

4 CORRIDOR DATA SHEET STATE ROUTE 150



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SR 150 Corridor Data Sheet

District 5, Santa Barbara County

Inputs: PM Peak Hour Analyzed
Base Year 2012
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.

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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 150

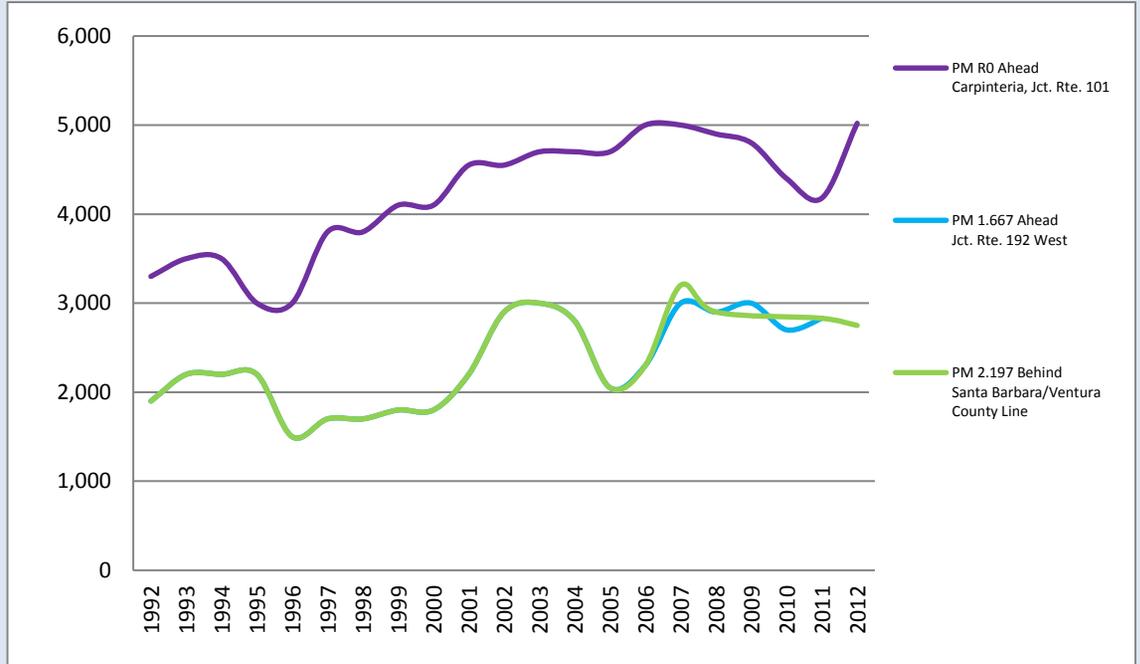
Daily Traffic Data

AADT Base Year 2012	2,800 to 5,000
AADT Horizon Year 2040	3,200 to 7,200
AADT: Growth Rate (Vehicles/Year)	20 to 80
VMT Base Year 2012	9,700
VMT Horizon Year 2040	13,500

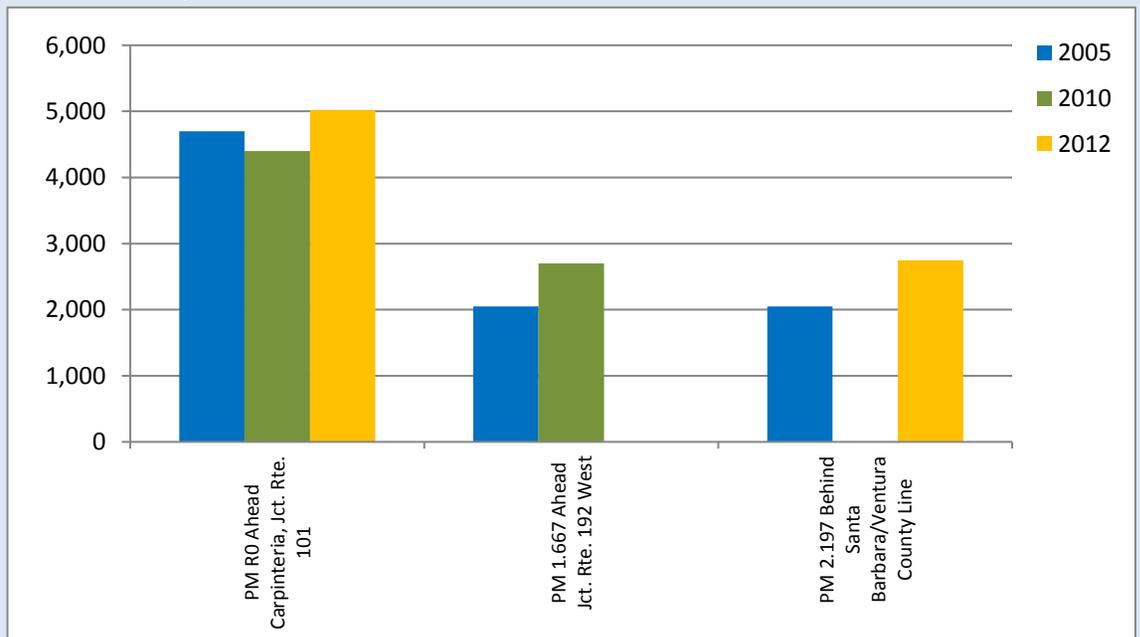
PM Peak Hour Traffic Data

	Eastbound	Westbound
Segment Length (Miles)	2.174	
PM Peak Hour	5:00 - 6:00 PM	
PM Peak Hour Directional Split Base Year 2012	54.5% to 63.3%	36.7% to 45.5%
PM Peak Hour Directional Split Horizon Year 2040	48.7% to 60.8%	39.2% to 51.3%
PM Peak Hour Volume Base Year 2012	300 to 500	
	200 to 300	100 to 200
PM Peak Hour Volume Horizon Year 2040	300 to 700	
	200 to 300	100 to 300
PM Peak Hour Growth Rate (vehicles/year)	1 to 6	
PM Peak Hour VMT Base Year 2012	500	400
PM Peak Hour VMT Horizon Year 2040	600	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	0.183 to 0.306	0.106 to 0.255
PM Peak Hour V/C Horizon Year 2040	0.195 to 0.369	0.126 to 0.390
PM Model Speed (mph) Base Year 2012	49.4 to 55.0 mph	49.4 to 55.0 mph
PM Model Speed (mph) Horizon Year 2040	49.3 to 55.0 mph	49.3 to 55.0 mph

Historic AADT by Year

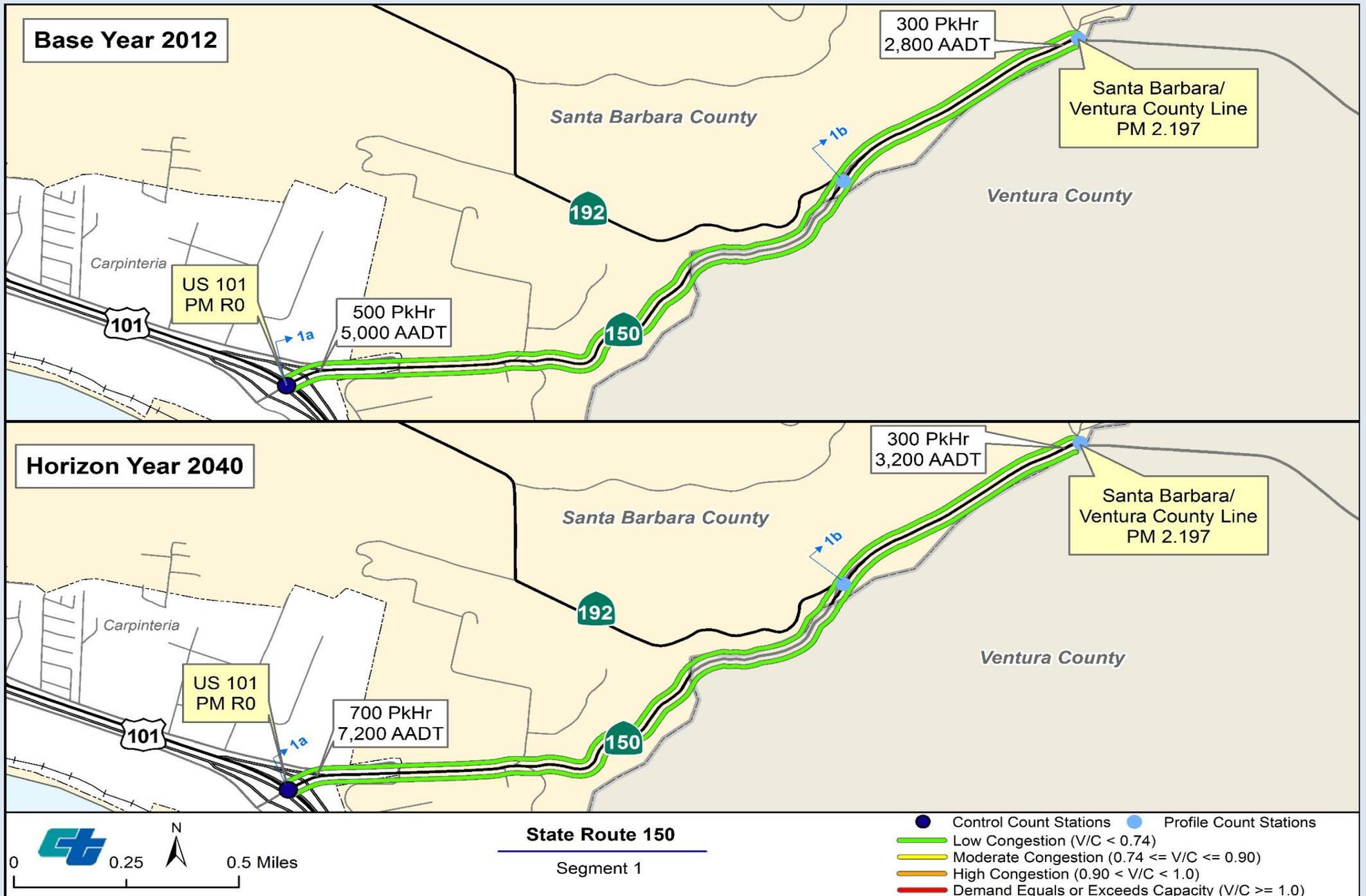


Historic AADT by Location



Segment 1 Traffic Data: SR 150

PM Peak Hour Congestion*



*Image Last Modified: 12/11/2014 11:13:40 AM

Segment 1 Planning Data: SR 150

Location Description

Segment Description	From US 101 to SB Co. Limits
Urban/Rural	Both Urban/Rural
Local Planning Jurisdiction	SBCAG
County	Santa Barbara
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	No
Scenic Highway	Eligible

Highway Characteristics

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

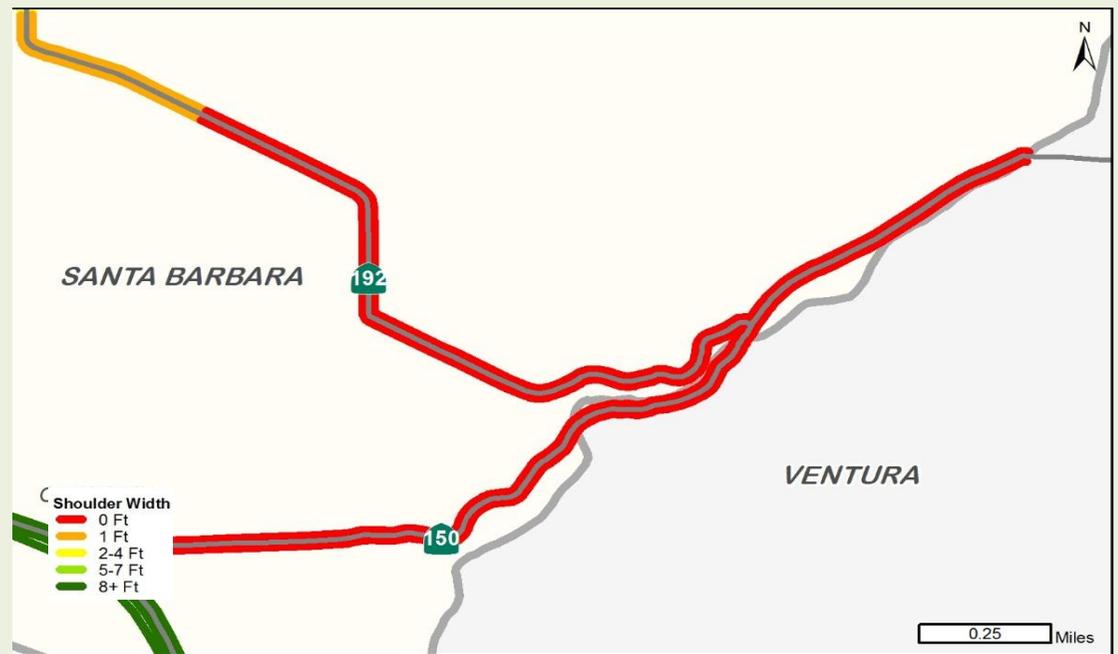
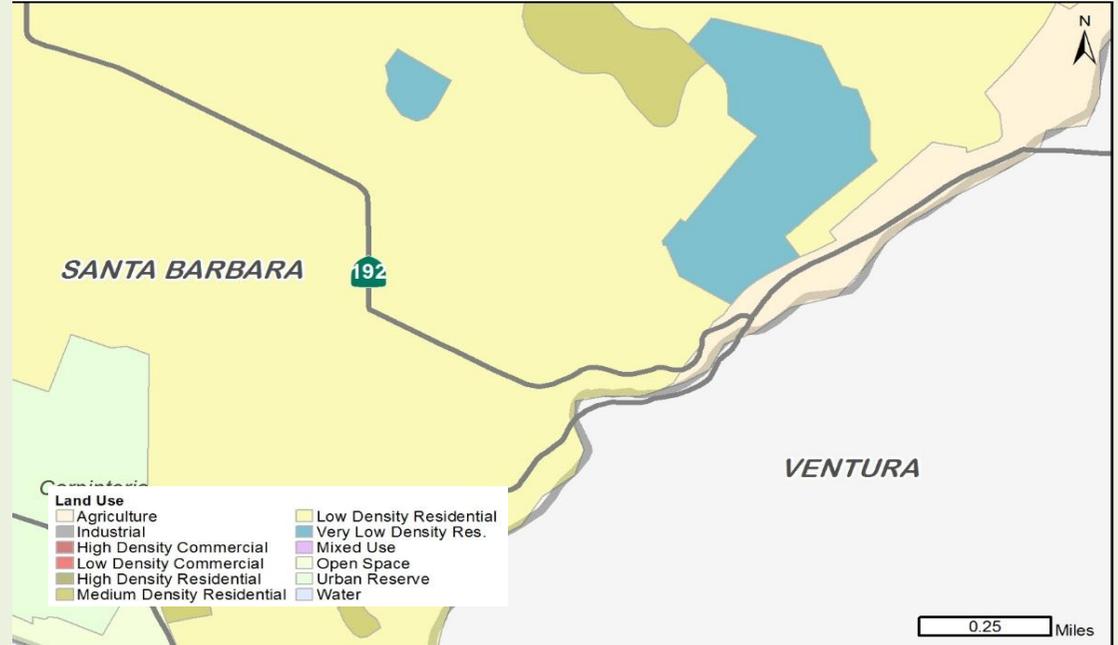
Modal

Airports Served	N/A
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 1 Planning Data: SR 150

Freight

Percent Trucks	2%-6%
Key Freight Highway	No
California Truck Network	Advisory - advised KPRA is less than 30 ft.
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	No
Federal Lands	No
Landmarks	No

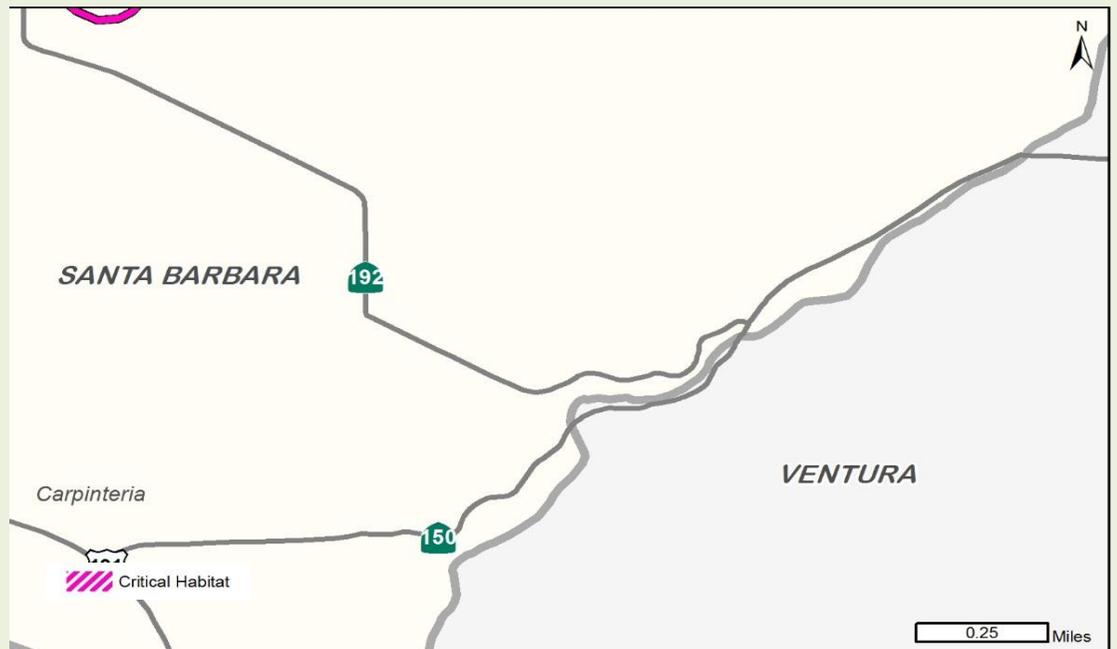
Environmental

Surrounding Vegetation	Urban-Agric./Coastal scrub
Coastal Zone	Yes
Water Crossing Description	0
Flood Zone	100 Year Flood Plain
Critical Habitat	N/A

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:	150
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	150	RO	1.667	CARPINTERIA, JCT. RTE. 101	JCT. RTE. 192 WEST	5,020	8,253	500	272	228	EB	822	448	374	17	891	891	0.31	0.26	49.4	49.4
1b	SB	150	1.667	2.197	JCT. RTE. 192 WEST	SANTA BARBARA/VENTURA	2,750	1,458	260	165	95	EB	138	87	51	3	900	900	0.18	0.11	55.0	55.0

Appendix B:
Detailed Traffic Performance Measures

TCR Name:	150
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	150	R0	1.667	CARPINTERIA, JCT. RTE. 101	JCT. RTE. 192 WEST	6	77	7,180	11,804	676	329	347	WB	1,112	541	571	23	891	891	0.37	0.39	49.3	49.3
1b	SB	150	1.667	2.197	JCT. RTE. 192 WEST	SANTA BARBARA/VENTURA	1	16	3,204	1,698	289	176	113	EB	153	93	60	3	900	900	0.20	0.13	55.0	55.0

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 R0 Ahead Carpinteria, Jct. Rte. 101	3,300	3,500	3,500	3,000	3,000	3,800	3,800	4,100	4,100	4,550	4,550	4,700	4,700	4,700	5,000	5,000	4,900	4,800	4,400	4,180	5,020
PM 1.667 Ahead Jct. Rte. 192 West	1,900	2,200	2,200	2,200	1,500	1,700	1,700	1,800	1,800	2,200	2,900	3,000	2,800	2,050	2,300	3,000	2,900	3,000	2,700	2,830	#N/A
PM 2.197 Behind	1,900	2,200	2,200	2,200	1,500	1,700	1,700	1,800	1,800	2,200	2,900	3,000	2,800	2,050	2,300	3,200	2,900	#N/A	#N/A	2,830	2,750

Appendix D:
Ramps

Ramps along SR150 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.