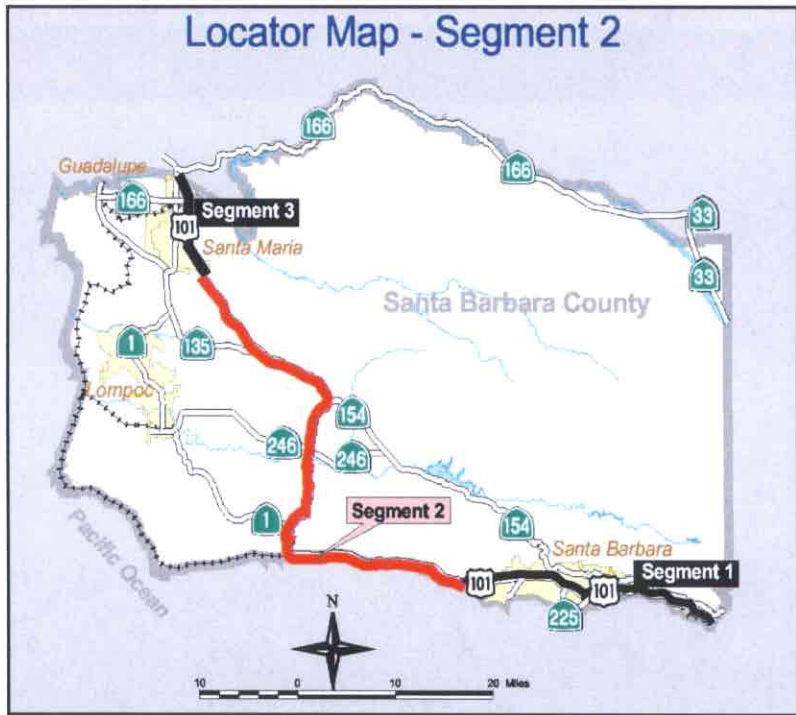


Locator Map - Segment 2



Legend



Caltrans
District 5
Advanced
System
Planning

- Urban Boundary
- County Boundary
- State Highway
- Route 101
- Airport
- Number of Lanes
- City or Community

Sub-segment Post Miles (begin/end)

- 2A - 27.77/BB33.85
- 2B - 33.85/R48.85
- 2C - R48.85/62.67
- 2D - 62.67/EB70.93
- 2E - EB70.93/81.05

Creation Date: March 9, 2001

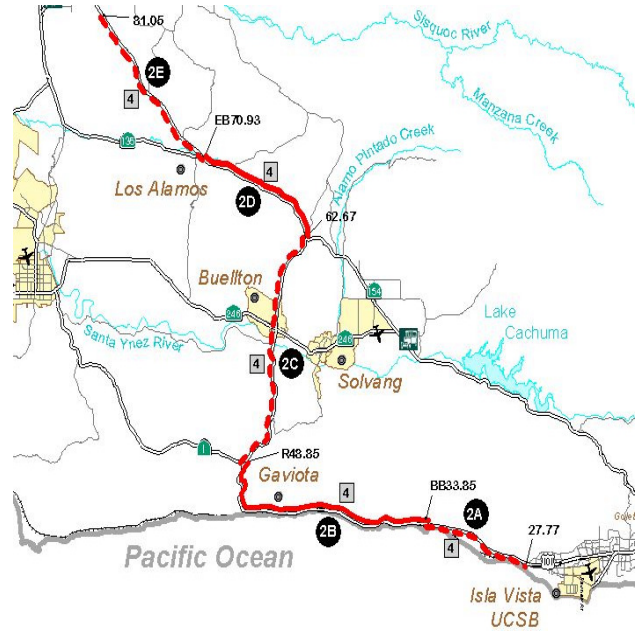
Santa Barbara County
Route 101

Segment 2

Sub-segments
SB-2-Map

ROUTE 101 - SANTA BARBARA COUNTY - SEGMENT 2

SEGMENT SPECIFICATIONS			
Segment	Begin	End	Description
2A	27.77	BB33.85	SB Urban Boundary End to El Capitan Park U.C.
2B	BB33.85	R48.85	El Capitan Park U.C. to Jct. Rt. 1/101 Separation
2C	R48.85	62.67	Jct. Rt. 1/101 Separation to Jct. Rt. 154/101 Separation
2D	62.67	EB70.93	Jct. Rt. 154/101 Separation to Jct. Rt. 135/101 U.C.
2E	EB70.93	81.05	Jct. Rt. 135/101 U.C. to Santa Maria South Urban Boundary
SEGMENT CONCEPT: LOS C			



SEGMENT FEATURES

Environmental Constraints:	<ul style="list-style-type: none"> Coastal Zone requirements Scenic and historic resources Air quality Sensitive noise receptors 	<ul style="list-style-type: none"> Special status species/habitat Aesthetics Geologic and seismic Hazardous waste
Multimodal Facilities:	<ul style="list-style-type: none"> Bicycle and pedestrian facilities 	
Land Uses along Corridor :	<ul style="list-style-type: none"> Sub-segments 2A and 2B are within the Coastal Zone Chief land uses to Gaviota are open space and recreational; north of Gaviota, open space, some irrigated agriculture and urban development at Buellton 	
Major Traffic Generators:	<ul style="list-style-type: none"> Beaches Gaviota State Park Access to Vandenberg AFB via junction with Rt.1 at Gaviota Access to Solvang, Santa Ynez Mission and Santa Ynez gaming via junction with Rt. 246 East at Buellton Access to La Purisima Mission State Historic Park and Vandenberg Air Force Base via junction with Rt. 246 West at Buellton Access to Vandenberg AFB via junction with Rt. 135 at Los Alamos 	

IDENTIFIED DEFICIENCIES - EXISTING AND FUTURE :

<ul style="list-style-type: none"> Segment 2 is presently operating at peak/non-peak LOS ranging from B/A in Sub-segments 2C and 2E to B/B in Sub-segments 2A, 2B and 2D; projections range from LOS B/A in Sub-segment 2C to B/B in the remaining sub-segments in the year 2020.
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RECOMMENDED ACTIONS :

<ul style="list-style-type: none"> Implement Intelligent Transportation System components from Central Coast Deployment Plan. Facilitate goods movement with projects identified in the California Statewide Goods Movement Strategy. Construct system-wide operational improvements. Convert expressway sections to freeway. Ensure any improvements to the facility will accommodate a future 6-lane facility.

DISTRICT 5 SEGMENTATION DATA SHEET

COUNTY: Santa Barbara ROUTE: 101 SUB-SEGMENT: 2 A

SUB-SEGMENT LOCATION

PM Begin	PM End	Length (miles)*	Description
27.77	BB 33.85	6.08	Santa Barbara Urban Boundary End to El Capitan Park U.C.

*Length reflects actual distance which may differ from the difference between PM End and PM Begin

EXISTING ROADBED INFORMATION

Lane Width:	12 ft.	Number of Lanes:	Four
ROW Width:	200 to 250 ft.	Terrain:	Flat to Rolling
Shoulder Width:	8 to 10 ft.	Signalzd.Intersections:	None
Median Width:	47 to 61 ft.		

EXISTING ROUTE DESIGNATIONS

Functional Classification:	Rural Principal Arterial		
Facility Type:	Rural Expressway and Rural Freeway		
Trucking Designations:	Nat'l Truck Network, State Hwy Extra Legal Load		
National Highway System:	Yes	Interregional Road System:	Yes
		Focus Route:	Yes

OPERATING CHARACTERISTICS

Year	ADT	Non-Peak V/C Ratio	Peak V/C Ratio	Non-Peak LOS	Peak LOS
1998	31,000	0.35	0.43	B	B
2020*	31,500	0.36	0.44	B	B
Peak Hour Volume (1998 est):		1,824	Directional Split:		55%
Peak Hour Truck:		7%			

*Entries for 2020 reflect different counties' regional transportation model capabilities as well as different analysis assumptions and input, including older traffic counts. As a result, 2020 ADTs may be low and LOSs high. Updates are anticipated in the 2002 timeframe.

ACCIDENT DATA

	Sub-segment	Statewide*	3-Year Period
Total Collision Rate:	0.35	0.67	Rates are incidents per million vehicle miles for the 3 year period 6/1/97 to 5/31/00
Fatality Collision Rate:	0.005	0.019	
Fatality + Injury Collision Rate:	0.18	0.30	

*Statewide is the statewide average collision rate for that type of facility

PROPOSED CONCEPT

Concept Peak LOS:	C
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DISTRICT 5 SEGMENTATION DATA SHEET

COUNTY: Santa Barbara ROUTE: 101 SUB-SEGMENT: 2 B

SUB-SEGMENT LOCATION

PM Begin	PM End	Length (miles)*	Description
BB 33.85	R 48.85	14.82	El Capitan Park U.C. to Junction Rt. 1/101 Separation

*Length reflects actual distance which may differ from the difference between PM End and PM Begin

EXISTING ROADBED INFORMATION

Lane Width:	12 ft.	Number of Lanes:	Four to Six
ROW Width:	175 to 250 ft.	Terrain:	Rolling to Flat
Shoulder Width:	5 to 10 ft.	Signalzd.Intersections:	None
Median Width:	4 to 99 ft.		

EXISTING ROUTE DESIGNATIONS

Functional Classification:	Rural Principal Arterial		
Facility Type:	Rural Freeway and Rural Expressway		
Trucking Designations:	Nat'l Truck Network, State Hwy Extra Legal Load		
National Highway System:	Yes	Interregional Road System:	Yes Focus Route: Yes

OPERATING CHARACTERISTICS

Year	ADT	Non-Peak V/C Ratio	Peak V/C Ratio	Non-Peak LOS	Peak LOS
1998	28,300	0.33	0.49	B	B
2020*	31,500	0.37	0.55	B	B
Peak Hour Volume (1998 est):		1,875	Directional Split:		60%
Peak Hour Truck:		8%			

*Entries for 2020 reflect different counties' regional transportation model capabilities as well as different analysis assumptions and input, including older traffic counts. As a result, 2020 ADTs may be low and LOSs high. Updates are anticipated in the 2002 timeframe.

ACCIDENT DATA

	Sub-segment	Statewide*	3-Year Period
Total Collision Rate:	0.59	0.65	Rates are incidents per million vehicle miles for the 3 year period 6/1/97 to 5/31/00
Fatality Collision Rate:	0.002	0.018	
Fatality + Injury Collision Rate:	0.26	0.29	

*Statewide is the statewide average collision rate for that type of facility

PROPOSED CONCEPT

Concept Peak LOS:	C
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DISTRICT 5 SEGMENTATION DATA SHEET

COUNTY: Santa Barbara ROUTE: 101 SUB-SEGMENT: 2 C

SUB-SEGMENT LOCATION

PM Begin	PM End	Length (miles)*	Description
R 48.85	62.67	13.76	Junction Rt. 1/101 Separation to Junction Rt. 154/101 Separation

*Length reflects actual distance which may differ from the difference between PM End and PM Begin

EXISTING ROADBED INFORMATION

Lane Width:	12 ft.	Number of Lanes:	Four to Six
ROW Width:	175 to 200 ft.	Terrain:	Rolling to Mountainous
Shoulder Width:	6 to 10 ft.	Signalzd.Intersections:	None
Median Width:	10 to 80 ft.		

EXISTING ROUTE DESIGNATIONS

Functional Classification:	Rural Principal Arterial		
Facility Type:	Rural Expressway and Rural Freeway		
Trucking Designations:	Nat'l Truck Network, State Hwy Extra Legal Load		
National Highway System:	Yes	Interregional Road System:	Yes Focus Route: Yes

OPERATING CHARACTERISTICS

Year	ADT	Non-Peak V/C Ratio	Peak V/C Ratio	Non-Peak LOS	Peak LOS
1998	21,700	0.28	0.34	A	B
2020*	24,000	0.31	0.38	A	B
Peak Hour Volume (1998 est):		1,275	Directional Split:		55%
Peak Hour Truck:		9%			

*Entries for 2020 reflect different counties' regional transportation model capabilities as well as different analysis assumptions and input, including older traffic counts. As a result, 2020 ADTs may be low and LOSs high. Updates are anticipated in the 2002 timeframe.

ACCIDENT DATA

	Sub-segment	Statewide*	3-Year Period
Total Collision Rate:	0.72	0.63	Rates are incidents per million vehicle miles for the 3 year period 6/1/97 to 5/31/00
Fatality Collision Rate:	0.015	0.017	
Fatality + Injury Collision Rate:	0.26	0.28	

*Statewide is the statewide average collision rate for that type of facility

PROPOSED CONCEPT

Concept Peak LOS:	C
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DISTRICT 5 SEGMENTATION DATA SHEET

COUNTY: Santa Barbara ROUTE: 101 SUB-SEGMENT: 2 D

SUB-SEGMENT LOCATION

PM Begin	PM End	Length (miles)*	Description
62.67	EB 70.93	8.26	Junction Rt. 154/101 Separation to Junction Rt. 135/101 U.C.

*Length reflects actual distance which may differ from the difference between PM End and PM Begin

EXISTING ROADBED INFORMATION

Lane Width:	12 ft.	Number of Lanes:	Four
ROW Width:	200 ft.	Terrain:	Rolling
Shoulder Width:	8 to 10 ft.	Signalzd.Intersections:	None
Median Width:	46 to 65 ft.		

EXISTING ROUTE DESIGNATIONS

Functional Classification:	Rural Principal Arterial		
Facility Type:	Rural Expressway and Rural Freeway		
Trucking Designations:	Nat'l Truck Network, State Hwy Extra Legal Load		
National Highway System:	Yes	Interregional Road System:	Yes Focus Route: Yes

OPERATING CHARACTERISTICS

Year	ADT	Non-Peak V/C Ratio	Peak V/C Ratio	Non-Peak LOS	Peak LOS
1998	27,500	0.38	0.40	B	B
2020*	28,800	0.38	0.42	B	B
Peak Hour Volume (1998 est):		1,509	Directional Split:		51%
Peak Hour Truck:		9%			

*Entries for 2020 reflect different counties' regional transportation model capabilities as well as different analysis assumptions and input, including older traffic counts. As a result, 2020 ADTs may be low and LOSs high. Updates are anticipated in the 2002 timeframe.

ACCIDENT DATA

	Sub-segment	Statewide*	3-Year Period
Total Collision Rate:	0.54	0.67	Rates are incidents per million vehicle miles for the 3 year period 6/1/97 to 5/31/00
Fatality Collision Rate:	0.012	0.018	
Fatality + Injury Collision Rate:	0.19	0.30	

*Statewide is the statewide average collision rate for that type of facility

PROPOSED CONCEPT

Concept Peak LOS:	C
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DISTRICT 5 SEGMENTATION DATA SHEET

COUNTY: Santa Barbara ROUTE: 101 SUB-SEGMENT: 2 E

SUB-SEGMENT LOCATION

PM Begin	PM End	Length (miles)*	Description
EB 70.93	81.05	10.12	Junction Rt. 135/101 U.C. to Santa Maria South Urban Boundary

*Length reflects actual distance which may differ from the difference between PM End and PM Begin

EXISTING ROADBED INFORMATION

Lane Width:	12 ft.	Number of Lanes:	Four
ROW Width:	200 to 225 ft.	Terrain:	Rolling to Flat
Shoulder Width:	8 to 10 ft.	Signalzd.Intersections:	None
Median Width:	46 to 76 ft.		

EXISTING ROUTE DESIGNATIONS

Functional Classification:	Rural Principal Arterial		
Facility Type:	Rural Freeway and Rural Expressway		
Trucking Designations:	Nat'l Truck Network, State Hwy Extra Legal Load		
National Highway System:	Yes	Interregional Road System:	Yes
		Focus Route:	Yes

OPERATING CHARACTERISTICS

Year	ADT	Non-Peak V/C Ratio	Peak V/C Ratio	Non-Peak LOS	Peak LOS
1998	26,000	0.29	0.43	A	B
2020*	27,000	0.30	0.45	B	B
Peak Hour Volume (1998 est):		1,654	Directional Split:		60%
Peak Hour Truck:		7%			

*Entries for 2020 reflect different counties' regional transportation model capabilities as well as different analysis assumptions and input, including older traffic counts. As a result, 2020 ADTs may be low and LOSs high. Updates are anticipated in the 2002 timeframe.

ACCIDENT DATA

	Sub-segment	Statewide*	3-Year Period
Total Collision Rate:	0.48	0.60	Rates are incidents per million vehicle miles for the 3 year period 6/1/97 to 5/31/00
Fatality Collision Rate:	0.007	0.017	
Fatality + Injury Collision Rate:	0.18	0.27	

*Statewide is the statewide average collision rate for that type of facility

PROPOSED CONCEPT

Concept Peak LOS:	C
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