

1 **Table 3.11-10. SR 1/SR 68 Interchange Ramp Junction Levels of Service—Existing Conditions (2011)**

Ramp	Section Type	AM Peak Hour	PM Peak Hour
<b>Density<sup>a</sup>/LOS</b>			
SR 1 Northbound On-Ramp from SR 68	Merge <sup>b</sup>	19.9/B	29.3/D
SR 1 Southbound On-Ramp from SR 68	Merge <sup>b</sup>	20.3/C	21.1/C
SR 1 Northbound Off-Ramp to SR 68	Diverge <sup>b</sup>	18.2/B	21.1/C
<b>Weaving Speed (miles per hour)/LOS</b>			
SR 1 Southbound Off-Ramp to SR 68	Weave <sup>c</sup>	38.6/B	35.3/C

Source:

Fehr & Peers 2011.

Notes:

<sup>a</sup> Passenger cars per lane per mile.

<sup>b</sup> HCM 2000 methodology.

<sup>c</sup> Caltrans Highway Design Manual methodology.

2

3 **2015 Without-Project Traffic Conditions**

4 This section presents without-project traffic conditions in the study area in 2015, which is  
 5 considered the likely timeframe for project buildout.<sup>4</sup> Traffic projections were developed based on  
 6 the 2010 General Plan (2010 GP). The recently completed EIR for the General Plan contained  
 7 existing and forecasted daily traffic for SR 1, SR 68, US 101, and SR 156 (County of Monterey 2008).  
 8 The existing traffic represented 2008 traffic. As part of the General Plan work, the Association of  
 9 Monterey Bay Area Governments (AMBAG) Regional Travel Demand Model was updated and  
 10 calibrated to the 2008 traffic. Land use forecasts in the model were then updated to reflect the  
 11 General Plan for unincorporated areas of the county. Development information for incorporated  
 12 areas and in adjacent counties, including Santa Cruz, San Benito, and parts of Santa Clara, was  
 13 obtained directly from the Year 2030 AMBAG land use forecasts. According to discussions with  
 14 County representatives, the proposed project was not considered in the land use forecasting used  
 15 for the General Plan.

16 The General Plan provided daily traffic forecasts for 2008 and 2030 on several roads in the study  
 17 area. Annualized growth factors were derived from the general plan work. Because the general plan  
 18 expected growth to be different across the county, different growth rates were derived for each  
 19 study area, as shown on Table 3.11-11. These annualized growth factors were then applied to the  
 20 existing (2011) traffic volumes to obtain forecasts for 2015.

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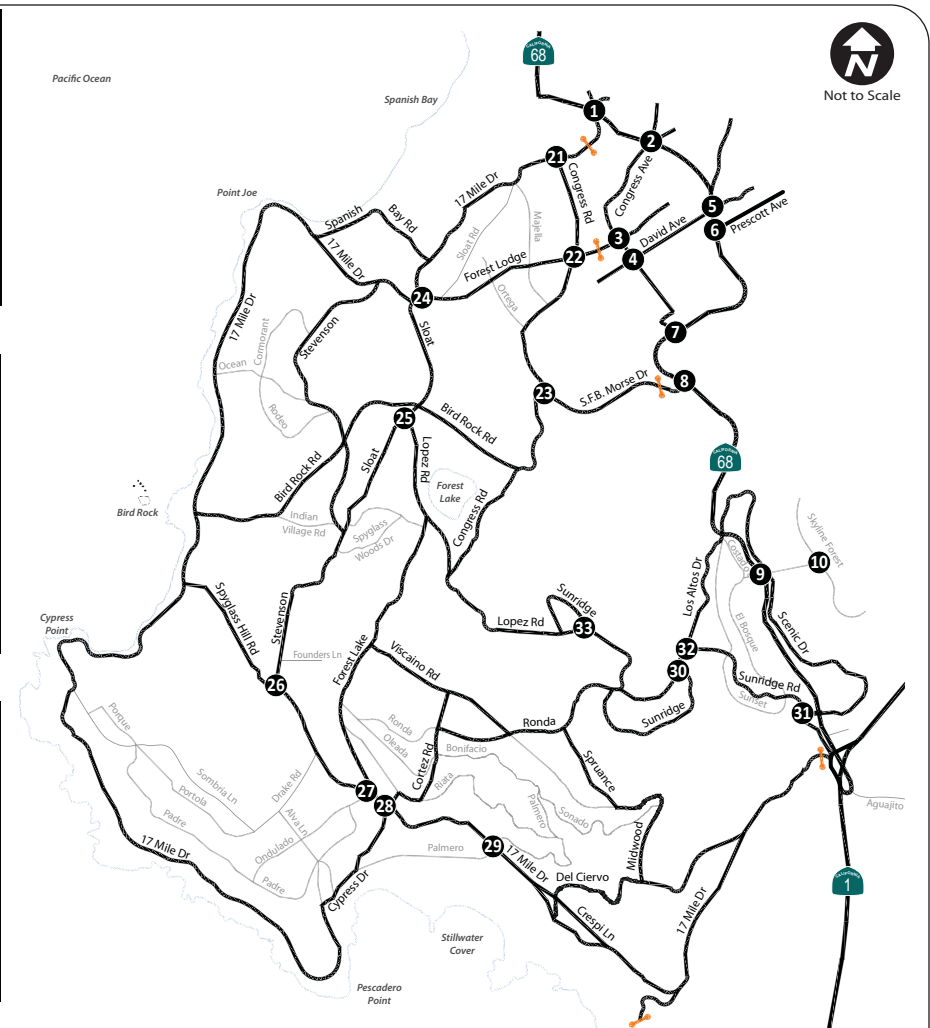
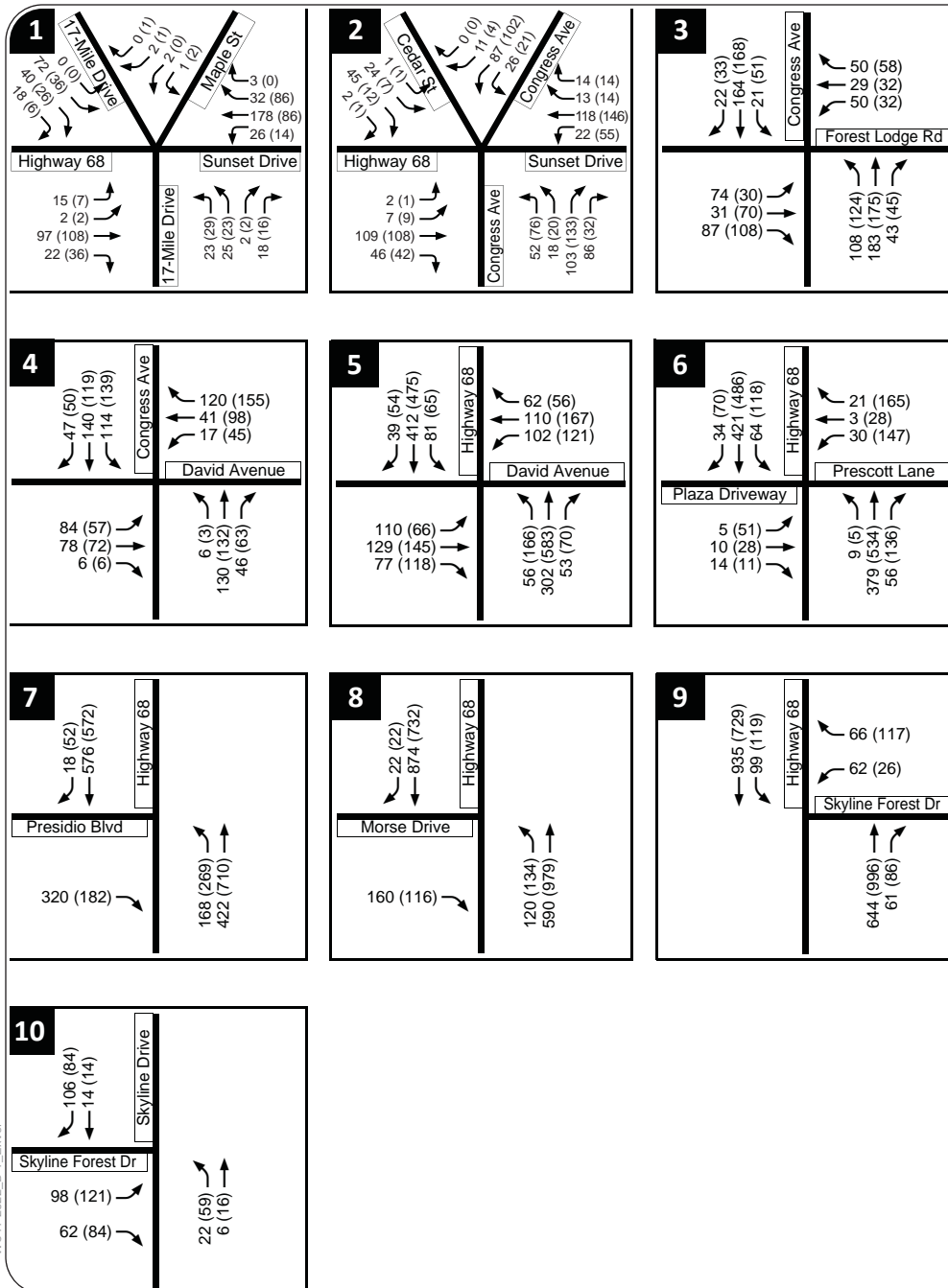
<sup>4</sup> Even if some project components were to be built later, this analysis would provide a conservative approach.

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**Table 3.11-11. Growth Rates Used to Derive 2015 Without-Project Traffic Volumes**

<b>Study Locations</b>	<b>Annual Traffic Growth Factor</b>
Intersections located in Del Monte Forest, Pacific Grove, and along SR 68 to the SR 1 interchange	0.68%
Intersections located in Carmel and SR 1, south of SR 68	0.55%
SR 1 north of SR 68 (west) interchange to SR 156	0.10% to 0.47% (average 0.42%)
SR 1 north of SR 156	0.33%
SR 68 east of SR 1 to Salinas	0.03% to 0.08% (average 0.06%)
US 101 south of Salinas	0.1%
US 101 north of Salinas	0.64%
SR 156 between SR 1 and US 101	0.06%
Source: Fehr & Peers 2011.	

EXISTING PEAK HOUR VOLUMES



Not to Scale

LEGEND

XX (YY) AM (PM) Peak Hour Traffic Volumes

**1** Study Intersection

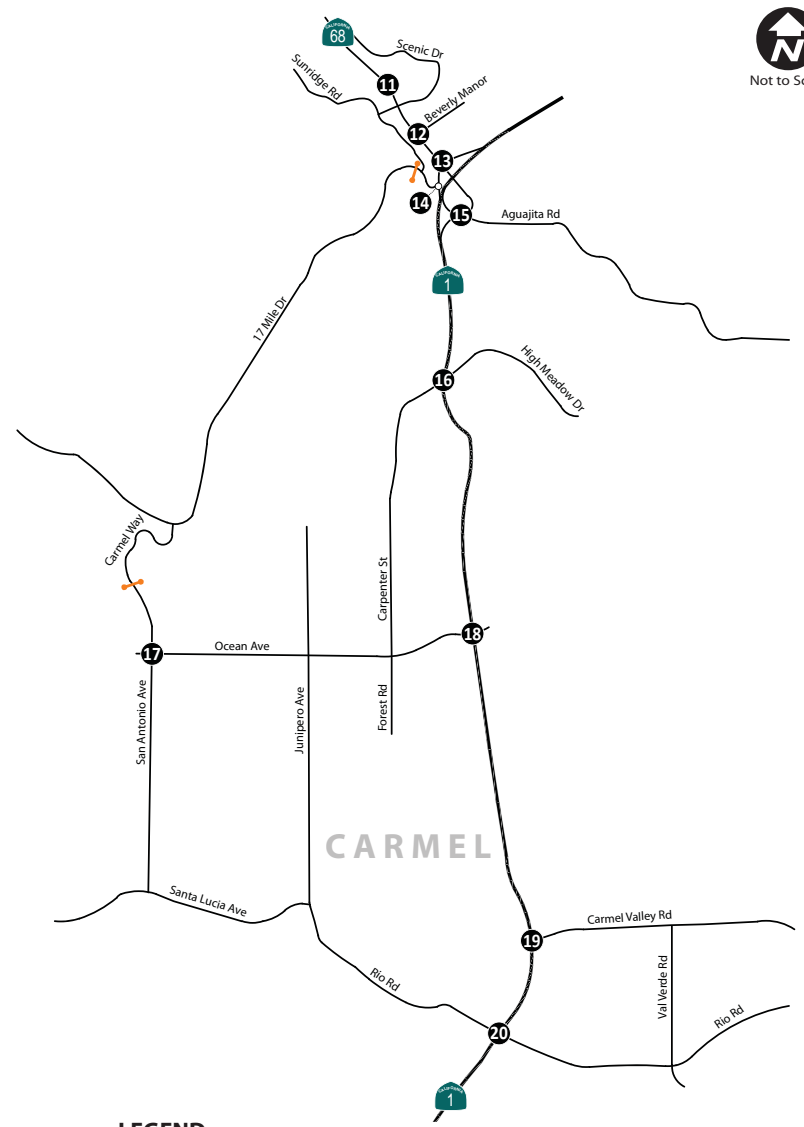
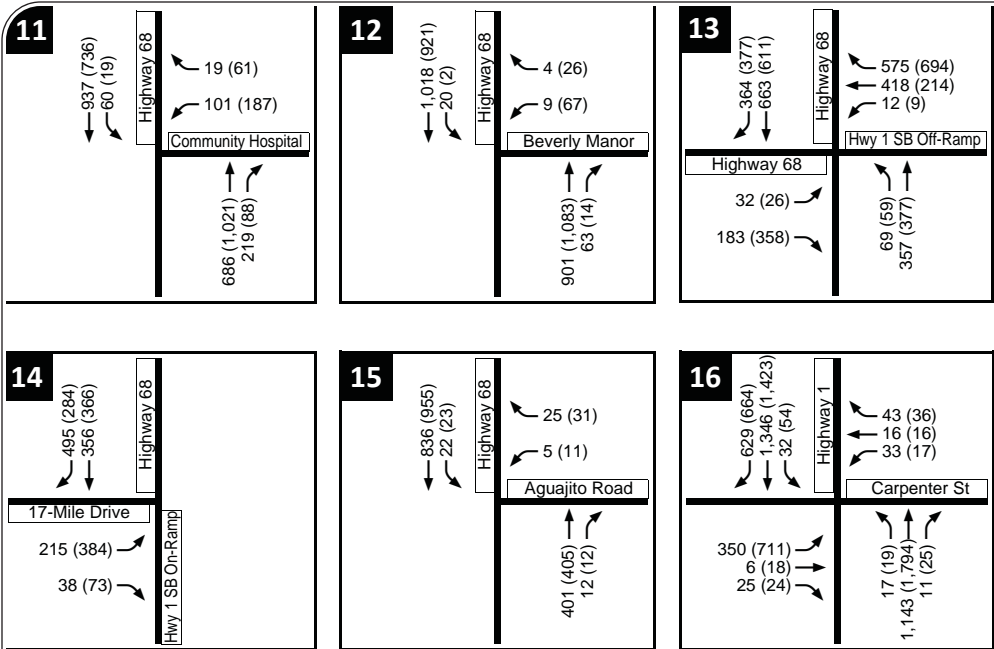
Gate Entrance

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EXISTING PEAK HOUR VOLUMES



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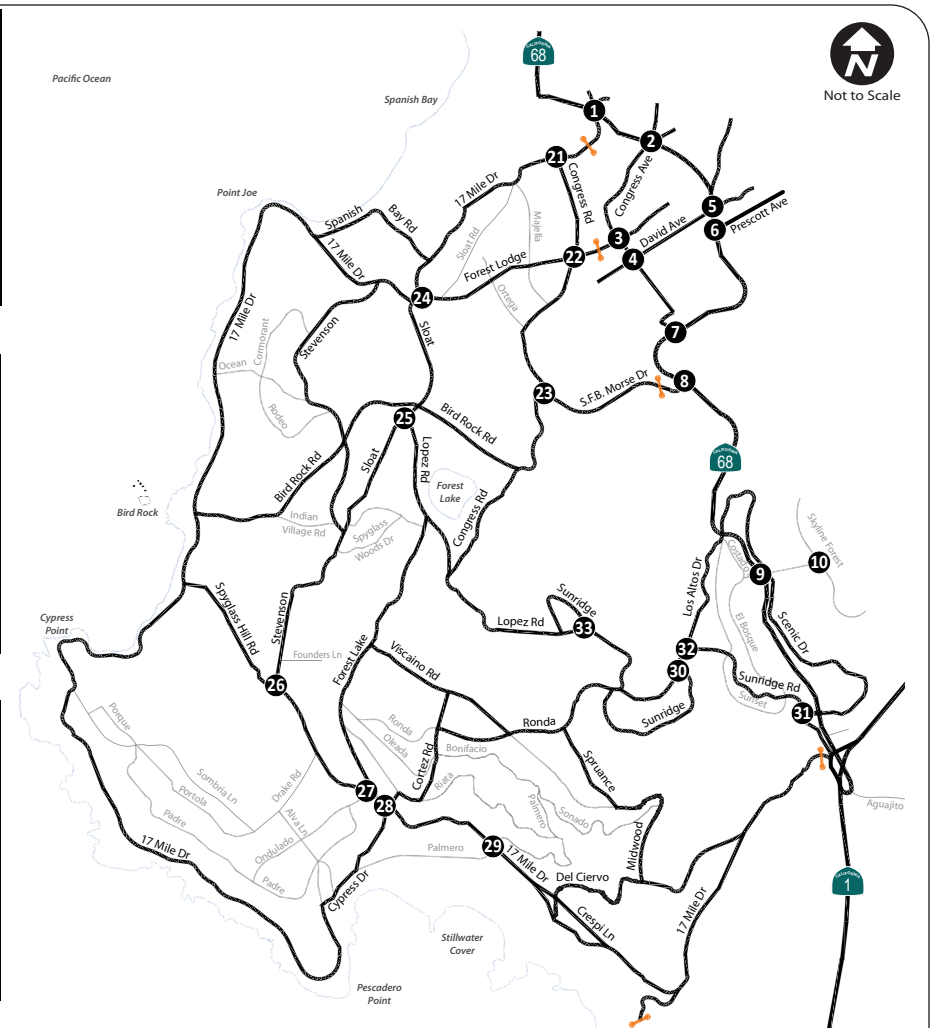
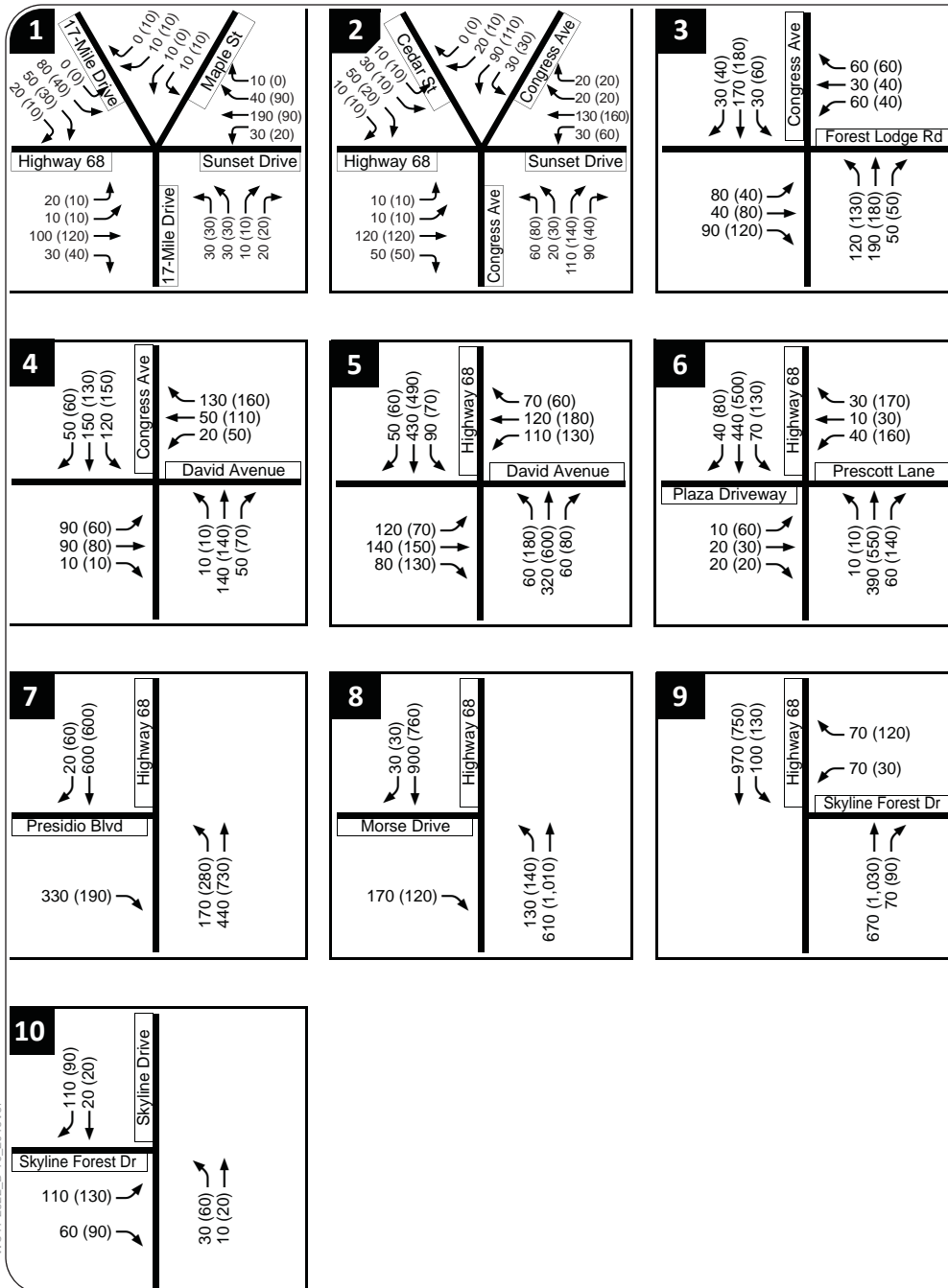
XX (YY) AM (PM) Peak Hour Traffic Volumes

**1** Study Intersection

Gate Entrance

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NEAR-TERM (2015) PEAK HOUR VOLUMES



LEGEND

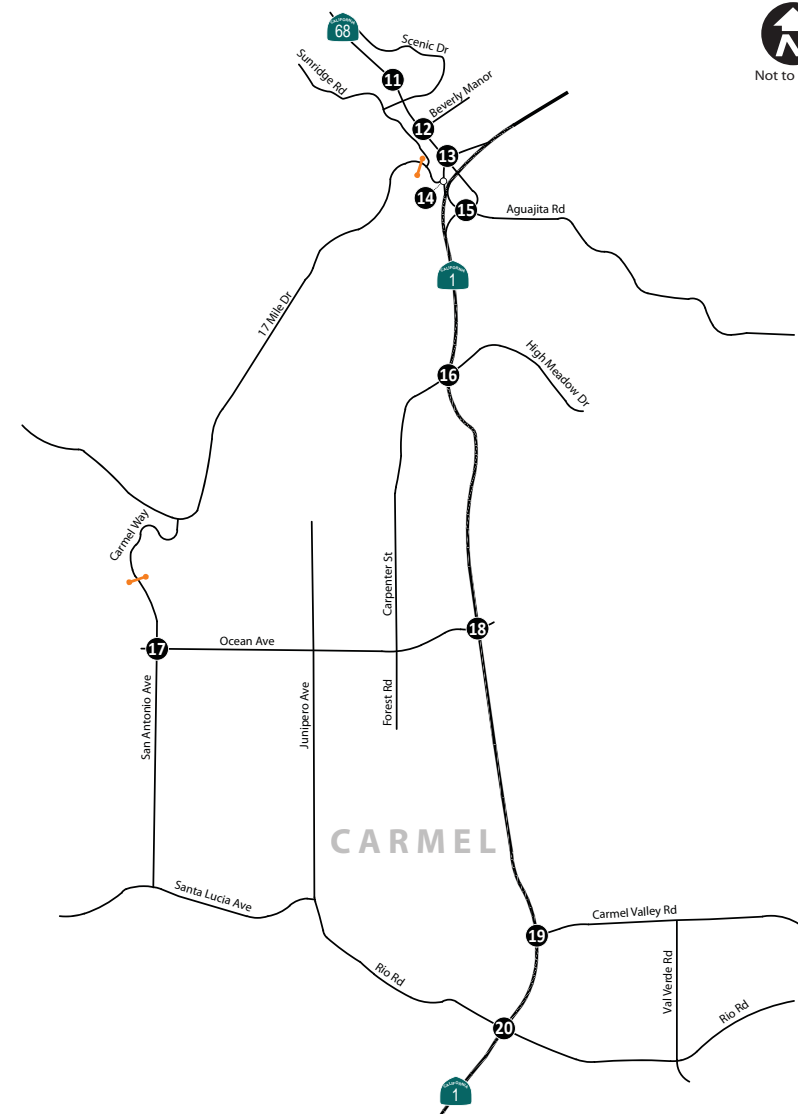
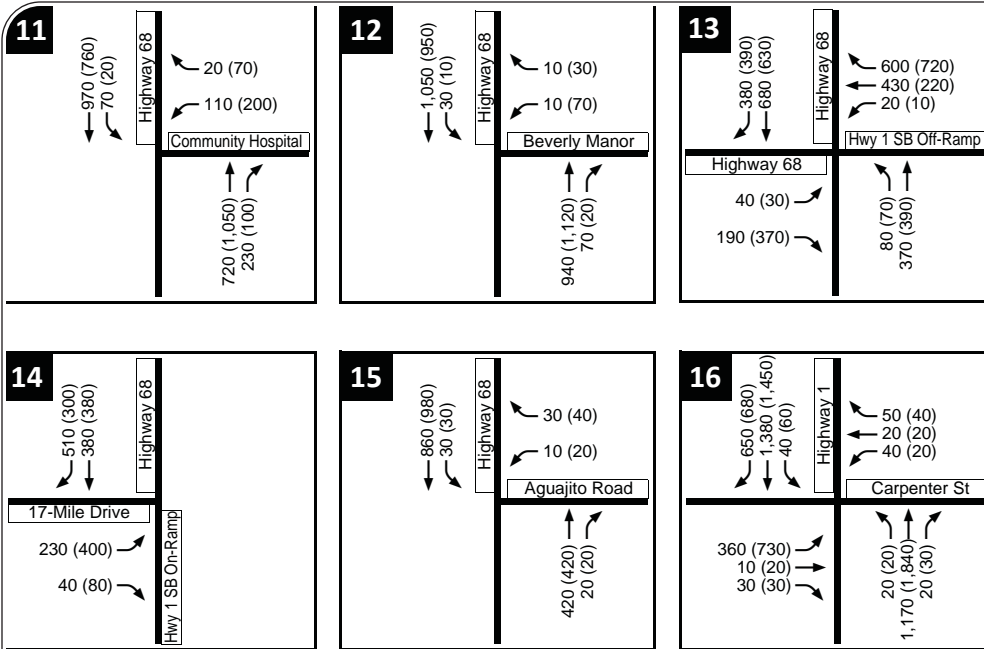
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**1** Study Intersection

Gate Entrance

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NEAR-TERM (2015) PEAK HOUR VOLUMES



LEGEND

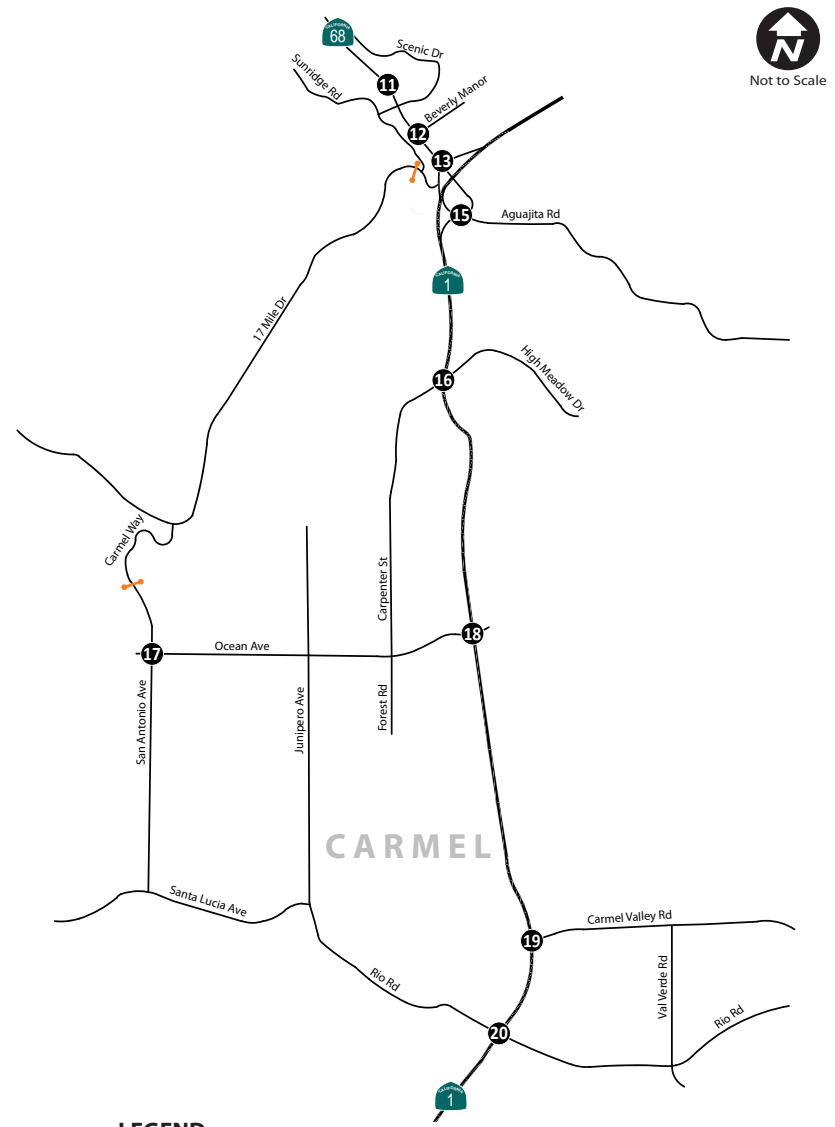
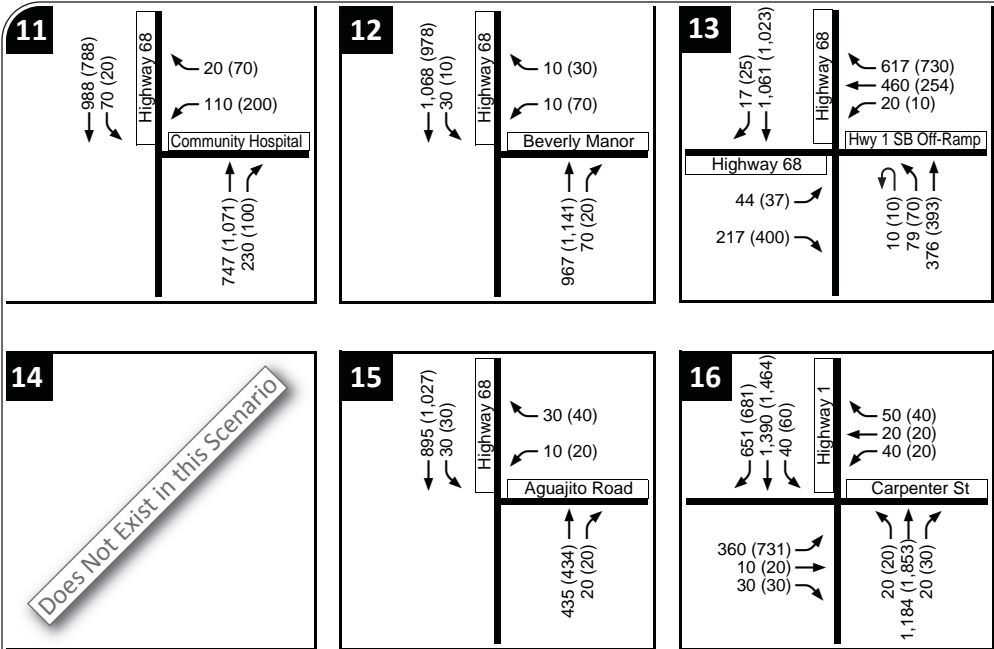
XX (YY) AM (PM) Peak Hour Traffic Volumes

**1** Study Intersection

Gate Entrance



NEAR-TERM (2015) PLUS ALTERNATIVE 1 PEAK HOUR VOLUMES



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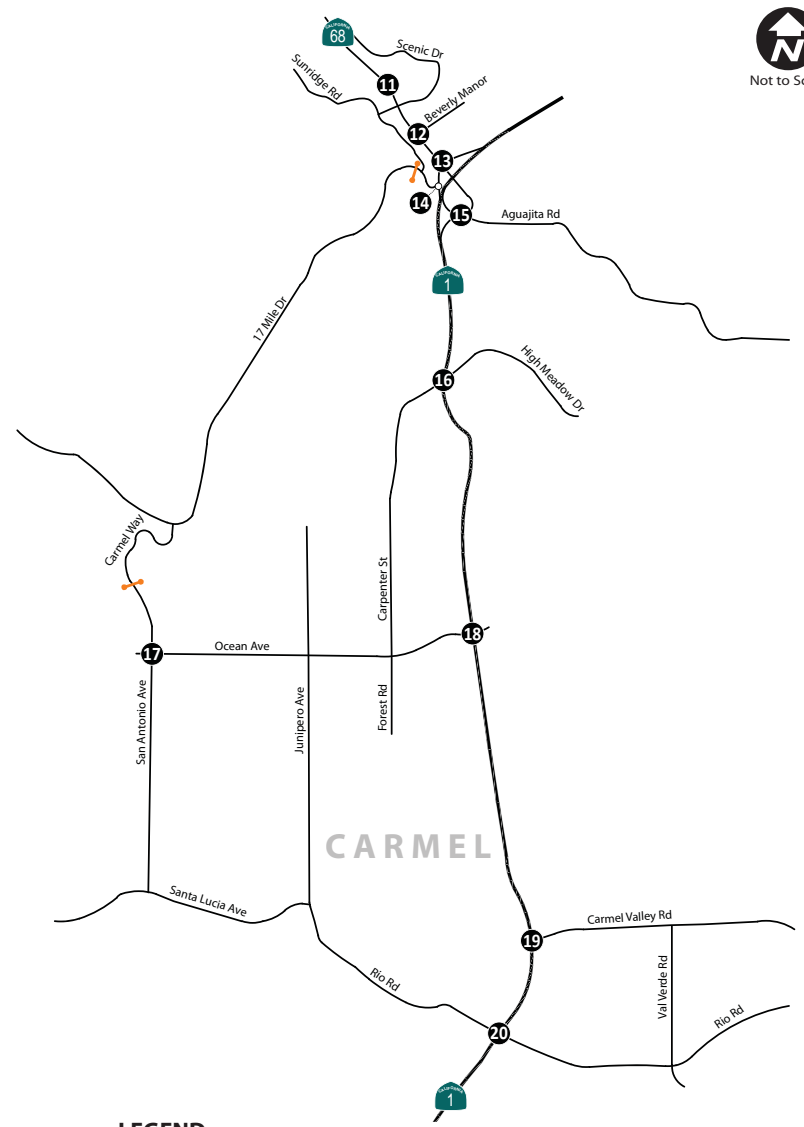
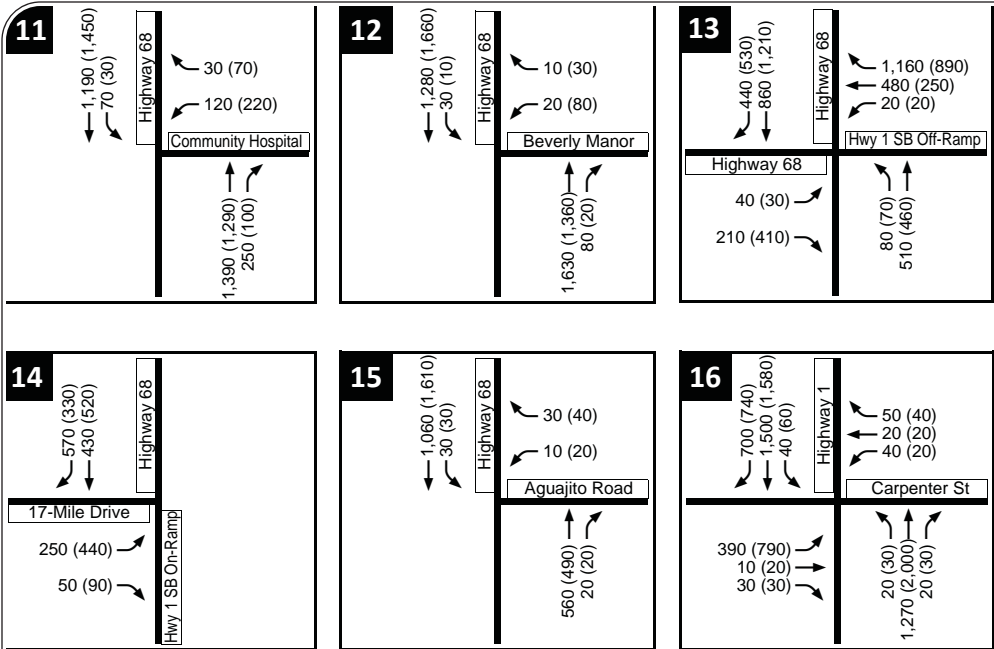
- XX (YY) AM (PM) Peak Hour Traffic Volumes
- 1** Study Intersection
- Gate Entrance

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CUMULATIVE (2030) PEAK HOUR VOLUMES

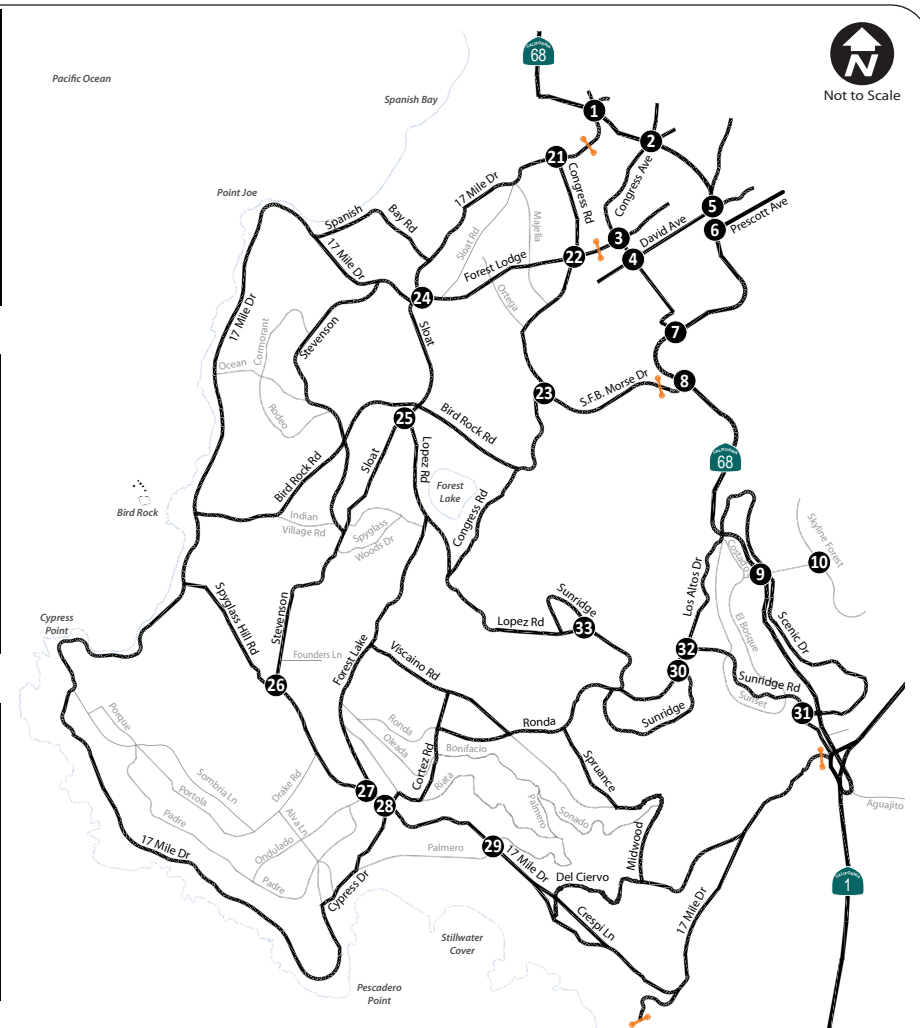
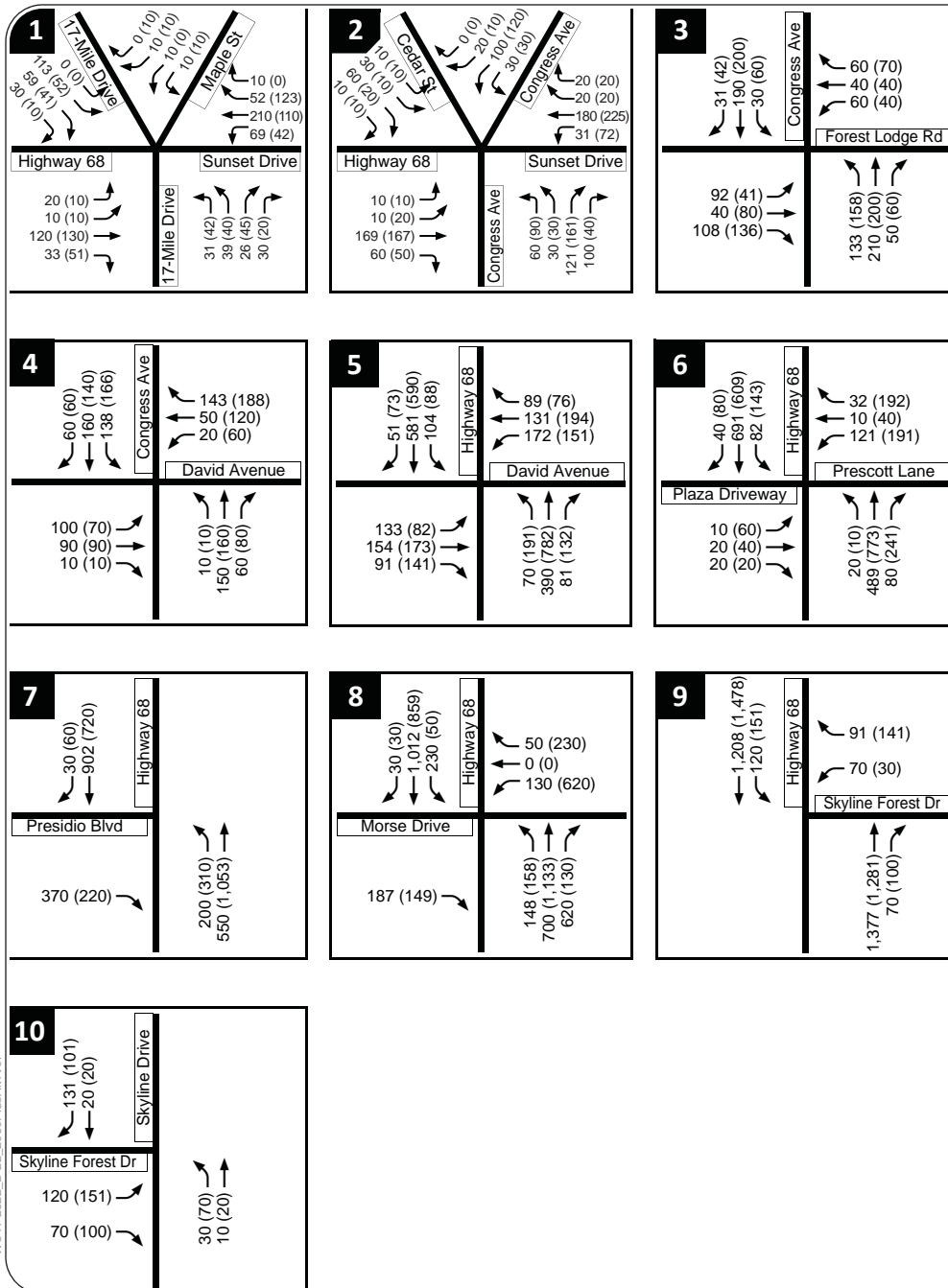


LEGEND

- XX (YY) AM (PM) Peak Hour Traffic Volumes
- 1** Study Intersection
- Gate Entrance

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CUMULATIVE (2030) PLUS ALTERNATIVE 1 PEAK HOUR VOLUMES



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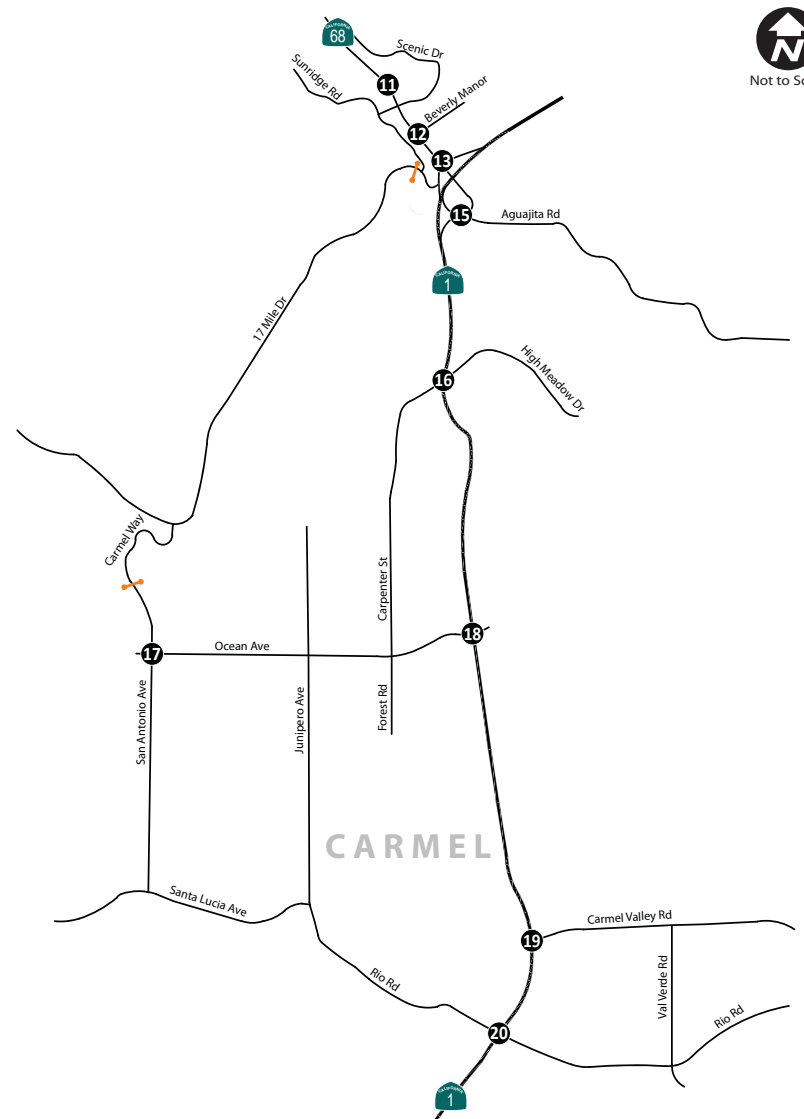
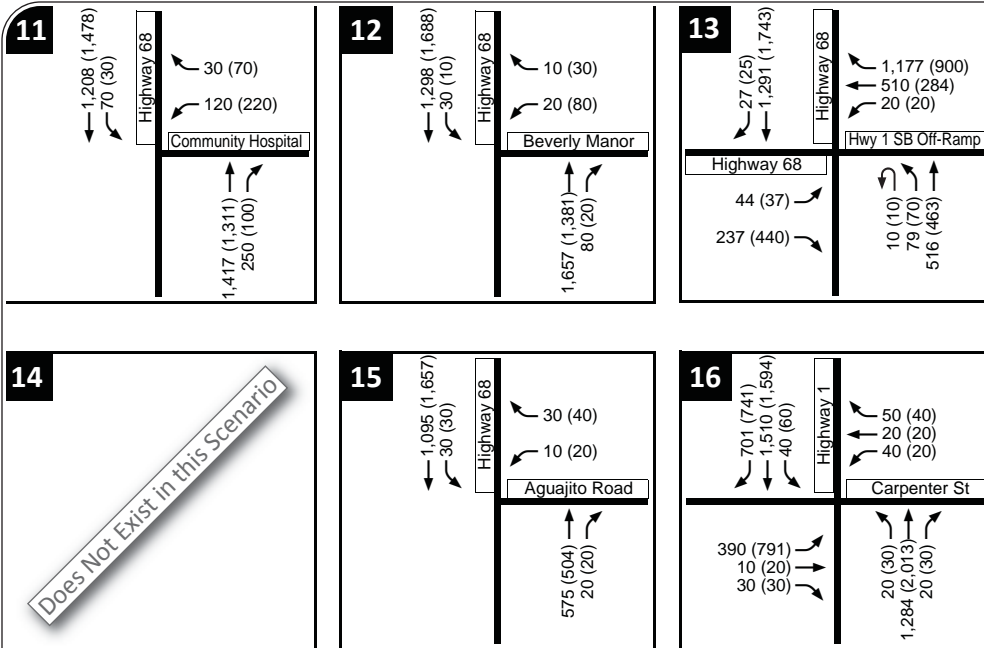
XX (YY) AM (PM) Peak Hour Traffic Volumes

**1** Study Intersection

Gate Entrance

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CUMULATIVE (2030) PLUS ALTERNATIVE 1 PEAK HOUR VOLUMES



LEGEND

- XX (YY) AM (PM) Peak Hour Traffic Volumes
- 1** Study Intersection
- Gate Entrance

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