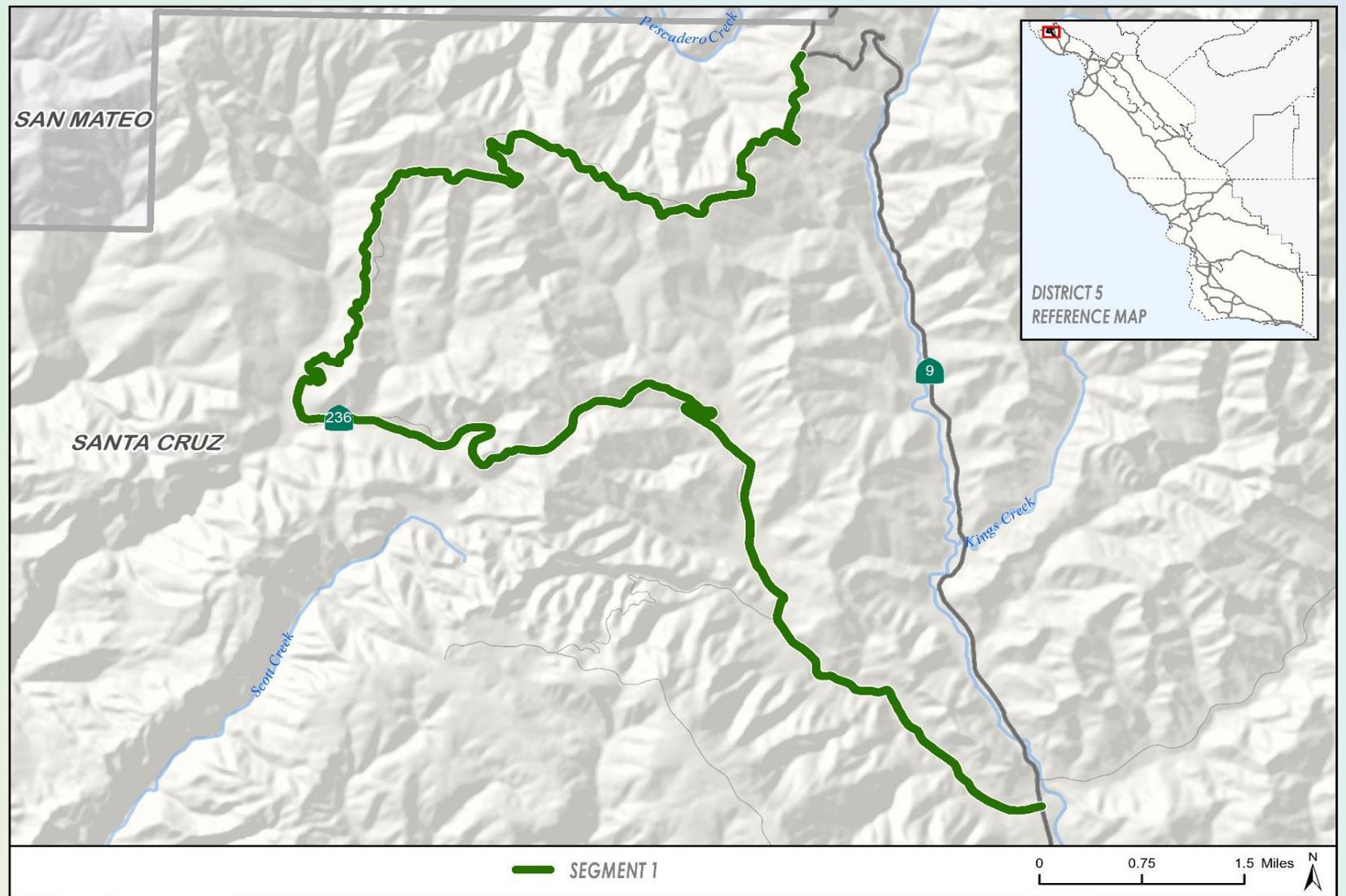


4 CORRIDOR DATA SHEET STATE ROUTE 236



CONTENT:

TRAFFIC DATA

- Daily Traffic Data
- Peak Hour Traffic Data
- Historic AADT by Year
- Historic AADT by Location
- 2013 Peak Hour Congestion Maps
- 2040 Peak Hour Congestion Maps

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
- Appendix C: Historic AADT Details
- Appendix D: Glossary and References

SR 236 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	9
		Appendix C: Historic AADT Details	11
		Appendix D: Glossary and References	12

Last Saved: 2/19/2015

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 236

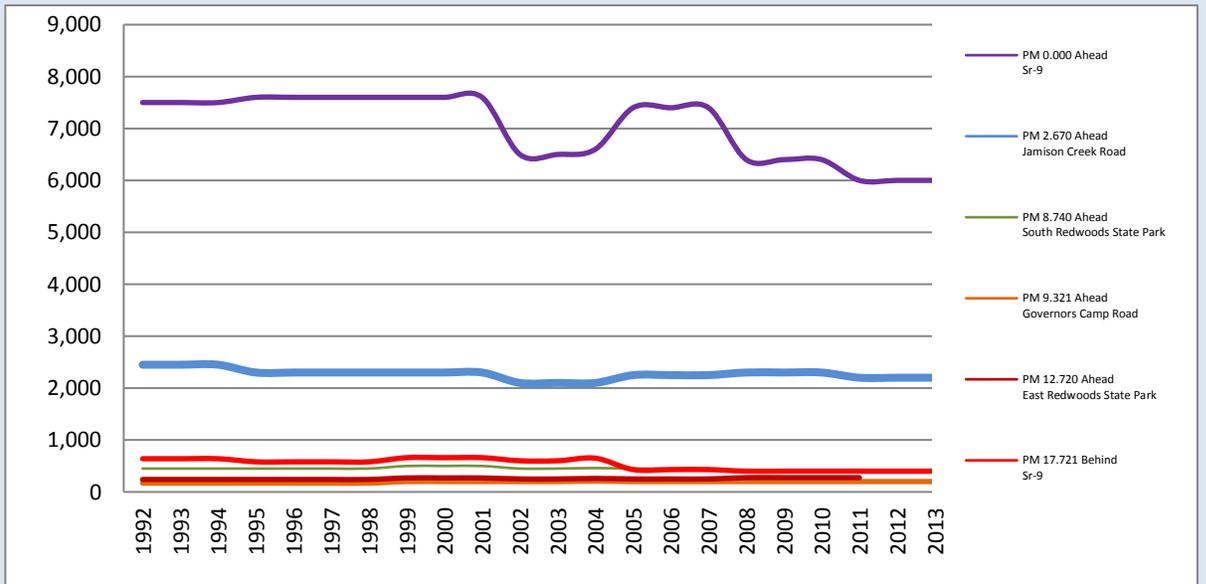
Daily Traffic Data

AADT Base Year 2013	200 to 4,100
AADT Horizon Year 2040	200 to 4,300
AADT: Growth Rate (Vehicles/Year)	00 to 10
VMT Base Year 2013	21,500
VMT Horizon Year 2040	22,820

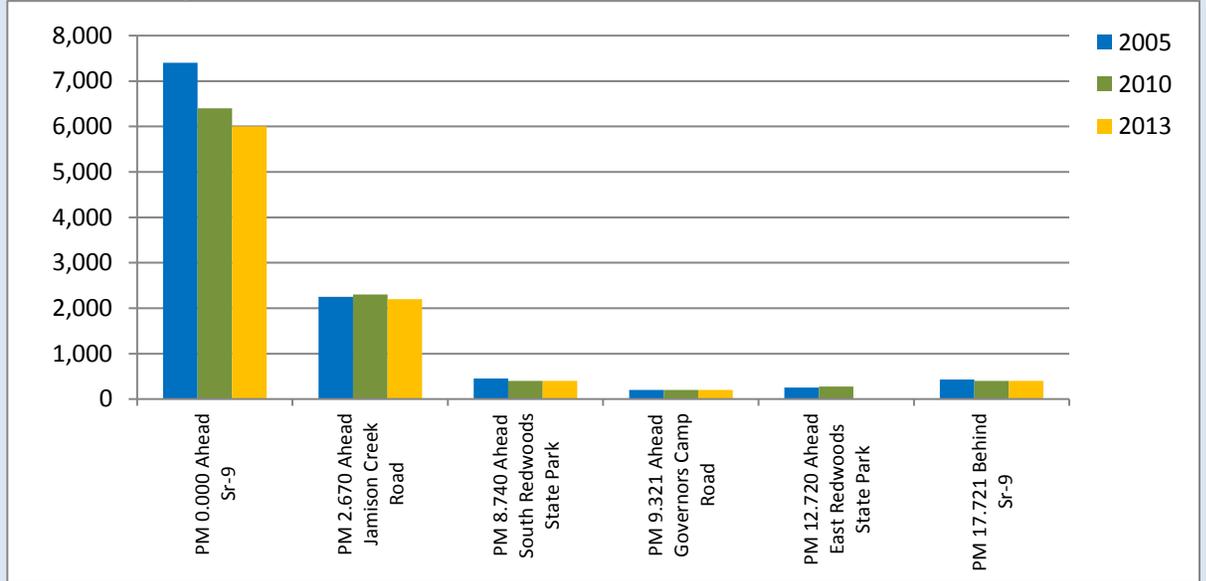
PM Peak Hour Traffic Data

	Northbound	Southbound
Segment Length (Miles)	17.721	
PM Peak Hour Directional Split Base Year 2013	53.8% to 82.5%	17.5% to 46.2%
PM Peak Hour Directional Split Horizon Year 2040	53.8% to 82.5%	17.5% to 46.2%
PM Peak Hour Volume	20 to 340	
Base Year 2013	10 to 230	00 to 00
PM Peak Hour Volume Horizon Year 2040	20 to 360	
	10 to 250	00 to 110
PM Peak Hour Growth Rate (vehicles/year)	0 to 1	
PM Peak Hour VMT Base Year 2013	1,330	640
PM Peak Hour VMT Horizon Year 2040	1,450	640
PM Peak Hour VHT Base Year 2013	42	20
PM Peak Hour VHT Horizon Year 2040	46	20
PM Peak Hour V/C Base Year 2013	0.014 to 0.221	0.003 to 0.104
PM Peak Hour V/C Horizon Year 2040	0.014 to 0.238	0.003 to 0.103
PM Speed (mph) Base Year 2013	25.0 to 33.3 mph	25.0 to 33.3 mph
PM Speed (mph) Horizon Year 2040	25.0 to 33.3 mph	25.0 to 33.3 mph

Historic AADT by Year

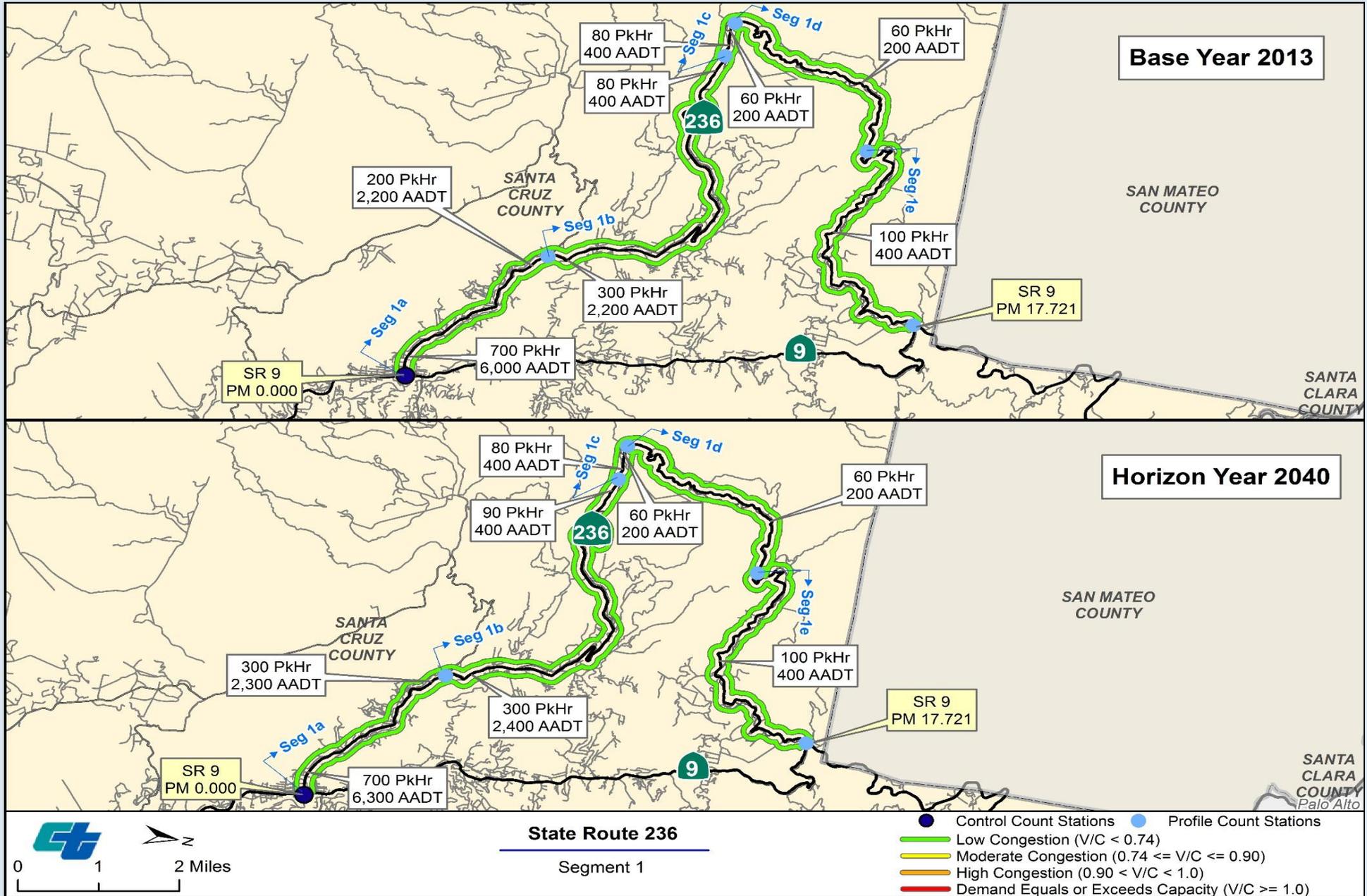


Historic AADT by Location



Segment 1 Traffic Data: SR 236

PM Peak Hour Congestion**



**Last Modified: 2/4/2015 4:26:36 PM

Segment 1 Planning Data: SR 236

Location Description

Segment Description	From SR 9 in Boulder Crk to SR 9-north
Urban/Rural	Both Urban/Rural
Local Planning Jurisdiction	SCCRTC/AMBAG
County	Santa Cruz
City	N/A
Prevalent Land Use	Low Density Residential

Highway Type

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

Highway Designations

National Highway System	No
Interregional Road System	No
Scenic Highway	Eligible

Highway Characteristics

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

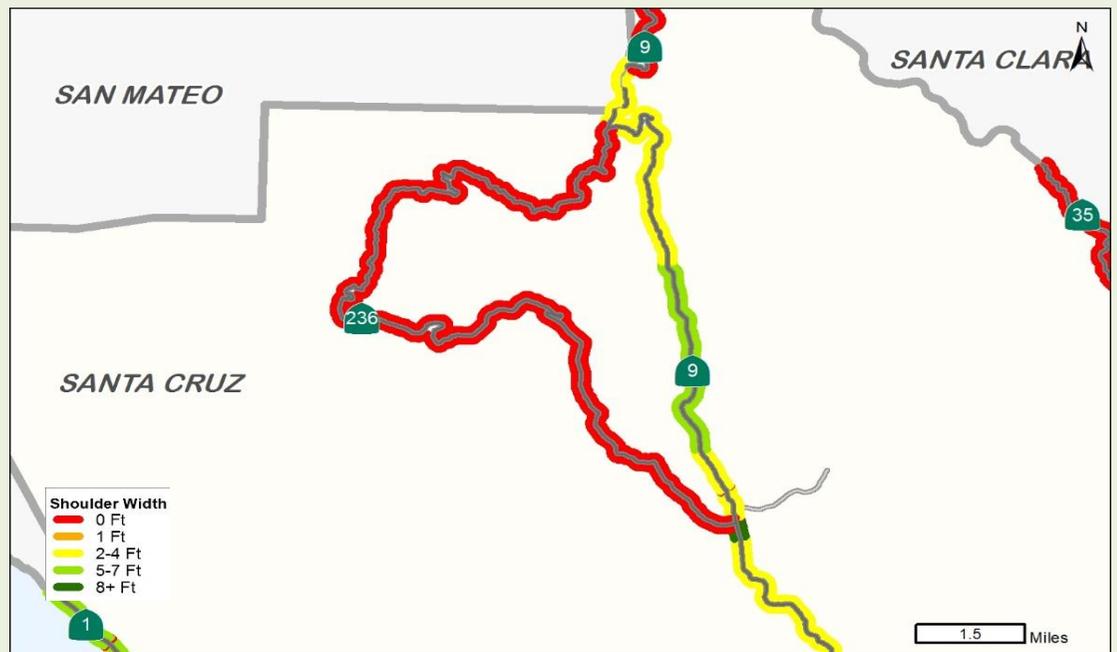
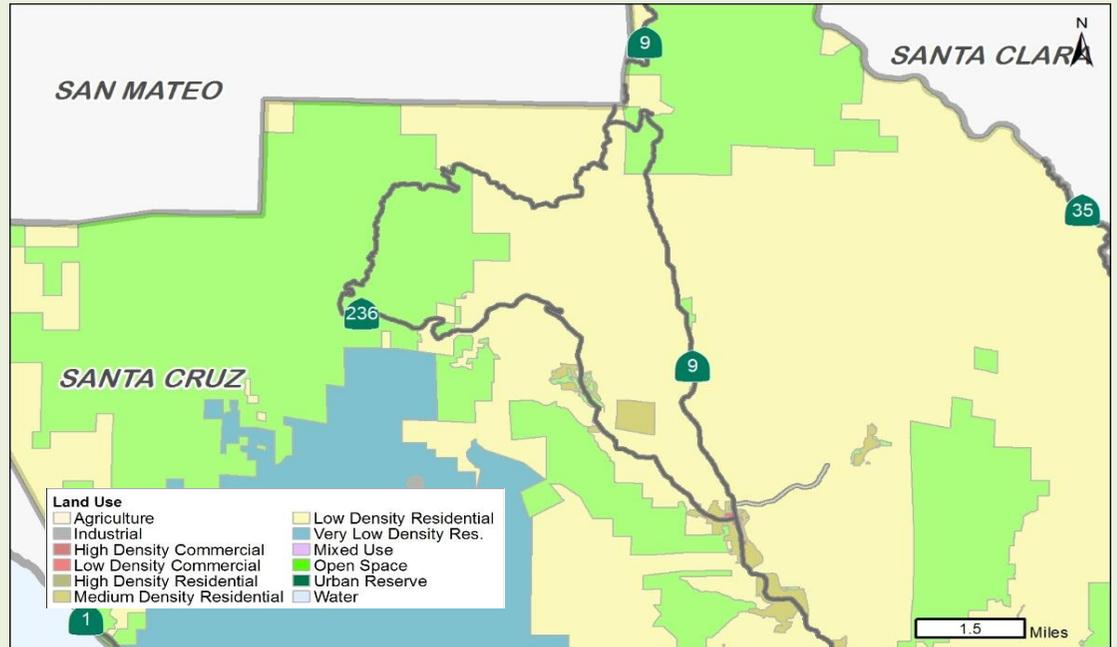
Modal

Airports Served	N/A
Bicycle Access	Open
AMTRAK Bus Stations	N/A
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	No
Other Adjacent/Near Facilities	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 236

Freight

Percent Trucks	Not available
Key Freight Highway	No
California Truck Network	Advisory-KPRA 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	Big Basin Redwoods State Park
Federal Lands	N/A
Landmarks	N/A

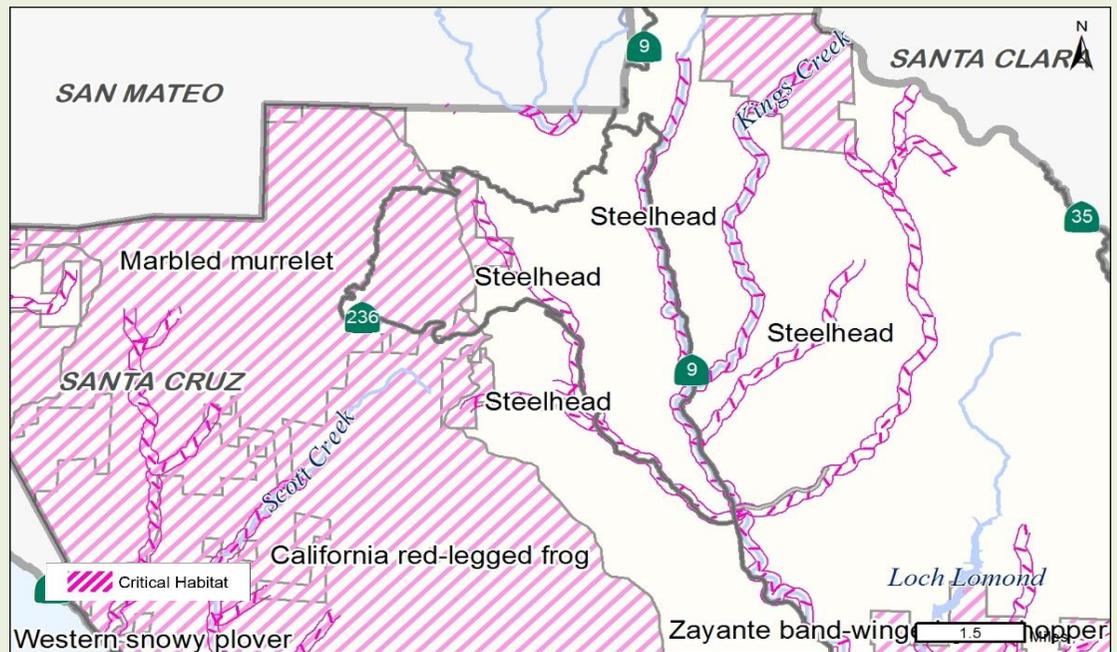
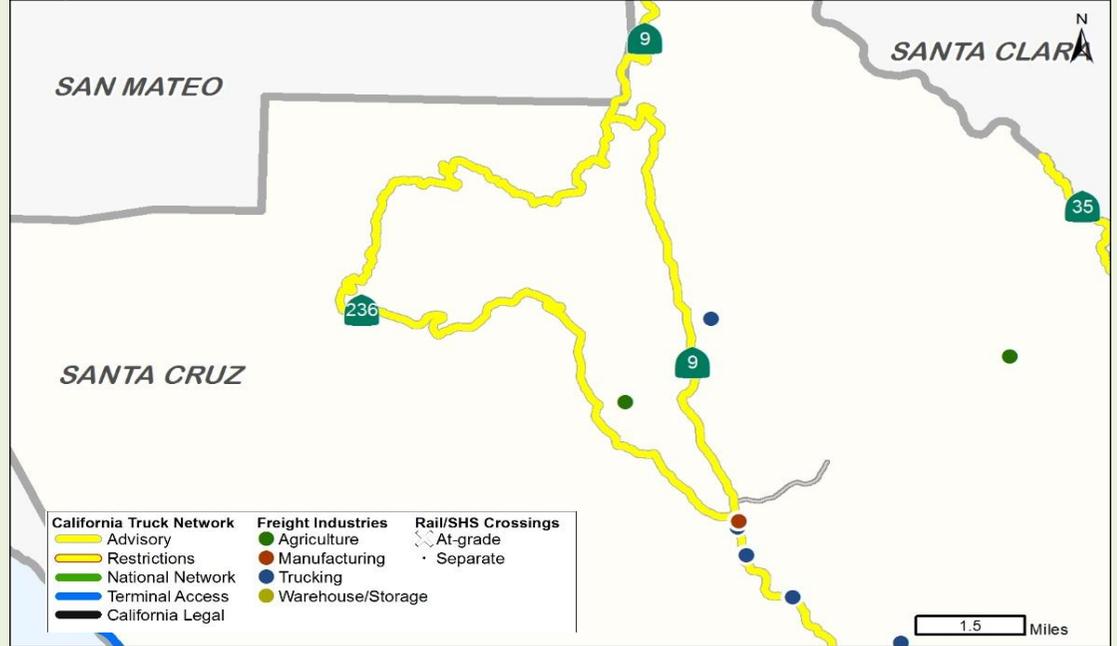
Environmental

Surrounding Vegetation	Douglas Fir Redwood/ Coast Live Oak
Coastal Zone	No
Water Crossing Description	Boulder Creek
Flood Zone	100 Year Flood Plain
Critical Habitat	Steelhead

Air Quality Standards: Monterey Bay Unified APCD

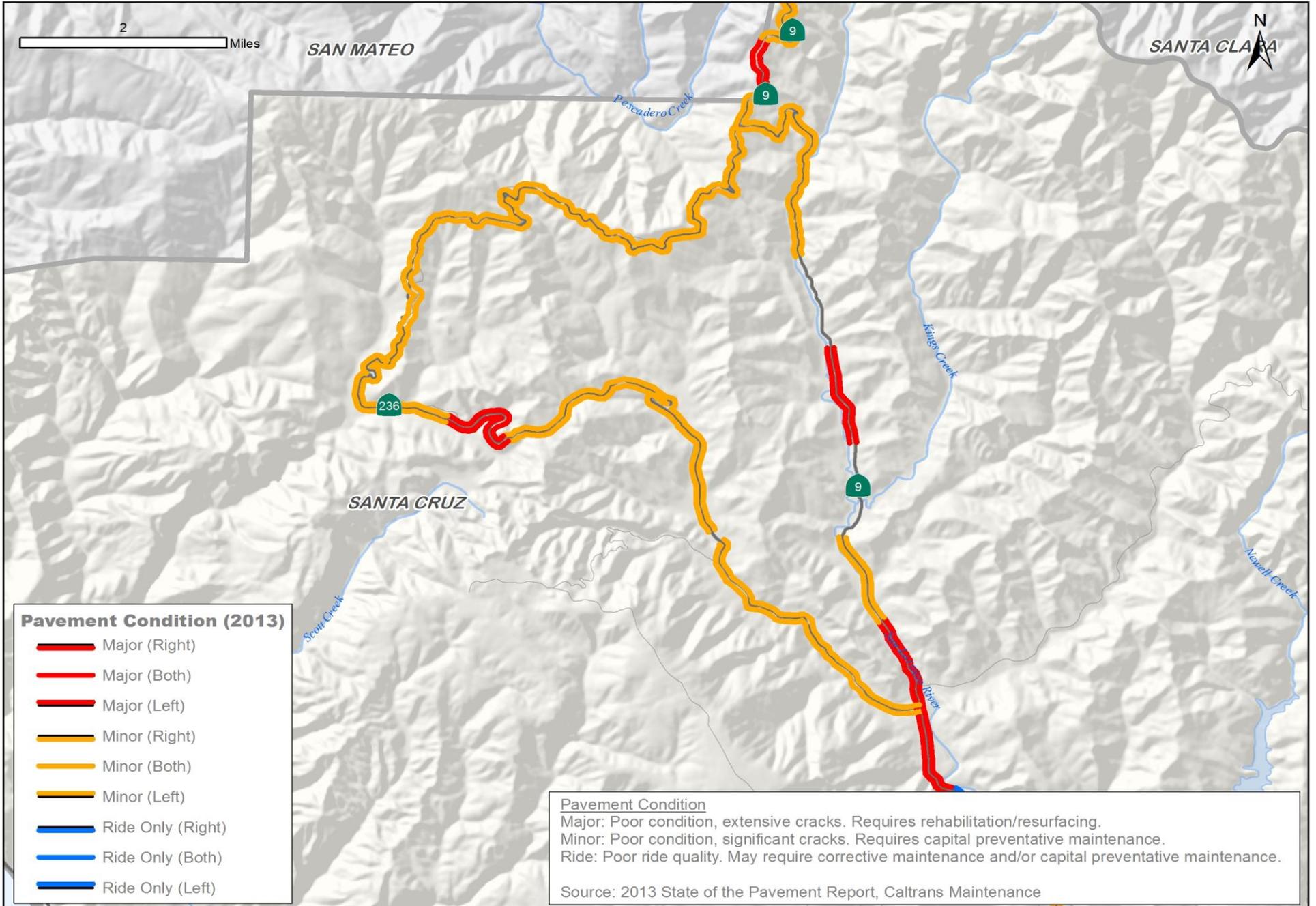
Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclass./Attain.
Carbon Monoxide	Unclass./Attain.	Unclass./Attain.
Nitrogen Dioxide	Attainment	Unclass./Attain.
Sulfur Dioxide	Attainment	Attainment
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (2.5)	Attainment	Unclass./Attain.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

Freight



Critical Habitat

Appendix A: Pavement Conditions



Appendix B: Traffic Performance

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	2013 ADT Volume	2013 Daily Truck %	2013 Daily VMT	2013 PM Volume	2013 PM 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	236	0.000	2.670	Sr-9	Jamison Creek Road	4,100	3.6% - 3.6%	10,660	344	234	110	NB	895	609	286	1,060	1,060	0.22	0.10	A	A	32.0	32.0	28	19	9
1b	SCR	236	2.670	8.740	Jamison Creek Road	South Redwoods State Park	1,300	3.6%	7,982	109	79	31	NB	670	482	188	1,108	1,108	0.07	0.03	A	A	31.0	31.0	22	16	6
1c	SCR	236	8.740	9.321	South Redwoods State Park	Governors Camp Road	300	3.6% - 5.0%	174	25	21	4	NB	15	12	3	1,050	1,050	0.02	0.00	A	A	27.5	27.5	1	0	0
1d	SCR	236	9.321	12.720	Governors Camp Road	East Redwoods State Park	200	5.0%	680	17	14	3	NB	57	47	11	1,000	1,000	0.01	0.00	A	A	25.0	25.0	2	2	0
1e	SCR	236	12.720	17.721	East Redwoods State Park	Sr-9	400	5.0%	2,000	66	36	31	NB	331	178	153	1,083	1,083	0.03	0.03	A	A	33.3	33.3	10	5	5

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	236	0.000	2.670	Sr-9	Jamison Creek Road	1	7	4,296	11,170	361	252	109	NB	940	656	284	1,060	1,060	0.24	0.10	A	A	32.1	32.1	29	20	9
1b	SCR	236	2.670	8.740	Jamison Creek Road	South Redwoods State Park	0	5	1,430	8,781	122	90	31	NB	747	556	192	1,108	1,108	0.08	0.03	A	A	31.0	31.0	24	18	6
1c	SCR	236	8.740	9.321	South Redwoods State Park	Governors Camp Road	0	0	309	180	26	22	5	NB	15	13	3	1,050	1,050	0.02	0.00	A	A	27.5	27.5	1	0	0
1d	SCR	236	9.321	12.720	Governors Camp Road	East Redwoods State Park	0	0	203	691	17	14	3	NB	58	48	11	1,000	1,000	0.01	0.00	A	A	25.0	25.0	2	2	0
1e	SCR	236	12.720	17.721	East Redwoods State Park	Sr-9	0	0	399	1,994	66	36	31	NB	330	178	153	1,083	1,083	0.03	0.03	A	A	33.3	33.3	10	5	5

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-9	7,500	7,500	7,500	7,600	7,600	7,600	7,600	7,600	7,600	7,600	6,500	6,500	6,600	7,400	7,400	7,400	6,400	6,400	6,400	6,000	6,000	6,000
PM 2.670 Ahead Jamison Creek Road	2,450	2,450	2,450	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,100	2,100	2,100	2,250	2,250	2,250	2,300	2,300	2,300	2,200	2,200	2,200
PM 8.740 Ahead South Redwoods State Park	450	450	450	450	450	450	450	500	500	500	450	450	460	450	450	450	400	400	400	400	400	400
PM 9.321 Ahead	170	170	170	170	170	170	170	200	200	200	200	200	210	200	200	200	200	200	200	200	200	200
PM 12.720 Ahead	240	240	240	240	240	240	240	270	270	270	250	250	260	250	250	250	275	275	275	275		
PM 17.721 Behind	640	640	640	580	580	580	580	660	660	660	600	600	650	430	430	430	400	400	400	400	400	400

Appendix D: Glossary and References

100-YEAR FLOOD – Areas of 1-percent-annual-chance flooding. Source: FEMA Digital Flood Insurance Rate Map, 2010. www.fema.gov/msc

500-YEAR FLOOD – Areas of 0.2-percent-annual-chance flooding. Source: FEMA Digital Flood Insurance Rate Map, 2010. www.fema.gov/msc

AIR QUALITY STANDARDS – Designations in relation to the California standards and National standards Source: California Air Resource Board (ARB), 2013. www.arb.ca.gov/desig/desig.htm

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

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 – 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

FREIGHT VMT – Truck Vehicle Miles Traveled. Source: Freight Analysis Framework, 2007. www.ops.fhwa.dot.gov/freight/freight_analysis/faf/

FUNCTIONAL CLASSIFICATION – System by which roads are grouped according to the type of service and amount of traffic the facility carries. Used to determine design standards of roads and determines Federal Aid funding eligibility. Source: FHWA, 2012. http://dot.ca.gov/hq/tsip/hseb/func_clas.html

GROWTH RATE – The forecasted change in vehicles per year from the base year to the horizon year. Source: AMBAG Regional Model 2014.

HIGH EMPHASIS ROUTE – Route with high interregional importance. Source: Caltrans Interregional Transportation Strategic Plan, 2013. www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html

HORIZON YEAR – 2040 - The future forecast year used in the long range model. Source: AMBAG Regional Model 2014.

INTERREGIONAL ROAD SYSTEM – Subset of State Highway System that provides connectivity among all California's regions. Source: Caltrans Interregional Transportation Strategic Plan, 2013. www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html

CALIFORNIA LEGAL – Trucks up to 65 feet are allowed on the SHS except where otherwise prohibited. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

CALIFORNIA TRUCK NETWORK – California Vehicle Code sections related to trucks, summarized here at the planning level only. Note: Caltrans is not responsible for authorizing commercial trucks, other than issuing permits for oversize or overweight loads. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

CRITICAL HABITAT – Critical habitat for threatened and endangered species. Source: US Fish and Wildlife Service, 2014. www.fws.gov/gis/data/national/index.html

DISTRICT KEY FREIGHT HIGHWAY FACILITY – Route key to freight operations. Source: California Central Coast Commercial Flows Study, 2012. www.dot.ca.gov/dist05/planning/goods_movement.htm

FACILITY TYPE – Description of existing operations. Source: Caltrans TSN, 2011.

FLOOD ZONE – Special flood hazard areas. Source: FEMA Digital Flood Insurance Rate Map, 2010. www.fema.gov/msc

FOCUS ROUTE – Highest priority routes for completion to minimum facility concept standards Source: Caltrans Interregional Transportation Strategic Plan, 2013. www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html

Appendix D: Glossary and References

MAJOR (PAVEMENT CONDITION) – Poor condition, extensive cracks. Requires rehabilitation/resurfacing. Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

MINOR (PAVEMENT CONDITION) – Poor condition, significant cracks. Requires capital preventative maintenance. Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

NATIONAL HIGHWAY SYSTEM – The national system designated by Congress that includes the Interstate Highway System and other nationally significant highways and thoroughfares used for interstate and interregional travel, national defense, intermodal connection, and interstate commerce. Source: Caltrans Highway System Engineering, 2013. <http://dot.ca.gov/hq/tsip/hseb/map21nhs.html>

NATIONAL NETWORK – Allows for conventional tractor/semitrailer combinations. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

NONATTAINMENT – Air quality in the area fails to the applicable standard. Source: California ARB, 2013. www.arb.ca.gov/desig/desig.htm

PAVEMENT CONDITION – Measurement of surface characteristics including roughness, cracking, and faulting (Caltrans, 2013). Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

PEAK HOUR DIRECTIONAL SPLIT – The percent of traffic volume in the predominant direction of flow as determined from the regional travel model. Source: AMBAG Regional Model 2014.

PEAK HOUR TRAFFIC VOLUME – Represents an estimate of the heaviest traffic flow during the peak hour. Source: Caltrans Traffic Operations, 2012. <http://traffic-counts.dot.ca.gov/>

PERCENT TRUCKS – Rounded percentage of truck counts. Source: Caltrans Traffic Operations, 2012. <http://traffic-counts.dot.ca.gov/>

PREVALENT LAND USE – California County and local government existing land use designations. Source: UC Davis Information Center for the Environment, 2007. http://ice.ucdavis.edu/projects/land_use

RAIL/SHS CROSSINGS – At-grade crossings. Source: National Transportation Atlas Database, 2011. <http://www.rita.dot.gov/bts/>

RIDE (PAVEMENT CONDITION) – Poor ride quality. May require corrective maintenance and/or capital preventative maintenance. Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

RURAL – Areas outside urban land uses. Source: US Census, 2000). <http://www.census.gov/>

SCENIC HIGHWAY PROGRAM – Program to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. Source Caltrans Landscape Architecture, 2014. http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm

SERVICE ACCESS – National Network trucks may travel up to one mile from the off ramp to obtain services. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

SURROUNDING VEGETATION – Land cover dataset. Source: US Forest Service & California Department of Forestry and Fire Protection, 1979. http://frap.fire.ca.gov/data/frapgisdata-land_cover.php

TERMINAL ACCESS – National Network trucks may exit and travel on these SHS routes. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

UNCLASSIFIED – Insufficient data to designate area, or designations have not been made. Source: California ARB, 2013. www.arb.ca.gov/desig/desig.htm

URBAN - Represent densely developed territory and encompass residential, commercial, and other non-residential urban land uses. Source: US Census, 2000. <http://www.census.gov/>

VEHICLE HOURS OF TRAVEL (VHT) – A statistic representing the total number of vehicles multiplied by the total number of hours vehicles are traveling.

VEHICLE MILES TRAVELED (VMT) – Number of miles vehicles travel. Can be calculated for the peak hour and/or the entire day.

VOLUME TO CAPACITY RATIO (V/C) – The ratio of demand volume to capacity.

SUMMARY
ROUTE CONCEPT REPORT
ROUTE 236
SCR PM 0.00 to 17.72

AUG 19 1985

This report defines the concept for improvement of Route 236 in District 4 for a 20-year planning period. (1985-2005)

ROUTE CONCEPT

Segment A: Jct Rte 9 south to Governors Camp PM SCR 0.00 to 9.32
2-Lane Conventional C-35

Segment B: Governors Camp to Jct Rte 9 north PM SCR 9.32 to 17.72
2-Lane Conventional B-45

CONCEPT RATIONALE

Route 236 is primarily used as a access to Big Basin Redwoods State Park. This route is the only major road leading into the park.

ROUTE DESCRIPTION

Route 236 is approximately 18 miles long. The entire route is located within Santa Cruz County, and the beautiful Santa Cruz Mountains. Route 236 is utilized as a recreational access to Big Basin Redwoods State Park. The section from the Route 236 south/Route 9 junction to China Grade Road receives significant residential traffic. This route is in the state scenic highway system.

The legislative description is a follows:

"Route 236 is from Route 9 near Boulder Creek to Route 9 near Waterman Gap, via Governors Camp in Big Basin Redwoods State Park."

AREAS OF CONCERN

This 2-lane conventional road has short radius curves, steep embankments and no shoulders or pull out areas. Due to heavy winter storms (1981-1983), the route has received damage from mud slides, flooding and embankment erosion.

PROBLEM LOCATION AREAS

PM 0.0 to 2.5 Roadway in poor condition
PM 3.7 to 17.0 Roadway in poor condition

IMPROVEMENTS

A 1.2 million dollar roadway rehabilitation project is proposed for the 1985/86 F.Y. from Jamison Creek Road to Governors Camp (P.M. 2.7 to 9.3).

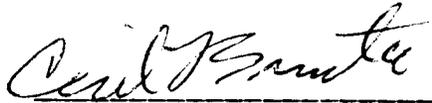
ROUTE CONCEPT REPORT

ROUTE 236

SCr 0.00 to SCr 17.72

Prepared under the direction of:

Recommended Approval:

 8/19/85
CECIL L. SMITH, Chief Date
Transportation Planning
District 4

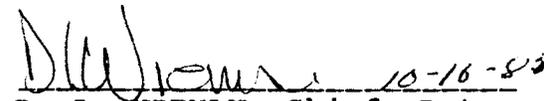
 8-20-85
JOHN VOSTREZ Date
Deputy District Director
Planning and Programming

I approve this Route Concept Report as the guide toward which today's decisions and/or recommendations should be directed.

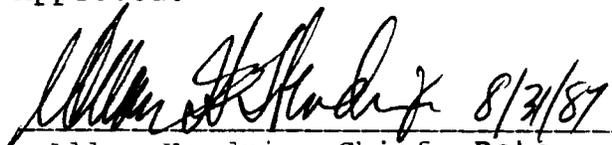
Approved:

 8/21/85
BURCH C. BACHTOLD Date
District Director of
Transportation

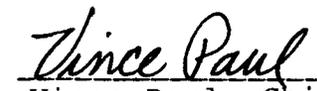
Approved:

 10-16-85
D. L. WIEMAN, Chief Date
Division of Transportation
Planning

Approved:

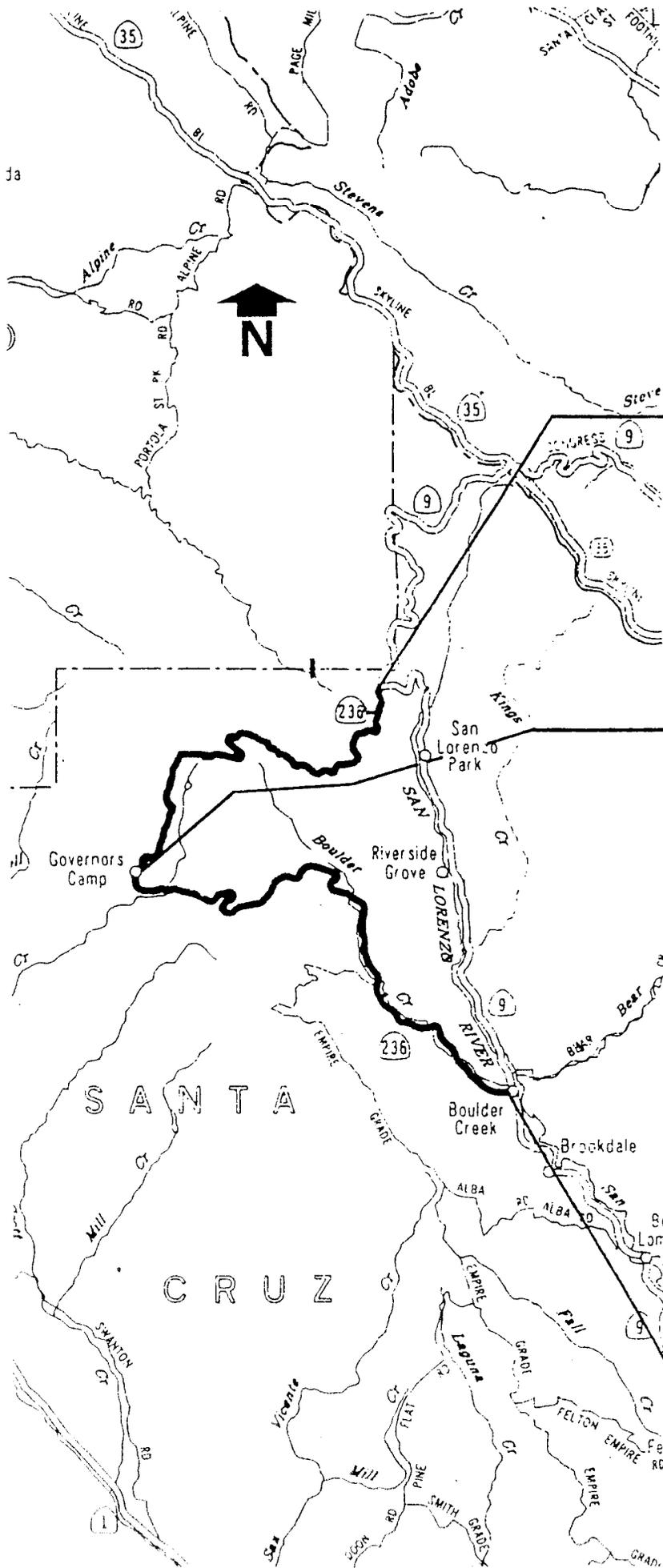
 8/31/87
Allan Hendrix, Chief Date
Division of Highways and
Programming

Approved:

 11/17/86
Vince Paul, Chief Date
Division of Project
Development

LOCATION MAP

Route 236



B	SCR 17.72
	SCR 9.32
A	SCR 0.0

Purpose of the Route

Route 236 is primarily a recreational route for campers travelling to Big Basin Redwoods State Park.

Project Report

Caltrans has recently completed a roadway rehabilitation project report on Route 236. The project limits were from Jamison Creek Road to Governors Camp in Big Basin State Park (P.M. 2.7 to 9.3).

The proposed work includes excavation of localized failed areas and backfilling with AC, cleaning and sealing cracks, relining or replacing damaged culverts as necessary, overlaying existing roadway with AC and replacing guardrails to meet current Caltrans standards. The current estimated cost of construction is 1.2 million dollars. The proposed construction year is 1985/86 F.Y.

Segment A: Jct Rte 9 south to Governors Camp (SCR PM 0.00 to 9.32)

This segment begins at the junction of Route 9 south near Boulder Creek and ends at Governors Camp. The route is a 2-lane conventional highway with no shoulders. The terrain is rolling to mountainous with a 3% to <6% grade.

During the summer weekends congestion occurs at the Route 236 south and Route 9 junction; in the community of Boulder Creek.

At the present time the Santa Cruz Metropolitan Transit District operates two bus routes along Route 236, routes 35 and 37.

The 1982 AADT ranges from 6,000 at the junction of Route 9 south to 900 at Governors Camp. The northbound AM peak hour volumes range from 600 to 200, the southbound AM peak hour volumes range from 400 to 100. The V/C ratio is .48 with a level of service B-45.

The 1995 (2005) AADT ranges from 7,000 (8,000) at the junction of Route 9 south to 2,000 (3,000) at Governors Camp. The AM peak hour volume for 1995 in the northbound direction range from 600 to 200, the southbound AM volumes range from 420 to 300. The D/C ratio for the year 1995 is .54 with a level of service B-40, the D/C ratio for the year 2005 is .60 with a LOS of C-35.

From the period of January 1, 1981 to December 31, 1983 there were a total of 116 accidents. There were 99 people injured and 3 fatalities. The accident rate is 4.79 accidents per MVM, the state wide average is 3.26 accidents per MVM. The fatality rate for this segment is .104 accidents per MVM, the statewide average is .092 accidents per MVM.

There are two roadway reconstruction projects programmed into the 1984 STIP. One of the projects is from the junction of Route 9 south to Ridge Drive (PM 0.0 to 1.4), the other reconstruction project is from north of Jamison Creek to Governors Camp (PM 3.0 to 9.3).

The route concept is to maintain the present 2-lane facility with no improvements.

Segment B: Governors Camp to Jct Rte 9 north (SCR PM 9.32 to 17.72)

This segment runs from Governors Camp to the junction of Route 9 north. There are 2-lanes in each direction and no shoulders. This segment of Route 236 is entirely on state park land.

The only transit service available is the Santa Cruz Metropolitan Transit District route 37 which goes as far as the state park.

The 1982 AADT volumes for this segment ranges from 800 at the junction of Route 9 north to 700 north of Governors Camp. The northbound AM peak hour volume is 100, the southbound AM peak hour volumes range from 80 to 70. The V/C ratio is .12 with a level of service A-50.

The AADT for 1995 ranges from 1,500 at the junction of route 9 north to 1,400 north of Governors Camp. The northbound AM peak hour volumes for 1995 range from 200 to 100, the southbound AM peak hour volumes range from 170 to 120 vehicles.

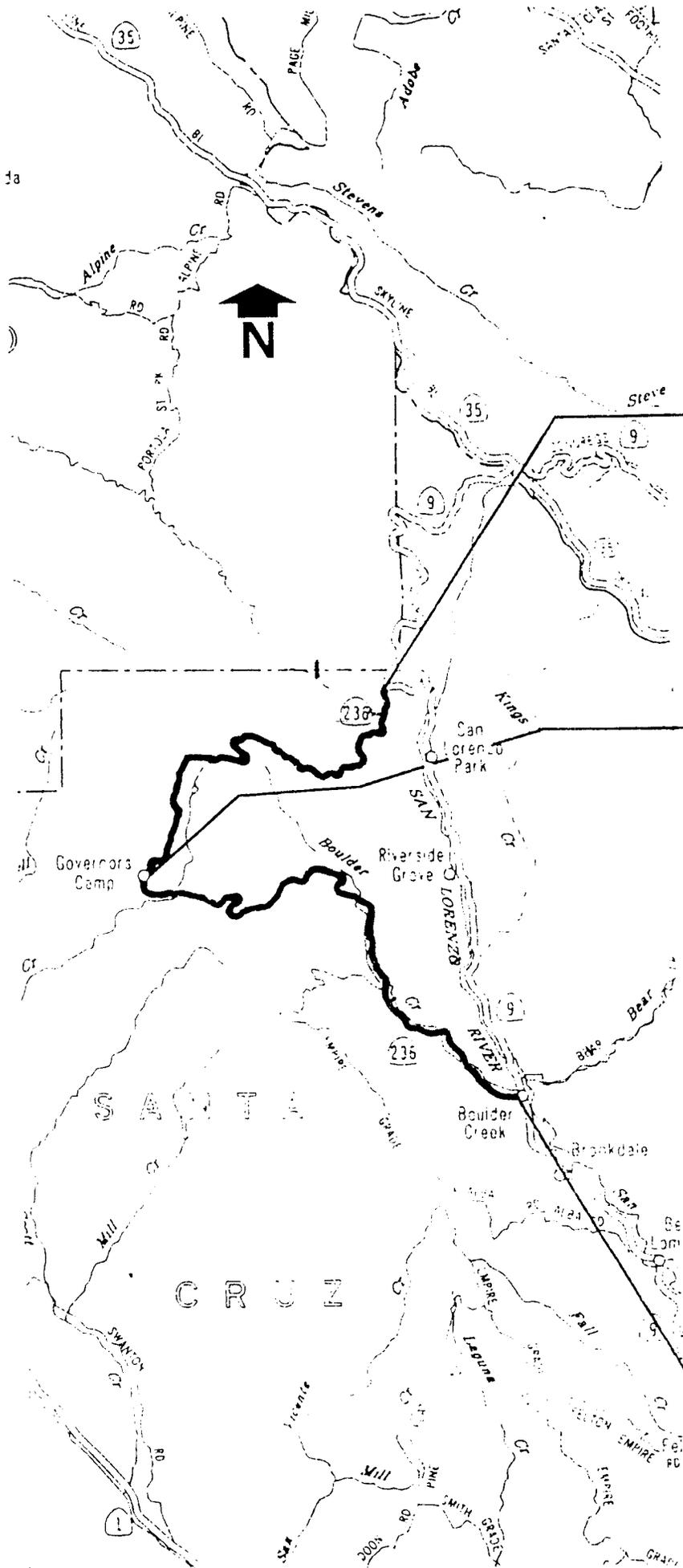
The 2005 AADT for this segment ranges from 2,000 at the junction of Route 9 north to 1,800 at Governors Camp. The northbound AM peak hour volumes for 2005 range from 170 to 120 vehicles, the southbound AM peak hour volume ranges from 250 to 190 vehicles.

The 1995 V/C ratio is .18 with a level of service A-50. The 2005 V/C ratio is .20 with a LOS of B-45.

A total of 10 accidents occurred on this segment from December 31, 1981 to January 1, 1983. There were 10 people injured and no deaths. The total accident rate is 2.29 accidents per MVM, the statewide average is 4.16 accidents per MVM. The fatality rate is .000 accidents per MVM, the statewide average is .102 accidents per MVM.

The route concept is to maintain the present 2-lane facility throughout the entire segment with no improvements.

EXHIBIT B



SEGMENT	SCR	B
1982 (000) ADT	2-6	.7 - .9
1995	4-7	1.4-2
2005	4-8	2-3
1982 (00) P.H.V.	6	1
1995	7	2
2005	8	2.3
AVE. HWY SPEED	45	45
OPERATING SPEED	29	42
V/C	.48	.12
	.54	.18
	.60	.20
YEAR CAPACITY V/C BE MAINT.	---	---

EXPLANATION TO TRAFFIC VOLUME TABLES

<u>COLUMN</u>	<u>DESCRIPTION</u>
SEGMENT	Description of the Route Segment
CO	County Abbreviations
MILE POST	Mile Post in County
DESCRIPTION	Description of the Route Segment
AADT	Annual Average Daily Traffic Count
AM PK	Morning Peak Hour Traffic
AH	Volumes Ahead Direction
BK	Volumes Back Direction
NO L	Number of Lanes (Existing) One Direction
V/C	Volume/Capacity: Ratio Volume Traffic to Max. No. of Traffic/Hr.
LOS	Level of Service According to the Functional Classification of the Route Relative to the Terrain and Facility
LN	Number of Lanes Needed to Meet LOS "D" One Direction
% TRUCK AADT	Truck % of Average Annual Daily Traffic Count
% TRUCK PK HR	Truck % at Peak Hour

This chart indicates the relationship between Level of Service and minimum operating speed for a given facility type.

<u>Assigned Level of Service</u>	<u>Facility Type</u>	<u>Minimum Operating Speed</u>
B	Freeways, expressways, or multilane conventional highways	55 MPH
B	Two-lane conventional highways	50 MPH
C	Freeways or expressways	50 MPH
C	Multilane conventional highways	45 MPH
C-45	Two-lane conventional highways	45 MPH
C	Two-lane conventional highway	40 MPH
D	Freeway or expressways	40 MPH
D	Conventional Highways	35 MPH
D	Conventional Highways with controlling traffic signals	15-30 MPH*

* This condition is shown on the tabulation of route segments under the "LOS" headings as D35.

Operating level of service on a roadway is a measure of the speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost. A roadway designed for a certain level of service will actually operate at different levels throughout the day. The level of service on a roadway varies inversely as some function of the traffic volume.

COMPARISON OF FUTURE LOS WITH ROUTE CONCEPT

SEGMENT	NO. LANES/LOS			ROUTE CONCEPT		NEEDS	
	1982	1995	2005	Proposed Lanes	LOS	Lanes	Target LOS
A SCr 0.00 to 9.32	2/B-45	2/B-40	2/C-35	2	C-35	2	B-45
B SCr 9.32 to 17.72	2/A-50	2/A-50	2/B-45	2	B-35	2	B-45

STATEMENT OF PLANNING INTENT

The Route Concept Report (RCR) is a planning document which expresses the Department's judgment on what the characteristics of the state highway should be to respond to the projected travel demand over the 20-year planning period. The RCR contains the Department's goal for the development of each route in terms of level of service and broadly identifies the nature and extent of improvements needed to reach those goals. The RCR then provides the basis for the preparation of Route Development Plans (RDP) and the system analysis which indicates the level of service provided on the system at a given level of funding.

Route concept reports are prepared in the districts and represent the combined expertise of district staff. Facility dimensions (e.g., roadway widths or number of lanes on a multi-laned facility) discussed in the RCR represent an initial planning approach to scoping candidate improvements and determining estimated costs.

All information in the RCR is subject to change as conditions change and new information is obtained. Consequently, the nature and size of identified improvements may change as they move through the project development stages, with final determinations made at the time of project planning and design. If the nature and size of improvements change from that included in this report during later project development stages, this will be cause to review the RCR for this route.