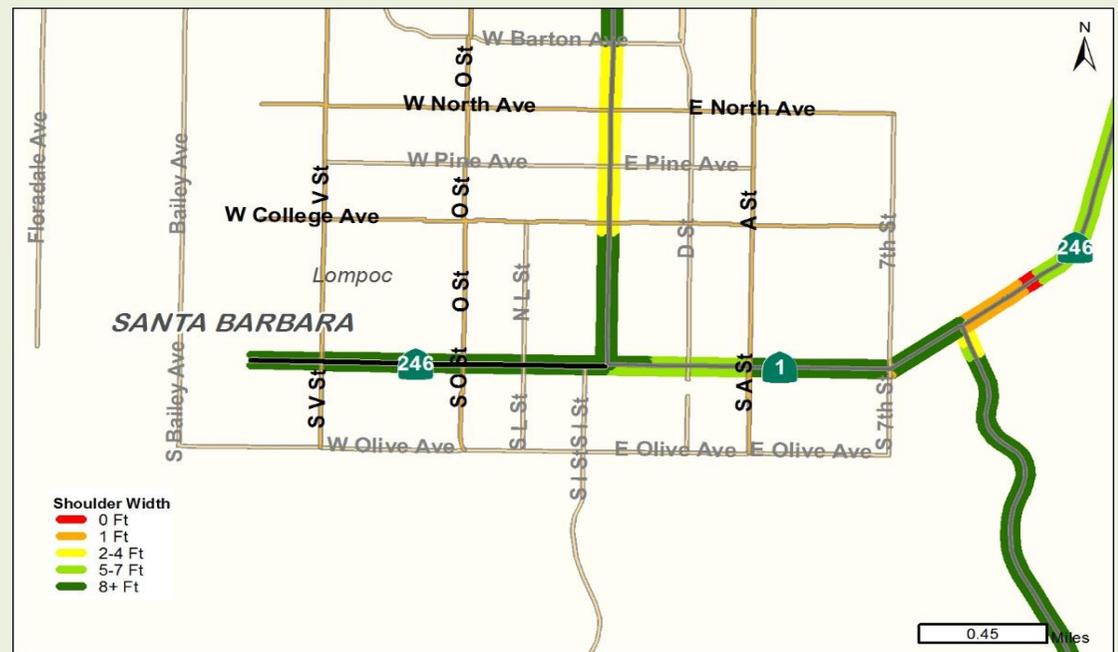
Modal

Airports Served	N/A
Bicycle Access	Open
AMTRAK Bus Stations	Lompoc
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	Yes
Parallel/Near AMTRAK	N/A
Rail/SHS Crossings	Yes - At-grade
Rail Crossing Description	UP

Intelligent Transportation Systems

Signals/Mile	3
Other Features: N/A	

Land Use



Shoulder Width

Segment 1 Planning Data: SR 246

Freight

Percent Trucks	4-8%
Key Freight Highway	No
California Truck Network	Restriction - No trucks over 3 tons
Annual Freight Tonnage	0 - 5,000,000
Freight VMT	0 - 10,000
Reported Freight Issues:	N/A

Cultural & Scenic

Historic Bridges	Maybe
Lighthouses	No
Vista Points	No
Parks	Ryon Memorial Park; Ingram Park
Federal Lands	N/A
Landmarks	N/A

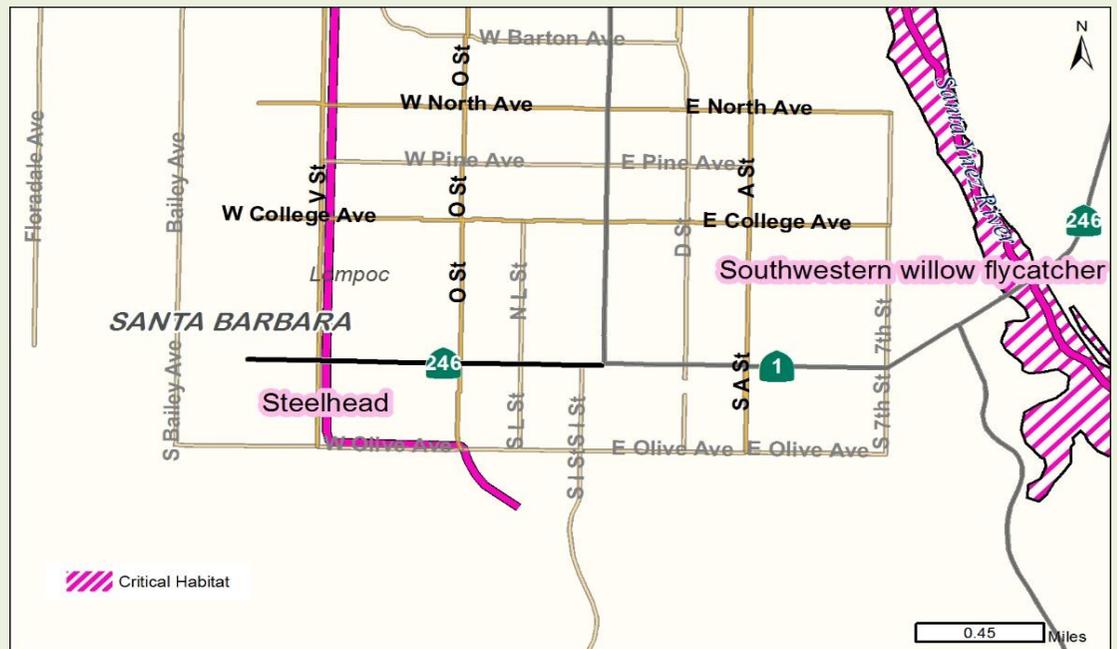
Environmental

Surrounding Vegetation	Urban-Agriculture
Coastal Zone	No
Water Crossing Description	Santa Ynez River
Flood Zone	500 Year Flood Plain
Critical Habitat	Steelhead

Air Quality Standards

Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfur Dioxide	Attainment	No information
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (2.5)	Unclassified	Unclassified/Attain.
Lead	Attainment	Unclassified/Attain.

Freight



Critical Habitat

Segment 2 Traffic Data: SR 246

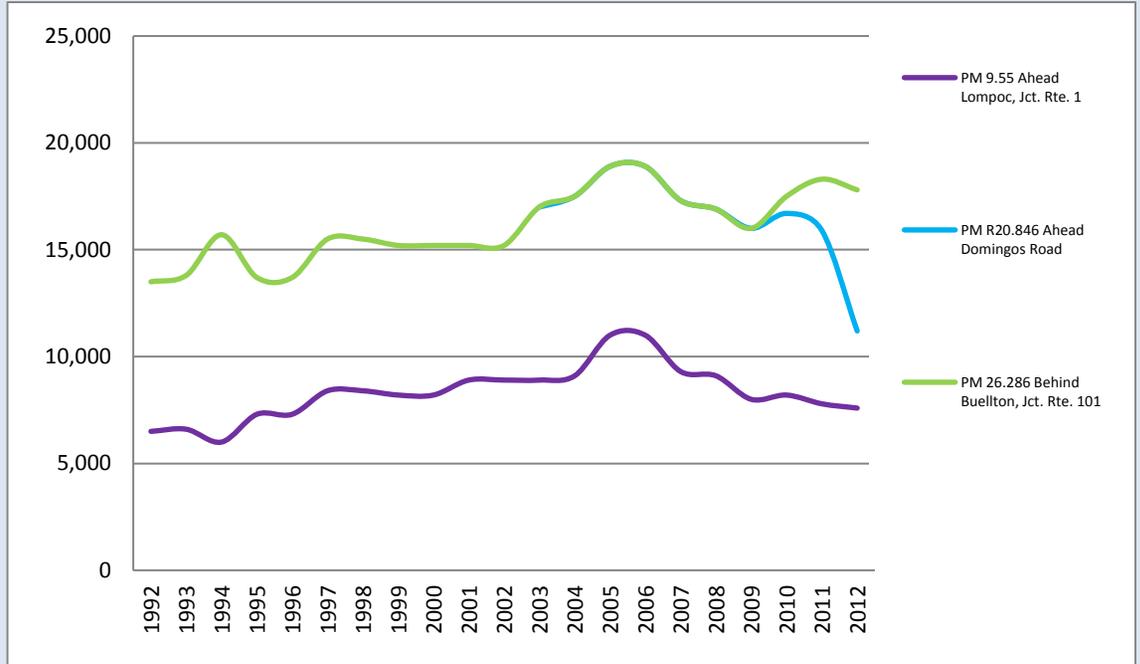
Daily Traffic Data

AADT Base Year 2012	7,600 to 17,800
AADT Horizon Year 2040	9,000 to 19,400
AADT: Growth Rate (Vehicles/Year)	50 to 50
VMT Base Year 2012	167,200
VMT Horizon Year 2040	191,000

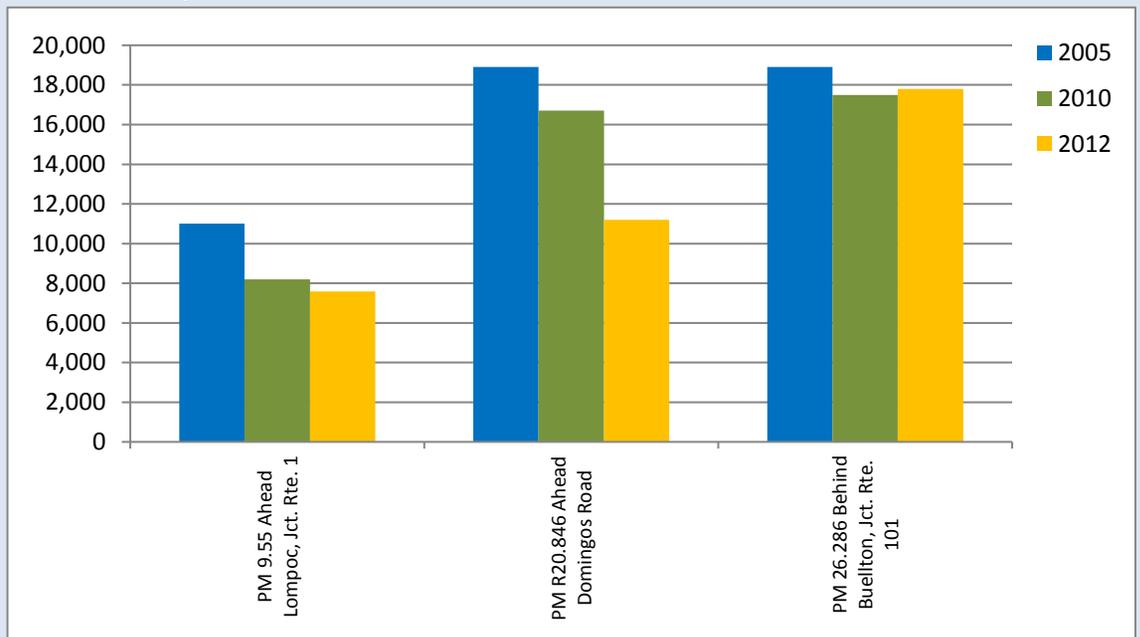
PM Peak Hour Traffic Data

	Eastbound	Westbound
Segment Length (Miles)	16.331	
PM Peak Hour	5:00 - 6:00 PM	
PM Peak Hour Directional Split Base Year 2012	42.2% to 44.6%	55.4% to 57.8%
PM Peak Hour Directional Split Horizon Year 2040	46.2% to 47.9%	52.1% to 53.8%
PM Peak Hour Volume Base Year 2012	800 to 1,700	
	400 to 700	400 to 600
PM Peak Hour Volume Horizon Year 2040	900 to 1,800	
	400 to 800	500 to 1,000
PM Peak Hour Growth Rate (vehicles/year)	4 to 4	
PM Peak Hour VMT Base Year 2012	7,300	9,400
PM Peak Hour VMT Horizon Year 2040	8,800	9,900
PM Peak Hour Model VHT Base Year 2012	160	220
PM Peak Hour Model VHT Horizon Year 2040	200	230
PM Peak Hour V/C Base Year 2012	0.328 to 0.358	0.444 to 0.450
PM Peak Hour V/C Horizon Year 2040	0.389 to 0.441	0.454 to 0.480
PM Model Speed (mph) Base Year 2012	43.8 to 44.9 mph	42.3 to 44.5 mph
PM Model Speed (mph) Horizon Year 2040	42.3 to 44.7 mph	42.5 to 44.4 mph

Historic AADT by Year

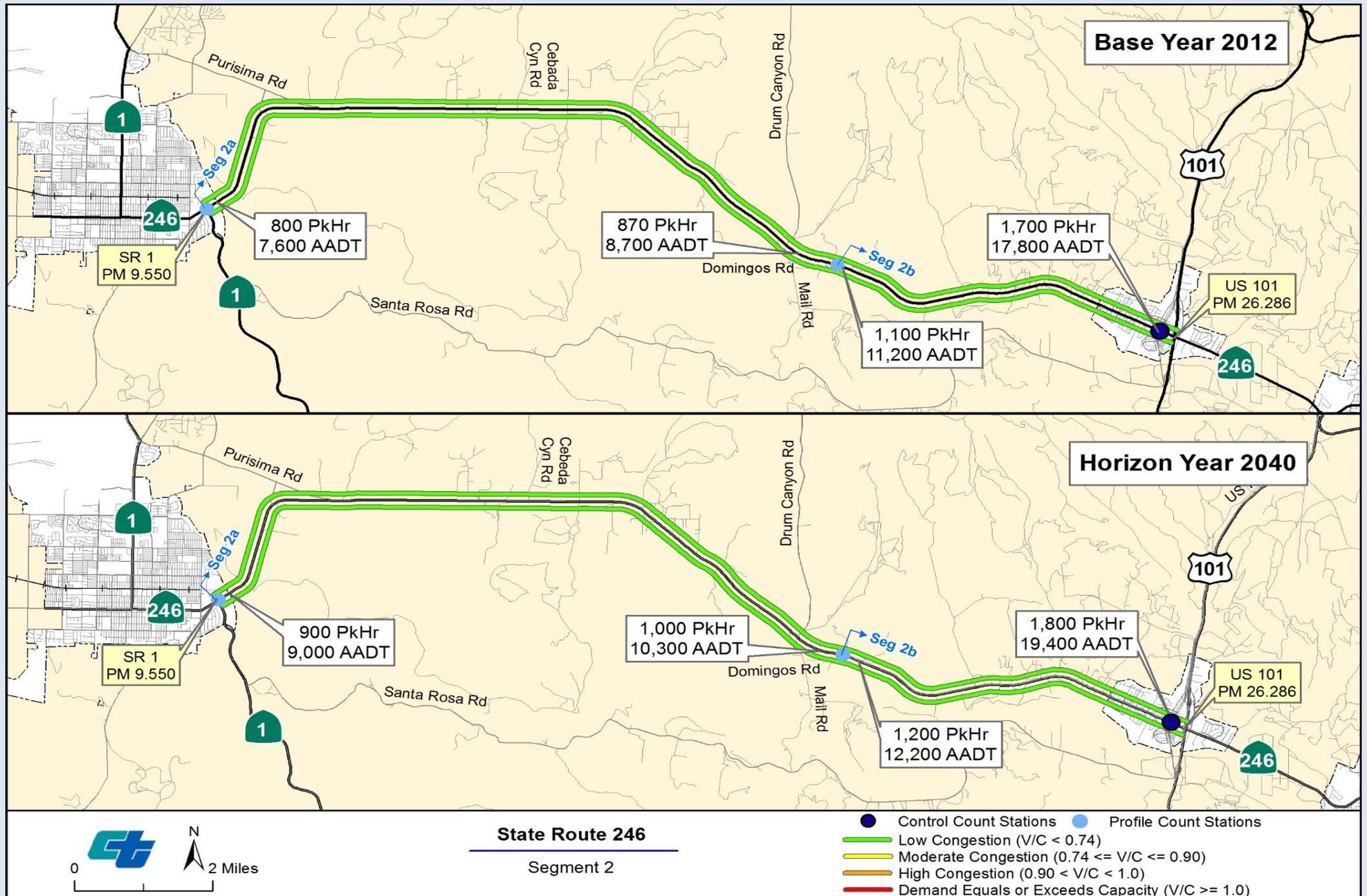


Historic AADT by Location



Segment 2 Traffic Data: SR 246

PM Peak Hour Congestion*



*Image Last Modified: 5/28/2014 1:44:39 PM

Segment 2 Planning Data: SR 246

Location Description

Segment Description	From SR 1 (East) to US 101
Urban/Rural	Both Urban/Rural
Local Planning Jurisdiction	SBCAG
County	Santa Barbara
City	Buellton
Prevalent Land Use	Agriculture

Highway Type

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

Highway Designations

National Highway System	No
Interregional Road System	IRRS
Scenic Highway	No

Highway Characteristics

Number of Lanes	2-4
Pavement Condition Right	Major/Ride
Pavement Condition Left	Major/Minor/Ride
Shoulder Width Right (ft)	0-8+
Shoulder Width Left (ft)	0-8+

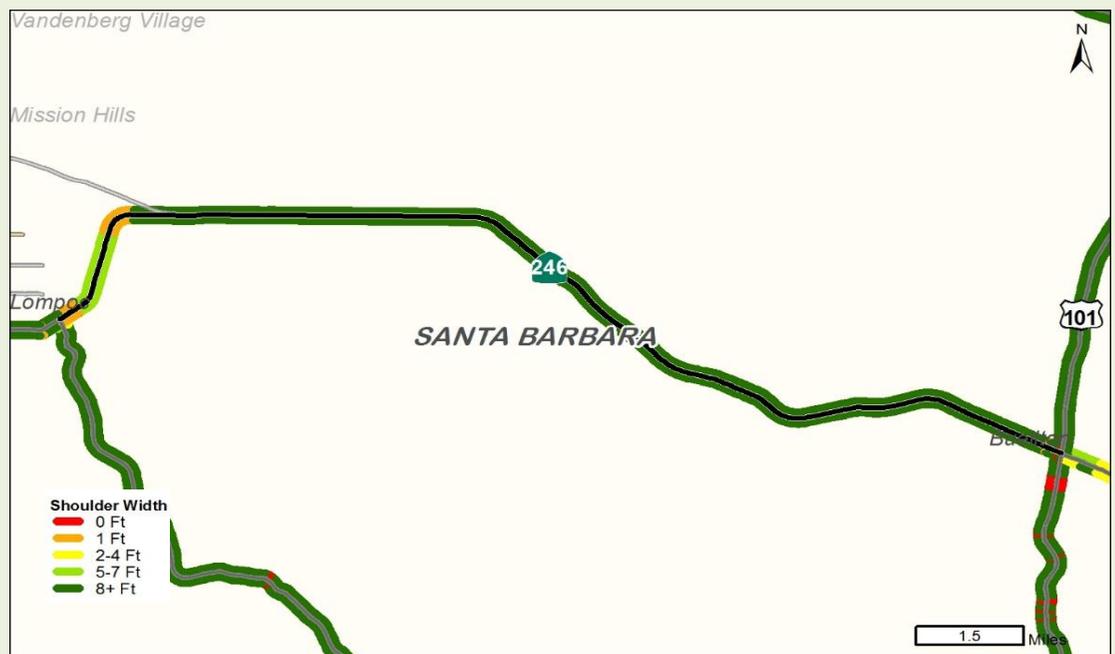
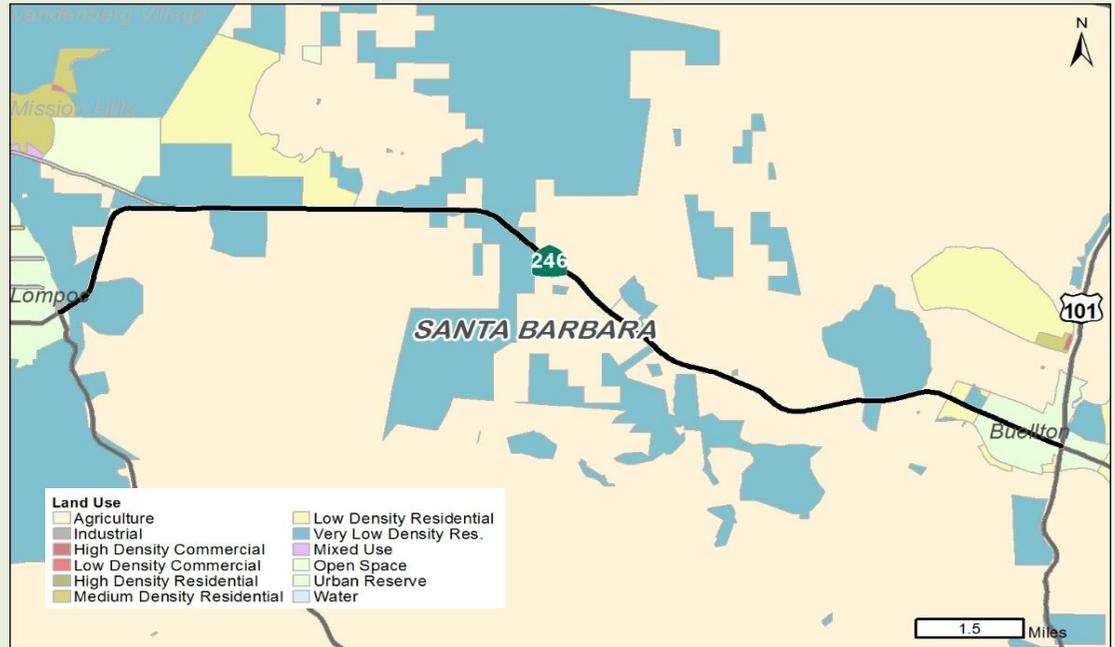
Modal

Airports Served	0
Bicycle Access	Open
AMTRAK Bus Stations	N/A
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	Yes
Parallel/Near AMTRAK	No
Rail/SHS Crossings	No
Rail Crossing Description	N/A

Intelligent Transportation Systems

Signals/Mile	0
Other Features: N/A	

Land Use



Shoulder Width

Segment 2 Planning Data: SR 246

Freight

Percent Trucks	6-8%
Key Freight Highway	No
California Truck Network	Terminal Access
Annual Freight Tonnage	0 - 5,000,000
Freight VMT	10,001 - 20,000
Reported Freight Issues: N/A	

Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	La Purisima MSN Historical SP; La Purisima Golf Course
Federal Lands	N/A
Landmarks	N/A

Environmental

Surrounding Vegetation	Urban-Agriculture
Coastal Zone	0
Water Crossing Description	Santa Ynez River
Flood Zone	100 Year Flood Plain
Critical Habitat	Southwestern Willow Flycatcher

Air Quality Standards

Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfur Dioxide	Attainment	No information
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (2.5)	Unclassified	Unclassified/Attain.
Lead	Attainment	Unclassified/Attain.

Freight



Critical Habitat

Segment 3 Traffic Data: SR 246

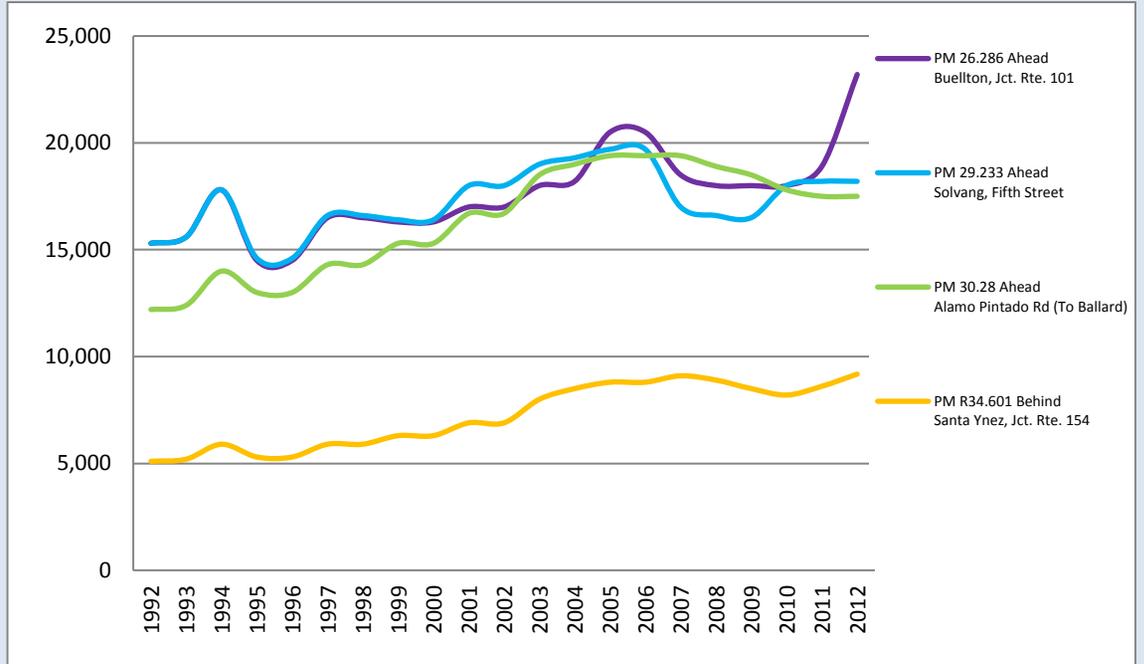
Daily Traffic Data

AADT Base Year 2012	9,200 to 23,200
AADT Horizon Year 2040	17,700 to 23,900
AADT: Growth Rate (Vehicles/Year)	10 to 20
VMT Base Year 2012	142,400
VMT Horizon Year 2040	145,300

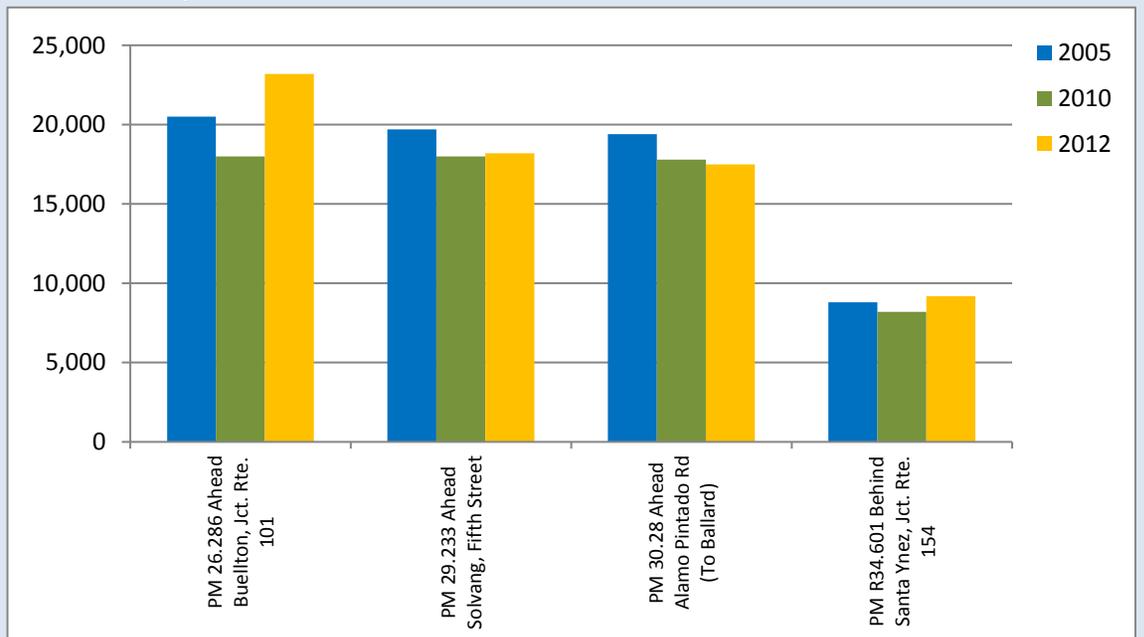
PM Peak Hour Traffic Data

	Eastbound	Westbound
Segment Length (Miles)	8.315	
PM Peak Hour	5:00 - 6:00 PM	
PM Peak Hour Directional Split Base Year 2012	38.7% to 49.5%	50.5% to 61.3%
PM Peak Hour Directional Split Horizon Year 2040	38.4% to 51.2%	48.8% to 61.6%
PM Peak Hour Volume Base Year 2012	900 to 2,300	
	400 to 1,100	600 to 1,200
PM Peak Hour Volume Horizon Year 2040	900 to 2,400	
	300 to 1,200	600 to 1,200
PM Peak Hour Growth Rate (vehicles/year)	0 to 4	
PM Peak Hour VMT Base Year 2012	6,300	7,900
PM Peak Hour VMT Horizon Year 2040	6,600	7,900
PM Peak Hour Model VHT Base Year 2012	160	200
PM Peak Hour Model VHT Horizon Year 2040	170	210
PM Peak Hour V/C Base Year 2012	0.562 to 1.000	0.888 to 1.000
PM Peak Hour V/C Horizon Year 2040	0.554 to 1.084	0.890 to 1.018
PM Model Speed (mph) Base Year 2012	36.6 to 44.4 mph	36.2 to 41.5 mph
PM Model Speed (mph) Horizon Year 2040	34.1 to 44.5 mph	35.6 to 41.3 mph

Historic AADT by Year

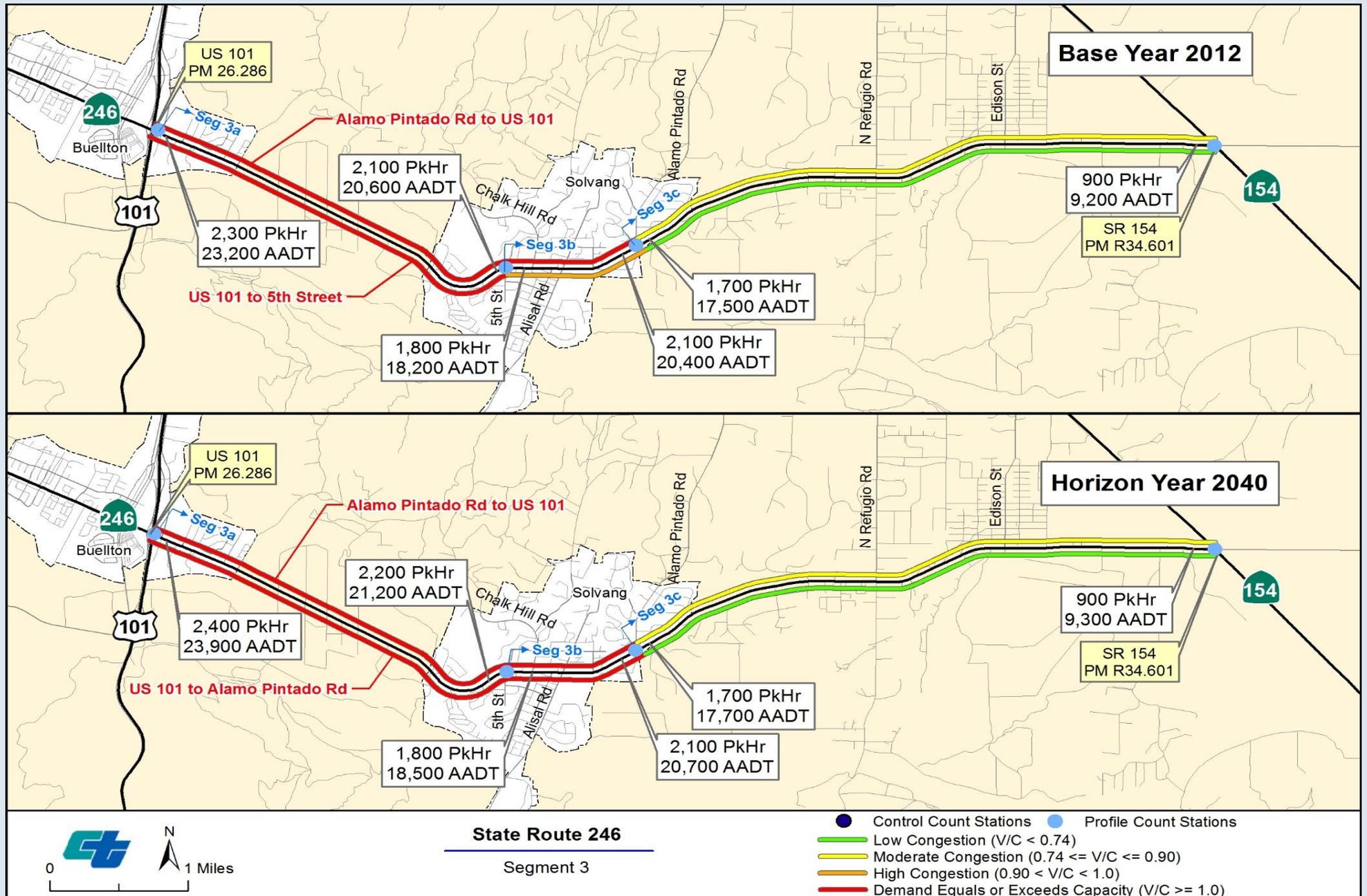


Historic AADT by Location



Segment 3 Traffic Data: SR 246

PM Peak Hour Congestion*



*Image Last Modified: 5/28/2014 1:48:41 PM

Segment 3 Planning Data: SR 246

Location Description

Segment Description	From US 101 to SR 154
Urban/Rural	Urban
Local Planning Jurisdiction	SBCAG
County	Santa Barbara
City	Solvang
Prevalent Land Use	Residential

Highway Type

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

Highway Designations

National Highway System	No
Interregional Road System	No
Scenic Highway	No

Highway Characteristics

Number of Lanes	2-3
Pavement Condition Right	Major/Ride
Pavement Condition Left	Minor/Ride
Shoulder Width Right (ft)	2-8+
Shoulder Width Left (ft)	0-8+

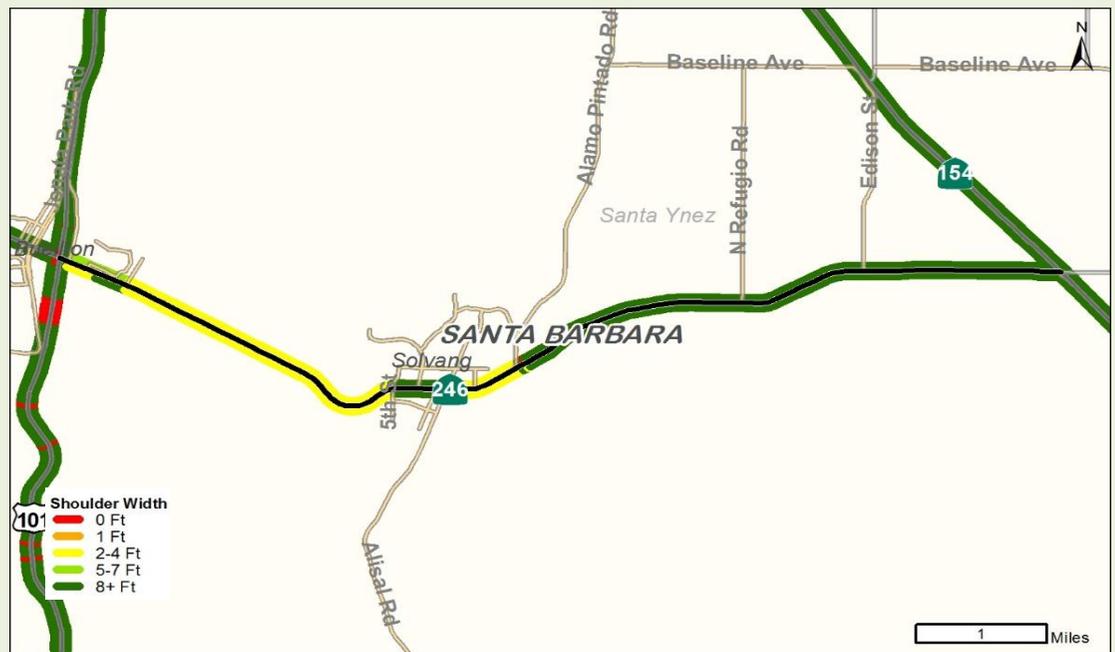
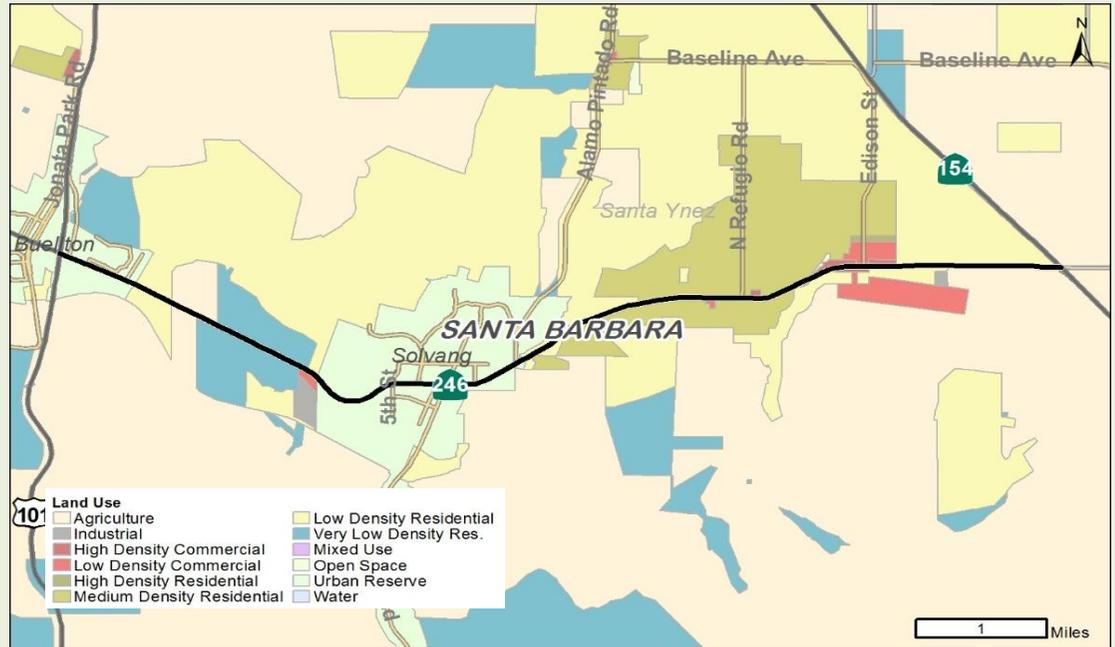
Modal

Airports Served	0
Bicycle Access	Open
AMTRAK Bus Stations	Buellton; Solvang
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	Yes
Parallel/Near AMTRAK	No
Rail/SHS Crossings	No
Rail Crossing Description	N/A

Intelligent Transportation Systems

Signals/Mile	1
Other Features: Call Box(s)	

Land Use



Shoulder Width

Segment 3 Planning Data: SR 246

Freight

Percent Trucks	6%
Key Freight Highway	No
California Truck Network	Terminal Access
Annual Freight Tonnage	0 - 5,000,000
Freight VMT	0 - 10,000
Reported Freight Issues:	N/A

Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	Hans Christian Anderson Park; Solvang Park
Federal Lands	Santa Ynez Indian Reservation
Landmarks	Santa Ynez Valley High School

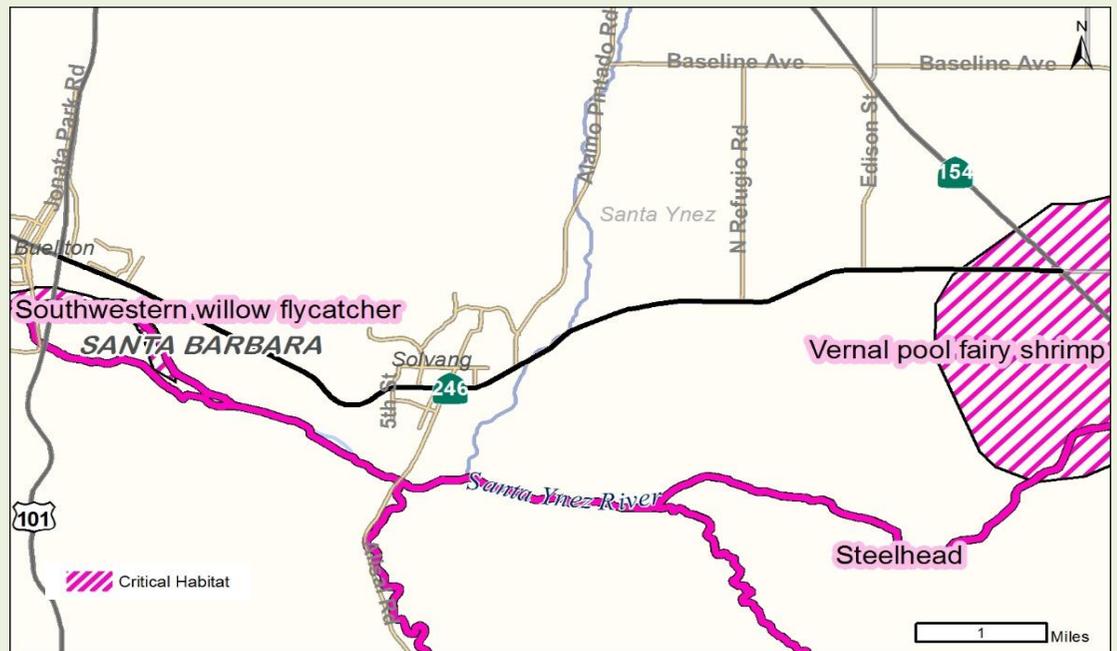
Environmental

Surrounding Vegetation	Urban-Agriculture
Coastal Zone	0
Water Crossing Description	Alamo Pintado Creek
Flood Zone	500 Year Flood Plain
Critical Habitat	Vernal Pool Fairy Shrimp

Air Quality Standards

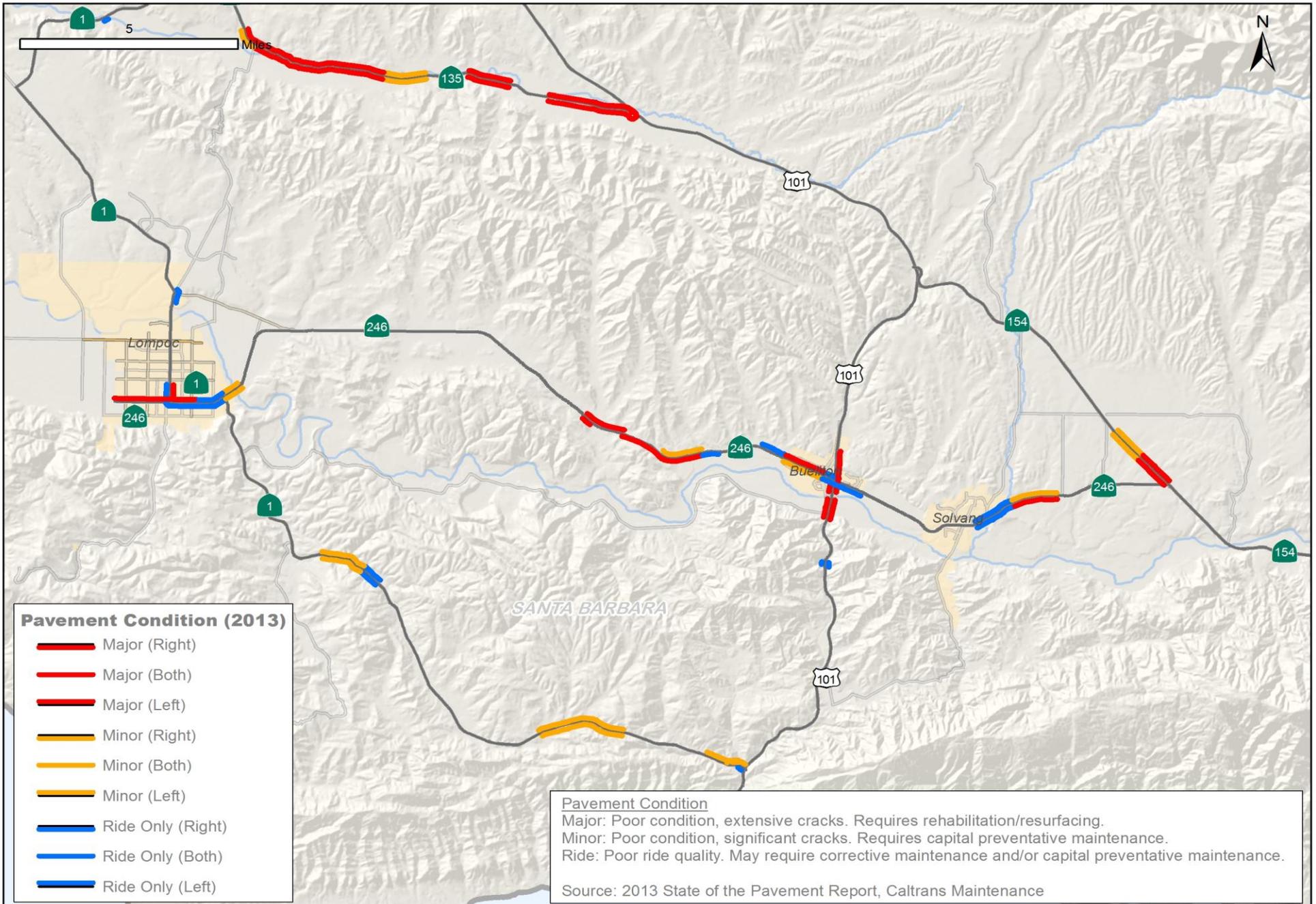
Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfur Dioxide	Attainment	No information
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (2.5)	Unclassified	Unclassified/Attain.
Lead	Attainment	Unclassified/Attain.

Freight



Critical Habitat

Appendix A:
Detailed Pavement Condition



Appendix B:
Detailed Traffic Performance Measures

TCR Name:	246
Base Year (BY):	2012
Horizon Year (HY):	2040
Peak Hour:	PM
Primary Direction:	EB
Secondary Direction:	WB

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	2012 AADT Volume	2012 Daily VMT	2012 PM Volume	2012 PM EB Volume	2012 PM WB Volume	2012 Peak Direction	2012 VMT	2012 EB VMT	2012 WB VMT	2012 VHT (Model)	2012 EB Adjusted Capacity	2012 WB Adjusted Capacity	2012 EB VC	2012 WB VC	2012 PM EB Model Speed	2012 PM WB Model Speed
SBCAG 2013 SCS Preferred																						
1a	SB	246	8.302	9.55	LOMPOC, WEST CITY LIMITS	LOMPOC, JCT. RTE. 1	7,485	9,341	800	292	508	WB	998	364	634	23	1,742	1,742	0.17	0.29	44.3	43.8
2a	SB	246	9.55	R20.846	LOMPOC, JCT. RTE. 1	DOMINGOS ROAD	8,120	88,565	835	373	462	WB	9,107	4,064	5,043	212	1,042	1,042	0.36	0.44	43.8	42.3
2b	SB	246	R20.846	26.286	DOMINGOS ROAD	BUELLTON, JCT. RTE. 101	14,500	78,648	1,400	591	809	WB	7,594	3,205	4,389	170	1,800	1,800	0.33	0.45	44.9	44.5
3a	SB	246	26.286	29.233	BUELLTON, JCT. RTE. 101	SOLVANG, FIFTH STREET	21,900	64,539	2,200	1,089	1,111	WB	6,483	3,210	3,273	178	1,089	1,111	1.00	1.00	36.6	36.2
3b	SB	246	29.233	30.28	SOLVANG, FIFTH STREET	ALAMO PINTADO RD (TO BALLARD)	19,300	20,207	1,950	878	1,072	WB	2,042	919	1,122	50	900	1,072	0.98	1.00	42.6	39.2
3c	SB	246	30.28	R34.601	ALAMO PINTADO RD (TO BALLARD)	SANTA YNEZ, JCT. RTE. 154	13,340	57,642	1,305	506	799	WB	5,639	2,185	3,454	132	900	900	0.56	0.89	44.4	41.5

Appendix B:
Detailed Traffic Performance Measures

TCR Name:	246
Base Year (BY):	2012
Horizon Year (HY):	2040
Peak Hour:	PM
Primary Direction:	EB
Secondary Direction:	WB

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 Peak Direction	2040 PM VMT	2040 EB VMT	2040 WB VMT	2040 VHT (Model)	2040 EB Adjusted Capacity	2040 WB Adjusted Capacity	2040 EB VC	2040 WB VC	2040 EB Model Speed	2040 WB Model Speed
SBCAG 2013 SCS Preferred																								
1a	SB	246	8.302	9.55	LOMPOC, WEST CITY LIMITS	LOMPOC, JCT. RTE. 1	-1	-12	7,152	8,925	768	293	474	WB	958	366	592	22	1,742	1,742	0.17	0.27	44.3	44.0
2a	SB	246	9.55	R20.846	LOMPOC, JCT. RTE. 1	DOMINGOS ROAD	4	54	9,636	105,095	961	460	501	WB	10,478	5,017	5,461	247	1,042	1,042	0.44	0.48	42.3	42.5
2b	SB	246	R20.846	26.286	DOMINGOS ROAD	BUELLTON, JCT. RTE. 101	4	48	15,837	85,902	1,517	700	817	WB	8,226	3,797	4,430	185	1,800	1,800	0.39	0.45	44.7	44.4
3a	SB	246	26.286	29.233	BUELLTON, JCT. RTE. 101	SOLVANG, FIFTH STREET	4	24	22,566	66,502	2,307	1,181	1,126	EB	6,800	3,481	3,319	195	1,089	1,111	1.08	1.01	34.1	35.6
3b	SB	246	29.233	30.28	SOLVANG, FIFTH STREET	ALAMO PINTADO RD (TO BALLARD)	2	10	19,592	20,513	1,993	902	1,091	WB	2,087	945	1,142	52	900	1,072	1.00	1.02	42.2	38.5
3c	SB	246	30.28	R34.601	ALAMO PINTADO RD (TO BALLARD)	SANTA YNEZ, JCT. RTE. 154	0	5	13,490	58,289	1,299	498	801	WB	5,613	2,154	3,460	132	900	900	0.55	0.89	44.5	41.3

Appendix C:
Detailed AADT

AADT	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Segment 1																					
PM 8.302 Ahead Lompoc, West City Limits	5,300	5,400	4,900	5,300	5,300	5,400	5,400	5,300	5,300	6,100	6,100	5,500	6,000	6,200	6,200	6,200	6,000	6,000	6,600	6,270	3,770
PM 9.55 Behind Lompoc, Jct. Rte. 1	12,300	12,500	11,400	12,400	12,400	12,700	12,700	12,500	12,500	14,500	14,500	13,000	14,000	14,400	14,400	12,000	11,700	11,500	12,600	12,000	11,200
Segment 2																					
PM 9.55 Ahead Lompoc, Jct. Rte. 1	6,500	6,600	6,000	7,300	7,300	8,400	8,400	8,200	8,200	8,900	8,900	8,900	9,100	11,000	11,000	9,300	9,100	8,000	8,200	7,790	7,590
PM R20.846 Ahead Domingos Road	#N/A	17,000	17,500	18,900	18,900	17,300	16,900	16,000	16,700	15,900	11,200										
PM 26.286 Behind Buellton, Jct. Rte. 101	13,500	13,800	15,700	13,700	13,700	15,500	15,500	15,200	15,200	15,200	15,200	17,000	17,500	18,900	18,900	17,300	16,900	16,000	17,500	18,300	17,800
Segment 3																					
PM 26.286 Ahead Buellton, Jct. Rte. 101	15,300	15,600	17,800	14,500	14,500	16,500	16,500	16,300	16,300	17,000	17,000	18,000	18,200	20,500	20,500	18,500	18,000	18,000	18,000	18,900	23,200
PM 29.233 Ahead Solvang, Fifth Street	15,300	15,600	17,800	14,600	14,600	16,600	16,600	16,400	16,400	18,000	18,000	19,000	19,300	19,700	19,700	17,000	16,600	16,500	18,000	18,200	18,200
PM 30.28 Ahead Alamo Pintado Rd (To Ballard)	12,200	12,400	14,000	13,000	13,000	14,300	14,300	15,300	15,300	16,700	16,700	18,500	19,000	19,400	19,400	19,400	18,900	18,500	17,800	17,500	17,500
PM R34.601 Behind Santa Ynez, Jct. Rte. 154	5,100	5,200	5,900	5,300	5,300	5,900	5,900	6,300	6,300	6,900	6,900	8,000	8,500	8,800	8,800	9,100	8,900	8,500	8,200	8,610	9,180

Appendix D:
Ramps

Ramps along SR246 by segment												
Segment	Ramp Name	Location	2012 Daily Volume	2012 PM Hour Volume	2012 PM Hour V/C	2012 Daily VMT	2012 PM Hour VMT	2040 Daily Volume	2040 PM Hour Volume	2040 PM Hour V/C	2040 Daily VMT	2040 PM Hour VMT
	E CLARK SB ON	SB SR 135 PM R10.25	2,679	347	0.19	459	59	2,911	377	0.21	499	65
	E CLARK NB OFF	SB SR 135 PM R10.3	2,485	185	0.07	420	31	2,578	191	0.07	436	32
	E CLARK NB ON	SB SR 135 PM R10.58	3,937	315	0.17	731	58	4,293	343	0.19	797	64
	E CLARK SB OFF	SB SR 135 PM R10.59	3,919	498	0.18	779	99	4,408	560	0.21	877	111

Appendix E: 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: SBCAG Regional Model, 2013.

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

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: SBCAG Regional Model, 2013.

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: SBCAG Regional Model, 2013.

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.

Appendix E: 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: SBCAG Regional Model, 2013.

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.