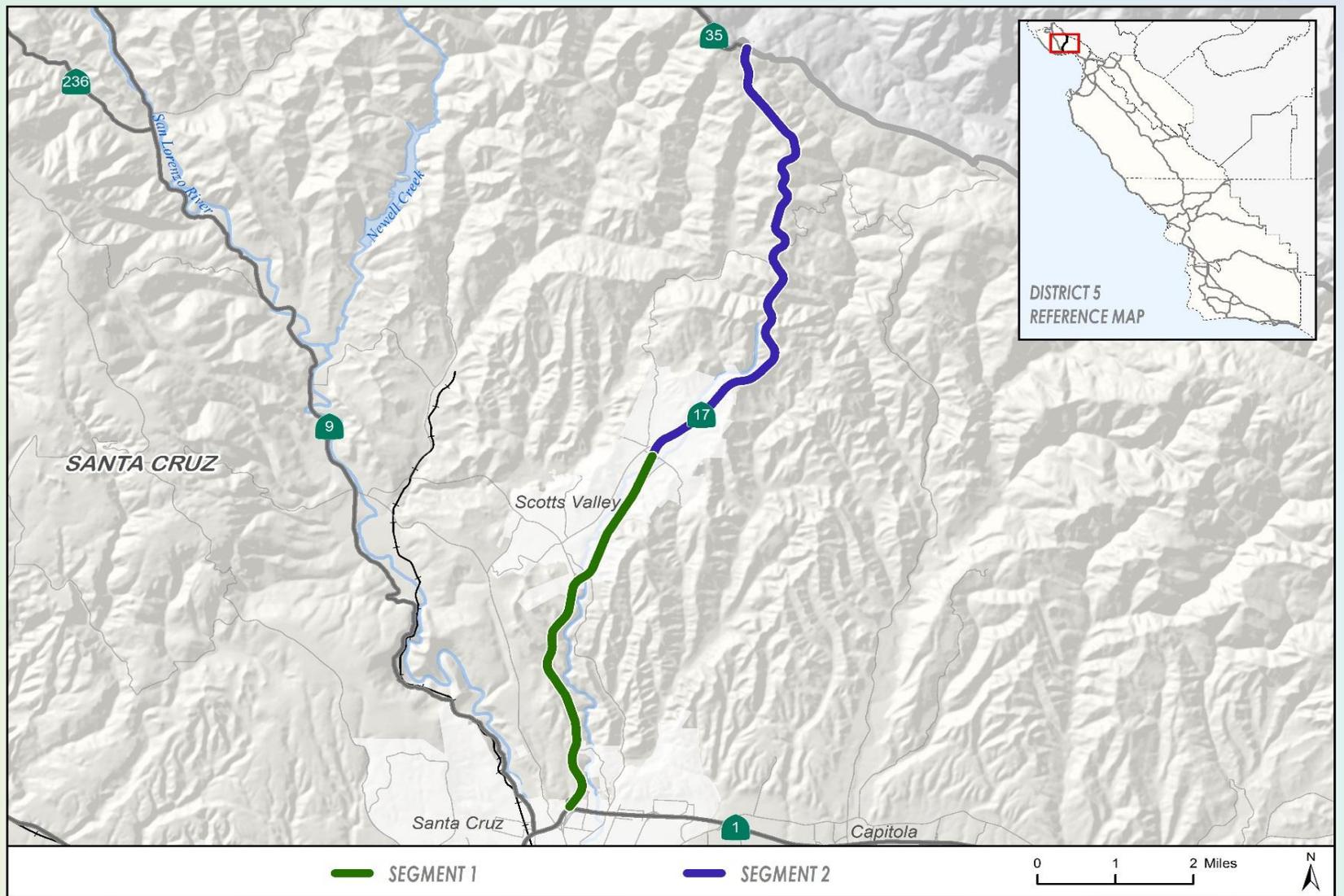


# 4 CORRIDOR DATA SHEET STATE ROUTE 17



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



# SR 17 Corridor Data Sheet

Prepared by District 5 Transportation Planning

Inputs: PM Peak Hour Analyzed  
Base Year 2013  
Horizon Year 2040  
AMBAG Regional Model 2014

<u>Section:</u>	<u>Page:</u>	<u>Section:</u>	<u>Page:</u>
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Segment 1 Planning Data	6	Appendix B: Traffic Performance	13
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Last Saved: 2/25/2015

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 17

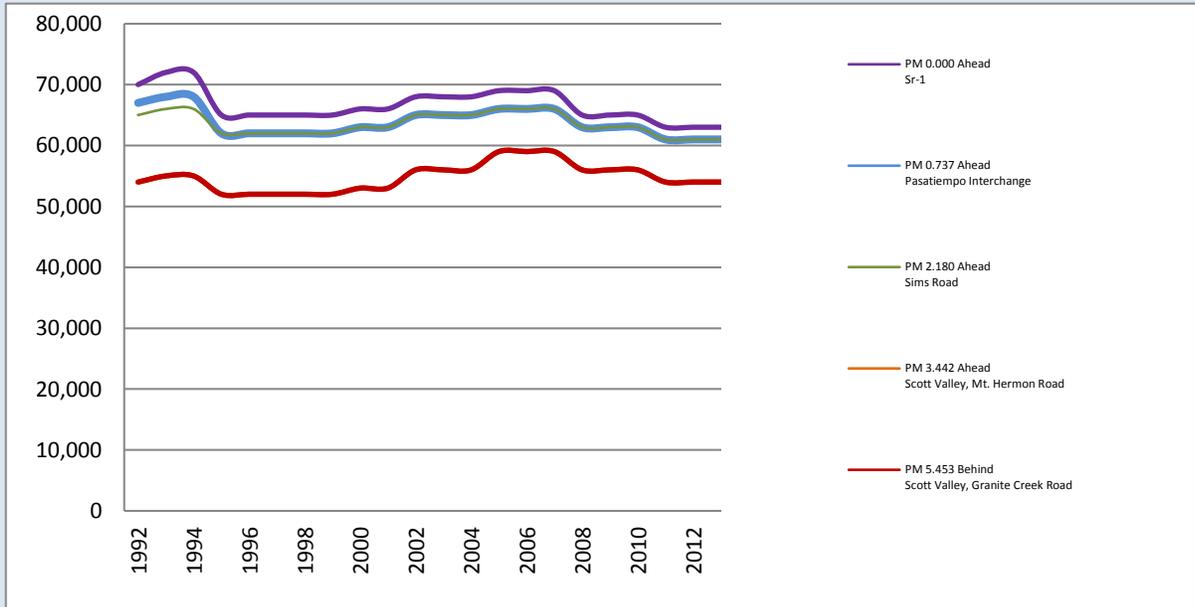
## Daily Traffic Data

AADT Base Year 2013	54,000 to 63,000
AADT Horizon Year 2040	68,200 to 77,100
AADT: Growth Rate (Vehicles/Year)	520 to 710
VMT Base Year 2013	320,000
VMT Horizon Year 2040	389,700

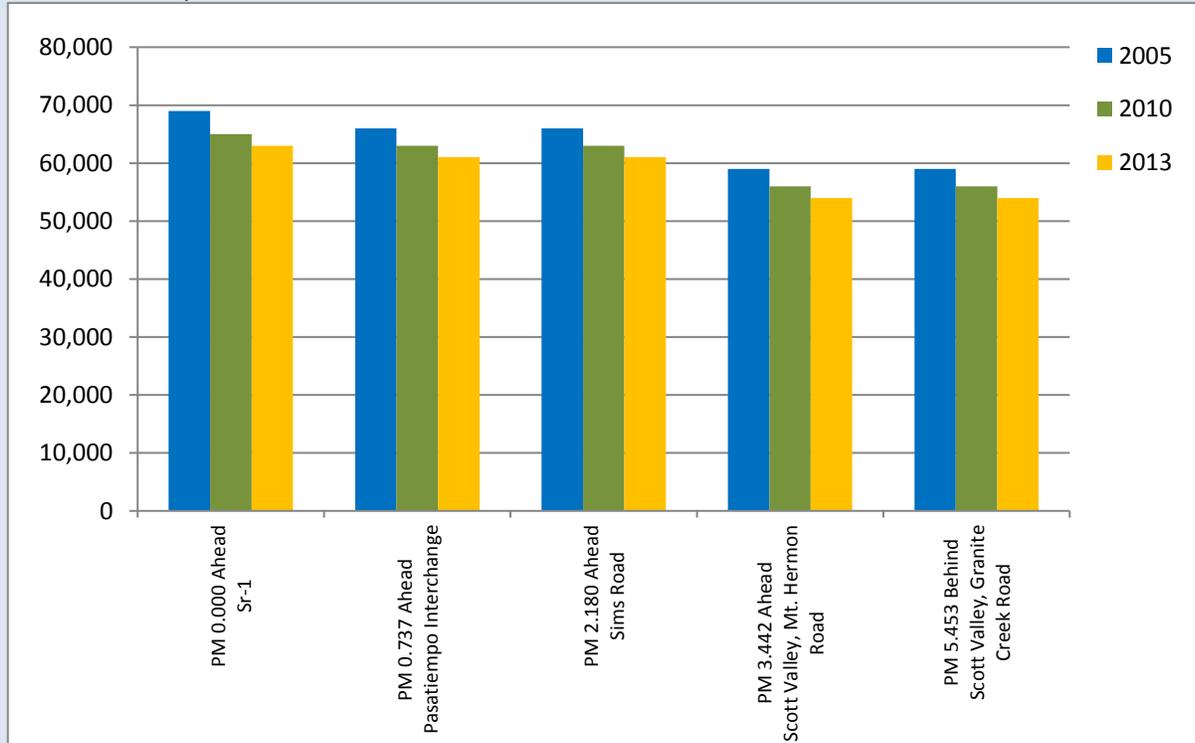
## PM Peak Hour Traffic Data

	Northbound	Southbound
Segment Length (Miles)	5.453	
PM Peak Hour Directional Split Base Year 2013	41.1% to 53.3%	46.7% to 58.9%
PM Peak Hour Directional Split Horizon Year 2040	41.9% to 51.4%	48.6% to 58.1%
PM Peak Hour Volume Base Year 2013	5,200 to 5,700	
	2,100 to 2,900	2,500 to 2,500
PM Peak Hour Volume Horizon Year 2040	6,000 to 6,700	
	2,700 to 3,400	3,100 to 3,700
PM Peak Hour Growth Rate (vehicles/year)	42 to 62	
PM Peak Hour VMT Base Year 2013	13,300	15,800
PM Peak Hour VMT Horizon Year 2040	15,900	19,000
PM Peak Hour VHT Base Year 2013 (Model based)	244	301
PM Peak Hour VHT Horizon Year 2040 (Model)	329	445
PM Peak Hour V/C Base Year 2013	0.468 to 0.662	0.581 to 0.695
PM Peak Hour V/C Horizon Year 2040	0.591 to 0.776	0.712 to 0.817
PM Peak Hour LOS Base Year 2013	B to C	C
PM Peak Hour LOS Horizon Year 2040	C to D	C to D
PM Speed (mph) Base Year 2013 (Model based)	47.4 to 64.8 mph	44.3 to 63.2 mph
PM Speed (mph) Horizon Year 2040 (Model based)	37.5 to 64.0 mph	32.2 to 57.5 mph

## Historic AADT by Year

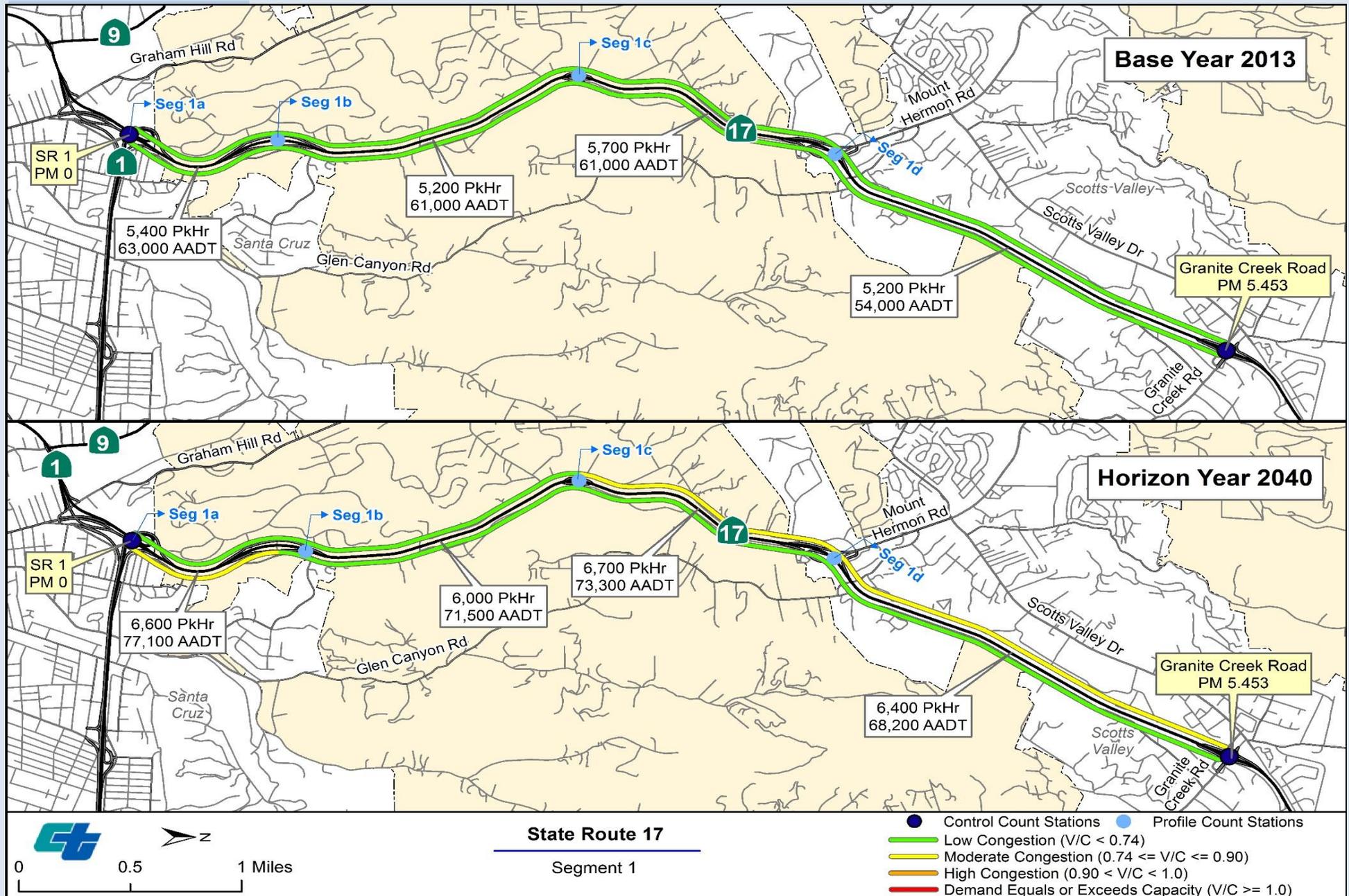


## Historic AADT by Location



# Segment 1 Traffic Data: SR 17

PM Peak Hour Congestion\*\*



\*\*Last Modified: 1/22/2015 3:04:34 PM

# Segment 1 Planning Data: SR 17

## Location Description

Segment Description	From SR 1 to Granite Creek Rd
Urban/Rural	Urban
Local Planning Jurisdiction	SCCRTC/AMBAG
County	Santa Cruz
City	Santa Cruz; Scotts Valley
Prevalent Land Use	Low Density Residential

## Highway Type

Freeway/Expressway System	Yes
Facility Type	Expressway/Freeway
Functional Classification	Freeway or Expressway

## Highway Designations

National Highway System	No
Interregional Road System	High Emphasis Route
Scenic Highway	Eligible

## Highway Characteristics

Number of Lanes	4
Pavement Condition Right	No Distress
Pavement Condition Left	No Distress
Shoulder Width Right (ft)	0 ft @ Madrona Dr; Carbonera Crk o/c
Shoulder Width Left (ft)	8 ft+ all other locations (left & right)

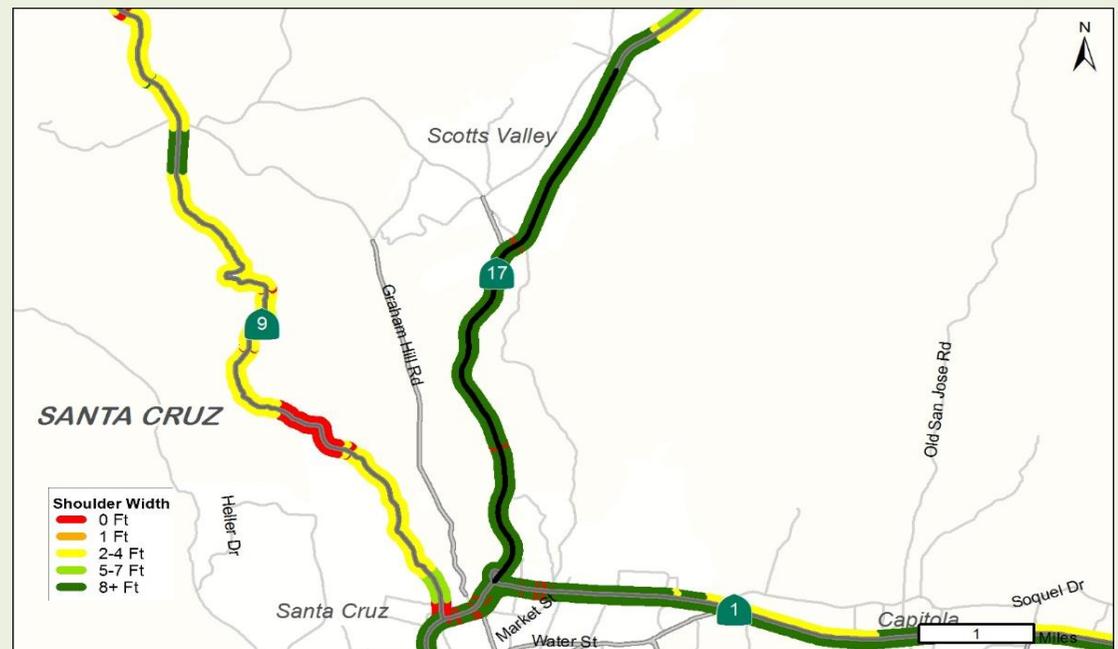
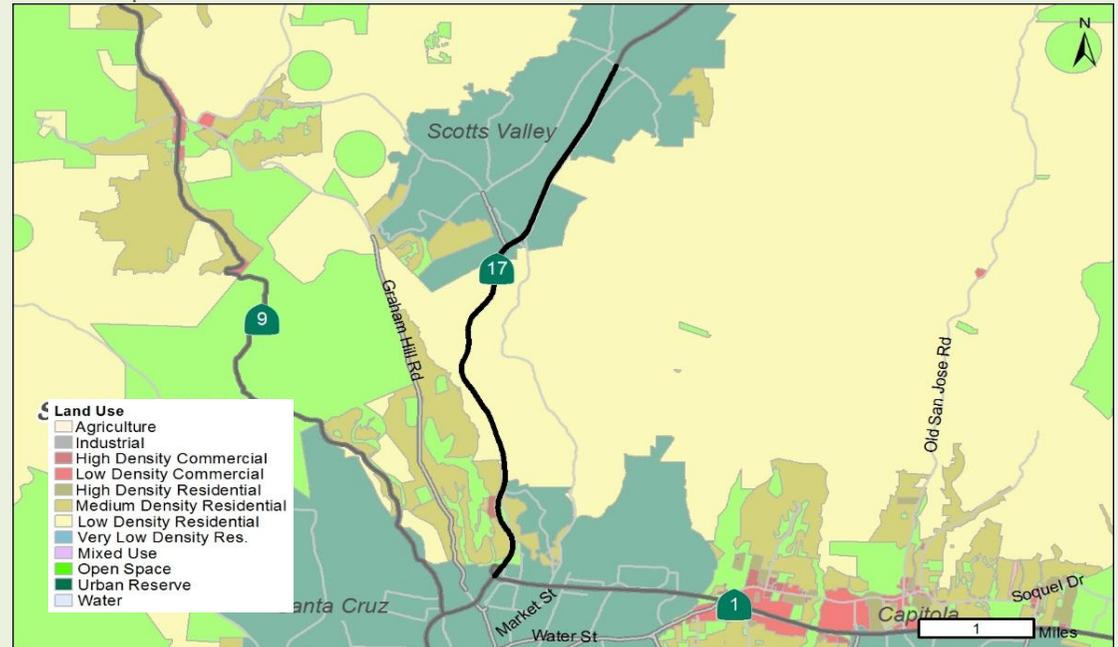
## Modal

Airports Served	N/A
Bicycle Access	Closed
AMTRAK Bus Stations	Cavallaro Transit Center, Scotts Valley
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	Yes
Other Adjacent/Near Facilities	17 Express
Rail/SHS Crossings	No
Rail Crossing Description	N/A

## Intelligent Transportation Systems

Signals/Mile	0
Other Features: Call Box(s); Changeable Message Sign(s); Closed Circuit TV; Vehicle Detection	

## Status Map



Shoulder Width

# Segment 1 Planning Data: SR 17

## Freight

Percent Trucks	Approx. 3%
Key Freight Highway	No
California Truck Network	Terminal Access
Annual Freight Tonnage	20,000,001+
Freight VMT	10,001 - 20,000
Reported Freight Issues: SR 17 truck climbing lane project previously denied for environmental concerns.	

## Cultural & Scenic

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

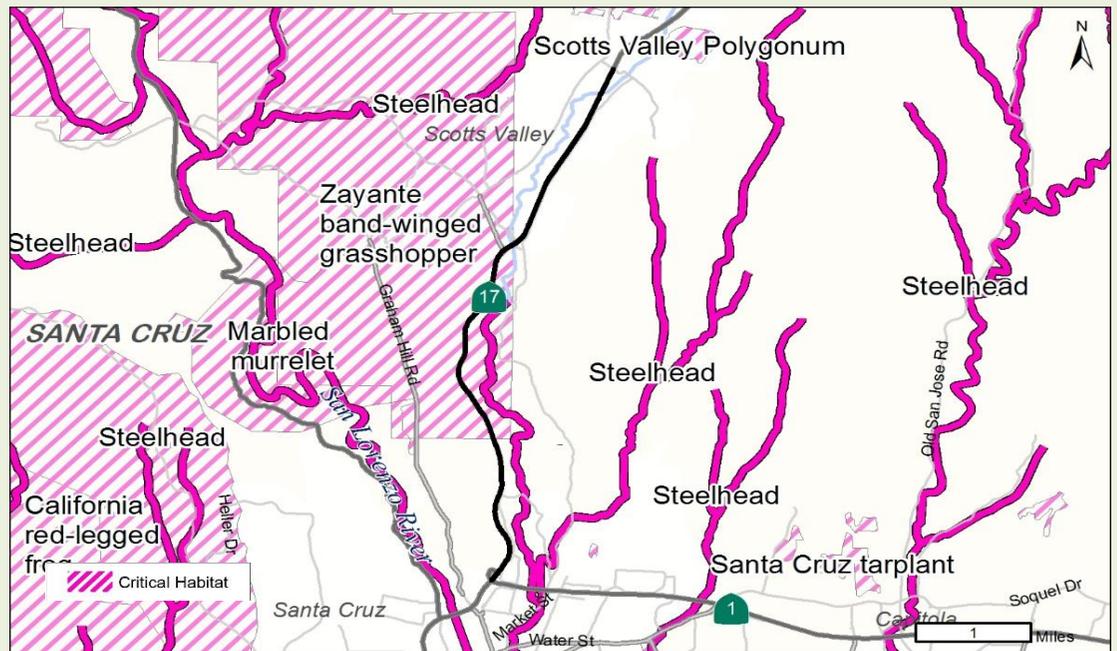
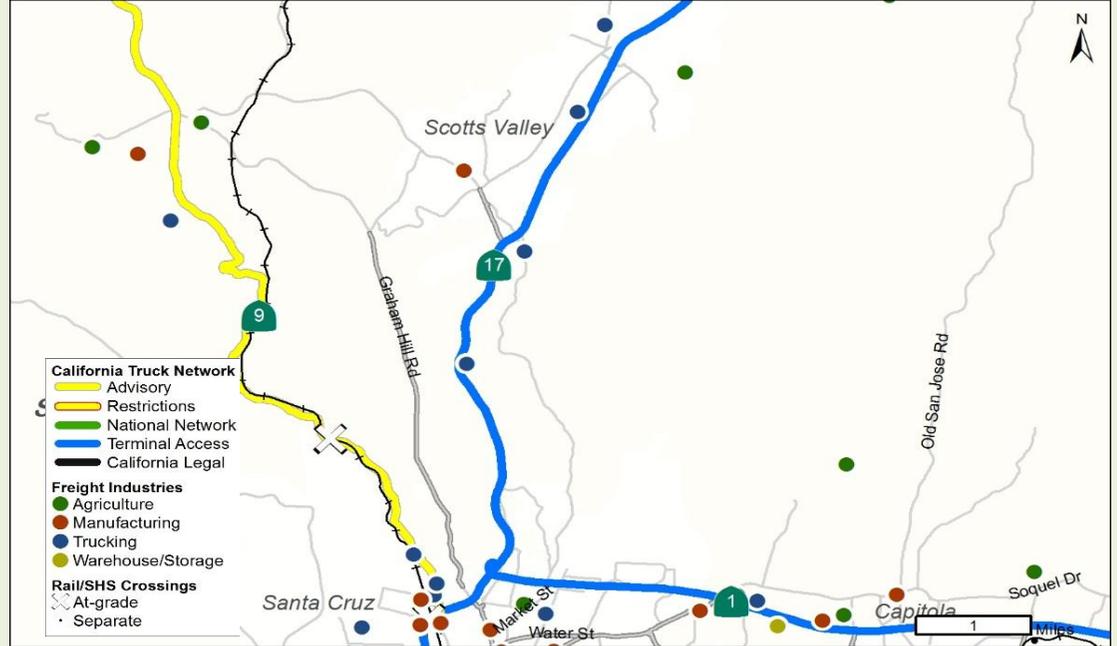
## Environmental

Surrounding Vegetation	Coastal Scrub
Coastal Zone	No
Water Crossing Description	Carbonera Creek
Flood Zone	100 Year Flood Plain @ Carbonera Creek
Critical Habitat	Zayante Band-Winged Grasshopper

## 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.

## Culverts



## Puma GPS Points

# Segment 2 Traffic Data: SR 17

## Daily Traffic Data

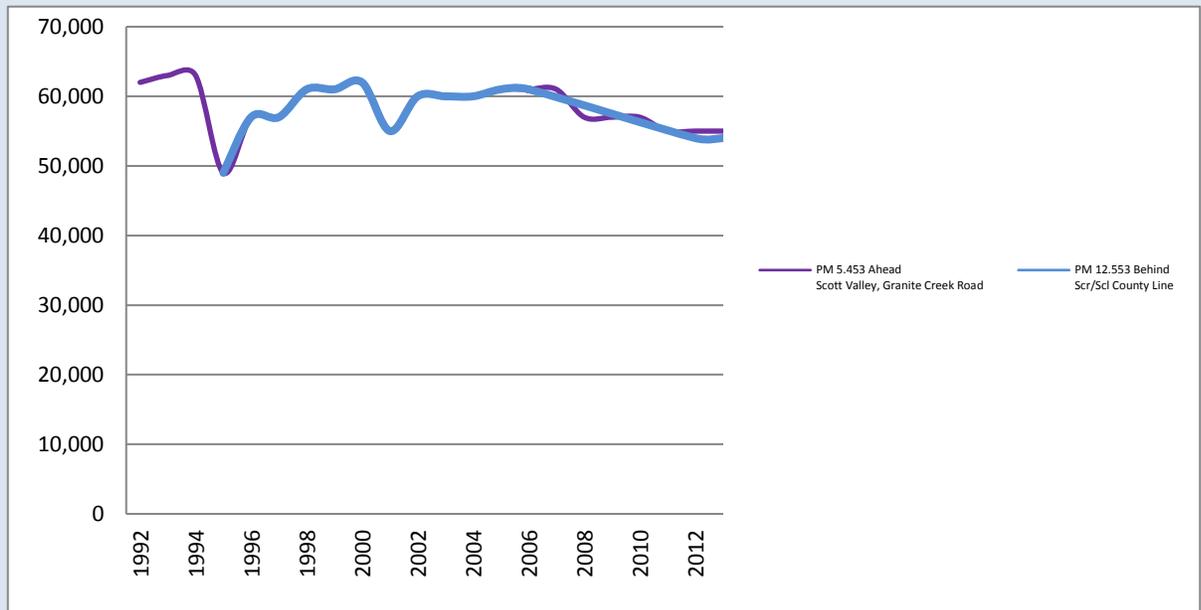
AADT Base Year 2013	54,500
AADT Horizon Year 2040	75,000
AADT: Growth Rate (Vehicles/Year)	1030
VMT Base Year 2013	387,000
VMT Horizon Year 2040	532,600

## PM Peak Hour Traffic Data

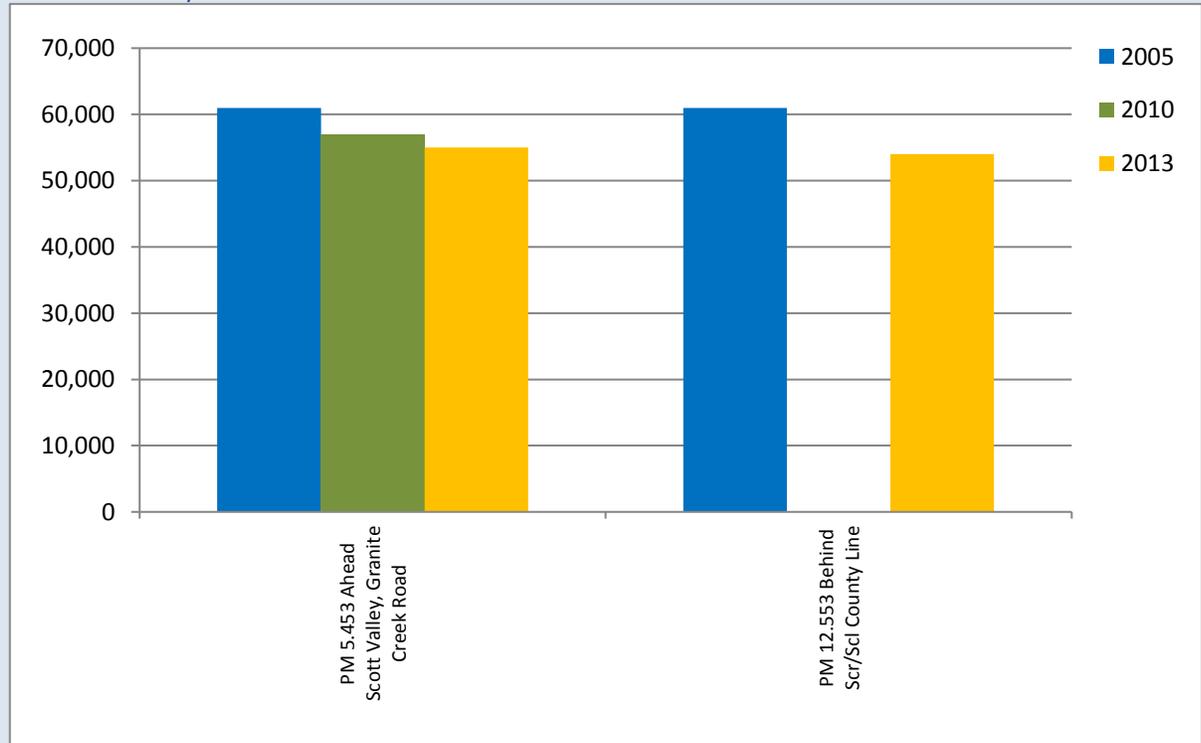
	Northbound	Southbound
Segment Length (Miles)	7.1	
PM Peak Hour Directional Split Base Year 2013	35.9%	64.1%
PM Peak Hour Directional Split Horizon Year 2040	37.1%	62.9%
PM Peak Hour Volume Base Year 2013	4,500	
	1,600	2,900
PM Peak Hour Volume Horizon Year 2040	6,100	
	2,300	3,800
PM Peak Hour Growth Rate (vehicles/year)	79	
PM Peak Hour VMT Base Year 2013	11,500	20,500
PM Peak Hour VMT Horizon Year 2040	16,000	27,200
PM Peak Hour VHT Base Year 2013 (Model based)	240	534
PM Peak Hour VHT Horizon Year 2040 (Model)	355	more than 980*
PM Peak Hour V/C Base Year 2013	0.412	0.761
PM Peak Hour V/C Horizon Year 2040	0.576	1.009
PM Peak Hour LOS Base Year 2013	B	D
PM Peak Hour LOS Horizon Year 2040	C	F
PM Speed (mph) Base Year 2013 (Model based)	47.9 mph	38.4 mph
PM Speed (mph) Horizon Year 2040 (Model based)*	47.9 mph	27.8* mph

\*Speeds and VHT cannot be determined for subsegments with LOS F

## Historic AADT by Year

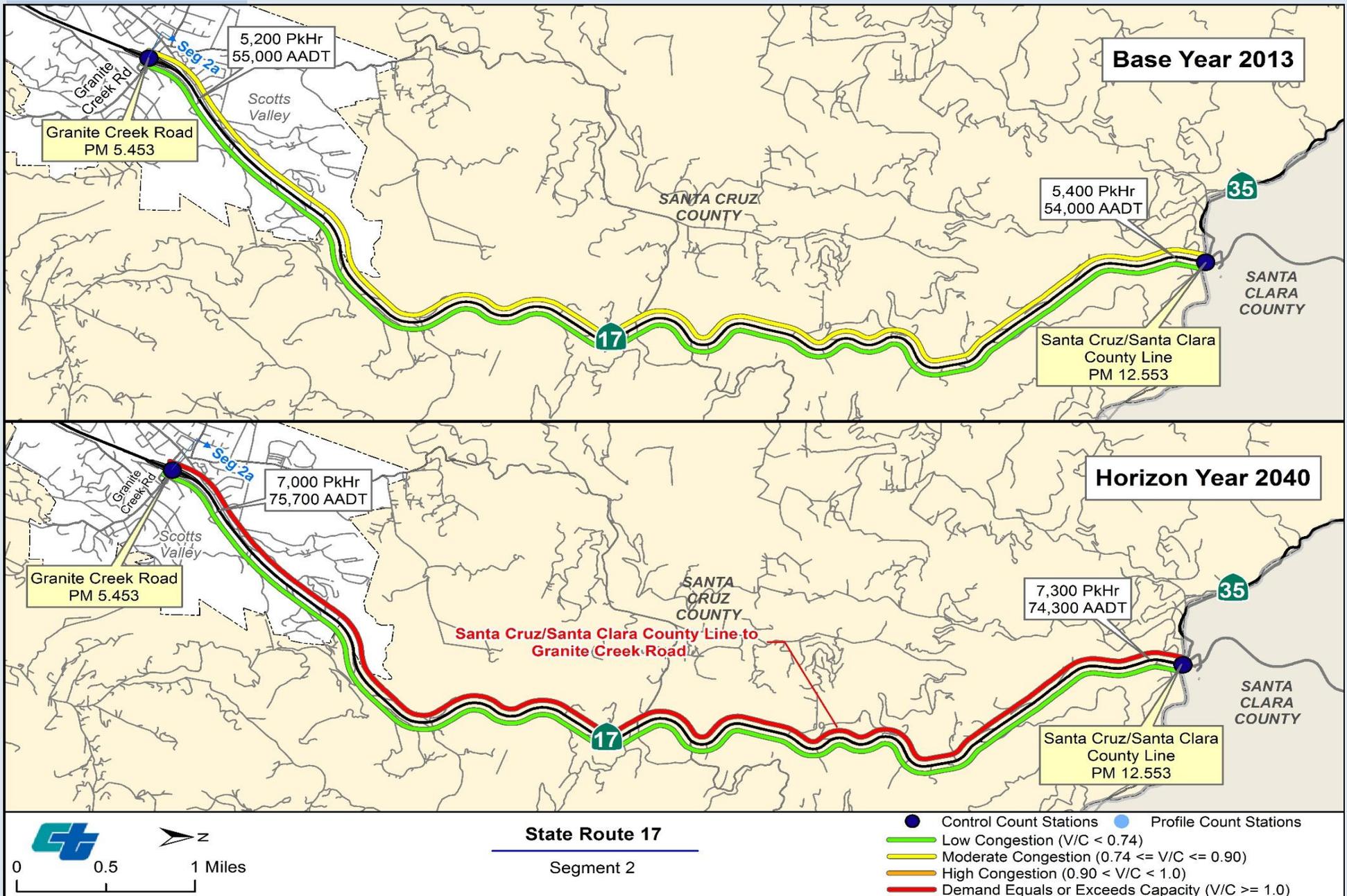


## Historic AADT by Location



# Segment 2 Traffic Data: SR 17

PM Peak Hour Congestion\*\*



\*\*Last Modified: 1/23/2015 11:25:10 AM

# Segment 2 Planning Data: SR 17

## Location Description

Segment Description	From Granite Creek Rd to SCL county
Urban/Rural	Both urban (SV) & rural
Local Planning Jurisdiction	SCCRTC/AMBAG
County	Santa Cruz
City	Scotts Valley
Prevalent Land Use	Low Density Residential

## Highway Type

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

## Highway Designations

National Highway System	No
Interregional Road System	High Emphasis Route
Scenic Highway	Eligible

## Highway Characteristics

Number of Lanes	4
Pavement Condition Right	Ride
Pavement Condition Left	Major/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	Yes
Other Adjacent/Near Facilities	17 Express
Rail/SHS Crossings	No
Rail Crossing Description	N/A

## Intelligent Transportation Systems

Signals/Mile	0
Other Features: Call Box(s); Changeable Message Sign(s); Closed Circuit TV; Vehicle Detection	

## Status Map



Shoulder Width

## Segment 2 Planning Data: SR 17

### Freight

Percent Trucks	Approx. 3%
Key Freight Highway	No
California Truck Network	Terminal Access
Annual Freight Tonnage	20,000,001+
Freight VMT	10,001 - 20,000
Reported Freight Issues: SR 17 truck climbing lane project previously denied for environmental concerns.	

### Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	N/A
Federal Lands	N/A
Landmarks	Vine Hill Elementary School

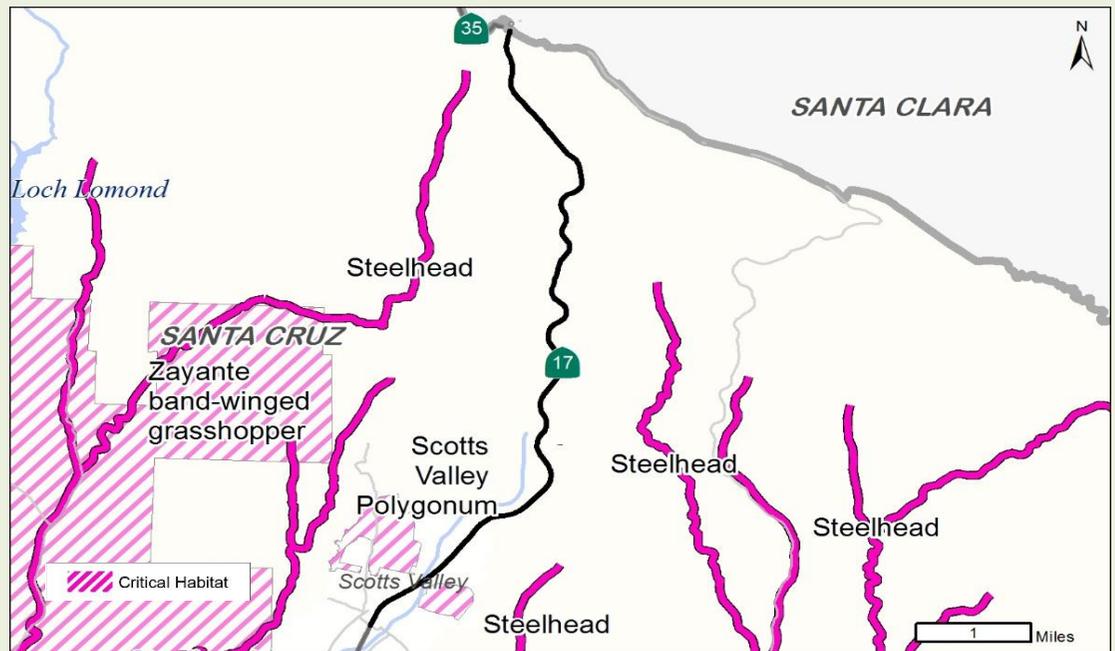
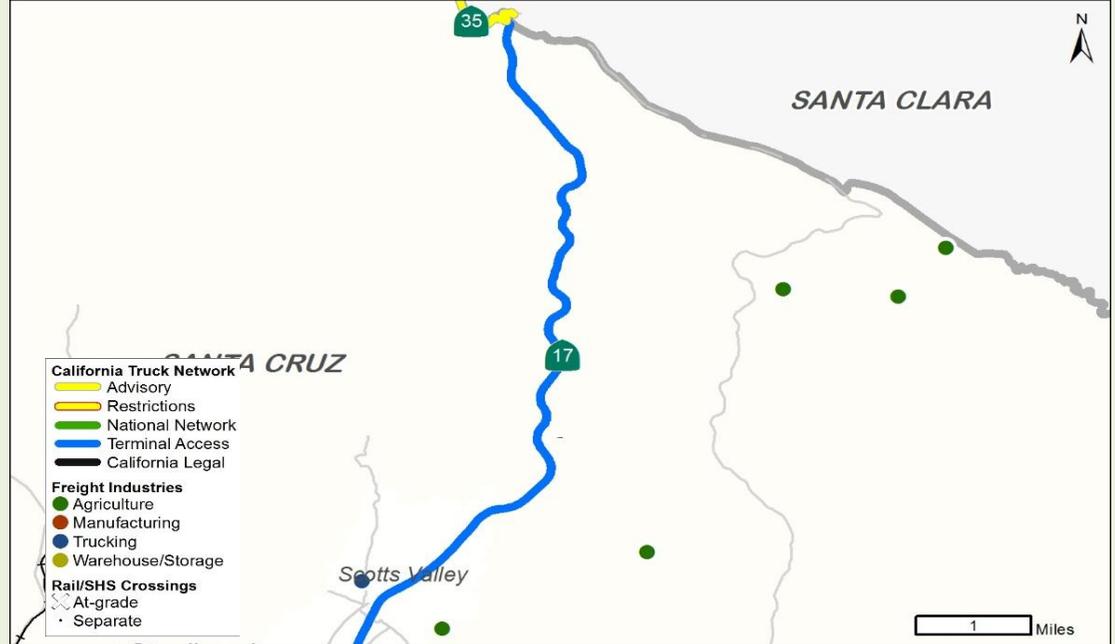
### Environmental

Surrounding Vegetation	Coastal Oak Woodland
Coastal Zone	No
Water Crossing Description	Carbonera Creek
Flood Zone	100 Year Flood Plain @ Carbonera Creek
Critical Habitat	Scotts Valley Polygonum

### Air Quality Standards: Monterey Bay Unified APCD

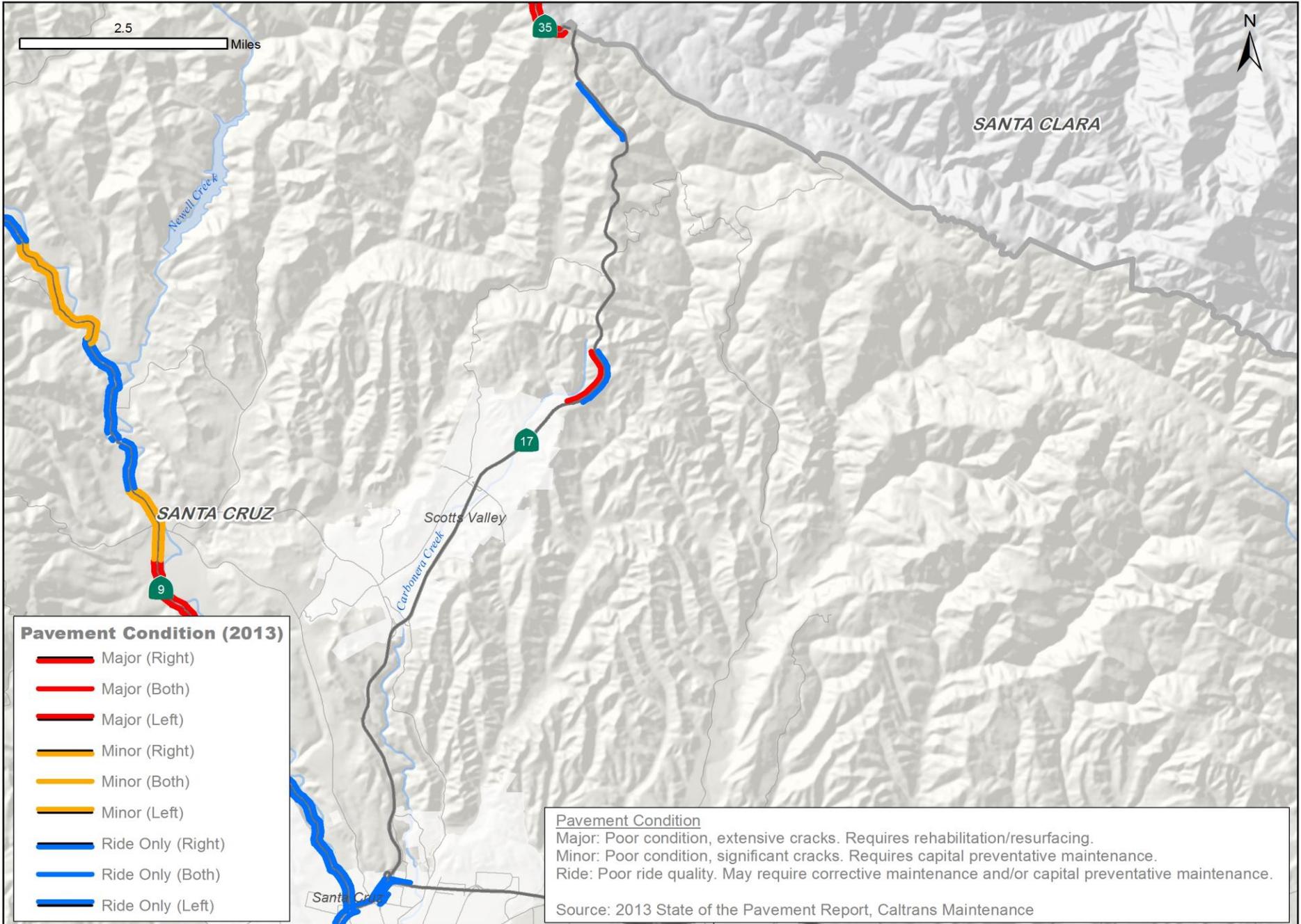
Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Unclassified/Attain.	Unclassified/Attain.
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfur Dioxide	Attainment	Attainment
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (10)	Attainment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

### Culverts



Puma GPS Points

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 VMT	2013 PM Volume	2013 PM NB Volume	2013 PM SB Volume	2013 PM Peak Direction	2013 PM VMT	2013 PM NB VMT	2013 PM SB VMT	2013 PM NB Adjusted Capacity	2013 PM SB Adjusted Capacity	2013 PM NB VC	2013 PM SB VC	2013 PM NB LOS	2013 PM SB LOS	2013 PM NB Model Based Speed	2013 PM SB Model Based Speed	2013 PM VHT (Model)	2013 PM NB VHT (Model)	2013 PM SB VHT (Model)	
AMBAG 2014 SCS Model Growth Rates and Splits																											
1a	SCR	17	0.000	0.737	SR-1	Pasatiempo Interchange	63,000	46,431	5,400	2,880	2,520	NB	3,980	2,123	1,857	4,348	4,335	0.66	0.58	C	C	47.4	49.5	82	45	38	
1b	SCR	17	0.737	2.180	Pasatiempo Interchange	Sims Road	61,000	88,023	5,200	2,521	2,679	SB	7,504	3,638	3,866	4,400	4,400	0.57	0.61	C	C	48.3	44.3	163	75	87	
1c	SCR	17	2.180	3.442	Sims Road	Scott Valley, Mt. Hermon Road	61,000	76,982	5,700	2,574	3,126	SB	7,193	3,249	3,944	4,480	4,500	0.57	0.69	C	C	56.4	50.1	136	58	79	
1d	SCR	17	3.442	5.453	Scott Valley, Mt. Hermon Road	Scott Valley, Granite Creek Road	54,000	108,594	5,200	2,135	3,065	SB	10,457	4,293	6,164	4,560	4,607	0.47	0.67	B	C	64.8	63.2	164	66	97	
2a	SCR	17	5.453	12.553	Scott Valley, Granite Creek Road	Scr/Scl County Line	54,500	386,950	4,507	1,617	2,891	SB	32,001	11,477	20,523	3,920	3,800	0.41	0.76	B	D	47.9	38.4	774	240	534	

**Sources:**

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

Growth Rates - AMBAG Regional Model 2014

Directional Splits - Model

## 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 NB Volume	2040 PM SB Volume	2040 PM Peak Direction	2040 PM VMT	2040 PM NB VMT	2040 PM SB VMT	2040 PM NB Adjusted Capacity	2040 PM SB Adjusted Capacity	2040 PM NB VC	2040 PM SB VC	2040 PM NB LOS	2040 PM SB LOS	2040 PM NB Model Based Speed	2040 PM SB Model Based Speed	2040 PM VHT (Model)	2040 PM NB VHT (Model)	2040 PM SB VHT (Model)
AMBAG 2014 SCS Model Growth Rates and Splits																												
1a	SCR	17	0.000	0.737	SR-1	Pasatiempo Interchange	43	521	77,058	56,792	6,564	3,373	3,191	NB	4,838	2,486	2,352	4,348	4,335	0.78	0.74	D	C	37.5	41.1	124	66	57
1b	SCR	17	0.737	2.180	Pasatiempo Interchange	Sims Road	42	524	71,477	103,142	6,034	2,903	3,131	SB	8,706	4,189	4,518	4,400	4,400	0.66	0.71	C	C	40.3	32.2	244	104	140
1c	SCR	17	2.180	3.442	Sims Road	Scott Valley, Mt. Hermon Road	51	614	73,281	92,480	6,716	3,039	3,676	SB	8,475	3,836	4,640	4,480	4,500	0.68	0.82	C	D	51.8	39.8	191	74	117
1d	SCR	17	3.442	5.453	Scott Valley, Mt. Hermon Road	Scott Valley, Granite Creek Road	62	712	68,245	137,241	6,435	2,697	3,738	SB	12,941	5,423	7,518	4,560	4,607	0.59	0.81	C	D	64.0	57.5	216	85	131
2a	SCR	17	5.453	12.553	Scott Valley, Granite Creek Road	Scr/Scl County Line	79	1,026	75,020	532,643	6,094	2,259	3,835	SB	43,264	16,039	27,225	3,920	3,800	0.58	1.01	C	F	45.2	27.8	1,335	355	980

**Sources:**

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

Growth Rates - AMBAG Regional Model 2014

Directional Splits - Model

### 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 0.000 Ahead Sr-1	70,000	72,000	72,000	65,000	65,000	65,000	65,000	65,000	66,000	66,000	68,000	68,000	68,000	69,000	69,000	69,000	65,000	65,000	65,000	63,000	63,000	63,000
PM 0.737 Ahead Pasatiempo Interchange	67,000	68,000	68,000	62,000	62,000	62,000	62,000	62,000	63,000	63,000	65,000	65,000	65,000	66,000	66,000	66,000	63,000	63,000	63,000	61,000	61,000	61,000
PM 2.180 Ahead Sims Road	65,000	66,000	66,000	62,000	62,000	62,000	62,000	62,000	63,000	63,000	65,000	65,000	65,000	66,000	66,000	66,000	63,000	63,000	63,000	61,000	61,000	61,000
PM 3.442 Ahead	54,000	55,000	55,000	52,000	52,000	52,000	52,000	52,000	53,000	53,000	56,000	56,000	56,000	59,000	59,000	59,000	56,000	56,000	56,000	54,000	54,000	54,000
PM 5.453 Behind	54,000	55,000	55,000	52,000	52,000	52,000	52,000	52,000	53,000	53,000	56,000	56,000	56,000	59,000	59,000	59,000	56,000	56,000	56,000	54,000	54,000	54,000
Segment 2																						
PM 5.453 Ahead Scott Valley, Granite Creek Road	62,000	63,000	63,000	49,000	57,000	57,000	61,000	61,000	62,000	55,000	60,000	60,000	60,000	61,000	61,000	61,000	57,000	57,000	57,000	55,000	55,000	55,000
PM 12.553 Behind Scr/Scl County Line				49,000	57,000	57,000	61,000	61,000	62,000	55,000	60,000	60,000	60,000	61,000	61,000						54,000	54,000

## 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](http://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](http://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](http://www.arb.ca.gov/desig/desig.htm)

AM/PM PEAK – The part of day when most traffic congestion occurs. Source: Caltrans Historical Counts.

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/](http://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](http://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](http://www.arb.ca.gov/desig/desig.htm)

BASE YEAR – The initial year of the forecast period. Source: Caltrans Historical Counts.

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](http://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/](http://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](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](http://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](http://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/](http://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/](http://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](http://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](http://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](http://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](http://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](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](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/](http://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](http://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](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](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](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](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/](http://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](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/](http://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](http://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.