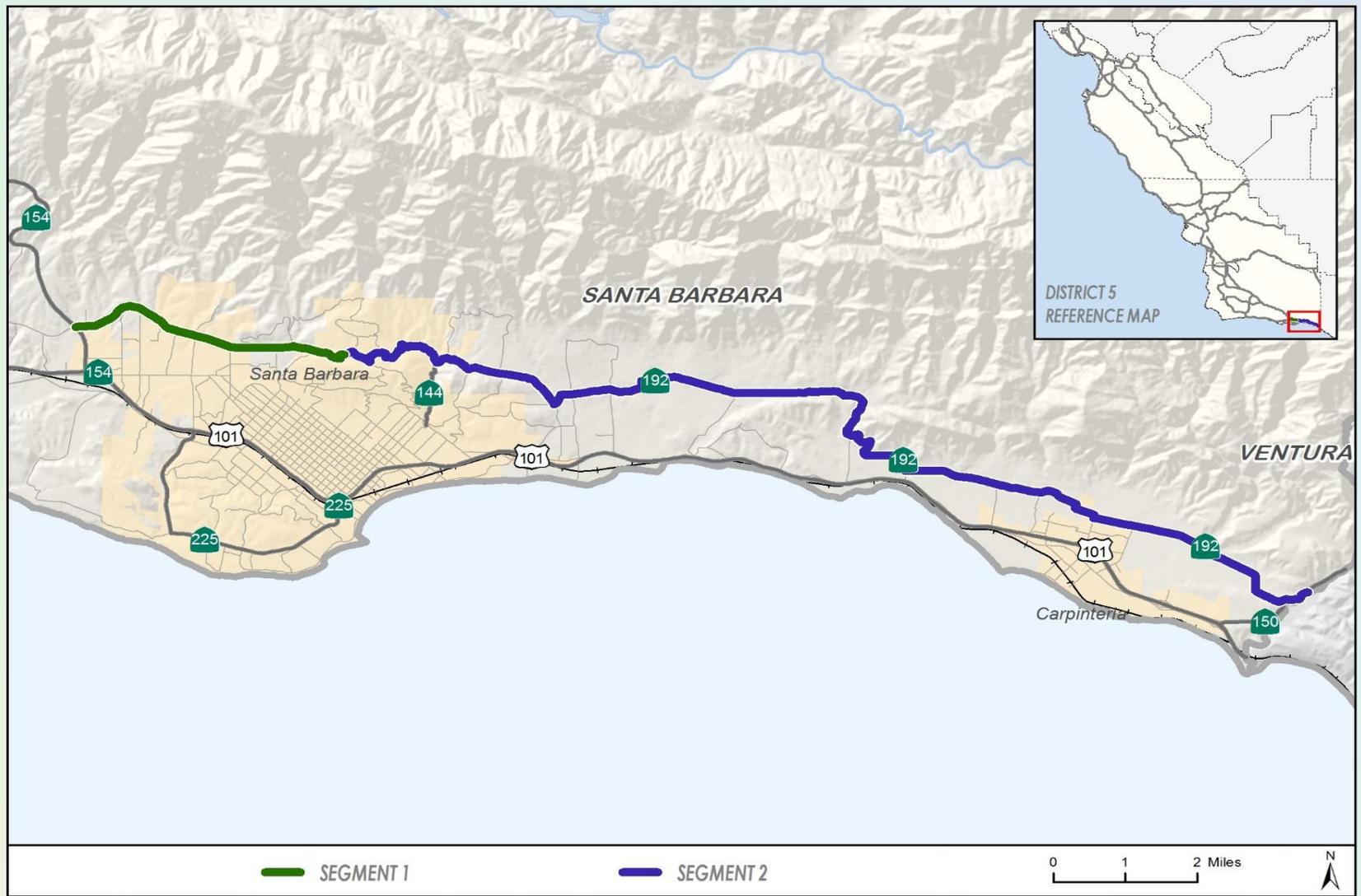


4 CORRIDOR DATA SHEET STATE ROUTE 192



CONTENT:

TRAFFIC DATA

- Daily Traffic Data
- Peak Hour Traffic Data
- Historic AADT by Year
- Historic AADT by Location
- 2011 Peak Hour Congestion Maps
- 2040 Peak Hour Congestion Maps

PLANNING DATA

- Location Description
- Highway Type and 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 192 Corridor Data Sheet

District 5, Santa Barbara County

Inputs: PM Peak Hour Analyzed
Base Year 2011
Horizon Year 2040

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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.

Prepared by: District 5 - Transportation Planning

Last Saved: 12/23/2014

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 192

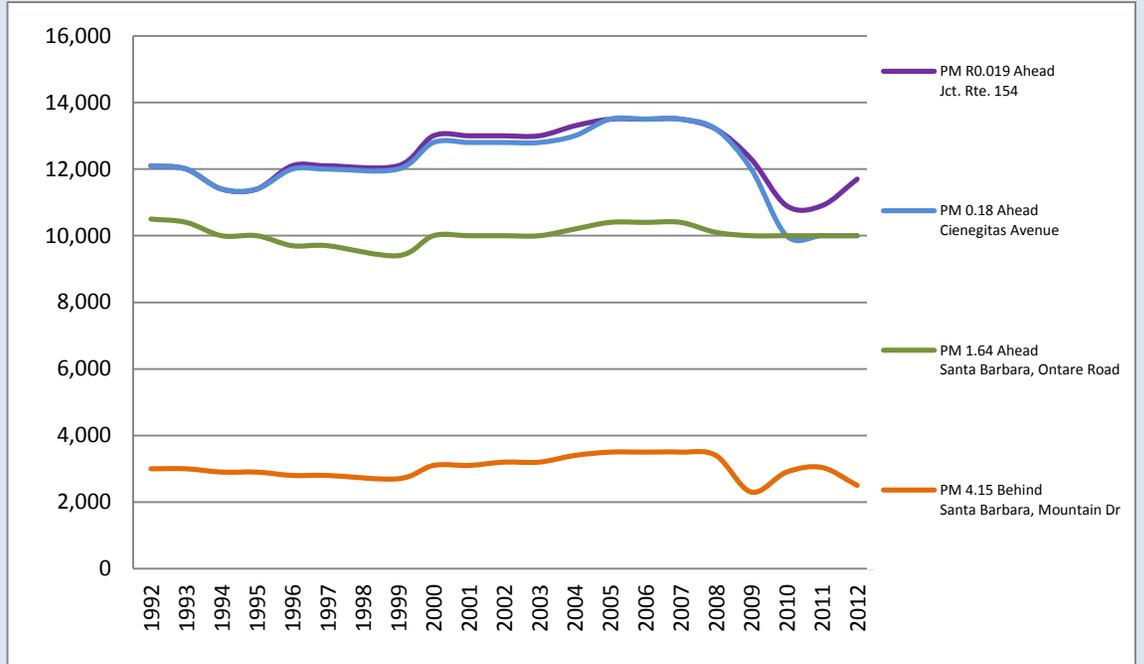
Daily Traffic Data

AADT Base Year 2011	6,500 to 10,900
AADT Horizon Year 2040	8,600 to 14,300
AADT: Growth Rate (Vehicles/Year)	70 to 120
VMT Base Year 2011	32,700
VMT Horizon Year 2040	43,300

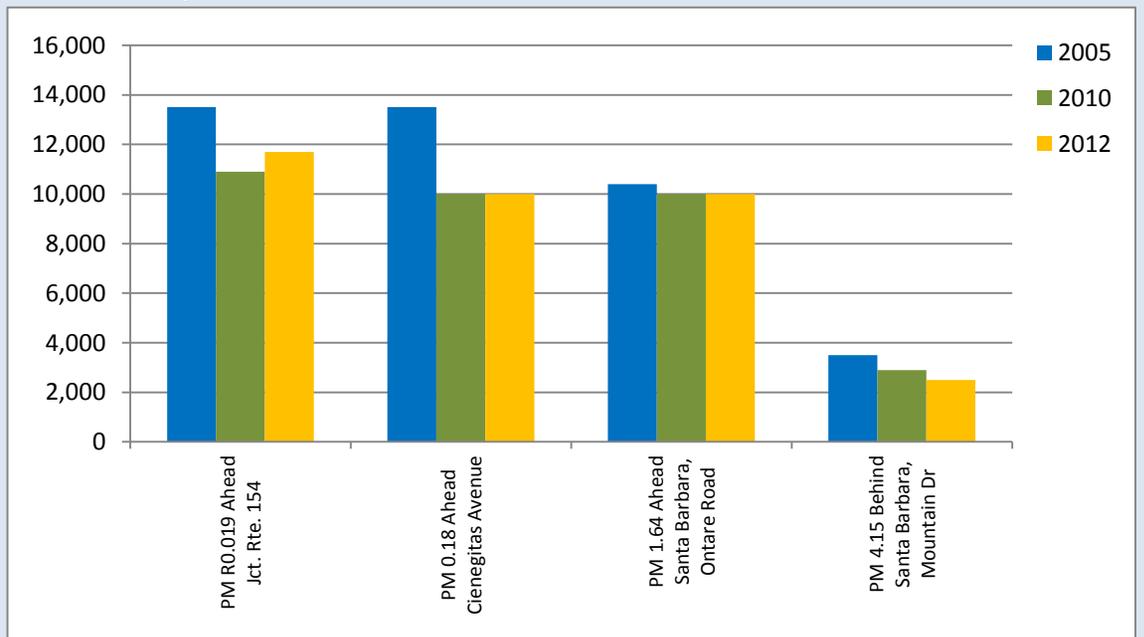
PM Peak Hour Traffic Data

	Eastbound	Westbound
Segment Length (Miles)	4.131	
PM Peak Hour	5:00 - 6:00 PM	
PM Peak Hour Directional Split Base Year 2011	48.3% to 55.4%	44.6% to 51.7%
PM Peak Hour Directional Split Horizon Year 2040	45.6% to 50.0%	50.0% to 54.4%
PM Peak Hour Volume Base Year 2011	800 to 1,400	
	400 to 700	400 to 400
PM Peak Hour Volume Horizon Year 2040	1,200 to 2,200	
	500 to 1,100	600 to 1,100
PM Peak Hour Growth Rate (vehicles/year)	12 to 27	
PM Peak Hour VMT Base Year 2011	2,100	2,100
PM Peak Hour VMT Horizon Year 2040	3,000	3,400
PM Peak Hour Model VHT Base Year 2011	49	49
PM Peak Hour Model VHT Horizon Year 2040	83	102
PM Peak Hour V/C Base Year 2011	0.447 to 0.693	0.372 to 0.673
PM Peak Hour V/C Horizon Year 2040	0.604 to 1.034	0.685 to 1.095
PM Model Speed (mph) Base Year 2011	40.5 to 47.5 mph	40.1 to 48.6 mph
PM Model Speed (mph) Horizon Year 2040	35.9 to 40.1 mph	31.9 to 38.6 mph

Historic AADT by Year

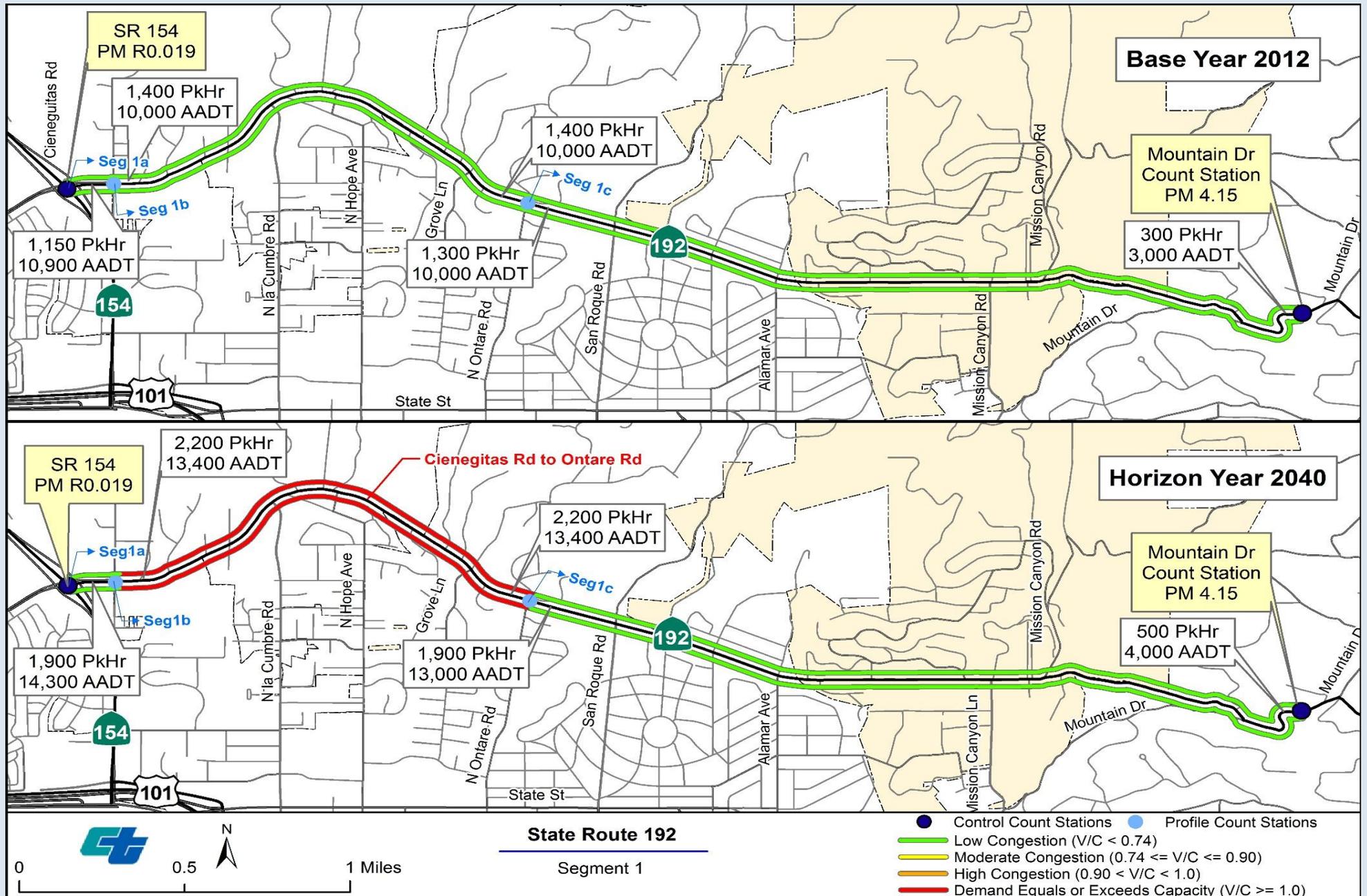


Historic AADT by Location



Segment 1 Traffic Data: SR 192

PM Peak Hour Congestion*



*Image Last Modified: 12/9/2014 2:42:52 PM

Segment 1 Planning Data: SR 192

Location Description

Segment Description	From SR 154 (s. jct) to Mountain Dr.
Urban/Rural	Urban
Local Planning Jurisdiction	SBCAG
County	Santa Barbara
City	Santa Barbara
Prevalent Land Use	Medium Density Residential

Highway Type

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

Highway Designations

National Highway System	No
Interregional Road System	No
Scenic Highway	No

Highway Characteristics

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

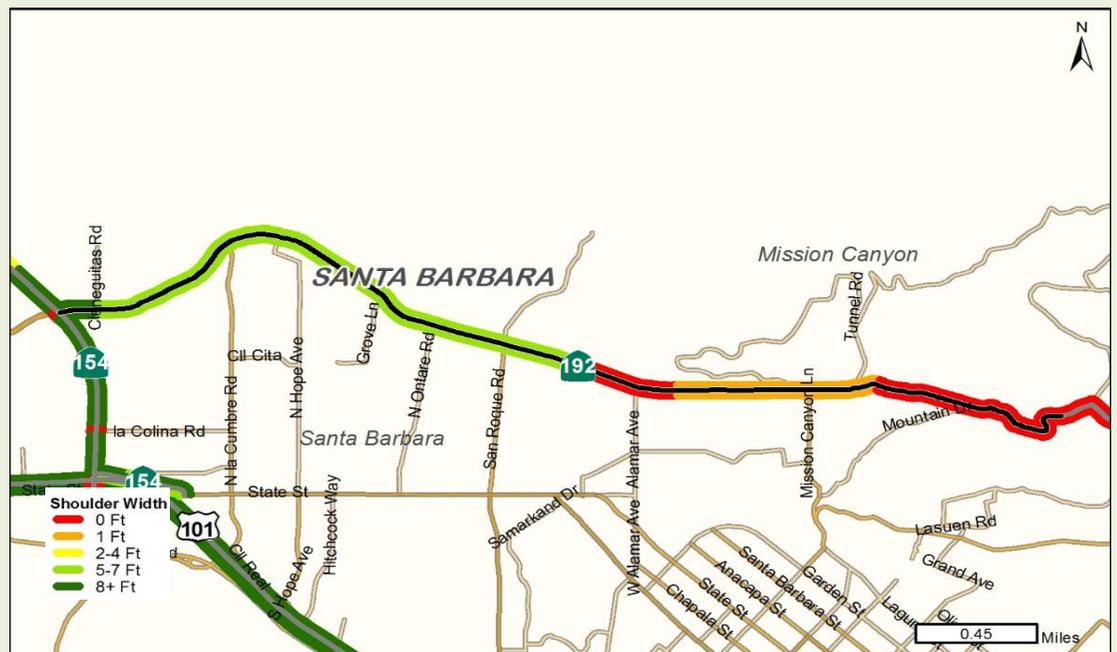
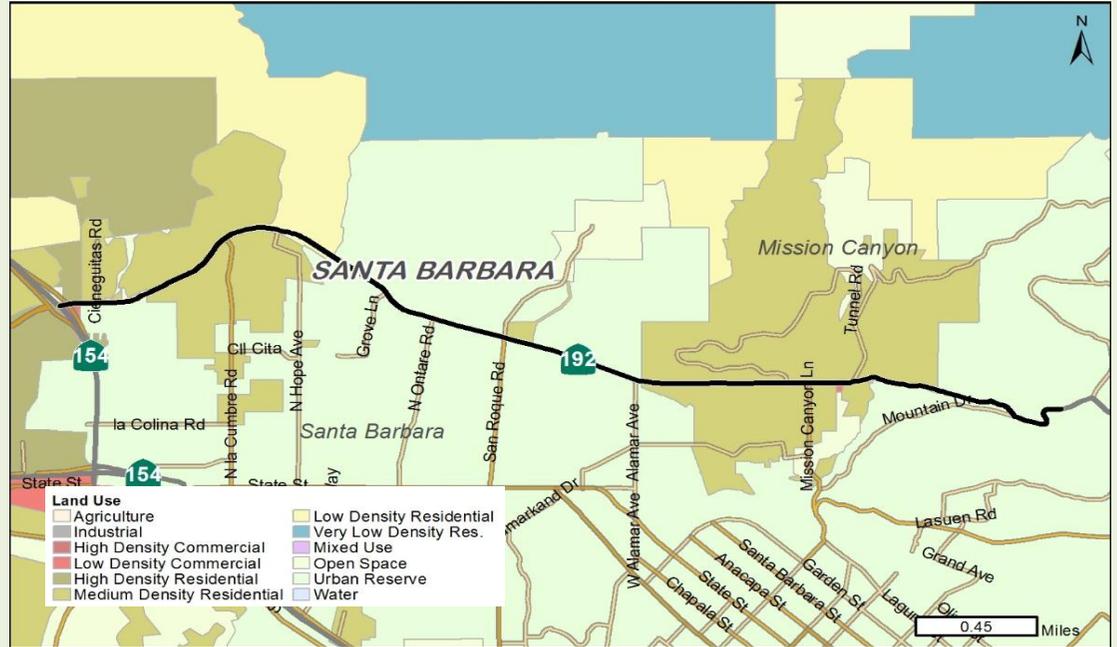
Modal

Airports Served	Santa Barbara Municipal
Bicycle Access	Open
AMTRAK Bus Stations	N/A
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	No
Parallel/Nearby AMTRAK	No
Rail/SHS Crossings	No
Rail Crossing Description	N/A

Intelligent Transportation Systems

Signals/Mile	1
Other Features:	N/A

Land Use



Shoulder Width

Segment 1 Planning Data: SR 192

Freight

Percent Trucks	4%
Key Freight Highway	No
California Truck Network	Advisory - KPRA is less than 30 ft.
Annual Freight Tonnage	Information Not Available
Freight VMT	Information Not Available
Reported Freight Issues: N/A	

Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	Stevens, Willow Glen, Laurel Canyon, Rocky Nook
Federal Lands	N/A
Landmarks	0

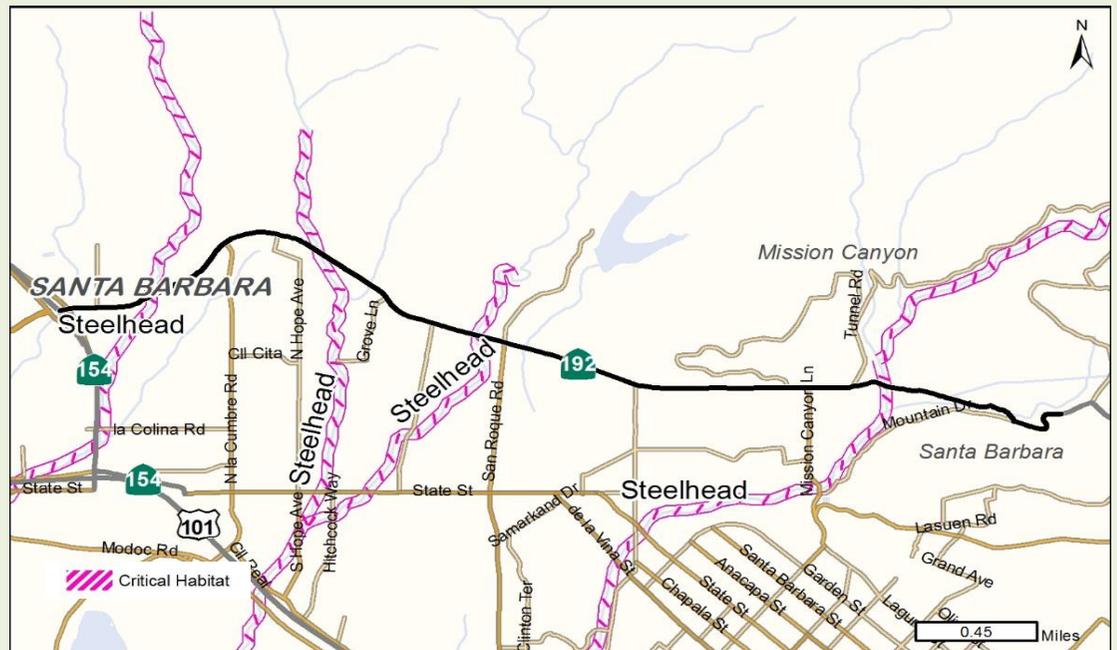
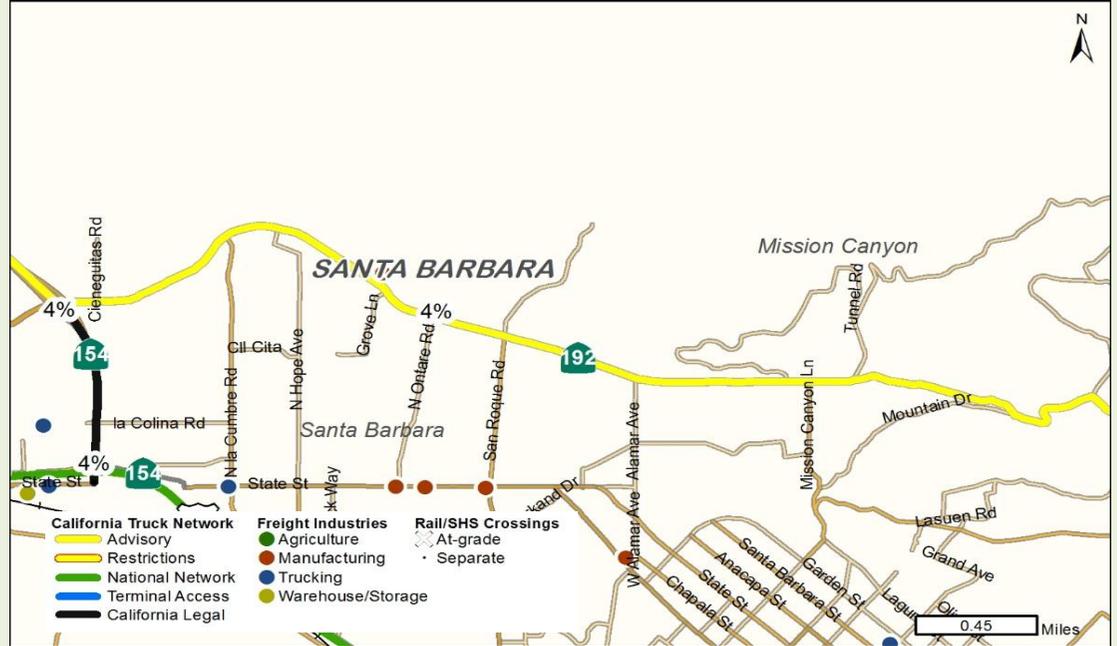
Environmental

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

Air Quality Standards

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 192

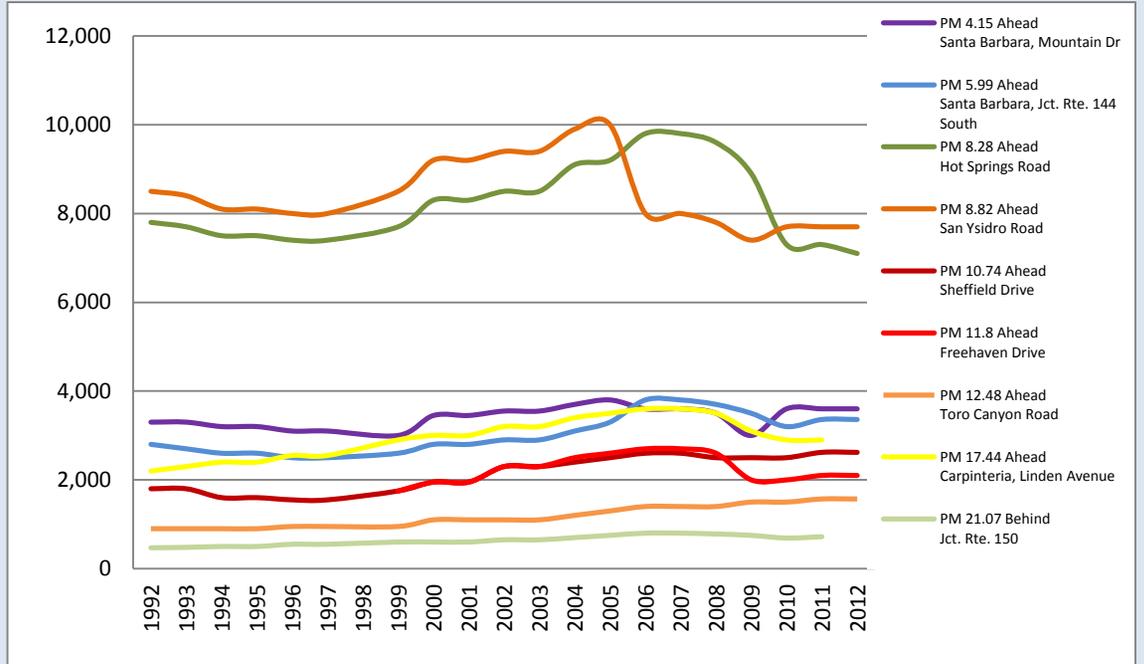
Daily Traffic Data

AADT Base Year 2011	1,800 to 8,400
AADT Horizon Year 2040	1,500 to 9,000
AADT: Growth Rate (Vehicles/Year)	-10 to 40
VMT Base Year 2011	52,500
VMT Horizon Year 2040	56,000

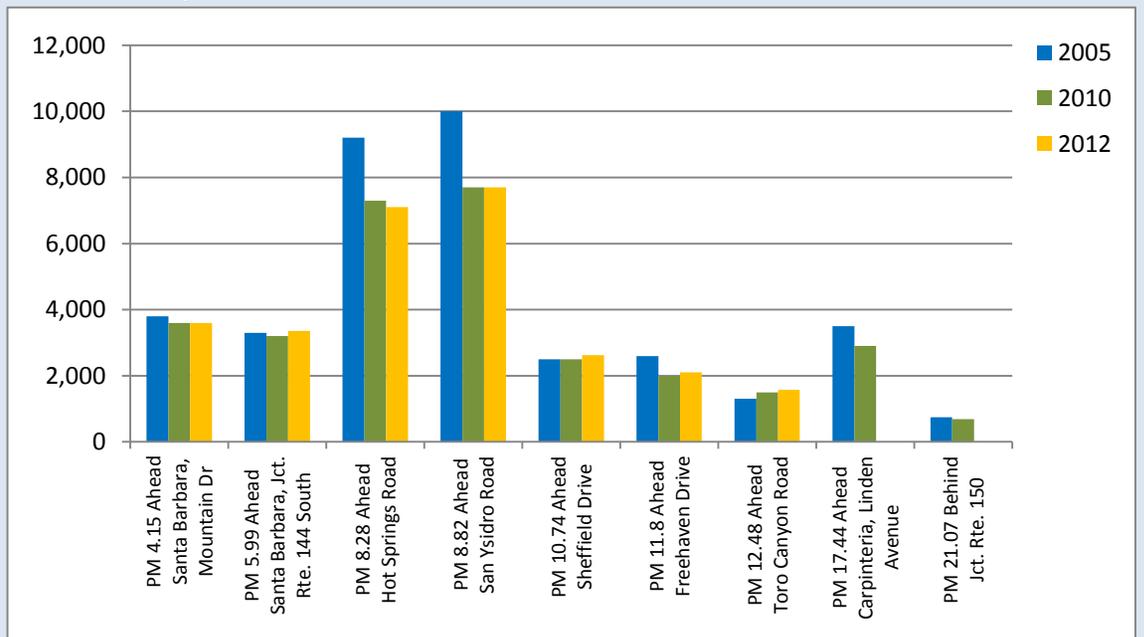
PM Peak Hour Traffic Data

	Eastbound	Westbound
Segment Length (Miles)	16.912	
PM Peak Hour	5:00 - 6:00 PM	
PM Peak Hour Directional Split Base Year 2011	44.0% to 83.6%	16.4% to 56.0%
PM Peak Hour Directional Split Horizon Year 2040	32.7% to 80.8%	19.2% to 67.3%
PM Peak Hour Volume Base Year 2011	300 to 1,200	
	200 to 900	100 to 100
PM Peak Hour Volume Horizon Year 2040	200 to 1,000	
	100 to 700	100 to 500
PM Peak Hour Growth Rate (vehicles/year)	-8 to 8	
PM Peak Hour VMT Base Year 2011	6,900	2,200
PM Peak Hour VMT Horizon Year 2040	5,000	3,300
PM Peak Hour Model VHT Base Year 2011	151	51
PM Peak Hour Model VHT Horizon Year 2040	109	80
PM Peak Hour V/C Base Year 2011	0.267 to 1.000	0.064 to 0.339
PM Peak Hour V/C Horizon Year 2040	0.108 to 0.750	0.066 to 0.594
PM Model Speed (mph) Base Year 2011	39.8 to 54.5 mph	39.5 to 55.0 mph
PM Model Speed (mph) Horizon Year 2040	39.7 to 55.0 mph	33.8 to 55.0 mph

Historic AADT by Year

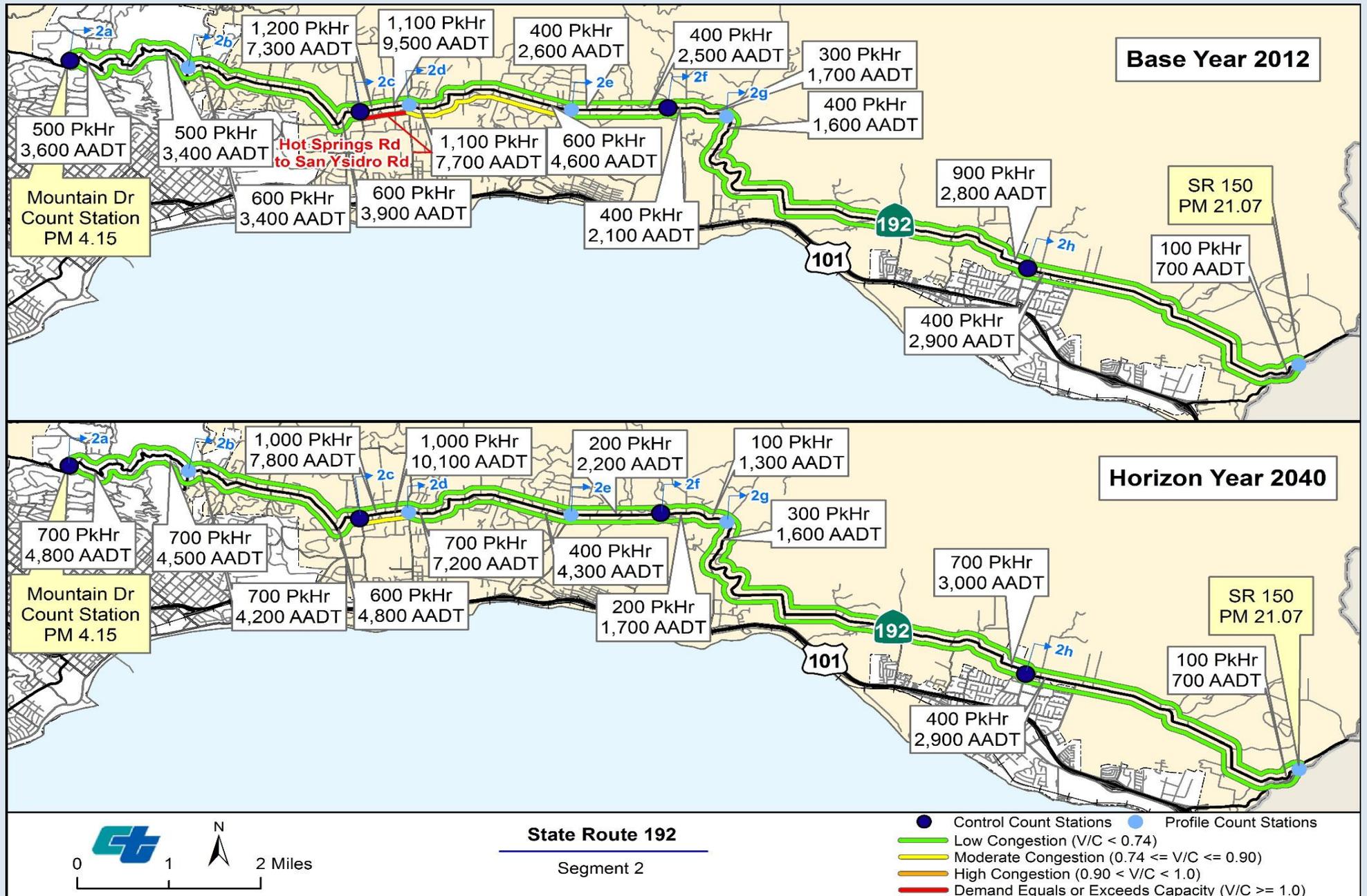


Historic AADT by Location



Segment 2 Traffic Data: SR 192

PM Peak Hour Congestion*



*Image Last Modified: 12/11/2014 9:46:14 AM

Segment 2 Planning Data: SR 192

Location Description

Segment Description	Mountain Dr. to SR 150
Urban/Rural	Both Urban/Rural
Local Planning Jurisdiction	SBCAG
County	Santa Barbara
City	Santa Barbara & Carpinteria
Prevalent Land Use	Med-Low Density Residential

Highway Type

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

Highway Designations

National Highway System	No
Interregional Road System	No
Scenic Highway	No

Highway Characteristics

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

Modal

Airports Served	Santa Barbara Municipal
Bicycle Access	Open
AMTRAK Bus Stations	N/A
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	No
Parallel/Nearby 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 192

Freight

Percent Trucks	8%
Key Freight Highway	No
California Truck Network	Advisory - KPRA is less than 30 ft.
Annual Freight Tonnage	Information Not Available
Freight VMT	Information Not Available
Reported Freight Issues: N/A	

Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	Parma, Hale, Manning, Fleischmann Field, El Carro, Lions
Federal Lands	N/A
Landmarks	Westmont College

Environmental

Surrounding Vegetation	Urban-Agriculture
Coastal Zone	Yes
Water Crossing Description	N/A
Flood Zone	100 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

Appendix A:
Detailed Pavement Condition



Appendix B:
Detailed Traffic Performance Measures

TCR Name:	192
Base Year (BY):	2011
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	2011 ADT Volume	2011 Daily VMT	2011 PM Volume	2011 PM EB Volume	2011 PM WB Volume	2011 Peak Direction	2011 VMT	2011 EB VMT	2011 WB VMT	2011 VHT (Model)	2011 EB Adjusted Capacity	2011 WB Adjusted Capacity	2011 EB VC	2011 WB VC	2011 PM EB Model Speed	2011 PM WB Model Speed
SBCAG 2013 SCS Preferred																						
1a	SB	192	R0.019	0.18	JCT. RTE. 154	CIENEGITAS AVENUE	10,900	1,755	1,150	637	513	EB	185	103	83	4	1,378	1,378	0.46	0.37	47.5	48.6
1b	SB	192	0.18	1.64	CIENEGITAS AVENUE	SANTA BARBARA, ONTARE ROAD	10,000	14,600	1,400	711	689	EB	2,044	1,037	1,007	44	1,025	1,025	0.69	0.67	46.7	47.0
1c	SB	192	1.64	4.15	SANTA BARBARA, ONTARE ROAD	SANTA BARBARA, MOUNTAIN DR	6,520	16,365	810	391	419	WB	2,033	982	1,051	50	875	875	0.45	0.48	40.5	40.1
2a	SB	192	4.15	5.99	SANTA BARBARA, MOUNTAIN DR	SANTA BARBARA, JCT. RTE. 144 SOUTH	3,480	6,403	485	213	272	WB	892	393	500	23	800	800	0.27	0.34	39.8	39.5
2b	SB	192	5.99	8.28	SANTA BARBARA, JCT. RTE. 144 SOUTH	HOT SPRINGS ROAD	3,630	8,313	560	322	238	EB	1,282	737	546	32	800	800	0.40	0.30	39.9	41.5
2c	SB	192	8.28	8.82	HOT SPRINGS ROAD	SAN YSIDRO ROAD	8,400	4,536	1,150	929	221	EB	621	502	119	15	929	800	1.00	0.28	40.6	43.0
2d	SB	192	8.82	10.74	SAN YSIDRO ROAD	SHEFFIELD DRIVE	6,150	11,808	835	698	137	EB	1,603	1,341	263	39	800	800	0.87	0.17	41.2	44.2
2e	SB	192	10.74	11.8	SHEFFIELD DRIVE	FREEHAVEN DRIVE	2,570	2,724	360	292	68	EB	382	309	72	7	800	800	0.36	0.09	54.1	55.0
2f	SB	192	11.8	12.48	FREEHAVEN DRIVE	TORO CANYON ROAD	1,890	1,285	325	266	59	EB	221	181	40	4	850	850	0.31	0.07	54.5	55.0
2g	SB	192	12.48	17.44	TORO CANYON ROAD	CARPINTERIA, LINDEN AVENUE	2,185	10,838	630	525	105	EB	3,125	2,603	522	62	861	861	0.61	0.12	50.1	50.2
2h	SB	192	17.44	21.07	CARPINTERIA, LINDEN AVENUE	JCT. RTE. 150	1,810	6,556	280	229	51	EB	1,014	829	185	21	800	800	0.29	0.06	49.3	49.3

Appendix B:
Detailed Traffic Performance Measures

TCR Name:	192
Base Year (BY):	2011
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	192	R0.019	0.18	JCT. RTE. 154	CIENEGITAS AVENUE	25	116	14,277	2,299	1,886	943	943	WB	304	152	152	8	1,378	1,378	0.68	0.68	40.1	38.6
1b	SB	192	0.18	1.64	CIENEGITAS AVENUE	SANTA BARBARA, ONTARE ROAD	27	117	13,383	19,539	2,182	1,060	1,123	WB	3,186	1,547	1,639	91	1,025	1,025	1.03	1.10	36.3	33.7
1c	SB	192	1.64	4.15	SANTA BARBARA, ONTARE ROAD	SANTA BARBARA, MOUNTAIN DR	12	70	8,558	21,481	1,158	528	629	WB	2,905	1,326	1,579	86	875	875	0.60	0.72	35.9	31.9
2a	SB	192	4.15	5.99	SANTA BARBARA, MOUNTAIN DR	SANTA BARBARA, JCT. RTE. 144 SOUTH	8	41	4,683	8,616	706	231	475	WB	1,299	425	874	37	800	800	0.29	0.59	39.7	33.8
2b	SB	192	5.99	8.28	SANTA BARBARA, JCT. RTE. 144 SOUTH	HOT SPRINGS ROAD	3	30	4,490	10,282	644	285	358	WB	1,474	653	820	37	800	800	0.36	0.45	40.9	38.6
2c	SB	192	8.28	8.82	HOT SPRINGS ROAD	SAN YSIDRO ROAD	-5	20	8,967	4,842	997	697	300	EB	538	376	162	13	929	800	0.75	0.37	42.7	43.0
2d	SB	192	8.82	10.74	SAN YSIDRO ROAD	SHEFFIELD DRIVE	-8	-13	5,770	11,077	589	438	152	EB	1,132	841	291	26	800	800	0.55	0.19	43.9	44.2
2e	SB	192	10.74	11.8	SHEFFIELD DRIVE	FREEHAVEN DRIVE	-6	-13	2,198	2,330	191	116	75	EB	203	123	80	4	800	800	0.15	0.09	55.0	55.0
2f	SB	192	11.8	12.48	FREEHAVEN DRIVE	TORO CANYON ROAD	-6	-13	1,513	1,029	157	92	65	EB	107	63	44	2	850	850	0.11	0.08	55.0	55.0
2g	SB	192	12.48	17.44	TORO CANYON ROAD	CARPINTERIA, LINDEN AVENUE	-4	4	2,288	11,349	512	348	164	EB	2,540	1,727	813	51	861	861	0.40	0.19	50.2	50.2
2h	SB	192	17.44	21.07	CARPINTERIA, LINDEN AVENUE	JCT. RTE. 150	0	0	1,800	6,521	274	221	52	EB	991	801	190	20	800	800	0.28	0.07	49.3	49.3

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
PM R0.019 Ahead Jct. Rte. 154	12,100	12,000	11,400	11,400	12,100	12,100	#N/A	12,100	13,000	13,000	13,000	13,000	13,300	13,500	13,500	13,500	13,200	12,300	10,900	10,900	11,700
PM 0.18 Ahead Cienegitas Avenue	12,100	12,000	11,400	11,400	12,000	12,000	#N/A	12,000	12,800	12,800	12,800	12,800	13,000	13,500	13,500	13,500	13,200	12,000	10,000	10,000	10,000
PM 1.64 Ahead Santa Barbara, Ontare Road	10,500	10,400	10,000	10,000	9,700	9,700	#N/A	9,400	10,000	10,000	10,000	10,000	10,200	10,400	10,400	10,400	10,100	10,000	10,000	10,000	10,000
PM 4.15 Behind Santa Barbara, Mountain Dr	3,000	3,000	2,900	2,900	2,800	2,800	#N/A	2,700	3,100	3,100	3,200	3,200	3,400	3,500	3,500	3,500	3,400	2,300	2,900	3,040	2,500
Segment 2																					
PM 4.15 Ahead Santa Barbara, Mountain Dr	3,300	3,300	3,200	3,200	3,100	3,100	#N/A	3,000	3,450	3,450	3,550	3,550	3,700	3,800	3,600	3,600	3,500	3,000	3,600	3,600	3,600
PM 5.99 Ahead Santa Barbara, Jct. Rte. 144 South	2,800	2,700	2,600	2,600	2,500	2,500	#N/A	2,600	2,800	2,800	2,900	2,900	3,100	3,300	3,800	3,800	3,700	3,500	3,200	3,360	3,360
PM 8.28 Ahead Hot Springs Road	7,800	7,700	7,500	7,500	7,400	7,400	#N/A	7,700	8,300	8,300	8,500	8,500	9,100	9,200	9,800	9,800	9,600	8,900	7,300	7,300	7,100
PM 8.82 Ahead	8,500	8,400	8,100	8,100	8,000	8,000	#N/A	8,500	9,200	9,200	9,400	9,400	9,900	10,000	8,000	8,000	7,800	7,400	7,700	7,700	7,700
PM 10.74 Ahead	1,800	1,800	1,600	1,600	1,550	1,550	#N/A	1,750	1,950	1,950	2,300	2,300	2,400	2,500	2,600	2,600	2,500	2,500	2,500	2,620	2,620
PM 11.8 Ahead	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	1,750	1,950	1,950	2,300	2,300	2,500	2,600	2,700	2,700	2,600	2,000	2,000	2,100	2,100
PM 12.48 Ahead	900	900	900	900	950	950	#N/A	950	1,100	1,100	1,100	1,100	1,200	1,300	1,400	1,400	1,400	1,500	1,500	1,570	1,570
PM 17.44 Ahead	2,200	2,300	2,400	2,400	2,550	2,550	#N/A	2,900	3,000	3,000	3,200	3,200	3,400	3,500	3,600	3,600	3,500	3,100	2,900	2,900	#N/A
PM 21.07 Behind	470	480	500	500	550	550	#N/A	600	600	600	650	650	700	750	800	800	780	750	690	720	#N/A

Appendix D:
Ramps

No ramps exist along SR-192												
Segment	Ramp Name	Location	2011 Daily Volume	2011 PM Hour Volume	2011 PM Hour V/C	2011 Daily VMT	2011 PM Hour VMT	2040 Daily Volume	2040 PM Hour Volume	2040 PM Hour V/C	2040 Daily VMT	2040 PM Hour VMT

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.