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**Bay Delta Conservation Plan
Construction Traffic Impact Analysis**

Administrative Draft Report

~~September 13~~ March ~~May 29~~ 15, 2015

Submitted to ICF International by Fehr & Peers

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1. Introduction

This technical report documents the construction traffic impact analysis for the Bay Delta Conservation Plan (BDCP) EIR/EIS. The information contained in this report identifies the potential traffic impacts associated with construction related activities, employees, and equipment, and recommends mitigation measures to avoid or reduce potential impacts. Identifying all the construction related activity for the BDCP with a high degree of certainty is challenging at this stage of project development for such a large and complex project. The Department of Water Resources (DWR) will ultimately make numerous final design and engineering decisions that may influence construction traffic conditions. Hence, one of the key objectives of this evaluation is to provide sufficient information about the study area's traffic operations and physical roadway conditions such that construction impacts can be avoided or minimized. For instance, the analysis assumes a reasonable "worst-case-scenario" of construction traffic that likely overstates construction traffic impacts regardless of changes that may be made to the underlying traffic assumptions for the project as a result of final engineering and design plans. Further, the mitigation measures recommended in this analysis are sufficiently broad to provide the BDCP proponents flexibility in the types of strategies that can be implemented to address construction traffic impacts while still ensuring that the impacts would be avoided or reduced to the maximum extent feasible.

The construction traffic impact analysis has been coordinated with the air quality analysis to obtain construction trips (employees and trucks) by construction activity location for the following five conveyance alternatives:

- Pipeline/Tunnel (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)
- Modified Pipeline/Tunnel (Alternative 4)
- East Canal (Alternatives 1B, 2B, and 6B)
- West Canal (Alternatives 1C, 2C, and 6C)
- Separate Corridors (Alternative 9)

The construction activity information includes a proposed construction schedule, which details the year and month of each construction activity. This study uses the schedule and construction trip information as the basis for identifying potential construction impacts. In consultation with the project team and agency staff, 114 roadway segments were selected for analysis based on the likelihood that they would be utilized for construction-related activities. Table 1 provides a list of the study segments by jurisdiction with location and functional classification used for traffic operations analysis. Note that under baseline (Year 2009) conditions, State Route 4 traveled through downtown Brentwood and Oakley. In January 2012, this section of SR 4 was relinquished to the Cities of Brentwood and Oakley, and Contra Costa County, and Caltrans adopted the State Route 4 Bypass as the new State Route 4. Since construction activity will occur after the relinquishment and new route adoption, the study roadway segments are categorized under the post-relinquishment jurisdiction.

Figures 19-2a-19-2c show where each roadway facility is in relation to the BDCP study area.

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TABLE 1: STUDY SEGMENTS BY JURISDICTION

Segment ID	Roadway	From	To	Jurisdiction	Location	Analysis Functional Classification
ALA 01	Byron Hwy	Contra Costa Co./Alameda Co. Line	Alameda Co./San Joaquin Co. Line	Alameda Co.	Alameda Co.	Major 2-lane Highway
BRE 01	Brentwood Blvd (old SR 4)	Delta Rd (Oakley City Limits)	Balfour Rd	Caltrans D4/ City of Brentwood ¹	Brentwood	2-lane Arterial
BRE 02	Brentwood Blvd (old SR 4)	Balfour Rd	Brentwood City Limits (South)	Caltrans D4/ City of Brentwood ¹	Brentwood	4-lane Arterial Divided
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	City of Brentwood	Brentwood	4-lane Arterial Divided
CC 01	Bethel Island Rd	Oakley City Limits	End	Contra Costa Co.	Contra Costa Co.	Major 2-lane Highway
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	Contra Costa Co.	Contra Costa Co.	Major 2-lane Highway
CC 03	Old SR 4	Brentwood City Limits (South)	Marsh Creek Rd	Caltrans D4/ Contra Costa Co. ¹	Contra Costa Co.	Major 2-lane Highway
CC 04	Byron Hwy	Delta Rd	Old SR 4	Contra Costa Co.	Contra Costa Co.	Major 2-lane Highway
CC 05	Byron Hwy	SR 4	Contra Costa Co./ Alameda Co. Line	Contra Costa Co.	Byron	Major 2-lane Highway
CT 01	I-5 NB	Florin Rd	Pocket Rd	Caltrans D3	Sacramento	3-lane Freeway
CT 02	I-5 SB	Florin Rd	Pocket Rd	Caltrans D3	Sacramento	3-lane Freeway
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	Caltrans D3	Sacramento	3-lane Freeway
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	Caltrans D3	Sacramento	3-lane Freeway
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	Caltrans D3	Elk Grove	2-lane Freeway
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	Caltrans D3	Elk Grove	2-lane Freeway
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	Caltrans D3	Sacramento Co.	2-lane Freeway
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	Caltrans D3	Sacramento Co.	2-lane Freeway
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	Caltrans D3	Sacramento Co.	2-lane Freeway
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	Caltrans D3	Sacramento Co.	2-lane Freeway
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	Caltrans D10	Sacramento Co.	2-lane Freeway

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TABLE 1: STUDY SEGMENTS BY JURISDICTION

Segment ID	Roadway	From	To	Jurisdiction	Location	Analysis Functional Classification
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	Caltrans D10	Sacramento Co.	2-lane Freeway
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	Caltrans D10	Sacramento Co./ San Joaquin Co.	2-lane Freeway
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	Caltrans D10	Sacramento Co./ San Joaquin Co.	2-lane Freeway
CT 15	I-5 NB	Peltier Rd	Turner Rd	Caltrans D10	San Joaquin Co.	2-lane Freeway
CT 16	I-5 SB	Peltier Rd	Turner Rd	Caltrans D10	San Joaquin Co.	2-lane Freeway
CT 17	I-5 NB	Turner Rd	SR 12	Caltrans D10	San Joaquin Co.	2-lane Freeway
CT 18	I-5 SB	Turner Rd	SR 12	Caltrans D10	San Joaquin Co.	2-lane Freeway
CT 19	I-5 NB	SR 12	Eight Mile Rd	Caltrans D10	San Joaquin Co.	3-lane Freeway
CT 20	I-5 SB	SR 12	Eight Mile Rd	Caltrans D10	San Joaquin Co.	3-lane Freeway
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	Caltrans D10	Stockton	3-lane Freeway
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	Caltrans D10	Stockton	3-lane Freeway
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	Caltrans D3	Sacramento Co.	Minor 2-lane Highway
CT 24	SR 160 (Freeport Blvd/River Rd)	Freeport Bridge	Scribner Rd	Caltrans D3	Sacramento Co.	Minor 2-lane Highway
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	Caltrans D3	Sacramento Co.	Minor 2-lane Highway
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	Caltrans D3	Sacramento Co.	Minor 2-lane Highway
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	Caltrans D3	Sacramento Co.	Minor 2-lane Highway
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	Caltrans D3	Sacramento Co./ Yolo Co.	Minor 2-lane Highway
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	Caltrans D3	Sacramento Co.	Minor 2-lane Highway
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	Caltrans D3	Isleton	Minor 2-lane Highway
CT 31	SR 160	A St (Isleton)	SR 12	Caltrans D3	Sacramento Co.	Minor 2-lane Highway
CT 32	SR 160	SR 12	Brannan Island Rd	Caltrans D3	Sacramento Co.	Major 2-lane Highway

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TABLE 1: STUDY SEGMENTS BY JURISDICTION

Segment ID	Roadway	From	To	Jurisdiction	Location	Analysis Functional Classification
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	Caltrans D3	Yolo Co.	Minor 2-lane Highway
CT 34	SR 84 (Courtland Rd/Ryer Ave)	Courtland Rd	Cache Slough Ferry	Caltrans D4	Yolo Co./Solano Co.	Minor 2-lane Highway
CT 35	I-80 EB	Suisun Valley Rd	SR 12	Caltrans D4	Fairfield	5-lane Freeway + HOV
CT 36	I-80 WB	SR 12	Suisun Valley Rd	Caltrans D4	Fairfield	5-lane Freeway + HOV
CT 37	SR 12 EB	I-80	Beck Ave	Caltrans D4	Fairfield	2-lane Freeway
CT 38	SR 12 WB	Beck Ave	I-80	Caltrans D4	Fairfield	2-lane Freeway
CT 39	SR 12	Beck Ave	Sunset Ave/ Grizzly Island Rd	Caltrans D4	Suisun City	4-lane Multilane Highway
CT 40	SR 12	Sunset Ave/ Grizzly Island Rd	Walters Rd/Lawler Ranch Pkwy	Caltrans D4	Suisun City	4-lane Multilane Highway
CT 41	SR 12	Walters Rd/ Lawler Ranch Pkwy	SR 113	Caltrans D4	Solano Co.	Major 2-lane Highway
CT 42	SR 12	SR 113	SR 84 (River Rd)	Caltrans D4	Rio Vista/Solano Co.	Major 2-lane Highway
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	Caltrans D4	Sacramento Co./Rio Vista	2-lane Arterial
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./SJ Co. Line	Caltrans D3	Sacramento Co.	Major 2-lane Highway
CT 45	SR 12	Sacramento Co./SJ Co. Line	I-5	Caltrans D10	San Joaquin Co.	Major 2-lane Highway
CT 46	I-80 EB	SR 113	Pedrick Rd	Caltrans D4	Dixon	3-lane Freeway
CT 47	I-80 WB	Pedrick Rd	SR 113	Caltrans D4	Dixon	3-lane Freeway
CT 48	SR 113	I-80	Dixon City Limits	Caltrans D4	Dixon	4-line Arterial, Divided
CT 49	SR 113	Dixon City Limits	SR 12	Caltrans D4	Solano Co.	Minor 2-lane Highway
CT 50	SR 4 (Marsh Creek Rd)	Vasco Rd	Byron Hwy (Old SR 4)	Contra Costa Co./ Caltrans D4 ²	Contra Costa Co.	Major 2-lane Highway
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	Caltrans D4	Contra Costa Co.	Major 2-lane Highway

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TABLE 1: STUDY SEGMENTS BY JURISDICTION

Segment ID	Roadway	From	To	Jurisdiction	Location	Analysis Functional Classification
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	Caltrans D4	Contra Costa Co./San Joaquin Co.	Major 2-lane Highway
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	Caltrans D10	San Joaquin Co./Stockton	Minor 2-lane Highway
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	Caltrans D10	Stockton	4-lane Freeway
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	Caltrans D10	Stockton	4-lane Freeway
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	Caltrans D10	Stockton	3-lane Freeway
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	Caltrans D10	Stockton	3-lane Freeway
CT 58	I-205 EB	I-580	Mountain House Pkwy	Caltrans D10	Mountain House	3-lane Freeway
CT 59	I-205 WB	I-580	Mountain House Pkwy	Caltrans D10	Mountain House	3-lane Freeway
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	Caltrans D10	Mountain House/Tracy	3-lane Freeway
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	Caltrans D10	Mountain House/Tracy	3-lane Freeway
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	Caltrans D10	Tracy	3-lane Freeway
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	Caltrans D10	Tracy	3-lane Freeway
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	Caltrans D10	Tracy	3-lane Freeway
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	Caltrans D10	Tracy	3-lane Freeway
ISL 01	A St/4th St/Jackson Blvd.	SR 160	Isleton City Limits	City of Isleton	Isleton	Major 2-lane Highway
OAK 01	Main Street (Old SR 4)	SR 160	Cypress Rd	Caltrans D4/ City of Oakley ¹	Oakley	4-lane Arterial Divided
OAK 02	Main Street (Old SR 4)	Cypress Rd	Delta Rd (Oakley City Limits)	Caltrans D4/ City of Oakley ¹	Oakley	2-lane Arterial
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	City of Oakley	Oakley	Major 2-lane Highway
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	City of Oakley	Oakley	Minor 2-lane Highway
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	City of Oakley	Oakley	Minor 2-lane Highway

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TABLE 1: STUDY SEGMENTS BY JURISDICTION

Segment ID	Roadway	From	To	Jurisdiction	Location	Analysis Functional Classification
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	City of Sacramento	Sacramento	4-lane Arterial Divided
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	City of Sacramento	Sacramento	2-lane Arterial
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	Sacramento Co./ Yolo Co.	Sacramento Co./ Yolo Co.	Minor 2-lane Highway
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	Sacramento Co.	Sacramento Co.	Major 2-lane Highway
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 06	Twin Cities Rd	River Rd	I-5	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 07	Twin Cities Rd	I-5	Franklin Blvd	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 08	Sutter Slough Bridge Rd	Sacramento Co./Yolo Co. Line	Paintersville Bridge	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	Sacramento Co.	Sacramento Co.	Major 2-lane Highway
SC 11	Walnut Grove Rd/ River Rd	Walnut Grove Bridge	Sacramento Co./ SJ Co. Line	Sacramento Co.	Walnut Grove	Minor 2-lane Highway
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 13	Race Track Rd/Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	Sacramento Co.	Sacramento Co.	Minor 2-lane Highway
SJ 01	Walnut Grove Rd	Sacramento Co./SJ Co. Line	I-5	San Joaquin Co.	San Joaquin Co.	Major 2-lane Highway
SJ 02	Peltier Rd	Blossom Rd	I-5	San Joaquin Co.	San Joaquin Co.	Minor 2-lane Highway

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TABLE 1: STUDY SEGMENTS BY JURISDICTION

Segment ID	Roadway	From	To	Jurisdiction	Location	Analysis Functional Classification
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	San Joaquin Co.	San Joaquin Co.	Major 2-lane Highway
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	San Joaquin Co.	San Joaquin Co.	Major 2-lane Highway
SJ 05	Byron Hwy	Alameda Co./ San Joaquin Co. Line	Mountain House Pkwy	San Joaquin Co.	Mountain House	Major 2-lane Highway
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd	San Joaquin Co.	Mountain House	Minor 2-lane Highway
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205	San Joaquin Co.	Mountain House	4-lane Arterial, Divided
STK 01	Eight Mile Rd	Stockton City Limits	I-5	City of Stockton	Stockton	2-lane Arterial
TRA 01	Tracy Blvd	Tracy City Limits	I-205	City of Tracy	Tracy	2-lane Arterial
WS 01	Harbor Blvd	Industrial Blvd	US 50	City of West Sacramento	West Sacramento	4-lane Arterial Divided
WS 02	Industrial Blvd/Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	City of West Sacramento	West Sacramento	4-lane Arterial Divided
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	City of West Sacramento	West Sacramento	4-lane Arterial Divided
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	City of West Sacramento	West Sacramento	Minor 2-lane Highway
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	Yolo Co.	Yolo Co.	Minor 2-lane Highway
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./Yolo Co. Line	Yolo Co.	Yolo Co.	Minor 2-lane Highway
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	Yolo Co.	Yolo Co.	Minor 2-lane Highway

Notes:

- (1) Facility is analyzed as a Caltrans facility under Baseline Conditions – roadway is relinquished to local jurisdiction in 2012 after Baseline Year (2009).
 - (2) Facility is analyzed as a local facility under Baseline Conditions – roadway is adopted as a State facility after Baseline Year (2009).
- Segment ID naming convention refers to jurisdiction and segment number.

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2. Analysis Approach

The construction traffic impact analysis consisted of assessing both traffic operations and physical roadway conditions to help inform the public, decision makers, and future contractors about the potential amount and location of construction traffic and how to avoid or minimize impacts.

Roadway Traffic Operations

This report documents the analysis of each study roadway facility, which was based on level of service (LOS) performance measures. LOS is a qualitative measure of traffic operating conditions where a letter grade is used to represent the level of comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions.

Traffic operations of roadway segments were analyzed using procedures and methodologies contained in the *Highway Capacity Manual (HCM)*, Transportation Research Board, 2010. None of the jurisdictions have hourly LOS traffic volume thresholds for roadway segments; therefore, Fehr & Peers developed hourly traffic volume thresholds based on the 2010 HCM methodology. Table 2 displays the hourly capacity threshold associated with each LOS category.

Facility Type	A	B	C	D	E
Minor 2-lane Highway	90	200	680	1,410	1,740
Major 2-lane Highway	120	290	790	1,600	2,050
4-lane, Multilane Highway	2,140	3,520	5,060	6,560	7,300
2-Lane Arterial	-	-	970	1,760	1,870
4-Lane Arterial, Divided	-	-	1,920	3,540	3,740
2-Lane Freeway ¹	1,110	2,010	2,880	3,570	4,010
3-Lane Freeway ¹	1,700	3,080	4,400	5,410	6,060
4-Lane Freeway ¹	2,320	4,200	5,950	7,280	8,140
5-Lane Freeway +HOV Lane ¹	3,300	5,970	8,350	10,160	11,320
Source: Fehr & Peers, based on Highway Capacity Manual 2010.					
Notes: (1) LOS capacity threshold is for one direction.					
"-"= LOS is not achievable due to the type of facility.					

Roadway segment traffic data was collected for all study segments to conduct traffic operations analysis to estimate the weekday hourly LOS for baseline (year 2009) conditions from 6 AM to 7 PM within the study area. Traffic volume estimates for baseline conditions were obtained from traffic counts collected between 2008 and 2012. Data sources included Caltrans, previous transportation studies, and new counts conducted for this project. Approximately half of the study roadway segments required new counts, which were collected between February and April 2012.

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1 ~~Where possible, It should be noted that the~~ 2008 counts were factored up based on historical yearly
2 growth rates from the previous ten (10) years from 1998 to 2008 to ~~determine~~create 2009 traffic volume
3 estimates. The 2012 traffic counts were used directly in the baseline conditions analysis and not adjusted
4 down to determine 2009 traffic volumes. because historical counts were not available for these locations
5 and, in many cases, the traffic growth patterns are uncertain due to the 2008-09 recession effects.

6 Baseline condition LOS results were compared to the public agency LOS thresholds identified in traffic
7 impact study guidelines, general plans, or equivalent plans. For Caltrans facilities, the LOS threshold used
8 for the analysis was consistent with the “concept facility LOS” described in relevant Transportation
9 Concept Reports (TCRs) and Corridor System Management Plans (CSMPs)¹. The *Guide for the Preparation*
10 *of Traffic Impact Studies* (Caltrans, December 2002) states that when a State facility currently operates at
11 an unacceptable LOS (e.g., LOS F), the existing measure of effectiveness should be maintained.

12 The following were additional key assumptions relevant to the traffic operations analysis.

- 13 • All construction employees are expected to generate two trips per day – one arriving to the
14 construction site and one departing the construction site.
- 15 ~~• All construction related trucks are expected to generate eight trips per day~~
- 16 • To model a reasonable “worst-case” scenario, all construction truck and employee trips are
17 assigned to the roadway network for each analysis hour
- 18 • Material delivery to transport materials and equipment to the construction site
- 19 • Barge traffic will not require additional raises of the SR 12 bridge

20 **Roadway Physical Conditions**

21 Roadways may experience physical impacts from the project (i.e., truck traffic causing pavement
22 deterioration) that require mitigation. Typically, physical roadway impacts are not evaluated for
23 construction traffic because of the temporary nature of construction activities. This project has a much
24 longer construction period than a typical construction project and truck trips in particular could contribute
25 to pavement deterioration on study area roadways that were either not designed to accommodate truck
26 traffic or have poor existing pavement condition.

27 Chapter 610 of the Caltrans Highway Design Manual (2009) provides guidance on pavement engineering
28 considerations including roadway rehabilitation techniques to extend the life of pavement. As stated in
29 Chapter 613.1, “pavements are engineered to carry the truck traffic loads expected during the pavement
30 design life. Truck traffic...is the primary factor affecting pavement design life and its serviceability.” Further,
31 information obtained from local jurisdictions suggests that some roadways identified as potential

¹The bibliography contains each TCR and CSMP that was used in this study.

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1 construction site access routes do not have adequate engineered pavement sections to withstand
2 construction traffic, particularly heavy vehicles.

3 Existing pavement conditions were obtained from most jurisdictions. Many jurisdictions have a pavement
4 management system, which typically includes routine visual inspection of roadway facilities. For most local
5 jurisdictions included in this analysis, the calculated Pavement Condition Index (PCI) is used as the metric
6 to describe the condition of a roadway section. Some agencies use PCI information as the basis for their
7 preventative roadway maintenance or roadway reconstruction programs. Similar to the PCI, the City of
8 Sacramento and San Joaquin County use a Pavement Quality Index (PQI) and an Overall Condition Index
9 (OCI), respectively, to rank and prioritize roadway facilities. These two systems are described following the
10 PCI description below.

11 PCI values were obtained for study segments to the extent that they were available. Most jurisdictions
12 provided the latest recorded PCI. Where PCI was unknown, general information regarding the perceived
13 condition of the facility was obtained from the jurisdiction’s representative. A spreadsheet was developed
14 to record all known pavement condition information supplied by the jurisdictions. Pavement conditions
15 vary greatly by jurisdiction and by roadway. Facilities range from engineered pavement sections
16 constructed in accordance with a design traffic index (TI) associated with a design life of 20 or more years
17 to local agricultural routes and levee roads with non-engineered sections. To the extent this information
18 was supplied by the jurisdictions, it was recorded in the spreadsheet.

19 The Metropolitan Transportation Commission (MTC) has published two manuals, Pavement Condition
20 Index Distress Identification Manual for Asphalt and Surface Treatment Pavements (February 1986) and
21 Pavement Condition Index Distress Identification Manual for Jointed Portland Cement Concrete
22 Pavements (October 1991). Both provide guidance to assist pavement inspectors in determining surface
23 distress and severity levels. The inspection method is designed to facilitate the calculation of the PCI,
24 which is a composite rating index. The PCI is expressed as a number from 0 to 100, with 100 being new
25 pavement. MTC uses the PCI scale presented in Table 3 to rate pavement condition.

TABLE 3: PAVEMENT CONDITION INDEX (PCI) RATING SCALE	
PCI	Rating
100 – 86	Excellent
85 – 71	Very Good
70 – 56	Good
55 – 41	Fair
40 – 26	Poor
25 – 11	Very Poor
10 – 0	Failed

Source: Metropolitan Transportation Commission, 1986, 1991

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1 A PCI of 55 represents the threshold between “Fair/Good” condition. A PCI greater than 70 is considered
2 “Very Good”. For the purpose of this analysis, local roadway segments were identified as “acceptable” if
3 the PCI is greater than 55. PCI values equal to or less than 55 were recorded as “deficient”.

4 The City of Sacramento utilizes a different pavement management application, which results in the
5 calculation of the segment’s overall condition represented by the Pavement Quality Index (PQI). The PQI is
6 a composite score of three indicators for ride comfort, surface distress and structural adequacy. A PQI
7 greater than 50 is considered “Fair”. A PQI greater than 70 is considered “Good”. For the purpose of this
8 analysis, pavement conditions are “acceptable” if the PQI is greater than 70.

9 San Joaquin County updates pavement conditions every two years. Their pavement management system
10 calculates the Overall Condition Index (OCI) based on eight factors including surface distress, patching,
11 ride, and drainage condition. An OCI greater than 60 is considered “Fair”. An OCI greater than 70 is
12 considered “Good”. For the purpose of this analysis, pavement conditions are “acceptable” if the OCI is
13 greater than 70.

14 Caltrans applies a different methodology for assessing pavement condition. The Caltrans 2011 State of
15 Pavement Report (December 2011) states that an annual Pavement Condition Survey (PCS) is conducted
16 to continually monitor the State Highway System. The PCS consists of a visual inspection of the pavement
17 surface by a team of pavement analysts and the use of an automated data collection system. The result is
18 an International Roughness Index (IRI) for roadway segments, which is a measure of ride quality. IRI units
19 are measured by inches per mile and the data measures relative vertical movement of the vehicle. On
20 rough pavements, IRI values are high. Caltrans has adopted the Federal Highway Administration (FHWA)
21 threshold of an IRI value of less than or equal to 170 inches per mile as “acceptable”. According to the
22 FHWA, the IRI value must be less than 95 to be rated “good”.

23 IRI values, reflective of 2009 pavement conditions, were obtained from Caltrans’ Division of Maintenance.
24 Pavement conditions vary greatly by Caltrans District and by facility. IRI values were recorded in the
25 physical conditions spreadsheet. Caltrans roadway segments were identified as “acceptable” if the IRI was
26 less than or equal to 170. Facilities with IRI values greater than 170 were recorded as “deficient”. It’s
27 important to note that the PCI and IRI scales are opposite of each other, meaning that a high PCI is good
28 but a high IRI equates to a poor condition.

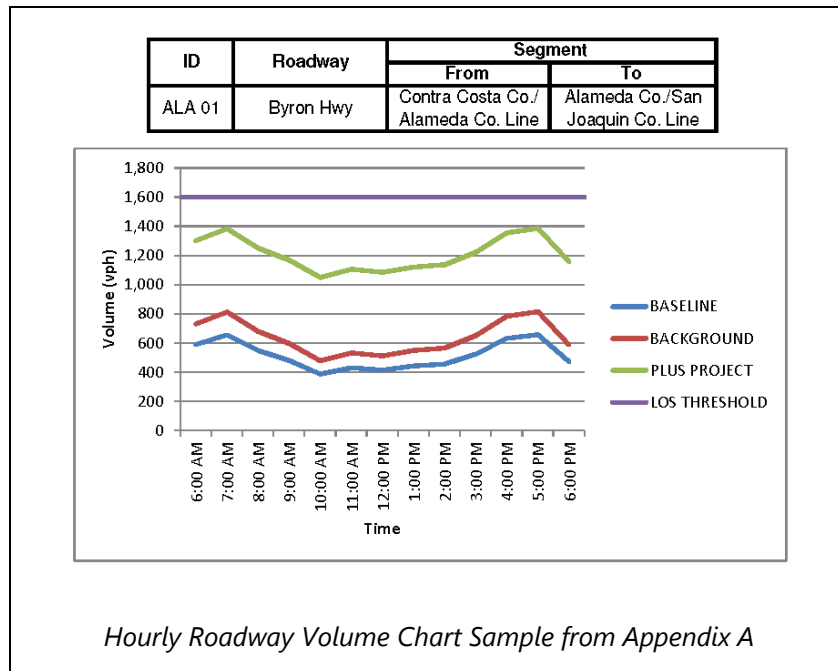
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1 **3. Setting**

2 ***Baseline Roadway Traffic Operations***

3 Table 4 summarizes the baseline LOS for the study roadway segments. Fifteen roadway segments exceed
4 the LOS threshold for at least one hour during the 6 AM to 7 PM analysis period. Refer to Table 2 for a
5 definition of LOS as it relates to hourly traffic volumes by facility type. Section 5 describes the LOS
6 thresholds established by each jurisdiction. Where baseline traffic volumes exceed LOS thresholds,
7 Table 4 identifies the number of occurrences and the respective time frame when the condition occurs. As
8 noted in Section 1, the baseline conditions analysis uses LOS thresholds from the appropriate jurisdiction
9 prior to the relinquishment and new route adoption associated with the SR 4 Bypass in Brentwood.

10 Appendices A through D contain LOS analysis charts that show hourly traffic volumes for each roadway
11 segment along with the LOS volume threshold. An annotated chart sample from Appendix A is provided
12 below.



13 For the project analysis scenarios, the charts show how hourly volumes will change with the addition of
14 background traffic growth that will occur up to the construction period. This data display allows reviewers
15 to quickly assess whether LOS thresholds are exceeded.

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TABLE 4: BASELINE ROADWAY TRAFFIC OPERATIONS

Segment ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
ALA 01	Byron Hwy	Contra Costa Co./Alameda Co. Line	Alameda Co./ San Joaquin Co. Line	D	1,600	385 to 656	-
BRE 01	SR 4 (Brentwood Blvd) ¹	Delta Rd (Oakley City Limits)	Balfour Rd	C	970	586 to 1,516	11 (7-9AM; 10AM-7PM)
BRE 02	SR 4 (Brentwood Blvd) ¹	Balfour Rd	Brentwood City Limits (South)	C	1,920	369 to 1,013	-
BRE 03	Balfour Rd	SR 4 (Brentwood Blvd)	Brentwood City Limits	D	3,540	437 to 1,300	-
CC 01	Bethel Island Rd	Oakley City Limits	End	D	1,600	124 to 330	-
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	D	1,600	90 to 297	-
CC 03	SR 4 ¹	Brentwood City Limits (South)	Marsh Creek Rd	C	790	1,133 to 1,682	13 (6AM-7PM)
CC 04	Byron Hwy	Delta Rd	SR 4	D	1,410	108 to 240	-
CC 05	Byron Hwy	SR 4	Contra Costa Co./ Alameda Co. Line	D	1,600	483 to 907	-
CT 01	I-5 NB	Florin Rd	Pocket Rd	F	6,060	2,589 to 5,820	-
CT 02	I-5 SB	Florin Rd	Pocket Rd	F	6,060	1,647 to 5,705	-
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	F	6,060	2,359 to 5,156	-
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	F	6,060	1,543 to 5,243	-
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,820 to 3,339	-
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,254 to 3,332	-
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,504 to 2,162	-
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,217 to 2,236	-
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,414 to 1,851	-

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TABLE 4: BASELINE ROADWAY TRAFFIC OPERATIONS

Segment ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,207 to 1,964	-
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,312 to 1,720	-
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,111 to 1,813	-
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	C	2,880	1,374 to 1,803	-
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	C	2,880	1,128 to 1,894	-
CT 15	I-5 NB	Peltier Rd	Turner Rd	C	2,880	1,421 to 1,885	-
CT 16	I-5 SB	Peltier Rd	Turner Rd	C	2,880	1,145 to 1,974	-
CT 17	I-5 NB	Turner Rd	SR 12	C	2,880	1,288 to 1,985	-
CT 18	I-5 SB	Turner Rd	SR 12	C	2,880	1,124 to 1,482	-
CT 19	I-5 NB	SR 12	Eight Mile Rd	C	4,400	1,533 to 2,267	-
CT 20	I-5 SB	SR 12	Eight Mile Rd	C	4,400	1,243 to 2,070	-
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	D	5,410	1,937 to 3,452	-
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	D	5,410	1,817 to 2,760	-
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	E	1,740	136 to 476	-
CT 24	SR 160 (Freeport Blvd/River Rd)	Freeport Bridge	Scribner Rd	E	1,740	94 to 180	-
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	E	1,740	41 to 125	-
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	E	1,740	105 to 170	-
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	E	1,740	69 to 122	-
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	E	1,740	75 to 150	-
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	E	1,740	78 to 128	-
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	E	1,740	173 to 465	-

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TABLE 4: BASELINE ROADWAY TRAFFIC OPERATIONS

Segment ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 31	SR 160	A St (Isleton)	SR 12	E	1,740	193 to 378	-
CT 32	SR 160	SR 12	Brannan Island Rd	F	1,740	530 to 894	-
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	B	200	40 to 169	-
CT 34	SR 84 (Courtland Rd/Ryer Ave)	Courtland Rd	Cache Slough Ferry	C	680	10 to 25	-
CT 35	I-80 EB	Suisun Valley Rd	SR 12	C	8,350	3,079 to 6,994	-
CT 36	I-80 WB	Suisun Valley Rd	SR 12	C	8,350	5,751 to 8,892	2 (6-8AM)
CT 37	SR 12 EB	I-80	Beck Ave	C	2,880	528 to 1,847	-
CT 38	SR 12 WB	I-80	Beck Ave	C	2,880	829 to 1,625	-
CT 39	SR 12	Beck Ave	Sunset Ave/ Grizzly Island Rd	C	5,060	2,408 to 3,573	-
CT 40	SR 12	Sunset Ave/ Grizzly Island Rd	Walters Rd/ Lawler Ranch Pkwy	C	5,060	1,607 to 2,353	-
CT 41	SR 12	Walters Rd/Lawler Ranch Pkwy	SR 113	C	790	627 to 1,075	10 (6-8AM; 9-1PM; 2-6PM)
CT 42	SR 12	SR 113	SR 84 (River Rd)	C	790	1,073 to 1,544	13 (6AM-7PM)
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	C	970	1,135 to 1,685	13 (6AM-7PM)
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./ San Joaquin Co. Line	C	790	704 to 1,030	12 (6AM-6PM)
CT 45	SR 12	Sacramento Co./ San Joaquin Co. Line	I-5	C	790	773 to 1,164	12 (6AM-6PM)

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TABLE 4: BASELINE ROADWAY TRAFFIC OPERATIONS

Segment ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 46	I-80 EB	SR 113	Pedrick Rd	C	4,400	2,508 to 4,632	2 (3-5 PM)
CT 47	I-80 WB	SR 113	Pedrick Rd	C	4,400	3,068 to 4,191	-
CT 48	SR 113	I-80	Dixon City Limits	C	1,920	569 to 1,341	-
CT 49	SR 113	Dixon City Limits	SR 12	C	680	174 to 294	-
CT 50	Marsh Creek Rd (Future SR 4) ²	Vasco Rd	SR 4 (Byron Hwy)	D	1,600	442 to 733	-
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	D	1,600	554 to 1,224	-
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	C	790	412 to 746	-
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	D	1,410	867 to 1,492	1 (4-5PM)
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	2,552 to 4,815	-
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	4,550 to 5,913	-
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	D	5,410	2,430 to 4,586	-
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	D	5,410	4,333 to 5,631	3 (7-8AM; 4-6PM)
CT 58	I-205 EB	I-580	Mountain House Pkwy	C	4,400	1,350 to 5,071	4 (3-7PM)
CT 59	I-205 WB	I-580	Mountain House Pkwy	C	4,400	1,873 to 4,867	2 (6-8AM)
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	C	4,400	1,431 to 5,068	4 (3-7PM)
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	C	4,400	1,875 to 4,117	-

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TABLE 4: BASELINE ROADWAY TRAFFIC OPERATIONS

Segment ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	D	5,410	1,525 to 4,200	-
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	D	5,410	1,852 to 3,079	-
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	D	5,410	1,511 to 4,182	-
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	D	5,410	2,083 to 3,446	-
ISL 01	A St/4th St/Jackson Blvd.	SR 160	Isleton City Limits	D	1,410	17 to 75	-
OAK 01	SR 4 (Main St) ¹	SR 160	Cypress Rd	C	1,920	752 to 1,663	-
OAK 02	SR 4 (Main St) ¹	Cypress Rd	Delta Rd (Oakley City Limits)	C	970	722 to 1,335	10 (7-9AM; 11AM-7PM)
OAK 03	Cypress Rd	SR 4 (Main Street)	Bethel Island Rd	D	1,600	304 to 764	-
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	D	1,410	140 to 367	-
OAK 05	Delta Rd	SR 4 (Main Street)	Byron Hwy	D	1,410	155 to 334	-
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	D	3,540	789 to 2,191	-
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	D	1,760	152 to 492	-
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	D	1,410	98 to 346	-
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	D	1,410	77 to 137	-
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	D	1,410	10 to 29	-
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	D	1,410	19 to 38	-
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	D	1,410	41 to 71	-
SC 06	Twin Cities Rd	River Rd	I-5	D	1,410	130 to 248	-
SC 07	Twin Cities Rd	I-5	Franklin Blvd	D	1,410	141 to 318	-

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TABLE 4: BASELINE ROADWAY TRAFFIC OPERATIONS

Segment ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SC 08	Sutter Slough Bridge Rd	Sacramento Co./ Yolo Co. Line	Paintersville Bridge	D	1,410	51 to 113	-
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	D	1,410	85 to 134	-
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	D	1,600	223 to 365	-
SC 11	Walnut Grove Rd/River Rd	Walnut Grove Bridge	Sacramento Co./ San Joaquin Co. Line	D	1,410	175 to 332	-
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	D	1,410	61 to 283	-
SC 13	Race Track Rd/Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	D	1,410	17 to 34	-
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	D	1,410	14 to 39	-
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	D	1,410	4 to 53	-
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	D	1,410	16 to 52	-
SJ 01	Walnut Grove Rd	Sacramento Co./ San Joaquin Co. Line	I-5	C	790	141 to 232	-
SJ 02	Peltier Rd	Blossom Rd	I-5	C	680	8 to 23	-
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	C	790	108 to 209	-
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	C	790	69 to 171	-
SJ 05	Byron Hwy ³	Alameda Co./ San Joaquin Co. Line	Mountain House Pkwy	D	1,600	521 to 824	-
SJ 06	Mountain House Pkwy ³	Byron Hwy	Arnaudo Blvd	D	1,410	190 to 298	-
SJ 07	Mountain House Pkwy ³	Arnaudo Blvd	I-205	D	3,540	418 to 769	-

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TABLE 4: BASELINE ROADWAY TRAFFIC OPERATIONS

Segment ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
STK 01	Eight Mile Rd	Stockton City Limits	I-5	E	1,870	309 to 769	-
TRA 01	Tracy Blvd	Tracy City Limits	I-205	E	1,870	309 to 759	-
WS 01	Harbor Blvd	Industrial Blvd	US 50	D	3,540	1,140 to 2,317	-
WS 02	Industrial Blvd/Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	C	1,920	773 to 1,858	-
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	C	1,920	546 to 1,718	-
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	C	680	42 to 146	-
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	C	680	74 to 249	-
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./ Yolo Co. Line	C	680	25 to 63	-
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	C	680	28 to 77	-

Notes:

- (1) Facility is analyzed as a Caltrans facility under Baseline Conditions – roadway is relinquished to local jurisdiction after Baseline Year (2009).
- (2) Facility is analyzed as a local facility under Baseline Conditions – roadway is adopted as a State facility after Baseline Year (2009).
- (3) Roadways within the Mountain House CSD have a LOS D threshold, compared to the LOS C threshold used in the remainder of unincorporated San Joaquin County.

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1 ***Baseline Roadway Physical Conditions***

2 Table 5 summarizes baseline pavement conditions for the study roadway segments. Sixty roadway
3 segments have deficient pavement conditions. For the purpose of this analysis, most local roadway
4 segments are identified as acceptable if the PCI is greater than 55. For roadway segments within the City
5 of Sacramento, a PQI greater than 70 is considered acceptable. For roadway segments within San Joaquin
6 County, an OCI greater than 70 is considered acceptable, except in the Mountain House Community
7 Service District (CSD), which uses the PCI metric. Caltrans roadway segments are identified as acceptable if
8 the IRI was less than or equal to 170. Where deficient conditions are reported, information is provided
9 regarding the extent of the deficiency (i.e., majority of segment length, all of the segment length or
10 minority of segment length).

11

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TABLE 5: BASELINE ROADWAY PAVEMENT CONDITIONS

Segment ID	Roadway	From	To	Condition	Extent of Deficiency¹	Notes
ALA 01	Byron Hwy	Contra Costa Co./Alameda Co. Line	Alameda Co./ San Joaquin Co. Line	Acceptable	-	PCI 100. Improvement project out to bid for summer 2012.
BRE 01	SR 4 (Brentwood Blvd) ¹	Delta Rd (Oakley City Limits)	Balfour Rd	Acceptable	-	PCI range from 79 to 87.
BRE 02	SR 4 (Brentwood Blvd) ¹	Balfour Rd	Brentwood City Limits (South)	Acceptable	-	PCI range from 79 to 87.
BRE 03	Balfour Rd	SR 4 (Brentwood Blvd)	Brentwood City Limits	Acceptable	-	PCI range from 76 to 81.
CC 01	Bethel Island Rd	Oakley City Limits	End	Deficient	Majority	PCI range from 43 to 75. PCI 43 for 3,000 feet. PCI 50 to 60 for 2,900 feet. PCI 70+ for 2,700'.
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	Deficient	Majority	PCI range from 34 to 41.
CC 03	SR 4 ¹	Brentwood City Limits (South)	Marsh Creek Rd	Deficient	Majority	IRI range 156 to 280. Minority of segment length is acceptable.
CC 04	Byron Hwy	Delta Rd	SR 4	Acceptable	-	PCI range from 66 to 72. Approximately 15,000 feet (majority of segment length) better than PCI 70.
CC 05	Byron Hwy	SR 4	Contra Costa Co./ Alameda Co. Line	Deficient	Minority	PCI range from 51 to 85. Little more than half study segment (19,850 feet greater than PCI 70).
CT 01	I-5 NB	Florin Rd	Pocket Rd	Deficient	Majority	IRI range from 152 to 177. Approximately 1 mile exceeds IRI 170 threshold (majority of segment length).
CT 02	I-5 SB	Florin Rd	Pocket Rd	Deficient	Minority	IRI range from 152 to 189. Approximately 0.1 mile exceeds IRI 170 threshold. Vast majority of segment is acceptable.

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TABLE 5: BASELINE ROADWAY PAVEMENT CONDITIONS

Segment ID	Roadway	From	To	Condition	Extent of Deficiency¹	Notes
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	Deficient	Minority	IRI range from 118 to 207. Approximately 0.6 mile exceeds IRI 170 threshold. Majority of segment is acceptable.
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	Deficient	Minority	IRI range from 142 to 208. Approximately 0.6 mile exceeds IRI 170 threshold. Majority of segment is acceptable.
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	Deficient	All	IRI range from 182 to 278. All of segment exceeds IRI 170 threshold level.
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	Deficient	Minority	IRI range from 106 to 172. Majority of segment better than acceptable IRI 170. Approximately 0.4 mile at IRI 172.
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	Acceptable	-	IRI range from 96 to 118.
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	Acceptable	-	IRI range from 114 to 151.
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	Deficient	Majority	IRI range from 124 to 246. Approximately half better than acceptable IRI 170.
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	Deficient	Minority	IRI range from 134 to 208. Approximately 5 miles better than acceptable IRI 170 (majority of segment).
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	Deficient	Minority	IRI range from 94 to 182. Approximately 0.5 mile exceeds IRI 170 threshold. Majority of segment at better than acceptable range.
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	Acceptable	-	IRI range from 102 to 164.
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	Acceptable	-	IRI range from 82 to 122.
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	Acceptable	-	IRI range from 97 to 123.
CT 15	I-5 NB	Peltier Rd	Turner Rd	Acceptable	-	IRI range from 86 to 132.

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TABLE 5: BASELINE ROADWAY PAVEMENT CONDITIONS

Segment ID	Roadway	From	To	Condition	Extent of Deficiency¹	Notes
CT 16	I-5 SB	Peltier Rd	Turner Rd	Acceptable	-	IRI range from 100 to 140.
CT 17	I-5 NB	Turner Rd	SR 12	Acceptable	-	IRI range from 106 to 144.
CT 18	I-5 SB	Turner Rd	SR 12	Acceptable	-	IRI range from 109 to 154.
CT 19	I-5 NB	SR 12	Eight Mile Rd	Deficient	Majority	IRI range from 160 to 266.
CT 20	I-5 SB	SR 12	Eight Mile Rd	Acceptable	-	IRI range from 140 to 167.
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	Deficient	Majority	IRI range from 146 to 206. Approximately half of segment length exceeds acceptable level.
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	Acceptable	-	IRI range from 148 to 192. Approximately 0.25 miles exceeds IRI 170 threshold. Majority of segment length better than acceptable level.
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	Deficient	Minority	IRI range from 139 to 184. Majority of segment length better than acceptable level.
CT 24	SR 160 (Freeport Blvd/River Rd)	Freeport Bridge	Scribner Rd	Deficient	Minority	IRI range from 113 to 184. Approximately 1.5 miles at or exceeds IRI 170 threshold. Majority of segment is acceptable.
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	Deficient	Majority	IRI range from 144 to 242. Approximately half segment length exceeds IRI 170 threshold.
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	Deficient	Majority	IRI range from 166 to 214. Approximately 0.5 mile better than acceptable IRI 170 threshold (minority of segment length).
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	Deficient	Majority	IRI range from 146 to 221. Approximately 1 mile better than acceptable IRI 170 threshold (minority of segment length).
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	Not Applicable	-	Bridge

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TABLE 5: BASELINE ROADWAY PAVEMENT CONDITIONS

Segment ID	Roadway	From	To	Condition	Extent of Deficiency¹	Notes
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	Acceptable	-	IRI range from 132 to 139.
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	Deficient	All	IRI range from 219 to 236.
CT 31	SR 160	A St (Isleton)	SR 12	Deficient	Majority	IRI range from 161 to 234. Approximately 1.2 miles better than acceptable IRI 170 (minority of segment length).
CT 32	SR 160	SR 12	Brannan Island Rd	Deficient	Majority	IRI range from 131 to 178. Approximately half segment length better than acceptable IRI threshold.
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	Deficient	Majority	IRI range from 157 to 294. Approximately 1 mile better than acceptable (minority of segment length).
CT 34	SR 84 (Courtland Rd/Ryer Ave)	Courtland Rd	Cache Slough Ferry	Deficient	Majority	IRI range from 122 to 432. Approximately 6 miles better than acceptable (minority of segment length).
CT 35	I-80 EB	Suisun Valley Rd	SR 12	Acceptable	-	IRI range from 68 to 114.
CT 36	I-80 WB	SR 12	Suisun Valley Rd	Acceptable	-	IRI range from 92 to 147.
CT 37	SR 12 EB	I-80	Beck Ave	Acceptable	-	IRI range from 65 to 167.
CT 38	SR 12 WB	Beck Ave	I-80	Acceptable	-	IRI range from 63 to 167.
CT 39	SR 12	Beck Ave	Sunset Ave/ Grizzly Island Rd	Acceptable	-	IRI range from 93 to 156.
CT 40	SR 12	Sunset Ave/ Grizzly Island Rd	Walters Rd/ Lawler Ranch Pkwy	Acceptable	-	IRI range from 100 to 118.
CT 41	SR 12	Walters Rd/ Lawler Ranch Pkwy	SR 113	Deficient	Minority	IRI range from 94 to 249. Approximately 1 mile exceeds IRI 170 threshold (minority of segment length).

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TABLE 5: BASELINE ROADWAY PAVEMENT CONDITIONS

Segment ID	Roadway	From	To	Condition	Extent of Deficiency¹	Notes
CT 42	SR 12	SR 113	SR 84 (River Rd)	Deficient	Majority	IRI range 165 to 258. Approximately 2 miles better than acceptable (minority of segment length).
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	Not Applicable	-	Bridge
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./ San Joaquin Co. Line	Deficient	Majority	IRI range from 135 to 236. Approximately 2.5 miles better than acceptable (minority of segment length).
CT 45	SR 12	Sacramento Co./ San Joaquin Co. Line	I-5	Deficient	Majority	IRI range from 106 to 325. Approximately 3 miles better than acceptable (minority of segment length).
CT 46	I-80 EB	SR 113	Pedrick Rd	Deficient	Minority	IRI range from 145 to 172. Majority of segment better than acceptable.
CT 47	I-80 WB	Pedrick Rd	SR 113	Acceptable	-	IRI range from 142 to 169.
CT 48	SR 113	I-80	Dixon City Limits	Acceptable	-	IRI range from 54 to 162.
CT 49	SR 113	Dixon City Limits	SR 12	Deficient	Majority	IRI range from 158 to 250. Approximately 1 mile better than acceptable (minority of segment length).
CT 50	Marsh Creek Rd (Future SR 4) ²	Vasco Rd	SR 4 (Byron Hwy)	Acceptable	-	PCI 91.
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	Deficient	Majority	IRI range from 135 to 248. Approximately half segment length better than acceptable 170 IRI.
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	Deficient	Minority	IRI range from 133 to 293. Approximately 5.5 miles better than acceptable 170 IRI (majority of segment length).

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TABLE 5: BASELINE ROADWAY PAVEMENT CONDITIONS

Segment ID	Roadway	From	To	Condition	Extent of Deficiency¹	Notes
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	Deficient	Majority	IRI range from 82-301. Approximately 1.5 miles better than acceptable 170 IRI (minority of segment length).
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	Deficient	All	IRI range from 174 to 205.
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	Deficient	All	IRI range from 192 to 303.
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	Acceptable	-	IRI range from 55 to 137.
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	Acceptable	-	IRI range from 78 to 103.
CT 58	I-205 EB	I-580	Mountain House Pkwy	Acceptable	-	IRI range from 71 to 133.
CT 59	I-205 WB	I-580	Mountain House Pkwy	Acceptable	-	IRI range from 63 to 132.
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	Acceptable	-	IRI range from 70 to 91.
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	Acceptable	-	IRI range from 64 to 96.
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	Acceptable	-	IRI range from 80 to 108.
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	Acceptable	-	IRI range from 77 to 121.
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	Acceptable	-	IRI range from 77 to 108.
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	Acceptable	-	IRI range from 72 to 112.
ISL 01	A St/4th St/ Jackson Blvd.	SR 160	Isleton City Limits	Deficient	Unknown	PCI not available from agency. Observations from Google Maps indicate deficient conditions (image date August 2007)
OAK 01	SR 4 (Main St) ¹	SR 160	Cypress Rd	Deficient	Majority	IRI range from 156 to 260 (minority of segment length acceptable). Pavement conditions supplied by Caltrans. Facility relinquished to local agency in January 2012.

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TABLE 5: BASELINE ROADWAY PAVEMENT CONDITIONS

Segment ID	Roadway	From	To	Condition	Extent of Deficiency¹	Notes
OAK 02	SR 4 (Main St) ¹	Cypress Rd	Delta Rd (Oakley City Limits)	Deficient	All	IRI 235. Pavement conditions supplied by Caltrans. Facility relinquished to local agency in January 2012.
OAK 03	Cypress Rd	SR 4 (Main Street)	Bethel Island Rd	Acceptable	-	PCI range from 65 to 80.
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	Deficient	Majority	PCI range from 55 to 80.
OAK 05	Delta Rd	SR 4 (Main Street)	Byron Hwy	Deficient	Majority	PCI 89 from Oakley city limits to Sellers Ave. East of Sellers Ave. (Contra Costa County) PCI range from 61-67.
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	Deficient	All	PQI 70.
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	Acceptable	-	PQI 84.
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	Not Applicable	-	Bridge
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	Deficient	Majority	PCI range from 45 to 67. PCI 45 within Hood (approximately 1000').
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	Acceptable	-	PCI 56.
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	Deficient	Majority	PCI range from 35 to 59. At least 1 mile at PCI 35.
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	Deficient	All	PCI 32.
SC 06	Twin Cities Rd	River Rd	I-5	Acceptable	-	PCI 84.
SC 07	Twin Cities Rd	I-5	Franklin Blvd	Deficient	All	PCI 45.
SC 08	Sutter Slough Bridge Rd	Sacramento Co./ Yolo Co. Line	Paintersville Bridge	Deficient	All	PCI 24.

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TABLE 5: BASELINE ROADWAY PAVEMENT CONDITIONS

Segment ID	Roadway	From	To	Condition	Extent of Deficiency¹	Notes
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	Deficient	Majority	PCI range from 43 to 100. PCI 43 and 54 for approximately 1 mile on southernmost section south of Vorden and for one mile south of Paintersville Bridge.
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	Deficient	Minority	PCI range from 48 to 64. Majority of segment length has a PCI of 64. Section through Walnut Grove south of Center Avenue has a PCI of 48.
SC 11	Walnut Grove Rd/River Rd	Walnut Grove Bridge	Sacramento Co./ San Joaquin Co. Line	Acceptable	-	PCI 64.
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	Acceptable	-	PCI 85.
SC 13	Race Track Rd/ Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	Deficient	Majority	PCI range from 36 to 94. Race Track Road has a PCI of 94. All of Tyler Island has PCI 36 (majority of study segment).
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	Deficient	All	PCI range from 20 to 36. Tyler Island Bridge Road (Approximately 3,500 feet PCI 20, which on the MTC scale is very poor).
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	Acceptable	-	PCI range from 86 to 94.
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	Acceptable	-	PCI 86.
SJ 01	Walnut Grove Rd	Sacramento Co./ San Joaquin Co. Line	I-5	Deficient	Minority	OCI range from 55 to 86.
SJ 02	Peltier Rd	Blossom Rd	I-5	Deficient	All	OCI range from 56 to 60.
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	Acceptable	-	OCI 74.
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	Acceptable	-	OCI range from 78 to 93.

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TABLE 5: BASELINE ROADWAY PAVEMENT CONDITIONS

Segment ID	Roadway	From	To	Condition	Extent of Deficiency¹	Notes
SJ 05	Byron Hwy ³	Alameda Co./ San Joaquin Co. Line	Mountain House Pkwy	Acceptable	-	PCI 68.
SJ 06	Mountain House Pkwy ³	Byron Hwy	Arnaudo Blvd	Acceptable	-	PCI 100.
SJ 07	Mountain House Pkwy ³	Arnaudo Blvd	I-205	Acceptable	-	PCI 100.
STK 01	Eight Mile Rd	Stockton City Limits	I-5	Deficient	Majority	PCI range from 15 to 85 projected from 2009 conditions. 6,920 feet of PCI 15 along westernmost extent said to be in poor condition in need of major work. Extensive skin patching last done in 2010.
TRA 01	Tracy Blvd	Tracy City Limits	I-205	Deficient	Majority	PCI range from 54 to 89.
WS 01	Harbor Blvd	Industrial Blvd	US 50	Acceptable	-	PCI 81. (Last measured in 2005)
WS 02	Industrial Blvd/Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	Acceptable	-	PCI 94. (Last measured in 2005)
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	Deficient	Unknown	Segment between Lake Washington Blvd and Marshall Rd new in 2005. Recent PCI is not available from agency. Observations from Google Maps indicate deficient conditions south of Marshall Road (image date August 2011).
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	Deficient	Unknown	Recent PCI is not available from agency. Observations from Google Maps indicate deficient conditions (image date September 2011)

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TABLE 5: BASELINE ROADWAY PAVEMENT CONDITIONS

Segment ID	Roadway	From	To	Condition	Extent of Deficiency¹	Notes
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	Deficient	Majority	PCI unknown for majority of segment per County. PCI near 100 for section between CR141 and 142. Comment made that most County roads do not have adequate engineering pavement section constructed to a particular TI and are therefore subject to damage under truck loads. Deficiency assumed.
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./ Yolo Co. Line	Deficient	Majority	PCI unknown per County. Comment made that most County roads do not have adequate engineering pavement section constructed to a particular TI and are therefore subject to damage under truck loads. Deficiency assumed.
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	Deficient	Majority	PCI unknown per County. Comment made that most County roads do not have adequate engineering pavement section constructed to a particular TI and are therefore subject to damage under truck loads. Deficiency assumed.

Source: Fehr & Peers, 2012 based on information supplied by agencies as presented in Table 6.

Notes:

- (1) Facility is analyzed as a Caltrans facility under Baseline Conditions – roadway is relinquished to local jurisdiction after Baseline Year (2009).
- (2) Facility is analyzed as a local facility under Baseline Conditions – roadway is adopted as a State facility after Baseline Year (2009).
- (3) The Mountain House CSD maintains the roadways within the Mountain House Master Plan area, and uses the PCI rating system as opposed to the OCI rating system that is used in the remainder of unincorporated San Joaquin County.

1 **4. Agency Outreach**

2 In accordance with CEQA Public Resources Code (PRC) Section 21092.4, the lead agency for a project that
3 would have statewide, regional, or area-wide significance is required to consult with the regional
4 transportation planning agency and public agencies that have transportation facilities which could be
5 affected. Statewide, regional, or area-wide significance is defined in CEQA Guidelines Section 15206. All
6 transportation agencies directly impacted by the BDCP project were consulted during the development
7 stages of this analysis. All correspondence with staff was summarized in an outreach matrix. The most
8 appropriate staff contacts at each agency were verified.

9 Beginning in January 2012, agencies were first contacted regarding the general approach and
10 methodology intended for both the traffic operations and pavement conditions assessment related to
11 construction impacts. Agencies were sent the list of study segments for review and comment. In one case,
12 study segments were adjusted within a jurisdiction to be consistent with current truck routing practices.
13 Subsequently, agencies were requested to supply readily available existing pavement condition
14 information to populate Table 5 in the previous section. Agency representatives were also asked about
15 potential mitigation approaches to address potential pavement condition impacts. Through this outreach,
16 sample mitigation approaches used for similar projects were obtained. Table 6 identifies all agencies
17 contacted as part of this outreach effort.

18

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TABLE 6: AGENCIES CONTACTED REGARDING POTENTIAL CONSTRUCTION-RELATED PROJECT IMPACTS	
Agency	Data Obtained
Alameda County	PCI values via phone conversation 4/29/2012
City of Brentwood	PCI values via email 4/30/2012
Contra Costa County	Contra Costa Current PCI Report 04/04/2012
Caltrans (Headquarters, Districts 3, 4, and 10)	IRI values from Caltrans Maintenance Program 2009 Pavement Summary
City of Isleton	No data provided; pavement condition based on field observation
City of Oakley	PCI values via email 05/03/2012
City of Sacramento	PQI values via email 04/23/2012
Sacramento County	2011 PCI Report for Trench Cut Fee Program
San Joaquin County	OCI values via email 04/23/2012
Mountain House ¹	PCI values via email 05/20/2012
City of Stockton	PCI via email 3/16/2012
City of Tracy	Pavement Management System, Section Description Inventory and Needs Projected PCIs 4/20/2012
City of West Sacramento	PCI values via email 04/20/2012
Yolo County	PCI values via email 03/07/2012; Lower Northwest Intercept Pavement Evaluation Fall 2006 Progress Report; Project Plans for County Road 140 Widening and Rehabilitation Project 12/15/2010
<p>Notes:</p> <p>Information was also obtained about traffic operations such as applicable vehicle LOS thresholds, but most of this information was accessed from publicly available documents such as general plans on agency websites.</p> <p>(1) Mountain House is an unincorporated community within San Joaquin County. The Mountain House Community Service District (CSD) maintains the roadways within the Mountain House Master Plan area, and uses the PCI rating system as opposed to the OCI rating system that is used in the remainder of unincorporated San Joaquin County.</p>	

2

1 **5. Analysis Criteria**

2 This study developed the construction traffic impact significance criteria outlined below based on the
3 applicable policies of the public agencies whose roadways are likely to be affected by construction traffic
4 within the study area. The criteria address potential impacts to traffic operations and the physical
5 condition of the roadway network.

6 The traffic operations criteria are based on the LOS policy descriptions in the setting and vary by public
7 agency. LOS thresholds by facility are contained in Table 4 and repeated in Tables 7, 9, 11, 13, and 15. If
8 sufficient reserve capacity exists to accommodate construction traffic within the responsible agency LOS
9 threshold, then no traffic operations impact occurs. If construction vehicle trips cause the total hourly
10 volume to exceed the LOS threshold for any analysis hour, then a potential impact is identified.

11 The physical condition criteria are based on PCI or IRI values. Most agencies do not have a “threshold”
12 value similar to that for LOS but there is a clear demarcation above which pavement condition is rated as
13 “good” or “acceptable.” For this study, adding construction traffic to a local jurisdiction’s roadway
14 segment with a pavement rating below the threshold stated below would constitute a significant impact.
15 Likewise, adding construction traffic to a Caltrans roadway segment with a paving rating above the
16 threshold stated below would constitute a significant impact.

17 **City of Brentwood Roadways**

- 18 • Cause traffic operations to deteriorate from LOS D (or better) to LOS E (or worse) or exacerbate
19 LOS E (or worse) conditions.
- 20 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55.

21 **City of Isleton Roadways**

- 22 • Cause traffic operations to deteriorate from LOS D (or better) to LOS E (or worse) or exacerbate
23 LOS E (or worse) conditions.
- 24 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55.

25 **City of Oakley Roadways**

- 26 • Cause traffic operations to deteriorate from LOS D (or better) to LOS E (or worse) or exacerbate
27 LOS E (or worse) conditions.
- 28 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55.

29 **City of Tracy Roadways**

- 30 • Cause traffic operations to deteriorate from LOS D (or better) to LOS E (or worse) or exacerbate
31 LOS E (or worse) conditions.
- 32 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55.

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1 **City of Sacramento Roadways**

- 2 • Cause traffic operations to deteriorate from LOS D (or better) to LOS E (or worse) or exacerbate
3 LOS E (or worse) conditions.
- 4 • Add construction vehicle trips to any roadway segment with a PQI rating at or below 70.

5 **City of Stockton Roadways**

- 6 • Cause traffic operations to deteriorate from LOS E (or better) to LOS F or exacerbate LOS F
7 conditions.
- 8 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55.

9 **City of West Sacramento Roadways**

- 10 • Cause traffic operations to deteriorate from LOS C (or better) to LOS D (or worse) or exacerbate
11 LOS D (or worse) conditions (Jefferson Boulevard and Industrial Boulevard/Lake Washington
12 Boulevard (WS 02, WS 03, and WS 04)).
- 13 • Cause traffic operations to deteriorate from LOS D (or better) to LOS E (or worse) or exacerbate
14 LOS E (or worse) conditions (Harbor Boulevard (WS 01)).
- 15 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55.

16 **Alameda County Roadways**

- 17 • Cause traffic operations to deteriorate from LOS D (or better) to LOS E (or worse) or exacerbate
18 LOS E (or worse) conditions.
- 19 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55.

20 **Contra Costa County Roadways**

- 21 • Cause traffic operations to deteriorate from LOS D (or better) to LOS E (or worse) or exacerbate
22 LOS E (or worse) conditions.
- 23 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55.

24 **Sacramento County Roadways**

- 25 • Cause traffic operations to deteriorate on a rural roadway segment from LOS D (or better) to
26 LOS E (or worse) or exacerbate LOS E (or worse) conditions.
- 27 • Cause traffic operations to deteriorate on an urban roadway segment from LOS E (or better) to
28 LOS F or exacerbate LOS F conditions.
- 29 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55.

30 **San Joaquin County Roadways**

- 31 • Cause traffic operations to deteriorate from LOS C (or better) to LOS D (or worse) or exacerbate
32 LOS D (or worse) conditions (Walnut Grove Road, Peltier Road, and Tracy Boulevard (SJ 01, SJ 02,
33 SJ 03, and SJ 04)).

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- 1 • Add construction vehicle trips to any roadway segment with an OCI rating at or below 70 (Walnut
2 Grove Road, Peltier Road, and Tracy Boulevard (SJ 01, SJ 02, SJ 03, and SJ 04)).

3 **Mountain House**

- 4 • Cause traffic operations to deteriorate from LOS D (or better) to LOS E (or worse) or exacerbate
5 LOS E (or worse) conditions (Byron Highway and Mountain House Parkway (SJ 05, SJ 06, and SJ
6 07)).
- 7 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55 (Byron
8 Highway and Mountain House Parkway (SJ 05, SJ 06, and SJ 07)).

9 **Yolo County**

- 10 • Cause traffic operations to deteriorate from LOS C (or better) to LOS D (or worse) or exacerbate
11 LOS D (or worse) conditions.
- 12 • Add construction vehicle trips to any roadway segment with a PCI rating at or below 55.

13 **Caltrans**

- 14 • Cause traffic operations to deteriorate from LOS B to LOS C (or worse) along SR-84 between the
15 West Sacramento city limits and Courtland Road.
- 16 • Cause traffic operations to deteriorate from LOS C (or better) to LOS D (or worse) or exacerbate a
17 LOS condition worse than LOS C (I-5 between Twin Cities Road and Eight Mile Road, I-205
18 between I-580 and Eleventh Street, SR-4 between Discovery Bay Boulevard and Tracy Boulevard,
19 SR-84 between Courtland Road and Cache Slough Ferry, SR-12 between Walters Road/Lawler
20 Ranch Parkway and I-5, SR-113 between SR-12 and I-80, SR-12 between I-80 and Walters
21 Road/Lawler Ranch Parkway, I-80 between Suisun Valley Road and SR-12, I-80 between SR-113
22 and Pedrick Road, I-5 between Eight Mile Road and Eighth Street).
- 23 • Cause traffic operations to deteriorate from LOS D (or better) to LOS E (or worse) or exacerbate a
24 LOS condition worse than LOS D (I-205 between Grant Line Road and MacArthur Drive, SR-4
25 between SR-160 and Discovery Bay Boulevard, SR-4 between Tracy Boulevard and I-5).
- 26 • Cause traffic operations to deteriorate from LOS E (or better) to LOS F (or worse) or exacerbate a
27 LOS condition worse than LOS F (SR-160 between Sacramento City limits and SR-12).
- 28 • Cause traffic operations to exacerbate a condition of LOS F (I-5 between Florin Road and Twin
29 Cities Road, SR-160 between Brannan Island Road and SR-12).
- 30 • Add construction vehicle trips to any roadway segment with an IRI rating greater than 170.

1 **6. Impact Analysis**

2 ***Alternative Alignments Description***

3 The BDCP includes the following five conveyance alternatives.

- 4 • Pipeline/Tunnel (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)
- 5 • Modified Pipeline/Tunnel (Alternative 4)
- 6 • East Canal (Alternatives 1B, 2B, and 6B)
- 7 • West Canal (Alternatives 1C, 2C, and 6C)
- 8 • Through Delta/Separate Corridors (Alternative 9)

9 This study analyzes the construction-related transportation impacts for each of these conveyance
10 alternatives.

11 ***Trip Generation – Peak Construction Month***

12 Construction activity will generate vehicle trips related to site-worker commutes and movement of
13 construction equipment, materials and spoils. This analysis uses the conceptual project design information
14 for each alternative, proposed construction schedule, and construction trip estimates provided by ICF to
15 determine the amount of construction traffic generated by the proposed project. The proposed
16 construction schedule and trip estimates are based upon the data provided by DWR, and include both
17 employee and truck trips (see Appendix 22A for additional information on the construction schedule and
18 assumptions).

19 The conceptual project design information was used to identify project features, such as intakes, pumping
20 plants, pipelines, canals, forebays, bridges, and siphons for each conveyance alternative. Project features
21 located in proximity to each other were grouped to create informal “construction zones,” or areas where
22 construction routes are likely to be similar.

23 To determine the amount of construction vehicle trips generated by each construction zone, the analysis
24 uses the proposed construction schedule for each conveyance alternative to determine when construction
25 traffic would be expected to occur and which activities would occur simultaneously. Given the
26 approximate 10 year construction schedule, the monthly construction activity was reviewed to identify
27 peak construction year and month for construction activity in each construction zone.

28 Lastly, the estimates of the number of trips by site-worker vehicles and equipment/material trucks for the
29 construction activities occurring in the peak construction month were compiled for each construction
30 zone. The analysis assumes that all construction site-workers are expected to generate two trips per day –
31 one arriving to the construction site and one departing the construction site. All construction related

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1 trucks are expected to each generate eight trips per day. All construction trips are assigned to the
2 roadway network for each analysis hour (which is inherently conservative).

3 ***Background Traffic Growth***

4 To reflect the change in traffic patterns between baseline conditions and the peak construction period,
5 background traffic volumes were developed by factoring up the baseline volumes based on traffic growth
6 rates obtained from the following regional travel demand models.

- 7 • Sacramento Area Council of Governments (SACOG) SACMET TDF model
- 8 • San Joaquin Council of Governments (SJCOG) TDF model
- 9 • Contra Costa Transportation Authority (CCTA) TDF model
- 10 • Solano Transportation Authority (STA) TDF model

11 The regional models forecast traffic volume changes based on population and employment growth, as
12 well as changes in the transportation network. Given the amount of time that will pass before construction
13 begins, this scenario represents likely traffic conditions when project construction is expected to occur
14 and provides the most meaningful basis for identifying potential project impacts. The final traffic volumes,
15 which apply the socioeconomic growth rates, represent Baseline Plus Background Growth (BPBG)
16 conditions. Project construction trips are added to the BPBG volumes to identify potential impacts.

17 In a limited number of circumstances, the background traffic volume is anticipated to decrease due to the
18 opening of a new transportation facility. For example, the opening of the SR 4 Bypass Road in eastern
19 Contra Costa County will decrease the baseline traffic volumes along the baseline SR 4 alignment through
20 downtown Brentwood and Oakley. Only improvements for which the relevant jurisdiction has fully funded
21 and explicitly committed to constructing prior to the anticipated start of construction for the project are
22 included in the BPBG scenario.

23 ***Trip Distribution and Assignment***

24 Construction traffic is expected to use adjacent local and regional roadways to access the major regional
25 highways and adjacent metropolitan areas. Using the project design information and the location of each
26 construction zone, this study identifies the potential roadways that would likely be used to access each
27 project construction site. Since specific project trip routing is unknown at this time, the analysis assigns
28 construction trips to all routes that provide the quickest and most direct access to the surrounding major
29 regional highways, such as I-5, I-80, I-205, and the SR 4 Bypass. The final result is an estimate of hourly
30 traffic volumes on each study segment that represent 'Baseline Plus Background Growth Plus Project'
31 (BPBGPP) conditions, which is used to determine potential impacts.

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1 *Project Roadway Traffic Operations Analysis and Physical Conditions Assessment*

2 This study analyzes roadway traffic operations by comparing the hourly traffic volumes to the LOS volume
3 thresholds shown in Table 2. The hourly LOS volume thresholds are based on the LOS policies established
4 by each jurisdiction as described in Section 5. A significant impact would occur if the hourly traffic
5 volumes generated by project construction exceed an acceptable LOS threshold or exacerbates a
6 condition where the LOS already exceeds the LOS threshold under BPBG conditions (see Section 5,
7 *Analysis Criteria*).

8 This analysis also assesses the project’s impacts to the physical conditions of study roadway segments. As
9 described in Section 5, construction of the project will result in a potential impact to a study roadway’s
10 physical condition if construction traffic is added to a roadway with deficient pavement conditions under
11 baseline conditions.

12 An intersection-level analysis was not performed because sufficient information regarding construction
13 traffic patterns is not available for this level of analysis and it would be speculative and potentially
14 misleading to assign construction related traffic by turning movement. The roadway segment analysis is
15 sufficient to identify project impacts and to develop mitigation measures given the information available
16 regarding construction traffic. By conducting an hourly “worst-case” scenario segment analysis, the traffic
17 impact study identified critical time periods during the day that may need to be avoided or where physical
18 improvements may be required. These critical periods include peak commute hours for the study
19 roadways.

20 The following sections describe the resulting roadway operations for each conveyance alternative in
21 further detail.

22 Pipeline/Tunnel (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)

23 The pipeline/tunnel alternatives would convey water from the north Delta to the south Delta through a
24 series of pipelines and tunnels. Construction activity under this alignment includes constructing intakes
25 and pumping plants in the north Delta region, pipelines and tunnels to convey the water south, an
26 intermediate forebay near Stone Lake, and a forebay and control structures in the south Delta area.

27 Table 7 summarizes the Baseline, BPBG, and BPBGPP LOS for the study roadway segments under the
28 pipeline/tunnel alternatives. Table 7 also identifies the number of occurrences and the respective time
29 frame when roadway segments exceed the hourly volume LOS threshold for each scenario. The results
30 presented in Table 7 reveal that ~~253~~ roadway segments exceed the LOS threshold for at least one hour
31 during the 6 AM to 7 PM period under BPBG conditions and ~~33-47~~ roadway segments exceed the LOS
32 threshold for at least one hour under BPBGPP conditions for the pipeline/tunnel alternatives.

33 Table 8 summarizes the baseline plus project pavement impacts for the study roadway segments. The
34 results presented in Table 8 indicate that construction activity related to the pipeline/tunnel alternatives
35 would result in a potential impact to the physical conditions on ~~43-47~~ of the study roadway segments.

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
ALA 01	Byron Hwy	Contra Costa Co./ Alameda Co. Line	Alameda Co./San Joaquin Co. Line	D	1,600	385 to 656	-	485 to 827 485 to 827 477 to 813	==	1,435 to 1,777 1,435 to 1,777 1,049 to 1,385	6 (6-9AM; 3-6PM) 6 (6-9AM; 3-6PM)
BRE 01	Brentwood Blvd (old SR 4) ¹	Delta Rd (Oakley City Limits)	Balfour Rd	C	970	586 to 1,516	11 (7-9AM; 10AM-7PM)	==	==	==	==
				D	1,760	-	-	599 to 1,549 599 to 1,549 598 to 1,547	==	1,549 to 2,499 1,549 to 2,499 1,170 to 2,119	12 (7AM-7PM) 12 (7AM-7PM) 9 (8-9AM; 11AM-7PM)
BRE 02	Brentwood Blvd (old SR 4) ¹	Balfour Rd	Brentwood City Limits (South)	C	1,920	369 to 1,013		==	==	==	
				D	3,540	-	-	374 to 1,026 374 to 1,026 301 to 825	==	1,324 to 1,976 1,324 to 1,976 873 to 1,397	==
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	D	3,540	437 to 1,300	-	551 to 1,638 551 to 1,638 437 to 1,300	==	591 to 1,678 591 to 1,678 437 to 1,300	==

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CC 01	Bethel Island Rd	Oakley City Limits	End	D	1,600	124 to 330	-	156 to 416 156 to 416 124 to 330	--	196 to 456 196 to 456 124 to 330	--
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	D	1,600	90 to 297	-	113 to 374 113 to 374 90 to 297	--	153 to 414 153 to 414 90 to 297	--
CC 03	Old SR 4 ¹	Brentwood City Limits (South)	Marsh Creek Rd	C	790	1,133 to 1,682	13 (6AM-7PM)	--	--	--	--
				D	1,600	-	-	1,332 to 1,977 1,332 to 1,977 1,959	4 (7-8AM; 3-6PM) 4 (7-8AM; 3-6PM) 4 (7-8AM; 3-6PM)	2,282 to 2,927 2,282 to 2,927 2,531	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CC 04	Byron Hwy	Delta Rd	Old SR 4	D	1,410	108 to 240	-	109 to 243 109 to 243 108 to 240	--	149 to 283 149 to 283 108 to 240	--
CC 05	Byron Hwy	SR 4	Contra Costa Co./ Alameda Co. Line	D	1,600	483 to 907	-	609 to 1,143 609 to 1,143 1,125	--	1,559 to 2,093 1,559 to 2,093 1,697	11 (6-10AM; 12-7PM) 11 (6-10AM; 12-7PM) 3 (8-9AM; 3-4PM; 5-6PM)

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 01	I-5 NB	Florin Rd	Pocket Rd	F	6,060	2,589 to 5,820	-	3,168 to 7,121 3,168 to 7,121 6,714	<u>1</u> (7-8AM)1 (7-8AM)1 (7-8AM)	3,548 to 7,501 3,548 to 7,501 6,943	<u>2</u> (7-9AM)2 (7-9AM)1 (7-8AM)
CT 02	I-5 SB	Florin Rd	Pocket Rd	F	6,060	1,647 to 5,705	-	1,972 to 6,831 1,972 to 6,831 6,479	<u>2</u> (4-6PM)2 (4-6PM)2 (4-6PM)	2,352 to 7,211 2,352 to 7,211 6,708	<u>2</u> (4-6PM)2 (4-6PM)2 (4-6PM)
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	F	6,060	2,359 to 5,156	-	2,710 to 5,924 2,710 to 5,924 5,156	<u>---</u>	2,750 to 5,964 2,750 to 5,964 5,156	<u>---</u>
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	F	6,060	1,543 to 5,243	-	1,790 to 6,083 1,790 to 6,083 5,243	<u>1</u> (5-6PM)1 (5-6PM)1	1,830 to 6,123 1,830 to 6,123 5,243	<u>1</u> (5-6PM)1 (5-6PM)1
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,820 to 3,339	-	2,137 to 3,921 2,137 to 3,921 3,339	<u>---</u>	2,177 to 3,961 2,177 to 3,961 3,339	<u>---</u>
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,254 to 3,332	-	1,469 to 3,903 1,469 to 3,903 3,332	<u>---</u>	1,509 to 3,943 1,509 to 3,943 3,332	<u>---</u>

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,504 to 2,162	-	1,808 to 2,599 1,808 to 2,599 1,751 to 2,517	==	2,393 to 3,184 2,393 to 3,184 2,102 to 2,868	==
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,217 to 2,236	-	1,474 to 2,707 1,474 to 2,707 1,425 to 2,619	==	2,509 to 3,292 2,509 to 3,292 2,776 to 2,970	==
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,414 to 1,851	-	1,749 to 2,289 1,749 to 2,289 1,623 to 2,125	==	2,469 to 3,009 2,469 to 3,009 2,469 to 2,558	==
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,207 to 1,964	-	1,494 to 2,432 1,494 to 2,432 1,405 to 2,285	==	2,214 to 3,152 2,214 to 3,152 2,838 to 2,718	==
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,312 to 1,720	-	1,619 to 2,122 1,619 to 2,122 1,561 to 2,047	==	2,204 to 2,707 2,204 to 2,707 2,912 to 2,398	==
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,111 to 1,813	-	1,371 to 2,237 1,371 to 2,237 1,322 to 2,158	==	1,956 to 2,822 1,956 to 2,822 2,673 to 2,509	==

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	C	2,880	1,374 to 1,803	-	1,814 to 2,380 1,649 to 2,380 2,164	==	1,949 to 2,515 1,949 to 2,515 2,245	==
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	C	2,880	1,128 to 1,894	-	1,489 to 2,500 1,354 to 2,500 2,273	==	1,624 to 2,635 1,624 to 2,635 2,354	--
CT 15	I-5 NB	Peltier Rd	Turner Rd	C	2,880	1,421 to 1,885	-	1,876 to 2,488 1,421 to 2,488 1,885	==	1,916 to 1,528 1,916 to 1,528 1,885	--
CT 16	I-5 SB	Peltier Rd	Turner Rd	C	2,880	1,145 to 1,974	-	1,511 to 2,606 1,145 to 2,606 1,974	==	1,551 to 2,646 1,145 to 2,646 1,974	--
CT 17	I-5 NB	Turner Rd	SR 12	C	2,880	1,288 to 1,985	-	1,825 to 2,745 1,623 to 2,745 2,501	==	1,700 to 2,620 1,698 to 2,620 2,576	--
CT 18	I-5 SB	Turner Rd	SR 12	C	2,880	1,124 to 1,482	-	1,484 to 1,956 1,416 to 1,956 1,867	==	1,609 to 2,081 1,609 to 2,081 1,942	--

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 19	I-5 NB	SR 12	Eight Mile Rd	C	4,400	1,533 to 2,267	-	1,962 to 2,902 1,962 to 2,902 1,870 to 2,766	--	2,087 to 3,027 2,087 to 3,027 1,945 to 2,841	--
CT 20	I-5 SB	SR 12	Eight Mile Rd	C	4,400	1,243 to 2,070	-	1,591 to 2,650 1,591 to 2,650 1,516 to 2,525	--	1,716 to 2,775 1,716 to 2,775 1,591 to 2,600	--
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	D	5,410	1,937 to 3,452	-	2,479 to 4,419 2,479 to 4,419 1,937 to 3,452	--	2,519 to 4,459 2,519 to 4,459 1,937 to 3,452	--
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	D	5,410	1,817 to 2,760	-	2,326 to 3,533 2,326 to 3,533 1,817 to 2,760	--	2,366 to 3,573 2,366 to 3,573 1,817 to 2,760	--
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	E	1,740	136 to 476	-	164 to 574 164 to 574 153 to 536	--	924 to 1,334 924 to 1,334 924 to 994	--
CT 24	SR 160 (Freeport Blvd/River Rd)	Freeport Bridge	Scribner Rd	E	1,740	94 to 180	-	94 to 180 94 to 180 94 to 180	--	854 to 940 854 to 940 552 to 638	--
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	E	1,740	41 to 125	-	41 to 125 41 to 125 41 to 125	--	801 to 885 801 to 885 499 to 583	--

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	E	1,740	105 to 170	-	129 to 208 129 to 208 124 to 201	--	1,294 to 1,373 1,294 to 1,373 826 to 903	--
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	E	1,740	69 to 122	-	79 to 140 79 to 140 77 to 136	--	1,244 to 1,305 1,244 to 1,305 779 to 838	--
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	E	1,740	75 to 150	-	84 to 167 84 to 167 84 to 163	--	1,249 to 1,332 1,249 to 1,332 783 to 865	--
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	E	1,740	78 to 128	-	102 to 168 102 to 168 97 to 161	--	1,267 to 1,333 1,267 to 1,333 799 to 863	--
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	E	1,740	173 to 465	-	173 to 465 173 to 465 173 to 465	--	1,608 to 1,900 1,608 to 1,900 1,038 to 1,330	3 (2-5PM) (2-5PM)
CT 31	SR 160	A St (Isleton)	SR 12	E	1,740	193 to 378	-	193 to 378 193 to 378 193 to 378	--	1,628 to 1,813 1,628 to 1,813 1,058 to 1,243	3 (3-6PM) (3-6PM)

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 32	SR 160	SR 12	Brannan Island Rd	F	1,740	530 to 894	-	592 to 999 592 to 999 578 to 975	--	1,542 to 1,949 1,542 to 1,949 1,578 to 1,975	3 (3-6PM) 3 (3-6PM) 4 (6-7AM; 3-6PM)
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	B	200	40 to 169	-	46 to 196 46 to 194	--	996 to 1,146 996 to 1,146 18 to 766	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 34	SR 84 (Courtland Rd/ Ryer Ave)	Courtland Rd	Cache Slough Ferry	C	680	10 to 25	-	11 to 28 11 to 25	--	51 to 68 51 to 25	--
CT 35	I-80 EB	Suisun Valley Rd	SR 12	C	8,350	3,079 to 6,994	-	4,064 to 9,232 4,064 to 9,232 880 to 8,812	3 (3-6PM) 3 (3-6PM) 3 (3-6PM)	4,894 to 10,062 4,894 to 10,062 4,380 to 9,312	5 (2-7PM) 5 (2-7PM) 3 (3-6PM)
CT 36	I-80 WB	Suisun Valley Rd	SR 12	C	8,350	5,751 to 8,892	2 (6-8AM)	7,591 to 11,737 7,591 to 11,737 246 to 11,204	8 (6-10AM; 2-6PM) 8 (6-10AM; 2-6PM) 6 (6-9AM; 3-6PM)	8,421 to 12,567 8,421 to 12,567 746 to 11,704	13 (6AM-7PM) 13 (6AM-7PM) 9 (6-10AM; 1-6PM)

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 37	SR 12 EB	I-80	Beck Ave	C	2,880	528 to 1,847	-	708 to 2,475 708 to 2,475 676 to 2,364	---	1,538 to 3,305 1,538 to 3,305 1,176 to 2,864	4 (3-7PM) 4 (3-7PM)
CT 38	SR 12 WB	I-80	Beck Ave	C	2,880	829 to 1,625	-	1,111 to 2,178 1,111 to 2,178 1,061 to 2,080	---	1,941 to 3,008 1,941 to 3,008 1,561 to 2,580	2 (6-8PM) 2 (6-8PM)
CT 39	SR 12	Beck Ave	Sunset Ave/ Grizzly Island Rd	C	5,060	2,408 to 3,573	-	3,183 to 4,772 3,183 to 4,772 3,046 to 4,519	---	4,348 to 5,887 4,348 to 5,887 4,046 to 5,519	5 (12-1PM) 5 (3-7PM) 5 (12-1PM) 2 (3-7PM) 2 (4-6PM)
CT 40	SR 12	Sunset Ave/ Grizzly Island Rd	Walters Rd/ Lawler Ranch Pkwy	C	5,060	1,607 to 2,353	-	2,153 to 3,153 2,153 to 3,153 2,057 to 3,012	---	3,318 to 4,318 3,318 to 4,318 3,057 to 4,012	---
CT 41	SR 12	Walters Rd/ Lawler Ranch Pkwy	SR 113	C	790	627 to 1,075	10 (6-8AM; 9-1PM; 2-6PM)	840 to 1,441 840 to 1,441 803 to 1,376	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)	2,005 to 2,606 2,005 to 2,606 1,803 to 2,376	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 42	SR 12	SR 113	SR 84 (River Rd)	C	790	1,073 to 1,544	13 (6AM-7PM)	1,438 to 2,069 1,438 to 2,069 1,373 to 1,976	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)	2,603 to 3,234 2,603 to 3,234 2,603 to 3,234 2,373 to 2,976	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	C	970	1,135 to 1,685	13 (6AM-7PM)	1,521 to 2,258 1,521 to 2,258 1,453 to 2,157	13 (6AM-7PM) 13 (6AM-7PM)	2,686 to 3,423 2,686 to 3,423 2,453 to 3,157	13 (6AM-7PM) 13 (6AM-7PM)
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./ SJ Co. Line	C	790	704 to 1,030	12 (6AM-6PM)	887 to 1,298 887 to 1,298 845 to 1,236	13 (6AM-7PM) 13 (6AM-7PM)	1,137 to 1,548 1,137 to 1,548 995 to 1,386	13 (6AM-7PM) 13 (6AM-7PM)
CT 45	SR 12	Sacramento Co./ SJ Co. Line	I-5	C	790	773 to 1,164	12 (6AM-6PM)	859 to 1,294 859 to 1,294 840 to 1,264	13 (6AM-7PM) 13 (6AM-7PM)	1,109 to 1,544 1,109 to 1,544 990 to 1,414	13 (6AM-7PM) 13 (6AM-7PM)
CT 46	I-80 EB	SR 113	Pedrick Rd	C	4,400	2,508 to 4,632	2 (3-5PM)	3,151 to 5,820 3,151 to 5,820 108 to 5,741	6 (7-9AM; 2-6PM) 6 (7-9AM; 2-6PM)	3,626 to 6,295 3,626 to 6,295 394 to 6,027	9 (7-9AM; 12-7PM) 9 (7-9AM; 12-7PM) 7 (7-9AM; 1-6PM)
CT 47	I-80 WB	SR 113	Pedrick Rd	C	4,400	3,068 to 4,191	-	3,599 to 4,916 3,599 to 4,916 563 to 4,867	4 (7-8AM; 3-6PM) 4 (7-8AM; 3-6PM)	4,074 to 5,391 4,074 to 5,391 849 to 5,153	9 (6-10AM; 1-6PM) 9 (6-10AM; 1-6PM) 6 (6-9AM; 3-6PM)

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 48	SR 113	I-80	Dixon City Limits	C	1,920	569 to 1,341	-	1,341 569 to 1,341	--	2,291 1,519 to 2,291	9 9 (8-9AM; 11AM-7PM) 9 (8-9AM; 11AM-7PM)
CT 49	SR 113	Dixon City Limits	SR 12	C	680	174 to 294	-	219 to 370 216 to 365	--	1,320 1,169 to 1,320	13 13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 50	SR 4 (Marsh Creek Rd) ²	Vasco Rd	Byron Hwy (Old SR 4)	D	1,600	442 to 733	-	--	--	--	--
				C	790	-	-	557 to 924 457 to 909	2 (4-6PM) 2 (4-6PM) 2 (4-6PM)	1,874 1,507 to 1,874	13 13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	D	1,600	554 to 1,224	-	1,460 661 to 1,460	--	2,410 1,611 to 2,410	13 13 (6AM-7PM) 11 (6AM-7PM) 11 (8AM-7PM)
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	C	790	412 to 746	-	412 to 746 412 to 746	--	1,696 1,362 to 1,696	13 13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	D	1,410	867 to 1,492	1 (4-5PM)	867 to 1,492 867 to 1,492	1 (4-5PM) 1 (4-5PM)	1,817 to 2,442 1,817 to 2,064	13 (6AM-7PM) 13 (6AM-7PM)
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	2,552 to 4,815	-	3,244 to 6,121 3,244 to 6,039	1 (4-5PM) ---	3,719 to 6,596 3,719 to 6,325	13 (6AM-7PM) ---
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	4,550 to 5,913	-	5,826 to 7,572 5,826 to 7,468	3 (7-8AM; 4-6PM) 3 (7-8AM; 4-6PM)	6,301 to 8,047 6,301 to 7,754	5 (7-8AM; 2-6PM) 5 (7-8AM; 2-6PM)
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	D	5,410	2,430 to 4,586	-	3,208 to 6,054 3,208 to 5,962	3 (3-6PM) 3 (3-6PM)	3,683 to 6,529 3,683 to 6,248	4 (2-6PM) 4 (2-6PM)
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	D	5,410	4,333 to 5,631	3 (7-8AM; 4-6PM)	5,720 to 7,433 5,720 to 7,320	13 (6AM-7PM) 13 (6AM-7PM)	6,195 to 7,908 6,195 to 7,606	13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 58	I-205 EB	I-580	Mountain House Pkwy	C	4,400	1,350 to 5,071	4 (3-7PM)	1,647 to 6,188 1,647 to 6,188 1,629 to 6,118	5 (2-7PM) 5 (2-7PM) 5 (2-7PM)	2,122 to 6,663 2,122 to 6,663 1,915 to 6,404	5 (2-7PM) 5 (2-7PM) 5 (2-7PM)
CT 59	I-205 WB	I-580	Mountain House Pkwy	C	4,400	1,873 to 4,867	2 (6-8AM)	2,296 to 5,967 2,296 to 5,967 2,270 to 5,898	3 (6-9AM) 3 (6-9AM) 3 (6-9AM)	2,771 to 6,442 2,771 to 6,442 2,556 to 6,184	4 (6-10AM) 4 (6-10AM) 3 (6-9AM)
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	C	4,400	1,431 to 5,068	4 (3-7PM)	1,832 to 6,487 1,832 to 6,487 1,803 to 6,386	5 (2-7PM) 5 (2-7PM) 5 (2-7PM)	2,307 to 6,962 2,307 to 6,962 2,089 to 6,672	6 (1-7PM) 6 (1-7PM) 5 (2-7PM)
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	C	4,400	1,875 to 4,117	-	2,400 to 5,270 2,400 to 5,270 3,63 to 5,187	2 (6-8AM) 2 (6-8AM) 2 (6-8AM)	2,875 to 5,745 2,875 to 5,745 2,649 to 5,473	4 (6-10AM) 4 (6-10AM) 3 (6-9AM)
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	D	5,410	1,525 to 4,200	-	1,952 to 5,376 1,952 to 5,376 1,891 to 5,208	---	2,107 to 5,531 2,107 to 5,531 1,983 to 5,300	1 (4-5PM) 1 (4-5PM) ---
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	D	5,410	1,852 to 3,079	-	2,371 to 3,941 2,371 to 3,941 2,296 to 3,818	---	2,526 to 4,096 2,526 to 4,096 2,388 to 3,910	---

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	D	5,410	1,511 to 4,182	-	1,934 to 5,353 1,934 to 5,353 1,874 to 5,186	--	2,089 to 5,508 2,089 to 5,508 1,966 to 5,278	3 (3-6PM) 3 (3-6PM)
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	D	5,410	2,083 to 3,446	-	2,666 to 4,411 2,666 to 4,411 2,583 to 4,273	--	2,821 to 4,566 2,821 to 4,566 2,675 to 4,365	--
ISL 01	A St/4th St/ Jackson Blvd.	SR 160	Isleton City Limits	D	1,410	17 to 75	-	17 to 75 17 to 75 17 to 75	--	57 to 115 57 to 115 57 to 75	--
OAK 01	Main Street (Old SR 4) ¹	SR 160	Cypress Rd	C	1,920	752 to 1,663		--	--	--	
				D	3,540	-	-	893 to 1,975 893 to 1,975 882 to 1,951	--	1,843 to 2,925 1,843 to 2,925 1,454 to 2,523	--
OAK 02	Main Street (Old SR 4) ¹	Cypress Rd	Delta Rd (Oakley City Limits)	C	970	722 to 1,335	10 (7-9AM; 11AM-7PM)	--	--	--	--
				D	1,760	-	-	953 to 1,762 953 to 1,762 939 to 1,736	1 (3-4PM) 1 (3-4PM)	1,903 to 2,712 1,903 to 2,712 1,511 to 2,308	13 (6AM-7PM) 13 (6AM-7PM) 11 (7-9AM; 10AM-7PM)

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	D	1,600	304 to 764	-	383 to 963 383 to 963 304 to 764	--	423 to 1,003 423 to 1,003 304 to 764	--
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	D	1,410	140 to 367	-	176 to 462 176 to 462 140 to 367	--	216 to 502 216 to 502 140 to 367	--
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	D	1,410	155 to 334	-	158 to 340 158 to 340 155 to 334	--	198 to 380 198 to 380 155 to 334	--
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	D	3,540	789 to 2,191	-	789 to 2,191 789 to 2,191 789 to 2,191	--	1,549 to 2,951 1,549 to 2,951 1,549 to 2,649	--
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	D	1,760	152 to 492	-	192 to 620 192 to 620 176 to 571	--	952 to 1,380 952 to 1,380 634 to 1,029	--
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	D	1,410	98 to 346	-	121 to 428 121 to 428 98 to 346	--	161 to 468 161 to 468 98 to 346	--

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SJ 01	Walnut Grove Rd	Sacramento Co./ SJ Co. Line	I-5	C	790	141 to 232	-	153 to 251153 to 251147 to 242	--	423 to 521423 to 521309 to 404	--
SJ 02	Peltier Rd	Blossom Rd	I-5	C	680	8 to 23	-	8 to 238 to 238 to 23	--	48 to 6348 to 638 to 23	--
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	C	790	108 to 209	-	108 to 209108 to 209108 to 209	--	413 to 514413 to 514292 to 393	--
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	C	790	69 to 171	-	87 to 21587 to 21584 to 209	--	392 to 520392 to 520268 to 393	--
SJ 05	Byron Hwy	Alameda Co./San Joaquin Co. Line	Mountain House Pkwy	D	1,600	521 to 824	-	656 to 1,038656 to 1,038646 to 1,022	--	1,606 to 1,9881,606 to 1,9881,218 to 1,594	13 (6AM-7PM)13 (6AM-7PM)
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd	D	1,410	190 to 298	-	239 to 375239 to 375236 to 370	--	1.189 to 1,3251,189 to 1,325808 to 942	--
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205	D	3,540	418 to 769	-	552 to 1,015552 to 1,015543 to 1,000	--	1,502 to 1,9651,502 to 1,9651,115 to 1,572	--

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
STK 01	Eight Mile Rd	Stockton City Limits	I-5	E	1,870	309 to 769	-	389 to 969 309 to 769	--	429 to 1,006 309 to 769	--
TRA 01	Tracy Blvd	Tracy City Limits	I-205	E	1,870	309 to 759	-	389 to 956 377 to 926	--	694 to 1,261 561 to 1,110	--
WS 01	Harbor Blvd	Industrial Blvd	US 50	D	3,540	1,140 to 2,317	-	1,394 to 2,832 1,394 to 2,793	--	2,344 to 3,782 2,344 to 3,365	3 (7-8AM; 4-6PM)
WS 02	Industrial Blvd/ Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	C	1,920	773 to 1,858	-	974 to 2,341 1,959 to 2,304	2 (7-8AM; 5-6PM) 2 (7-8AM; 5-6PM)	1,924 to 3,291 1,924 to 2,876	13 (6AM-7PM) 9 (7-9AM; 12-7PM)

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	C	1,920	546 to 1,718	-	675 to 2,125 675 to 2,125 665 to 2,094	1 (5-6PM) 1 (5-6PM)	1,625 to 3,075 1,625 to 3,075 1,237 to 2,666	11 (7-9AM; 11AM-7PM) 11 (7-9AM; 11AM-7PM) 6 (7-9AM; 3-7PM)
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	C	680	42 to 146	-	51 to 176 51 to 176 51 to 174	--	1,001 to 1,126 1,001 to 1,126 622 to 746	13 (6AM-7PM) 13 (6AM-7PM) 5 (7-9AM; 2-3PM; 4-6PM)
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	C	680	74 to 249	-	79 to 266 79 to 266 79 to 249	--	119 to 306 119 to 306 74 to 249	--
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./ Yolo Co. Line	C	680	25 to 63	-	32 to 79 32 to 79 32 to 78	--	982 to 1,029 982 to 1,029 603 to 650	13 (6AM-7PM) 13 (6AM-7PM)
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	C	680	28 to 77	-	35 to 97 35 to 97 35 to 95	--	985 to 1,047 985 to 1,047 607 to 667	13 (6AM-7PM) 13 (6AM-7PM)

Notes:

- (1) Facility is analyzed as a Caltrans facility under Baseline Conditions and a local facility under Baseline Plus Construction Conditions – roadway is relinquished to local jurisdiction after Baseline Year (2009). LOS Threshold is LOS C under Baseline Conditions and changes to LOS D under Baseline Plus Construction Conditions.

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TABLE 7: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold

(2) Facility is analyzed as a local facility under Baseline Conditions and a Caltrans facility under Baseline Plus Construction Conditions – roadway is adopted as a State facility after Baseline Year (2009). LOS Threshold is LOS D under Baseline Conditions and changes to LOS C under Baseline Plus Construction Conditions.

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TABLE 8: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
ALA 01	Byron Hwy	Contra Costa Co./Alameda Co. Line	Alameda Co./San Joaquin Co. Line	Acceptable Acceptable	Yes YesYes	No NoNo
BRE 01	Brentwood Blvd (old SR 4)	Delta Rd (Oakley City Limits)	Balfour Rd	Acceptable Acceptable	Yes YesYes	No NoNo
BRE 02	Brentwood Blvd (old SR 4)	Balfour Rd	Brentwood City Limits (South)	Acceptable Acceptable	Yes YesYes	No NoNo
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	Acceptable Acceptable	Yes YesNo	No NoNo
CC 01	Bethel Island Rd	Oakley City Limits	End	Deficient Deficient	Yes YesNo	Yes YesNo
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	Deficient Deficient	Yes YesNo	Yes YesNo
CC 03	Old SR 4	Brentwood City Limits (South)	Marsh Creek Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CC 04	Byron Hwy	Delta Rd	Old SR 4	Acceptable Acceptable	Yes YesNo	No NoNo
CC 05	Byron Hwy	SR 4	Contra Costa Co./Alameda Co. Line	Deficient Deficient	Yes YesYes	Yes YesYes
CT 01	I-5 NB	Florin Rd	Pocket Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 02	I-5 SB	Florin Rd	Pocket Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	Deficient Deficient	No NoNo	No NoNo
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	Deficient Deficient	No NoNo	No NoNo
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	Deficient Deficient	No NoNo	No NoNo
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	Deficient Deficient	No NoNo	No NoNo
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	Deficient Deficient	Yes YesYes	Yes YesYes

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TABLE 8: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 15	I-5 NB	Peltier Rd	Turner Rd	Acceptable Acceptable	Yes YesNo	No NoNo
CT 16	I-5 SB	Peltier Rd	Turner Rd	Acceptable Acceptable	Yes YesNo	No NoNo
CT 17	I-5 NB	Turner Rd	SR 12	Acceptable Acceptable	Yes YesYes	No NoNo
CT 18	I-5 SB	Turner Rd	SR 12	Acceptable Acceptable	Yes YesYes	No NoNo
CT 19	I-5 NB	SR 12	Eight Mile Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 20	I-5 SB	SR 12	Eight Mile Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	Deficient Deficient	Yes YesNo	Yes YesNo
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	Acceptable Acceptable	Yes YesNo	No NoNo
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	Deficient Deficient	Yes YesYes	Yes YesYes
CT 24	SR 160 (Freeport Blvd/River Rd)	Freeport Bridge	Scribner Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	Deficient Deficient	Yes YesYes	Yes YesYes
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	Not Applicable Not Applicable	Yes YesYes	No NoNo
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	Acceptable Acceptable	Yes YesYes	No NoNo
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	Deficient Deficient	Yes YesYes	Yes YesYes

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TABLE 8: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 31	SR 160	A St (Isleton)	SR 12	Deficient Deficient	<u>Yes</u> Yes Yes	<u>Yes</u> Yes Yes
CT 32	SR 160	SR 12	Brannan Island Rd	Deficient Deficient	<u>Yes</u> Yes Yes	<u>Yes</u> Yes Yes
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	Deficient Deficient	<u>Yes</u> Yes Yes	<u>Yes</u> Yes Yes
CT 34	SR 84 (Courtland Rd/Ryer Ave)	Courtland Rd	Cache Slough Ferry	Deficient Deficient	<u>No</u> No No	<u>No</u> No No
CT 35	I-80 EB	Suisun Valley Rd	SR 12	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes Yes	<u>No</u> No No
CT 36	I-80 WB	SR 12	Suisun Valley Rd	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes Yes	<u>No</u> No No
CT 37	SR 12 EB	I-80	Beck Ave	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes Yes	<u>No</u> No No
CT 38	SR 12 WB	Beck Ave	I-80	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes Yes	<u>No</u> No No
CT 39	SR 12	Beck Ave	Sunset Ave/Grizzly Island Rd	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes Yes	<u>No</u> No No
CT 40	SR 12	Sunset Ave/Grizzly Island Rd	Walters Rd/Lawler Ranch Pkwy	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes Yes	<u>No</u> No No
CT 41	SR 12	Walters Rd/Lawler Ranch Pkwy	SR 113	Deficient Deficient	<u>Yes</u> Yes Yes	<u>Yes</u> Yes Yes
CT 42	SR 12	SR 113	SR 84 (River Rd)	Deficient Deficient	<u>Yes</u> Yes Yes	<u>Yes</u> Yes Yes
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	Not Applicable Not Applicable	<u>Yes</u> Yes Yes	<u>No</u> No No
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./SJ Co. Line	Deficient Deficient	<u>Yes</u> Yes Yes	<u>Yes</u> Yes Yes
CT 45	SR 12	Sacramento Co./SJ Co. Line	I-5	Deficient Deficient	<u>Yes</u> Yes Yes	<u>Yes</u> Yes Yes
CT 46	I-80 EB	SR 113	Pedrick Rd	Deficient Deficient	<u>Yes</u> Yes Yes	<u>Yes</u> Yes Yes
CT 47	I-80 WB	Pedrick Rd	SR 113	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes Yes	<u>No</u> No No
CT 48	SR 113	I-80	Dixon City Limits	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes Yes	<u>No</u> No No

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TABLE 8: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 49	SR 113	Dixon City Limits	SR 12	Deficient Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
CT 50	SR 4 (Marsh Creek Rd)	Vasco Rd	Byron Hwy (Old SR 4)	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	Deficient Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	Deficient Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	Deficient Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	Deficient Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	Deficient Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 58	I-205 EB	I-580	Mountain House Pkwy	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 59	I-205 WB	I-580	Mountain House Pkwy	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
ISL 01	A St/4th St/Jackson Blvd.	SR 160	Isleton City Limits	Deficient Deficient	<u>No</u> No <u>No</u>	<u>No</u> No <u>No</u>
OAK 01	Main Street (Old SR 4)	SR 160	Cypress Rd	Deficient Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
OAK 02	Main Street (Old SR 4)	Cypress Rd	Delta Rd (Oakley City Limits)	Deficient Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>No</u> No <u>No</u>	<u>No</u> No <u>No</u>

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TABLE 8: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	Deficient Deficient	No No	No No
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	Deficient Deficient	No No	No No
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	Deficient Deficient	Yes Yes	Yes Yes
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	Acceptable Acceptable	Yes Yes	No No
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	Not Applicable Not Applicable	No No	No No
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	Deficient Deficient	Yes Yes	Yes Yes
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	Acceptable Acceptable	Yes Yes	No No
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	Deficient Deficient	Yes Yes	Yes Yes
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	Deficient Deficient	No No	No No
SC 06	Twin Cities Rd	River Rd	I-5	Acceptable Acceptable	Yes Yes	No No
SC 07	Twin Cities Rd	I-5	Franklin Blvd	Deficient Deficient	No No	No No
SC 08	Sutter Slough Bridge Rd	Sacramento Co./Yolo Co. Line	Paintersville Bridge	Deficient Deficient	Yes Yes	Yes Yes
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	Deficient Deficient	Yes Yes	Yes Yes
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	Deficient Deficient	Yes Yes	Yes Yes
SC 11	Walnut Grove Rd/River Rd	Walnut Grove Bridge	Sacramento Co./SJ Co. Line	Acceptable Acceptable	Yes Yes	No No
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	Acceptable Acceptable	Yes Yes	No No
SC 13	Race Track Rd/Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	Deficient Deficient	Yes Yes	Yes Yes

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TABLE 8: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	Deficient Deficient	No No No	No No No
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	Acceptable Acceptable	No No No	No No No
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	Acceptable Acceptable	No No No	No No No
SJ 01	Walnut Grove Rd	Sacramento Co./SJ Co. Line	I-5	Deficient Deficient	Yes Yes Yes	Yes Yes Yes
SJ 02	Peltier Rd	Blossom Rd	I-5	Deficient Deficient	No No No	No No No
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	Acceptable Acceptable	Yes Yes Yes	No No No
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	Acceptable Acceptable	Yes Yes Yes	No No No
SJ 05	Byron Hwy	Alameda Co./San Joaquin Co. Line	Mountain House Pkwy	Acceptable Acceptable	Yes Yes Yes	No No No
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd	Acceptable Acceptable	Yes Yes Yes	No No No
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205	Acceptable Acceptable	Yes Yes Yes	No No No
STK 01	Eight Mile Rd	Stockton City Limits	I-5	Deficient Deficient	No No No	No No No
TRA 01	Tracy Blvd	Tracy City Limits	I-205	Deficient Deficient	Yes Yes Yes	Yes Yes Yes
WS 01	Harbor Blvd	Industrial Blvd	US 50	Acceptable Acceptable	Yes Yes Yes	No No No
WS 02	Industrial Blvd/Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	Acceptable Acceptable	Yes Yes Yes	No No No
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	Deficient Deficient	Yes Yes Yes	Yes Yes Yes
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	Deficient Deficient	Yes Yes Yes	Yes Yes Yes

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TABLE 8: PIPELINE/TUNNEL (ALTERNATIVES 1A, 2A, 3, 5, 6A, 7, AND 8) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	Deficient	No	No
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./Yolo Co. Line	Deficient	Yes	Yes
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	Deficient	Yes	Yes

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1 Modified Pipeline/Tunnel (Alternative 4)

2 The modified pipeline/tunnel alignment is similar to the pipeline/tunnel alignment in that it would convey
3 water from the north Delta to the south Delta through a series of pipelines and tunnels. The alignment is
4 similar to the pipeline/tunnel conveyance alternative north of Lambert Road and south of SR 12. Between
5 Lambert Road and SR 12, the modified pipeline/tunnel alignment would travel east of the pipeline/tunnel
6 alignment. Construction activity under the modified pipeline/tunnel alignment includes construction of
7 intakes and pumping plants in the north Delta region, pipelines and tunnels to convey the water south, an
8 intermediate forebay near Twin Cities Road, and modifications to the Clifton Court Forebay in the south
9 Delta area.

10 Table 9 summarizes the Baseline, BPBG, and BPBGPP LOS for the study roadway segments under the
11 modified pipeline/tunnel alignment. Table 9 also identifies the number of occurrences and the respective
12 time frame when roadway segments exceed the hourly volume LOS threshold for each scenario. The
13 results presented in Table 9 reveal that 23 roadway segments exceed the LOS threshold for at least one
14 hour during the 6 AM to 7 PM period under BPBG conditions and ~~368~~ roadway segments exceed the LOS
15 threshold for at least one hour under BPBGPP conditions for the modified pipeline/tunnel alignment.

16 Table 10 summarizes the baseline plus project pavement impacts for the study roadway segments. The
17 results presented in Table 10 indicate that construction activity related to the modified pipeline/tunnel
18 alignment would result in a potential impact to the physical conditions on ~~426~~ of the study roadway
19 segments.

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
ALA 01	Byron Hwy	Contra Costa Co./ Alameda Co. Line	Alameda Co./San Joaquin Co. Line	D	1,600	385 to 656	-	477 to 813 477 to 813 813	==	1,097 to 1,433 1,097 to 1,433 1,393	==
BRE 01	Brentwood Blvd (old SR 4) ¹	Delta Rd (Oakley City Limits)	Balfour Rd	C	970	586 to 1,516	11 (7-9AM; 10AM-7PM)	==	==	==	==
				D	1,760	-	-	598 to 1,547 598 to 1,547 1,547	==	1,218 to 2,167 1,218 to 2,167 2,127	9 (8-9AM; 11-7PM) 9 (8-9AM; 11-7PM) 9 (8-9AM; 11-7PM)
BRE 02	Brentwood Blvd (old SR 4) ¹	Balfour Rd	Brentwood City Limits (South)	C	1,920	369 to 1,013	-	==	==	==	==
				D	3,540	-	-	373 to 1,025 373 to 1,025 825	==	993 to 1,645 993 to 1,645 1,405	==
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	D	3,540	437 to 1,300	-	542 to 1,612 542 to 1,612 1,586	==	922 to 1,992 922 to 1,992 1,938	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBPPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CC 01	Bethel Island Rd	Oakley City Limits	End	D	1,600	124 to 330	-	154 to 409 154 to 409 124 to 330	==	239 to 494 239 to 494 239 to 494	==
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	D	1,600	90 to 297	-	112 to 368 112 to 368 90 to 297	==	197 to 453 197 to 453 197 to 453	==
CC 03	Old SR 4 ¹	Brentwood City Limits (South)	Marsh Creek Rd	C	790	1,133 to 1,682	13 (6AM-7PM)	==	==	==	==
				D	1,600	-	-	1,320 to 1,959 1,320 to 1,959 1,320 to 1,959	4 (7-8AM; 3-6PM) 4 (7-8AM; 3-6PM) 4 (7-8AM; 3-6PM)	1,940 to 2,579 1,940 to 2,579 1,940 to 2,579	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CC 04	Byron Hwy	Delta Rd	Old SR 4	D	1,410	108 to 240	-	109 to 243 109 to 243 108 to 240	==	194 to 328 194 to 328 194 to 328	==
CC 05	Byron Hwy	SR 4	Contra Costa Co./ Alameda Co. Line	D	1,600	483 to 907	-	599 to 1,125 599 to 1,125 599 to 1,125	==	1,219 to 1,745 1,219 to 1,745 1,219 to 1,745	4 (7-9AM; 3-4PM; 5-6PM) 4 (7-9AM; 3-4PM; 5-6PM) 4 (7-9AM; 3-4PM; 5-6PM)

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBPPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 01	I-5 NB	Florin Rd	Pocket Rd	F	6,060	2,589 to 5,820	-	3,131 to 7,039 3,131 to 7,039 2,987 to 6,714	1 (7-8AM) 1 (7-8AM) 1 (7-8AM)	3,336 to 7,244 3,336 to 7,244 3,64 to 7,091	1 (7-8AM) 1 (7-8AM) 1 (7-8AM)
CT 02	I-5 SB	Florin Rd	Pocket Rd	F	6,060	1,647 to 5,705	-	1,952 to 6,761 1,952 to 6,761 1,870 to 6,479	2 (4-6PM) 2 (4-6PM) 2 (4-6PM)	2,157 to 6,966 2,157 to 6,966 2,47 to 6,856	2 (4-6PM) 2 (4-6PM) 2 (4-6PM)
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	F	6,060	2,359 to 5,156	-	2,688 to 5,876 2,688 to 5,876 2,359 to 5,156	---	2,793 to 5,981 2,793 to 5,981 2,359 to 5,156	---
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	F	6,060	1,543 to 5,243	-	1,775 to 6,031 1,775 to 6,031 1,543 to 5,243	---	1,880 to 6,136 1,880 to 6,136 1,543 to 5,243	1 (5-6PM) 1 (5-6PM) ---
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,820 to 3,339	-	2,118 to 3,885 2,118 to 3,885 1,820 to 3,339	---	2,223 to 3,990 2,223 to 3,990 1,820 to 3,339	---
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,254 to 3,332	-	1,456 to 3,868 1,456 to 3,868 1,254 to 3,332	---	1,561 to 3,973 1,561 to 3,973 1,254 to 3,332	---

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,504 to 2,162	-	1,789 to 2,572 1,789 to 2,572 1,751 to 2,517	==	2,279 to 3,062 2,279 to 3,062 2,210 to 2,976	==
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,217 to 2,236	-	1,458 to 2,678 1,458 to 2,678 1,425 to 2,619	==	1,948 to 3,168 1,948 to 3,168 1,884 to 3,078	==
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,414 to 1,851	-	1,728 to 2,262 1,728 to 2,262 1,644 to 2,152	==	1,933 to 2,467 1,933 to 2,467 1,933 to 2,467 2,021 to 2,529	==
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,207 to 1,964	-	1,476 to 2,402 1,476 to 2,402 1,405 to 2,285	==	1,681 to 2,607 1,681 to 2,607 1,782 to 2,662	==
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,312 to 1,720	-	1,600 to 2,097 1,600 to 2,097 1,561 to 2,047	==	2,090 to 2,587 2,090 to 2,587 2,020 to 2,506	==
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,111 to 1,813	-	1,355 to 2,211 1,355 to 2,211 1,322 to 2,158	==	1,845 to 2,701 1,845 to 2,701 1,781 to 2,617	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBPPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	C	2,880	1,374 to 1,803	-	1,786 to 2,344 1,786 to 2,344 1,704 to 2,236	==	1,901 to 2,459 1,901 to 2,459 1,812 to 2,344	==
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	C	2,880	1,128 to 1,894	-	1,466 to 2,462 1,466 to 2,462 1,399 to 2,349	==	1,581 to 2,577 1,581 to 2,577 1,507 to 2,457	==
CT 15	I-5 NB	Peltier Rd	Turner Rd	C	2,880	1,421 to 1,885	-	1,847 to 2,451 1,847 to 2,451 1,421 to 1,885	==	1,952 to 2,556 1,952 to 2,556 1,421 to 1,885	==
CT 16	I-5 SB	Peltier Rd	Turner Rd	C	2,880	1,145 to 1,974	-	1,489 to 2,566 1,489 to 2,566 1,145 to 1,974	==	1,594 to 2,671 1,594 to 2,671 1,145 to 1,974	==
CT 17	I-5 NB	Turner Rd	SR 12	C	2,880	1,288 to 1,985	-	1,674 to 2,581 1,674 to 2,581 1,623 to 2,501	==	1,779 to 2,686 1,779 to 2,686 1,664 to 2,542	==
CT 18	I-5 SB	Turner Rd	SR 12	C	2,880	1,124 to 1,482	-	1,461 to 1,927 1,461 to 1,927 1,416 to 1,867	==	1,566 to 2,032 1,566 to 2,032 1,457 to 1,908	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBPPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 19	I-5 NB	SR 12	Eight Mile Rd	C	4,400	1,533 to 2,267	-	1,932 to 2,856 1,932 to 2,856 1,870 to 2,766	==	2,037 to 2,961 2,037 to 2,961 1,911 to 2,807	==
CT 20	I-5 SB	SR 12	Eight Mile Rd	C	4,400	1,243 to 2,070	-	1,566 to 2,608 1,566 to 2,608 1,516 to 2,525	==	1,671 to 2,713 1,671 to 2,713 1,557 to 2,566	==
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	D	5,410	1,937 to 3,452	-	2,441 to 4,350 2,441 to 4,350 1,937 to 3,452	==	2,546 to 4,455 2,546 to 4,455 1,937 to 3,452	==
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	D	5,410	1,817 to 2,760	-	2,289 to 3,478 2,289 to 3,478 1,817 to 2,760	==	2,394 to 3,583 2,394 to 3,583 1,817 to 2,760	==
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	E	1,740	136 to 476	-	162 to 566 162 to 566 153 to 536	==	572 to 976 572 to 976 906 to 1,289	==
CT 24	SR 160 (Freeport Blvd/ River Rd)	Freeport Bridge	Scribner Rd	E	1,740	94 to 180	-	94 to 180 94 to 180 94 to 180	==	504 to 590 504 to 590 47 to 933	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	E	1,740	41 to 125	-	41 to 12541 to 12541 to 125	==	451 to 535451 to 535794 to 878	==
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	E	1,740	105 to 170	-	127 to 206127 to 206124 to 201	==	747 to 826747 to 8261,042 to 1,119	==
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	E	1,740	69 to 122	-	79 to 13979 to 13977 to 136	==	699 to 759699 to 759995 to 1,054	==
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	E	1,740	75 to 150	-	83 to 16683 to 16681 to 163	==	703 to 786703 to 786999 to 1,081	==
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	E	1,740	78 to 128	-	100 to 166100 to 16697 to 161	==	720 to 786720 to 7861,015 to 1,079	==
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	E	1,740	173 to 465	-	173 to 465173 to 465173 to 465	==	793 to 1,085793 to 1,0851,091 to 1,383	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 31	SR 160	A St (Isleton)	SR 12	E	1,740	193 to 378	-	193 to 378 378193 to 378193 to 378	---	813 to 998813 to 9981,111 to 1,296	---
CT 32	SR 160	SR 12	Brannan Island Rd	F	1,740	530 to 894	-	587 to 991587 to 991578 to 975	---	1,207 to 1,6111,207 to 1,6111,658 to 2,055	9 (6-10AM; 2-7PM)
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	B	200	40 to 169	-	46 to 19446 to 19446 to 194	---	666 to 814666 to 814626 to 774	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 34	SR 84 (Courtland Rd/ Ryer Ave)	Courtland Rd	Cache Slough Ferry	C	680	10 to 25	-	11 to 2811 to 2810 to 25	---	126 to 143126 to 14310 to 25	---
CT 35	I-80 EB	Suisun Valley Rd	SR 12	C	8,350	3,079 to 6,994	-	4,003 to 9,0924,003 to 9,0923,880 to 8,812	3 (3-6PM) 3 (3-6PM) 3 (3-6PM)	4,493 to 9,5824,493 to 9,5824,421 to 9,353	4 (2-6PM) 4 (2-6PM) 3 (3-6PM)

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGGP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 36	I-80 WB	Suisun Valley Rd	SR 12	C	8,350	5,751 to 8,892	2 (6-8AM)	7,476 to 11,560 7,476 to 11,560 7,246 to 11,204	<u>6</u> (6-9AM; 3-6PM) 6 (6-9AM; 3-6PM) 6 (6-9AM; 3-6PM)	7,966 to 12,050 7,966 to 12,050 7,787 to 11,745	<u>10</u> (6-11AM; 1-6PM) 10 (6-11AM; 1-6PM) 9 (6-10AM; 1-6PM)
CT 37	SR 12 EB	I-80	Beck Ave	C	2,880	528 to 1,847	-	697 to 2,438 697 to 2,438 676 to 2,364	<u>6</u> 6	1,187 to 2,928 1,187 to 2,928 1,217 to 2,905	<u>2</u> (5-7PM) 2 (5-7PM) 2 (5-7PM)
CT 38	SR 12 WB	I-80	Beck Ave	C	2,880	829 to 1,625	-	1,094 to 2,145 1,094 to 2,145 1,061 to 2,080	<u>6</u> 6	1,584 to 2,635 1,584 to 2,635 1,602 to 2,621	<u>2</u> 2
CT 39	SR 12	Beck Ave	Sunset Ave/ Grizzly Island Rd	C	5,060	2,408 to 3,573	-	3,137 to 4,655 3,137 to 4,655 3,046 to 4,519	<u>6</u> 6	3,757 to 5,275 3,757 to 5,275 4,086 to 5,559	<u>2</u> (3-5PM) 2 (3-5PM) 3 (3-6PM)
CT 40	SR 12	Sunset Ave/ Grizzly Island Rd	Walters Rd/ Lawler Ranch Pkwy	C	5,060	1,607 to 2,353	-	2,121 to 3,106 2,121 to 3,106 2,057 to 3,012	<u>6</u> 6	2,741 to 3,726 2,741 to 3,726 3,097 to 4,052	<u>2</u> 2

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGGP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 41	SR 12	Walters Rd/ Lawler Ranch Pkwy	SR 113	C	790	627 to 1,075	10 (6-8AM; 9-1PM; 2-6PM)	828 to 1,419 828 to 1,419 803 to 1,376	13 (6AM-7PM) 13 (6AM-7PM)	1,448 to 2,039 1,448 to 2,039 1,448 to 2,416	13 (6AM-7PM) 13 (6AM-7PM)
CT 42	SR 12	SR 113	SR 84 (River Rd)	C	790	1,073 to 1,544	13 (6AM-7PM)	1,416 to 2,038 1,416 to 2,038 1,373 to 1,976	13 (6AM-7PM) 13 (6AM-7PM)	2,036 to 2,658 2,036 to 2,658 2,413 to 3,016	13 (6AM-7PM) 13 (6AM-7PM)
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	C	970	1,135 to 1,685	13 (6AM-7PM)	1,498 to 2,224 1,498 to 2,224 1,453 to 2,157	13 (6AM-7PM) 13 (6AM-7PM)	2,118 to 2,844 2,118 to 2,844 2,493 to 3,197	13 (6AM-7PM) 13 (6AM-7PM)
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./ SJ Co. Line	C	790	704 to 1,030	12 (6AM-6PM)	873 to 1,277 873 to 1,277 845 to 1,236	13 (6AM-7PM) 13 (6AM-7PM)	988 to 1,392 988 to 1,392 926 to 1,317	13 (6AM-7PM) 13 (6AM-7PM)
CT 45	SR 12	Sacramento Co./ SJ Co. Line	I-5	C	790	773 to 1,164	12 (6AM-6PM)	853 to 1,284 853 to 1,284 840 to 1,264	13 (6AM-7PM) 13 (6AM-7PM)	968 to 1,399 968 to 1,399 921 to 1,345	13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 46	I-80 EB	SR 113	Pedrick Rd	C	4,400	2,508 to 4,632	2 (3-5PM)	3,108 to 5,741 3,108 to 5,741 5,741	6 (7-9AM; 2-6PM) 6 (7-9AM; 2-6PM) 6 (7-9AM; 2-6PM)	6,051 to 6,031 3,418 to 6,031 6,031	7 (6-9AM; 1-6PM) 7 (6-9AM; 1-6PM) 7 (7-9AM; 1-6PM)
CT 47	I-80 WB	SR 113	Pedrick Rd	C	4,400	3,068 to 4,191	-	3,563 to 4,867 3,563 to 4,867 4,867	4 (7-8AM; 3-6PM) 4 (7-8AM; 3-6PM) 4 (7-8AM; 3-6PM)	5,177 to 5,157 3,873 to 5,157 5,157	6 (6-9AM; 3-6PM) 6 (6-9AM; 3-6PM) 6 (6-9AM; 3-6PM)
CT 48	SR 113	I-80	Dixon City Limits	C	1,920	569 to 1,341	-	569 to 1,341 569 to 1,341 1,341	==	1,961 to 1,921 1,189 to 1,921 1,921	2 (4-6PM) 2 (4-6PM) 1 (5-6PM)
CT 49	SR 113	Dixon City Limits	SR 12	C	680	174 to 294	-	216 to 365 216 to 365 365	==	985 to 945 836 to 945 945	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 50	SR 4 (Marsh)	Vasco Rd	Byron Hwy	D	1,600	442 to 733	-	==	==	==	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment Creek Rd) ²	From	To (Old SR 4)	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
				C	790	-	-	548 to 909 548 to 909	2 (4-6PM) 2 (4-6PM)	1,168 to 1,529 1,168 to 1,529	13 (6AM-7PM) 13 (6AM-7PM)
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	D	1,600	554 to 1,224	-	654 to 1,445 654 to 1,445	==	1,274 to 2,065 1,274 to 2,065	11 (8AM-7PM) 11 (8AM-7PM)
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	C	790	412 to 746	-	412 to 746 412 to 746	==	1,032 to 1,366 1,032 to 1,366	13 (6AM-7PM) 13 (6AM-7PM)
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	D	1,410	867 to 1,492	1 (4-5PM)	867 to 1,492 867 to 1,492	1 (4-5PM) 1 (4-5PM)	1,487 to 2,112 1,487 to 2,112	13 (6AM-7PM) 13 (6AM-7PM)
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	2,552 to 4,815	-	3,201 to 6,039 3,201 to 6,039	==	3,821 to 6,659 3,821 to 6,659	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	4,550 to 5,913	-	5,747 to 7,468 5,747 to 7,468 7,468	<u>2</u> (7-8AM; 5-6PM)2 (7-8AM; 5-6PM)2 (7-8AM; 5-6PM)2	6,367 to 8,086 6,367 to 8,086 8,048	<u>5</u> (7-8AM; 2-6PM)5 (7-8AM; 2-6PM)5 (7-8AM; 2-6PM)5
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	D	5,410	2,430 to 4,586	-	3,159 to 5,962 3,159 to 5,962 5,962	<u>3</u> (3-6PM)3 (3-6PM)3 (3-6PM)3	3,779 to 6,582 3,779 to 6,582 6,542	<u>4</u> (2-6PM)4 (2-6PM)4 (2-6PM)4
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	D	5,410	4,333 to 5,631	3 (7-8AM; 4-6PM)	5,633 to 7,320 5,633 to 7,320 7,320	<u>13</u> (6AM-7PM)13 (6AM-7PM)13 (6AM-7PM)13	6,253 to 7,900 6,253 to 7,900 7,900	<u>13</u> (6AM-7PM)13 (6AM-7PM)13 (6AM-7PM)13
CT 58	I-205 EB	I-580	Mountain House Pkwy	C	4,400	1,350 to 5,071	4 (3-7PM)	1,629 to 6,118 1,629 to 6,118 6,118	<u>5</u> (2-7PM)5 (2-7PM)5 (2-7PM)5	1,939 to 6,428 1,939 to 6,428 6,408	<u>5</u> (2-7PM)5 (2-7PM)5 (2-7PM)5
CT 59	I-205 WB	I-580	Mountain House Pkwy	C	4,400	1,873 to 4,867	2 (6-8AM)	2,270 to 5,898 2,270 to 5,898 5,898	<u>3</u> (6-9AM)3 (6-9AM)3 (6-9AM)3	2,580 to 6,208 2,580 to 6,208 6,188	<u>3</u> (6-9AM)3 (6-9AM)3 (6-9AM)3

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGGP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	C	4,400	1,431 to 5,068	4 (3-7PM)	1,803 to 6,386 1,803 to 6,386 1,803 to 6,386	5 (2-7PM) 5 (2-7PM) 5 (2-7PM)	2,113 to 6,696 2,113 to 6,696 2,113 to 6,676	5 (2-7PM) 5 (2-7PM) 5 (2-7PM)
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	C	4,400	1,875 to 4,117	-	2,363 to 5,187 2,363 to 5,187 2,363 to 5,187	2 (6-8AM) 2 (6-8AM) 2 (6-8AM)	2,673 to 5,497 2,673 to 5,497 2,673 to 5,477	3 (6-9AM) 3 (6-9AM) 3 (6-9AM)
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	D	5,410	1,525 to 4,200	-	1,922 to 5,292 1,922 to 5,292 1,922 to 4,872	==	1,967 to 5,337 1,967 to 5,337 1,967 to 4,936	==
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	D	5,410	1,852 to 3,079	-	2,334 to 3,880 2,334 to 3,880 2,334 to 3,572	==	2,379 to 3,925 2,379 to 3,925 2,379 to 3,636	==
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	D	5,410	1,511 to 4,182	-	1,904 to 5,269 1,904 to 5,269 1,904 to 4,851	==	1,949 to 5,314 1,949 to 5,314 1,949 to 4,915	==
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	D	5,410	2,083 to 3,446	-	2,625 to 4,342 2,625 to 4,342 2,625 to 3,997	==	2,670 to 4,387 2,670 to 4,387 2,670 to 4,061	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
ISL 01	A St/4th St/ Jackson Blvd.	SR 160	Isleton City Limits	D	1,410	17 to 75	-	17 to 75 17 to 75	---	62 to 120 62 to 120 75	---
OAK 01	Main Street (Old SR 4) ¹	SR 160	Cypress Rd	C	1,920	752 to 1,663	-	---	---	---	---
				D	3,540	-	-	882 to 1,951 882 to 1,951 1,951	---	1,502 to 2,571 1,502 to 2,571 2,531	---
OAK 02	Main Street (Old SR 4) ¹	Cypress Rd	Delta Rd (Oakley City Limits)	C	970	722 to 1,335	10 (7-9AM; 11AM-7PM)	---	---	---	---
				D	1,760	-	-	939 to 1,736 939 to 1,736 1,736	---	1,559 to 2,356 1,559 to 2,356 2,316	12 (7AM-7PM) (7AM-7PM) 11 (7-9AM; 10AM-7PM)
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	D	1,600	304 to 764	-	377 to 947 377 to 947 764	---	422 to 992 422 to 992 764	---
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	D	1,410	140 to 367	-	174 to 455 174 to 455 367	---	219 to 500 219 to 500 367	---

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	D	1,410	155 to 334	-	157 to 339 157 to 339 157 to 339 157 to 334	==	202 to 384 202 to 384 202 to 384 202 to 334	==
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	D	3,540	789 to 2,191	-	789 to 2,191 789 to 2,191 789 to 2,191 789 to 2,191	==	1,199 to 2,601 1,199 to 2,601 1,199 to 2,601 1,199 to 2,944	==
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	D	1,760	152 to 492	-	188 to 610 188 to 610 188 to 610 188 to 571	==	598 to 1,020 598 to 1,020 598 to 1,020 598 to 1,324	==
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	D	1,410	98 to 346	-	119 to 421 119 to 421 119 to 421 119 to 346	==	164 to 466 164 to 466 164 to 466 164 to 346	==
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	D	1,410	77 to 137	-	86 to 153 86 to 153 86 to 153 86 to 150	==	706 to 773 706 to 773 706 to 773 706 to 1,068	==
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	D	1,410	10 to 29	-	12 to 35 12 to 35 12 to 35 12 to 34	==	632 to 655 632 to 655 632 to 655 632 to 952	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBPPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	D	1,410	19 to 38	-	20 to 40 20 to 40 20 to 40	==	640 to 660 640 to 660 640 to 660 958	==
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	D	1,410	41 to 71	-	42 to 73 42 to 73 42 to 73	==	662 to 693 662 to 693 662 to 693 990	==
SC 06	Twin Cities Rd	River Rd	I-5	D	1,410	130 to 248	-	138 to 263 138 to 263 138 to 263 255	==	543 to 668 543 to 668 543 to 668 633	==
SC 07	Twin Cities Rd	I-5	Franklin Blvd	D	1,410	141 to 318	-	164 to 370 164 to 370 164 to 370 318	==	209 to 415 209 to 415 209 to 415 318	==
SC 08	Sutter Slough Bridge Rd	Sacramento Co./ Yolo Co. Line	Paintersville Bridge	D	1,410	51 to 113	-	63 to 140 63 to 140 63 to 140 140	==	683 to 760 683 to 760 683 to 760 720	==
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	D	1,410	85 to 134	-	87 to 138 87 to 138 87 to 138 134	==	132 to 183 132 to 183 132 to 183 134	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	D	1,600	223 to 365	-	237 to 388 237 to 388 230 to 377	==	642 to 793 642 to 793 608 to 755	==
SC 11	Walnut Grove Rd/River Rd	Walnut Grove Bridge	Sacramento Co./ SJ Co. Line	D	1,410	175 to 332	-	188 to 357 188 to 357 185 to 351	==	418 to 587 418 to 587 401 to 567	==
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	D	1,410	61 to 283	-	61 to 283 61 to 283 61 to 283	==	106 to 328 106 to 328 106 to 283	==
SC 13	Race Track Rd/Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	D	1,410	17 to 34	-	18 to 36 18 to 36 17 to 34	==	63 to 81 63 to 81 63 to 34	==
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	D	1,410	14 to 39	-	14 to 39 14 to 39 14 to 39	==	59 to 84 59 to 84 59 to 39	==
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	D	1,410	4 to 53	-	5 to 66 5 to 66 5 to 53	==	50 to 111 50 to 111 50 to 53	==
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	D	1,410	16 to 52	-	20 to 64 20 to 64 20 to 52	==	65 to 109 65 to 109 65 to 52	==
SJ 01	Walnut Grove Rd	Sacramento Co./ SJ Co. Line	I-5	C	790	141 to 232	-	152 to 250 152 to 250 149 to 245	==	382 to 480 382 to 480 365 to 461	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SJ 02	Peltier Rd	Blossom Rd	I-5	C	680	8 to 23	-	8 to 238 to 238 to 23	==	53 to 6853 to 688 to 23	==
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	C	790	108 to 209	-	108 to 209108 to 209108 to 209	==	483 to 584483 to 584460 to 561	==
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	C	790	69 to 171	-	86 to 21286 to 21284 to 209	==	461 to 587461 to 587436 to 561	==
SJ 05	Byron Hwy	Alameda Co./San Joaquin Co. Line	Mountain House Pkwy	D	1,600	521 to 824	-	646 to 1,022646 to 1,022646 to 1,022	==	1,266 to 1,6421,266 to 1,6421,226 to 1,602	4 (7-8AM; 3-6PM)4 (7-8AM; 3-6PM)1 (7-8AM)
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd	D	1,410	190 to 298	-	236 to 370236 to 370236 to 370	==	856 to 990856 to 990816 to 950	==
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205	D	3,540	418 to 769	-	543 to 1,000543 to 1,000543 to 1,000	==	1,163 to 1,6201,163 to 1,6201,123 to 1,580	==

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBPPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
STK 01	Eight Mile Rd	Stockton City Limits	I-5	E	1,870	309 to 769	-	383 to 954 383 to 954 309 to 769	==	428 to 999 428 to 999 309 to 769	==
TRA 01	Tracy Blvd	Tracy City Limits	I-205	E	1,870	309 to 759	-	383 to 941 383 to 941 309 to 759	==	758 to 1,316 758 to 1,316 729 to 1,278	==
WS 01	Harbor Blvd	Industrial Blvd	US 50	D	3,540	1,140 to 2,317	-	1,374 to 2,793 1,374 to 2,793 1,374 to 2,793	==	1,994 to 3,413 1,994 to 3,413 1,954 to 3,373	==
WS 02	Industrial Blvd/ Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	C	1,920	773 to 1,858	-	959 to 2,304 959 to 2,304 959 to 2,304	2 (7-8AM; 5-6PM) 2 (7-8AM; 5-6PM) 2 (7-8AM; 5-6PM)	1,579 to 2,924 1,579 to 2,924 1,539 to 2,884	9 (7-9AM; 12-7PM) 9 (7-9AM; 12-7PM) 9 (7-9AM; 12-7PM)

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	C	1,920	546 to 1,718	-	665 to 2,094 665 to 2,094	1 (5-6PM) 1 (5-6PM)	1,285 to 2,714 1,285 to 2,674	6 (7-9AM; 3-7PM) 6 (7-9AM; 3-7PM)
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	C	680	42 to 146	-	50 to 174 50 to 174	==	670 to 794 670 to 754	12 (7AM-7PM) 12 (7AM-7PM)
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	C	680	74 to 249	-	79 to 249 79 to 249	==	124 to 310 124 to 249	==
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./ Yolo Co. Line	C	680	25 to 63	-	31 to 78 31 to 78	==	651 to 698 651 to 658	2 (8-9AM; 5-6PM) 2 (8-9AM; 5-6PM)
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	C	680	28 to 77	-	35 to 95 35 to 95	==	655 to 715 655 to 675	4 (7-8AM; 3-6PM) 4 (7-8AM; 3-6PM)

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TABLE 9: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPGPP Conditions (3)	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold

Notes:

- (1) Facility is analyzed as a Caltrans facility under Baseline Conditions and a local facility under Baseline Plus Construction Conditions – roadway is relinquished to local jurisdiction after Baseline Year (2009). LOS Threshold is LOS C under Baseline Conditions and changes to LOS D under Baseline Plus Construction Conditions.
- (2) Facility is analyzed as a local facility under Baseline Conditions and a Caltrans facility under Baseline Plus Construction Conditions – roadway is adopted as a State facility after Baseline Year (2009). LOS Threshold is LOS D under Baseline Conditions and changes to LOS C under Baseline Plus Construction Conditions.
- (3) Modified pipeline/tunnel (Alternative 4) construction traffic estimates for construction of the pipelines, intermediate Forebay, intermediate outlet are based on construction features shared with the pipeline/tunnel alternatives. This analysis does not reflect potential reductions in construction traffic associated with the modified pipeline/tunnel for these features due to differences in the scale of construction activity. Traffic volumes for all other construction features (e.g., intakes, pumping plants) are based on estimates specific to the modified pipeline/tunnel alignment.

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TABLE 10: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions (1)	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
ALA 01	Byron Hwy	Contra Costa Co./Alameda Co. Line	Alameda Co./ San Joaquin Co. Line	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
BRE 01	Brentwood Blvd (old SR 4)	Delta Rd (Oakley City Limits)	Balfour Rd	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
BRE 02	Brentwood Blvd (old SR 4)	Balfour Rd	Brentwood City Limits (South)	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CC 01	Bethel Island Rd	Oakley City Limits	End	<u>Deficient</u> Deficient	<u>No</u> No <u>No</u>	<u>No</u> No <u>No</u>
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	<u>Deficient</u> Deficient	<u>No</u> No <u>No</u>	<u>No</u> No <u>No</u>
CC 03	Old SR 4	Brentwood City Limits (South)	Marsh Creek Rd	<u>Deficient</u> Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
CC 04	Byron Hwy	Delta Rd	Old SR 4	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>No</u>	<u>No</u> No <u>No</u>
CC 05	Byron Hwy	SR 4	Contra Costa Co./Alameda Co. Line	<u>Deficient</u> Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
CT 01	I-5 NB	Florin Rd	Pocket Rd	<u>Deficient</u> Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
CT 02	I-5 SB	Florin Rd	Pocket Rd	<u>Deficient</u> Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	<u>Deficient</u> Deficient	<u>Yes</u> Yes <u>No</u>	<u>Yes</u> Yes <u>No</u>
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	<u>Deficient</u> Deficient	<u>Yes</u> Yes <u>No</u>	<u>Yes</u> Yes <u>No</u>
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	<u>Deficient</u> Deficient	<u>Yes</u> Yes <u>No</u>	<u>Yes</u> Yes <u>No</u>
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	<u>Deficient</u> Deficient	<u>Yes</u> Yes <u>No</u>	<u>Yes</u> Yes <u>No</u>
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes <u>Yes</u>	<u>No</u> No <u>No</u>
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	<u>Deficient</u> Deficient	<u>Yes</u> Yes <u>Yes</u>	<u>Yes</u> Yes <u>Yes</u>

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TABLE 10: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions (1)	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 15	I-5 NB	Peltier Rd	Turner Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
CT 16	I-5 SB	Peltier Rd	Turner Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
CT 17	I-5 NB	Turner Rd	SR 12	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 18	I-5 SB	Turner Rd	SR 12	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 19	I-5 NB	SR 12	Eight Mile Rd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 20	I-5 SB	SR 12	Eight Mile Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	<u>Deficient</u> <u>Deficient</u>	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 24	SR 160 (Freeport Blvd/River Rd)	Freeport Bridge	Scribner Rd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	<u>Not Applicable</u> <u>Not Applicable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>

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TABLE 10: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions (1)	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 31	SR 160	A St (Isleton)	SR 12	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 32	SR 160	SR 12	Brannan Island Rd	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 34	SR 84 (Courtland Rd/Ryer Ave)	Courtland Rd	Cache Slough Ferry	Deficient Deficient	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
CT 35	I-80 EB	Suisun Valley Rd	SR 12	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 36	I-80 WB	SR 12	Suisun Valley Rd	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 37	SR 12 EB	I-80	Beck Ave	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 38	SR 12 WB	Beck Ave	I-80	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 39	SR 12	Beck Ave	Sunset Ave/Grizzly Island Rd	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 40	SR 12	Sunset Ave/Grizzly Island Rd	Walters Rd/Lawler Ranch Pkwy	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 41	SR 12	Walters Rd/Lawler Ranch Pkwy	SR 113	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 42	SR 12	SR 113	SR 84 (River Rd)	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	Not Applicable Not Applicable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./SJ Co. Line	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 45	SR 12	Sacramento Co./San Joaquin Co. Line	I-5	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 46	I-80 EB	SR 113	Pedrick Rd	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>

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TABLE 10: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions (1)	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 47	I-80 WB	Pedrick Rd	SR 113	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 48	SR 113	I-80	Dixon City Limits	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 49	SR 113	Dixon City Limits	SR 12	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 50	SR 4 (Marsh Creek Rd)	Vasco Rd	Byron Hwy (Old SR 4)	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 58	I-205 EB	I-580	Mountain House Pkwy	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 59	I-205 WB	I-580	Mountain House Pkwy	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
ISL 01	A St/4th St/Jackson Blvd.	SR 160	Isleton City Limits	<u>Deficient</u> <u>Deficient</u>	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>

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TABLE 10: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions (1)	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
OAK 01	Main Street (Old SR 4)	SR 160	Cypress Rd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
OAK 02	Main Street (Old SR 4)	Cypress Rd	Delta Rd (Oakley City Limits)	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	<u>Deficient</u> <u>Deficient</u>	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	<u>Deficient</u> <u>Deficient</u>	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	<u>Not Applicable</u> <u>Not Applicable</u>	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
SC 06	Twin Cities Rd	River Rd	I-5	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
SC 07	Twin Cities Rd	I-5	Franklin Blvd	<u>Deficient</u> <u>Deficient</u>	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
SC 08	Sutter Slough Bridge Rd	Sacramento Co./ Yolo Co. Line	Paintersville Bridge	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	<u>Deficient</u> <u>Deficient</u>	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	<u>Deficient</u> <u>Deficient</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
SC 11	Walnut Grove Rd/ River Rd	Walnut Grove Bridge	Sacramento Co./ San Joaquin Co. Line	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>

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TABLE 10: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions (1)	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	<u>Acceptable</u> Acceptable	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
SC 13	Race Track Rd/Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	<u>Deficient</u> Deficient	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	<u>Deficient</u> Deficient	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	<u>Acceptable</u> Acceptable	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	<u>Acceptable</u> Acceptable	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
SJ 01	Walnut Grove Rd	Sacramento Co./ San Joaquin Co. Line	I-5	<u>Deficient</u> Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
SJ 02	Peltier Rd	Blossom Rd	I-5	<u>Deficient</u> Deficient	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
SJ 05	Byron Hwy	Alameda Co./ San Joaquin Co. Line	Mountain House Pkwy	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
STK 01	Eight Mile Rd	Stockton City Limits	I-5	<u>Deficient</u> Deficient	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
TRA 01	Tracy Blvd	Tracy City Limits	I-205	<u>Deficient</u> Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
WS 01	Harbor Blvd	Industrial Blvd	US 50	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
WS 02	Industrial Blvd/Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	<u>Acceptable</u> Acceptable	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>

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TABLE 10: MODIFIED PIPELINE/TUNNEL (ALTERNATIVE 4) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions (1)	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	Deficient Deficient	Yes YesYes	Yes YesYes
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	Deficient Deficient	Yes YesYes	Yes YesYes
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	Deficient Deficient	No NoNo	No NoNo
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./Yolo Co. Line	Deficient Deficient	Yes YesYes	Yes YesYes
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	Deficient Deficient	Yes YesYes	Yes YesYes

Notes:

(1) Modified pipeline/tunnel (Alternative 4) construction traffic estimates for construction of the pipelines, intermediate Forebay, intermediate outlet are based on construction features shared with the pipeline/tunnel alternatives. This analysis does not reflect potential reductions in construction traffic associated with the modified pipeline/tunnel for these features due to differences in the scale of construction activity. Traffic volumes for all other construction features (e.g., intakes, pumping plants) are based on estimates specific to the modified pipeline/tunnel alignment.

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1 East Canal (Alternatives 1B, 2B, and 6B)

2 The east canal alternatives would divert water from the north Delta via intakes and pipelines on the east
3 bank of the Sacramento River to a canal along the eastern side of the Delta. The canal would carry water
4 by gravity from the north Delta to the south Delta assisted by an intermediate pumping plant.
5 Construction activity under this alternative alignment includes constructing intakes and pumping plants in
6 the north Delta region, canals to carry the water south, siphons and bridges at other waterways and
7 roadways, and a forebay and control structures in the south Delta area.

8 Table 11 summarizes the Baseline, BPBG, and BPBGPP LOS for the study roadway segments under the east
9 canal alternatives. Table 11 also identifies the number of occurrences and the respective time frame when
10 roadway segments exceed the hourly volume LOS threshold for each scenario. The results presented in
11 Table 11 indicate that ~~19-20~~ roadway segments exceed the LOS threshold for at least one hour during the
12 6 AM to 7 PM period under BPBG conditions and ~~39-48~~ roadway segments exceed the LOS threshold for
13 at least one hour under BPBGPP conditions for the east canal alternatives.

14 Table 12 summarizes the baseline plus project pavement impacts for the study roadway segments. The
15 results presented in Table 12 indicate that construction activity related to the east canal alternatives would
16 result in a significant impact to the physical conditions on ~~46-48~~ of the study roadway segments.

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
ALA 01	Byron Hwy	Contra Costa Co./ Alameda Co. Line	Alameda Co./San Joaquin Co. Line	D	1,600	385 to 656	-	431 to 735 431 to 735 416 to 708	--	956 to 1,260 956 to 1,260 956 to 1,090	--
BRE 01	Brentwood Blvd (old SR 4) ¹	Delta Rd (Oakley City Limits)	Balfour Rd	C	970	586 to 1,516	11 (7-9AM; 10AM-7PM)	--	--	--	--
				D	1,760	-	-	592 to 1,531 592 to 1,531 590 to 1,526	--	1,262 to 2,201 1,262 to 2,201 1,080 to 2,016	9 (8-9AM; 11-7PM) 9 (8-9AM; 11-7PM) 7 (8-9AM; 12-6PM)
BRE 02	Brentwood Blvd (old SR 4) ¹	Balfour Rd	Brentwood City Limits (South)	C	1,920	369 to 1,013	-	--	--	--	
				D	3,540	-	-	371 to 1,019 371 to 1,019 346 to 950	--	1,041 to 1,689 1,041 to 1,689 836 to 1,440	--
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	D	3,540	437 to 1,300	-	489 to 1,456 489 to 1,456 437 to 1,300	--	554 to 1,521 554 to 1,521 437 to 1,300	--

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CC 01	Bethel Island Rd	Oakley City Limits	End	D	1,600	124 to 330	-	139 to 370 139 to 370 124 to 330	--	204 to 435 204 to 435 124 to 330	--
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	D	1,600	90 to 297	-	101 to 333 101 to 333 90 to 297	--	166 to 398 166 to 398 90 to 297	--
CC 03	Old SR 4 ¹	Brentwood City Limits (South)	Marsh Creek Rd	C	790	1,133 to 1,682	13 (6AM-7PM)	--	--	--	--
				D	1,600	-	-	1,245 to 1,848 1,245 to 1,848 1,811	3 (3-6PM) 3 (3-6PM) (3-6PM)	1,915 to 2,518 1,915 to 2,518 2,301	13 (6AM-7PM) 13 (6AM-7PM) (6AM-7PM)
CC 04	Byron Hwy	Delta Rd	Old SR 4	D	1,410	108 to 240	-	109 to 241 109 to 241 108 to 240	--	174 to 306 174 to 306 108 to 240	--
CC 05	Byron Hwy	SR 4	Contra Costa Co./ Alameda Co. Line	D	1,600	483 to 907	-	541 to 1,016 541 to 1,016 483 to 907	--	1,066 to 1,541 1,066 to 1,541 483 to 907	--
CT 01	I-5 NB	Florin Rd	Pocket Rd	F	6,060	2,589 to 5,820	-	2,914 to 6,552 2,914 to 6,552 2,842 to 6,389	1 (7-8AM) 1 (7-8AM) (7-8AM)	3,554 to 7,192 3,554 to 7,192 2,309 to 6,856	1 (7-8AM) 1 (7-8AM) (7-8AM)

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 02	I-5 SB	Florin Rd	Pocket Rd	F	6,060	1,647 to 5,705	-	1,830 to 6,338 1,830 to 6,338 1,789 to 6,198	2 (4-6PM) 2 (4-6PM) 2 (4-6PM)	2,470 to 6,978 2,470 to 6,978 2,256 to 6,665	2 (4-6PM) 2 (4-6PM) 2 (4-6PM)
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	F	6,060	2,359 to 5,156	-	2,557 to 5,588 2,557 to 5,588 2,359 to 5,156	---	2,622 to 5,653 2,622 to 5,653 2,359 to 5,156	---
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	F	6,060	1,543 to 5,243	-	1,682 to 5,716 1,682 to 5,716 1,543 to 5,243	---	1,747 to 5,781 1,747 to 5,781 1,543 to 5,243	---
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,820 to 3,339	-	1,999 to 3,667 1,999 to 3,667 1,820 to 3,339	---	2,064 to 3,732 2,064 to 3,732 1,820 to 3,339	---
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,254 to 3,332	-	1,375 to 3,653 1,375 to 3,653 1,254 to 3,332	---	1,440 to 3,718 1,440 to 3,718 1,254 to 3,332	---
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,504 to 2,162	-	1,675 to 2,408 1,675 to 2,408 1,637 to 2,353	---	2,315 to 3,048 2,315 to 3,048 2,107 to 2,823	---

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,217 to 2,236	-	1,361 to 2,501 1,361 to 2,501 1,329 to 2,442	==	2,001 to 3,141 2,001 to 3,141 1,799 to 2,912	==
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,414 to 1,851	-	1,602 to 2,097 1,602 to 2,097 1,560 to 2,043	==	2,672 to 3,167 2,672 to 3,167 2,342 to 2,825	==
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,207 to 1,964	-	1,369 to 2,227 1,369 to 2,227 1,333 to 2,169	==	2,439 to 3,297 2,439 to 3,297 2,115 to 2,951	==
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,312 to 1,720	-	1,485 to 1,946 1,485 to 1,946 1,485 to 1,946 1,485 to 1,946	==	1,865 to 2,326 1,865 to 2,326 1,762 to 2,223	==
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,111 to 1,813	-	1,257 to 2,052 1,257 to 2,052 1,257 to 2,052 1,257 to 2,052	==	1,637 to 2,432 1,637 to 2,432 1,534 to 2,329	==
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	C	2,880	1,374 to 1,803	-	1,621 to 2,128 1,621 to 2,128 1,594 to 2,091	==	1,786 to 2,293 1,786 to 2,293 1,714 to 2,211	==

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	C	2,880	1,128 to 1,894	-	1,331 to 2,235 1,331 to 2,235 1,308 to 2,197	==	1,496 to 2,400 1,496 to 2,400 1,428 to 2,317	==
CT 15	I-5 NB	Peltier Rd	Turner Rd	C	2,880	1,421 to 1,885	-	1,677 to 2,224 1,677 to 2,224 1,677 to 2,224	==	1,912 to 2,459 1,912 to 2,459 1,848 to 2,395	==
CT 16	I-5 SB	Peltier Rd	Turner Rd	C	2,880	1,145 to 1,974	-	1,351 to 2,329 1,351 to 2,329 1,351 to 2,329	==	1,586 to 2,564 1,586 to 2,564 1,522 to 2,500	==
CT 17	I-5 NB	Turner Rd	SR 12	C	2,880	1,288 to 1,985	-	1,520 to 2,342 1,520 to 2,342 1,494 to 2,303	==	1,685 to 2,507 1,685 to 2,507 1,614 to 2,423	==
CT 18	I-5 SB	Turner Rd	SR 12	C	2,880	1,124 to 1,482	-	1,326 to 1,749 1,326 to 1,749 1,304 to 1,719	==	1,491 to 1,914 1,491 to 1,914 1,424 to 1,839	==
CT 19	I-5 NB	SR 12	Eight Mile Rd	C	4,400	1,533 to 2,267	-	1,748 to 2,584 1,748 to 2,584 1,717 to 2,539	==	2,108 to 2,944 2,108 to 2,944 1,980 to 2,802	==

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 20	I-5 SB	SR 12	Eight Mile Rd	C	4,400	1,243 to 2,070	-	1,417 to 2,360 1,392 to 2,318	==	1,777 to 2,720 1,777 to 2,720 1,655 to 2,581	==
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	D	5,410	1,937 to 3,452	-	2,208 to 3,935 2,169 to 3,866	==	2,478 to 4,205 2,478 to 4,205 2,366 to 4,063	==
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	D	5,410	1,817 to 2,760	-	2,071 to 3,146 2,071 to 3,146 2,035 to 3,091	==	2,341 to 3,416 2,341 to 3,416 2,232 to 3,288	==
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	E	1,740	136 to 476	-	149 to 521 149 to 521 145 to 506	==	1,424 to 1,796 1,424 to 1,796 1,077 to 1,438	1 (5-6PM) 1 (5-6PM)
CT 24	SR 160 (Freeport Blvd/ River Rd)	Freeport Bridge	Scribner Rd	E	1,740	94 to 180	-	94 to 180 94 to 180 94 to 180	==	1,369 to 1,455 1,369 to 1,455 1,026 to 1,112	==
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	E	1,740	41 to 125	-	41 to 125 41 to 125 41 to 125	==	1,316 to 1,400 1,316 to 1,400 973 to 1,057	==

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	E	1,740	105 to 170	-	119 to 192 119 to 192 116 to 188	--	2,104 to 2,177 2,104 to 2,177 1,570 to 1,642	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	E	1,740	69 to 122	-	74 to 130 74 to 130 72 to 128	--	2,059 to 2,115 2,059 to 2,115 1,526 to 1,582	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	E	1,740	75 to 150	-	79 to 157 79 to 157 77 to 154	--	2,064 to 2,142 2,064 to 2,142 1,531 to 1,608	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	E	1,740	78 to 128	-	92 to 152 92 to 152 89 to 147	--	2,592 to 2,652 2,592 to 2,652 1,925 to 1,983	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	E	1,740	173 to 465	-	173 to 465 173 to 465 173 to 465	--	2,823 to 3,115 2,823 to 3,115 2,117 to 2,409	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 31	SR 160	A St (Isleton)	SR 12	E	1,740	193 to 378	-	193 to 378 193 to 378 193 to 378	--	2,843 to 3,028 2,843 to 3,028 1,137 to 2,322	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 32	SR 160	SR 12	Brannan Island Rd	F	1,740	530 to 894	-	559 to 942559 to 942549 to 926	---	3,509 to 3,8923,509 to 3,8922,709 to 3,086	13 (6AM-7PM)13 (6AM-7PM)13 (6AM-7PM)
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	B	200	40 to 169	-	43 to 18143 to 18142 to 177	---	568 to 706568 to 706424 to 559	13 (6AM-7PM)13 (6AM-7PM)13 (6AM-7PM)
CT 34	SR 84 (Courtland Rd/ Ryer Ave)	Courtland Rd	Cache Slough Ferry	C	680	10 to 25	-	11 to 2711 to 2710 to 25	---	76 to 9276 to 9210 to 25	---
CT 35	I-80 EB	Suisun Valley Rd	SR 12	C	8,350	3,079 to 6,994	-	3,633 to 8,2533,633 to 8,2533,510 to 7,973	---	5,108 to 9,7285,108 to 9,7284,591 to 9,054	5 (2-7PM)5 (2-7PM)3 (3-6PM)
CT 36	I-80 WB	Suisun Valley Rd	SR 12	C	8,350	5,751 to 8,892	2 (6-8AM)	6,786 to 10,4936,786 to 10,4936,556 to 10,137	3 (6-9AM)3 (6-9AM)2 (6-8AM)	8,261 to 11,9688,261 to 11,9687,637 to 11,218	12 (6AM-PM)12 (6AM-PM)8 (6-10AM; 2-6PM)
CT 37	SR 12 EB	I-80	Beck Ave	C	2,880	528 to 1,847	-	634 to 2,216634 to 2,216612 to 2,143	---	2,109 to 3,6912,109 to 3,6911,693 to 3,224	7 (12-7PM)7 (12-7PM)4 (3-7PM)

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 38	SR 12 WB	I-80	Beck Ave	C	2,880	829 to 1,625	-	995 to 1,950 995 to 1,950 962 to 1,885	---	2,470 to 3,425 2,470 to 3,425 043 to 2,966	3 (6-9AM) 3 (6-9AM) 2 (6-8AM)
CT 39	SR 12	Beck Ave	Sunset Ave/ Grizzly Island Rd	C	5,060	2,408 to 3,573	-	2,864 to 4,249 2,864 to 4,249 772 to 4,114	---	5,814 to 7,199 5,814 to 7,199 932 to 6,274	13 (6AM-7PM) 13 (6AM-7PM) 10 (7-9AM; 11AM-7PM)
CT 40	SR 12	Sunset Ave/ Grizzly Island Rd	Walters Rd/ Lawler Ranch Pkwy	C	5,060	1,607 to 2,353	-	1,928 to 2,824 1,928 to 2,824 864 to 2,729	---	4,878 to 5,774 4,878 to 5,774 024 to 4,889	9 (7-8AM; 11-7PM) 9 (7-8AM; 11-7PM) ---
CT 41	SR 12	Walters Rd/ Lawler Ranch Pkwy	SR 113	C	790	627 to 1,075	10 (6-8AM; 9-1PM; 2-6PM)	752 to 1,290 752 to 1,290 727 to 1,247	12 (6AM-6PM) 12 (6AM-6PM) 12 (6AM-6PM)	3,702 to 4,240 3,702 to 4,240 887 to 3,407	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 42	SR 12	SR 113	SR 84 (River Rd)	C	790	1,073 to 1,544	13 (6AM-7PM)	1,288 to 1,853 1,288 to 1,853 245 to 1,791	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)	4,238 to 4,803 4,238 to 4,803 405 to 3,951	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	C	970	1,135 to 1,685	13 (6AM-7PM)	1,362 to 2,022 1,362 to 2,022 317 to 1,955	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)	4,312 to 4,972 4,312 to 4,972 477 to 4,115	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 48	SR 113	I-80	Dixon City Limits	C	1,920	569 to 1,341	-	569 to 1,341 569 to 1,341	---	1,389 to 2,161 1,389 to 2,161	5 (12-1PM; 2-6PM) 5 (12-1PM; 2-6PM)
CT 49	SR 113	Dixon City Limits	SR 12	C	680	174 to 294	-	195 to 329 195 to 329	---	1,015 to 1,149 1,015 to 1,149	13 (6AM-7PM) 13 (6AM-7PM)
CT 50	SR 4 (Marsh Creek Rd) ²	Vasco Rd	Byron Hwy (Old SR 4)	D	1,600	442 to 733	-	---	---	---	---
				C	790	-	-	495 to 821 495 to 821	2 (4-6PM) 2 (4-6PM)	1,915 to 2,241 1,915 to 2,241	13 (6AM-7PM) 13 (6AM-7PM)
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	D	1,600	554 to 1,224	-	614 to 1,357 614 to 1,357	---	2,034 to 2,777 2,034 to 2,777	13 (6AM-7PM) 13 (6AM-7PM)
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	C	790	412 to 746	-	412 to 746 412 to 746	---	1,832 to 2,166 1,832 to 2,166	13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	D	1,410	867 to 1,492	1 (4-5PM)	867 to 1,492 867 to 1,492	1 (4-5PM) 1 (4-5PM)	2,287 to 2,912 2,287 to 2,912	13 (6AM-7PM) 13 (6AM-7PM)
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	2,552 to 4,815	-	2,941 to 5,549 2,941 to 5,549	--- ---	3,651 to 6,259 3,651 to 6,259	--- ---
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	4,550 to 5,913	-	5,268 to 6,846 5,268 to 6,846	--- ---	5,978 to 7,556 5,978 to 7,556	3 (7-8AM; 4-6PM) 3 (7-8AM; 4-6PM)
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	D	5,410	2,430 to 4,586	-	2,867 to 5,411 2,867 to 5,411	1 (3-4PM) 1 (3-4PM)	3,577 to 6,121 3,577 to 6,121	4 (2-6PM) 4 (2-6PM)
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	D	5,410	4,333 to 5,631	3 (7-8AM; 4-6PM)	5,113 to 6,645 5,113 to 6,645	9 (6-9AM; 12-6PM) 9 (6-9AM; 12-6PM)	5,823 to 7,355 5,823 to 7,355	13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 58	I-205 EB	I-580	Mountain House Pkwy	C	4,400	1,350 to 5,071	4 (3-7PM)	1,517 to 5,699 1,517 to 5,699 1,480 to 5,560	4 (3-7PM) 4 (3-7PM)	1,777 to 5,959 1,777 to 5,959 1,671 to 5,751	5 (2-7PM) 4 (3-7PM)
CT 59	I-205 WB	I-580	Mountain House Pkwy	C	4,400	1,873 to 4,867	2 (6-8AM)	2,111 to 5,486 2,111 to 5,486 2,058 to 5,348	3 (6-9AM) 3 (6-9AM)	2,371 to 5,746 2,371 to 5,746 2,249 to 5,539	3 (6-9AM) 3 (6-9AM)
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	C	4,400	1,431 to 5,068	4 (3-7PM)	1,631 to 5,778 1,631 to 5,778 1,574 to 5,575	5 (2-7PM) 5 (2-7PM)	1,891 to 6,038 1,891 to 6,038 1,765 to 5,766	5 (2-7PM) 5 (2-7PM)
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	C	4,400	1,875 to 4,117	-	2,138 to 4,693 2,138 to 4,693 2,063 to 4,529	1 (6-7AM) 1 (6-7AM)	2,398 to 4,953 2,398 to 4,953 2,254 to 4,720	2 (6-8AM) 1 (6-7AM)
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	D	5,410	1,525 to 4,200	-	1,739 to 4,788 1,739 to 4,788 1,678 to 4,620	---	2,189 to 5,238 2,189 to 5,238 2,006 to 4,948	---
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	D	5,410	1,852 to 3,079	-	2,111 to 3,510 2,111 to 3,510 2,037 to 3,387	---	2,561 to 3,960 2,561 to 3,960 2,365 to 3,715	---

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	D	5,410	1,511 to 4,182	-	1,723 to 4,767 1,723 to 4,767 1,662 to 4,600	==	2,173 to 5,217 2,173 to 5,217 1,990 to 4,928	==
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	D	5,410	2,083 to 3,446	-	2,375 to 3,928 2,375 to 3,928 2,291 to 3,791	==	2,825 to 4,378 2,825 to 4,378 2,619 to 4,119	==
ISL 01	A St/4th St/ Jackson Blvd.	SR 160	Isleton City Limits	D	1,410	17 to 75	-	17 to 75 17 to 75 17 to 75	==	82 to 140 82 to 140 82 to 75	==
OAK 01	Main Street (Old SR 4) ¹	SR 160	Cypress Rd	C	1,920	752 to 1,663	-	==	==	==	
				D	3,540	-	-	817 to 1,807 817 to 1,807 795 to 1,759	==	1,487 to 2,477 1,487 to 2,477 1,285 to 2,249	==
OAK 02	Main Street (Old SR 4) ¹	Cypress Rd	Delta Rd (Oakley City Limits)	C	970	722 to 1,335	10 (7-9AM; 11AM-7PM)	==	==	==	==
				D	1,760	-	-	852 to 1,575 852 to 1,575 823 to 1,522	==	1,522 to 2,245 1,522 to 2,245 1,313 to 2,012	11 (7-9AM; 11AM-7PM) 11 (7-9AM; 11AM-7PM) 5 (8-9AM; 2-6PM)

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	D	1,600	304 to 764	-	340 to 856 340 to 856 304 to 764	--	405 to 921 405 to 921 304 to 764	--
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	D	1,410	140 to 367	-	157 to 411 157 to 411 140 to 367	--	222 to 476 222 to 476 140 to 367	--
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	D	1,410	155 to 334	-	157 to 337 157 to 337 155 to 334	--	222 to 402 222 to 402 155 to 334	--
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	D	3,540	789 to 2,191	-	789 to 2,191 789 to 2,191 789 to 2,191	--	2,064 to 3,466 2,064 to 3,466 2,064 to 3,123	--
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	D	1,760	152 to 492	-	170 to 551 170 to 551 152 to 492	--	1,445 to 1,826 1,445 to 1,826 1,445 to 1,463	2 (3-4PM; 5-6PM) 2 (3-4PM; 5-6PM) 2 (3-4PM; 5-6PM)
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	D	1,410	98 to 346	-	109 to 384 109 to 384 98 to 346	--	174 to 449 174 to 449 174 to 874	--
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	D	1,410	77 to 137	-	81 to 145 81 to 145 81 to 142	--	2,066 to 2,130 2,066 to 2,130 2,066 to 1,596	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	D	1,410	10 to 29	-	11 to 32 11 to 31	--	471 to 492 471 to 367	--
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	D	1,410	19 to 38	-	20 to 39 20 to 39	--	480 to 499 480 to 375	--
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	D	1,410	41 to 71	-	41 to 72 41 to 72	--	501 to 532 501 to 408	--
SC 06	Twin Cities Rd	River Rd	I-5	D	1,410	130 to 248	-	134 to 255 133 to 253	--	284 to 405 284 to 361	--
SC 07	Twin Cities Rd	I-5	Franklin Blvd	D	1,410	141 to 318	-	152 to 344 151 to 340	--	612 to 804 612 to 676	--
SC 08	Sutter Slough Bridge Rd	Sacramento Co./ Yolo Co. Line	Paintersville Bridge	D	1,410	51 to 113	-	57 to 127 57 to 122	--	582 to 652 582 to 504	--
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	D	1,410	85 to 134	-	86 to 136 86 to 134	--	151 to 201 151 to 134	--
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	D	1,600	223 to 365	-	230 to 377 228 to 373	--	380 to 527 380 to 481	--

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SC 11	Walnut Grove Rd/River Rd	Walnut Grove Bridge	Sacramento Co./ SJ Co. Line	D	1,410	175 to 332	-	182 to 345 182 to 345 182 to 345	--	402 to 565 402 to 565 402 to 565 504	--
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	D	1,410	61 to 283	-	61 to 283 61 to 283 61 to 283	--	126 to 348 126 to 348 126 to 348 283	--
SC 13	Race Track Rd/ Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	D	1,410	17 to 34	-	18 to 35 18 to 35 18 to 34	--	83 to 100 83 to 100 83 to 34	--
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	D	1,410	14 to 39	-	14 to 39 14 to 39 14 to 39	--	79 to 104 79 to 104 79 to 39	--
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	D	1,410	4 to 53	-	4 to 59 4 to 59 4 to 53	--	69 to 124 69 to 124 69 to 53	--
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	D	1,410	16 to 52	-	18 to 58 18 to 58 18 to 52	--	83 to 123 83 to 123 83 to 52	--
SJ 01	Walnut Grove Rd	Sacramento Co./ SJ Co. Line	I-5	C	790	141 to 232	-	146 to 241 146 to 241 146 to 241	--	831 to 926 831 to 926 742	¹³ (6AM-7PM) (6AM-7PM)
SJ 02	Peltier Rd	Blossom Rd	I-5	C	680	8 to 23	-	8 to 23 8 to 23 8 to 23	--	478 to 493 478 to 493 365	--
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	C	790	108 to 209	-	108 to 209 108 to 209 108 to 209	--	^{1,003} 1,104 1,104 764 to 865	¹³ (6AM-7PM) (6AM-7PM) 6 (6-7AM; 2-7PM)

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	C	790	69 to 171	-	77 to 192 77 to 192 75 to 185	--	972 to 1,087 972 to 1,087 731 to 841	13 (6AM-7PM) 13 (6AM-7PM) 8 (9-11AM; 12-1PM; 2-7PM)
SJ 05	Byron Hwy	Alameda Co./San Joaquin Co. Line	Mountain House Pkwy	D	1,600	521 to 824	-	584 to 923 584 to 923 563 to 890	--	1,109 to 1,448 1,109 to 1,448 945 to 1,272	--
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd	D	1,410	190 to 298	-	213 to 334 213 to 334 205 to 322	--	738 to 859 738 to 859 587 to 704	--
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205	D	3,540	418 to 769	-	493 to 907 493 to 907 477 to 877	--	1,018 to 1,432 1,018 to 1,432 859 to 1,259	--
STK 01	Eight Mile Rd	Stockton City Limits	I-5	E	1,870	309 to 769	-	346 to 861 346 to 861 340 to 846	--	886 to 1,401 886 to 1,401 886 to 1,240	--
TRA 01	Tracy Blvd	Tracy City Limits	I-205	E	1,870	309 to 759	-	346 to 850 346 to 850 334 to 820	--	1,241 to 1,745 1,241 to 1,745 990 to 1,476	--

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TABLE 11: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
WS 01	Harbor Blvd	Industrial Blvd	US 50	D	3,540	1,140 to 2,317	-	1,257 to 2,555 1,257 to 2,555 1,218 to 2,476	==	1,782 to 3,080 1,782 to 3,080 1,600 to 2,858	==
WS 02	Industrial Blvd/ Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	C	1,920	773 to 1,858	-	866 to 2,081 866 to 2,081 835 to 2,007	1 (5-6PM) 1 (5-6PM) 1 (5-6PM)	1,391 to 2,606 1,391 to 2,606 1,217 to 2,389	5 (7-9AM; 4-7PM) 5 (7-9AM; 4-7PM) 3 (7-8AM; 4-6PM)
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	C	1,920	546 to 1,718	-	606 to 1,906 606 to 1,906 586 to 1,843	==	1,131 to 2,431 1,131 to 2,431 1,968 to 2,225	3 (7-9AM; 3-7PM) 3 (7-9AM; 3-7PM) 3 (8-9AM; 4-6PM)
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	C	680	42 to 146	-	46 to 160 46 to 160 45 to 155	==	571 to 685 571 to 685 427 to 537	1 (8-9AM) 1 (8-9AM) 1 (8-9AM)
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	C	680	74 to 249	-	76 to 257 76 to 257 76 to 249	==	141 to 322 141 to 322 141 to 249	==

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TABLE 12: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
ALA 01	Byron Hwy	Contra Costa Co./Alameda Co. Line	Alameda Co./ San Joaquin Co. Line	Acceptable Acceptable	Yes YesYes	No NoNo
BRE 01	Brentwood Blvd (old SR 4)	Delta Rd (Oakley City Limits)	Balfour Rd	Acceptable Acceptable	Yes YesYes	No NoNo
BRE 02	Brentwood Blvd (old SR 4)	Balfour Rd	Brentwood City Limits (South)	Acceptable Acceptable	Yes YesYes	No NoNo
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	Acceptable Acceptable	Yes YesNo	No NoNo
CC 01	Bethel Island Rd	Oakley City Limits	End	Deficient Deficient	No NoNo	No NoNo
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	Deficient Deficient	No NoNo	No NoNo
CC 03	Old SR 4	Brentwood City Limits (South)	Marsh Creek Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CC 04	Byron Hwy	Delta Rd	Old SR 4	Acceptable Acceptable	No NoNo	No NoNo
CC 05	Byron Hwy	SR 4	Contra Costa Co./Alameda Co. Line	Deficient Deficient	Yes YesYes	Yes YesYes
CT 01	I-5 NB	Florin Rd	Pocket Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 02	I-5 SB	Florin Rd	Pocket Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	Deficient Deficient	No NoNo	No NoNo
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	Deficient Deficient	Yes YesNo	No NoNo
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	Deficient Deficient	No NoNo	No NoNo
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	Deficient Deficient	No NoNo	No NoNo
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	Deficient Deficient	Yes YesYes	Yes YesYes

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TABLE 12: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 15	I-5 NB	Peltier Rd	Turner Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 16	I-5 SB	Peltier Rd	Turner Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 17	I-5 NB	Turner Rd	SR 12	Acceptable Acceptable	Yes YesYes	No NoNo
CT 18	I-5 SB	Turner Rd	SR 12	Acceptable Acceptable	Yes YesYes	No NoNo
CT 19	I-5 NB	SR 12	Eight Mile Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 20	I-5 SB	SR 12	Eight Mile Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	Deficient Deficient	Yes YesYes	Yes YesYes
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	Acceptable Acceptable	Yes YesYes	No NoNo
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	Deficient Deficient	Yes YesYes	Yes YesYes
CT 24	SR 160 (Freeport Blvd/River Rd)	Freeport Bridge	Scribner Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	Deficient Deficient	Yes YesYes	Yes YesYes
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	Not Applicable Not Applicable	Yes YesYes	No NoNo
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	Acceptable Acceptable	Yes YesYes	No NoNo
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	Deficient Deficient	Yes YesYes	Yes YesYes

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TABLE 12: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 31	SR 160	A St (Isleton)	SR 12	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 32	SR 160	SR 12	Brannan Island Rd	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 34	SR 84 (Courtland Rd/Ryer Ave)	Courtland Rd	Cache Slough Ferry	Deficient Deficient	<u>No</u> <u>No</u> <u>No</u>	<u>No</u> <u>No</u> <u>No</u>
CT 35	I-80 EB	Suisun Valley Rd	SR 12	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 36	I-80 WB	SR 12	Suisun Valley Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 37	SR 12 EB	I-80	Beck Ave	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 38	SR 12 WB	Beck Ave	I-80	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 39	SR 12	Beck Ave	Sunset Ave/Grizzly Island Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 40	SR 12	Sunset Ave/Grizzly Island Rd	Walters Rd/Lawler Ranch Pkwy	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 41	SR 12	Walters Rd/Lawler Ranch Pkwy	SR 113	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 42	SR 12	SR 113	SR 84 (River Rd)	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	Not Applicable <u>Not Applicable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./SJ Co. Line	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 45	SR 12	Sacramento Co./San Joaquin Co. Line	I-5	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 46	I-80 EB	SR 113	Pedrick Rd	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 47	I-80 WB	Pedrick Rd	SR 113	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 48	SR 113	I-80	Dixon City Limits	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>

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TABLE 12: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 49	SR 113	Dixon City Limits	SR 12	Deficient Deficient	Yes YesYes	Yes YesYes
CT 50	SR 4 (Marsh Creek Rd)	Vasco Rd	Byron Hwy (Old SR 4)	Acceptable Acceptable	Yes YesYes	No NoNo
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	Deficient Deficient	Yes YesYes	Yes YesYes
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	Deficient Deficient	Yes YesYes	Yes YesYes
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	Deficient Deficient	Yes YesYes	Yes YesYes
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	Acceptable Acceptable	Yes YesYes	No NoNo
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	Acceptable Acceptable	Yes YesYes	No NoNo
CT 58	I-205 EB	I-580	Mountain House Pkwy	Acceptable Acceptable	Yes YesYes	No NoNo
CT 59	I-205 WB	I-580	Mountain House Pkwy	Acceptable Acceptable	Yes YesYes	No NoNo
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	Acceptable Acceptable	Yes YesYes	No NoNo
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	Acceptable Acceptable	Yes YesYes	No NoNo
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	Acceptable Acceptable	Yes YesYes	No NoNo
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	Acceptable Acceptable	Yes YesYes	No NoNo
ISL 01	A St/4th St/Jackson Blvd.	SR 160	Isleton City Limits	Deficient Deficient	No NoNo	No NoNo
OAK 01	Main Street (Old SR 4)	SR 160	Cypress Rd	Deficient Deficient	Yes YesYes	Yes YesYes
OAK 02	Main Street (Old SR 4)	Cypress Rd	Delta Rd (Oakley City Limits)	Deficient Deficient	Yes YesYes	Yes YesYes
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	Acceptable Acceptable	No NoNo	No NoNo

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TABLE 12: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	Deficient Deficient	No NoNo	No NoNo
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	Deficient Deficient	No NoNo	No NoNo
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	Deficient Deficient	Yes YesYes	Yes YesYes
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	Acceptable Acceptable	Yes YesYes	No NoNo
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	Not Applicable Not Applicable	No NoNo	No NoNo
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	Deficient Deficient	Yes YesYes	Yes YesYes
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	Acceptable Acceptable	Yes YesYes	No NoNo
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	Deficient Deficient	Yes YesYes	Yes YesYes
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	Deficient Deficient	Yes YesYes	Yes YesYes
SC 06	Twin Cities Rd	River Rd	I-5	Acceptable Acceptable	Yes YesYes	No NoNo
SC 07	Twin Cities Rd	I-5	Franklin Blvd	Deficient Deficient	Yes YesYes	Yes YesYes
SC 08	Sutter Slough Bridge Rd	Sacramento Co./ Yolo Co. Line	Paintersville Bridge	Deficient Deficient	Yes YesYes	Yes YesYes
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	Deficient Deficient	Yes YesNo	Yes YesNo
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	Deficient Deficient	Yes YesYes	Yes YesYes
SC 11	Walnut Grove Rd/ River Rd	Walnut Grove Bridge	Sacramento Co./ San Joaquin Co. Line	Acceptable Acceptable	Yes YesYes	No NoNo
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	Acceptable Acceptable	No NoNo	No NoNo
SC 13	Race Track Rd/Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	Deficient Deficient	No NoNo	No NoNo

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TABLE 12: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	Deficient Deficient	No No No	No No No
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	Acceptable Acceptable	No No No	No No No
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	Acceptable Acceptable	No No No	No No No
SJ 01	Walnut Grove Rd	Sacramento Co./ San Joaquin Co. Line	I-5	Deficient Deficient	Yes Yes Yes	Yes Yes Yes
SJ 02	Peltier Rd	Blossom Rd	I-5	Deficient Deficient	Yes Yes Yes	Yes Yes Yes
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	Acceptable Acceptable	Yes Yes Yes	No No No
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	Acceptable Acceptable	Yes Yes Yes	No No No
SJ 05	Byron Hwy	Alameda Co./ San Joaquin Co. Line	Mountain House Pkwy	Acceptable Acceptable	Yes Yes Yes	No No No
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd	Acceptable Acceptable	Yes Yes Yes	No No No
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205	Acceptable Acceptable	Yes Yes Yes	No No No
STK 01	Eight Mile Rd	Stockton City Limits	I-5	Deficient Deficient	Yes Yes Yes	Yes Yes Yes
TRA 01	Tracy Blvd	Tracy City Limits	I-205	Deficient Deficient	Yes Yes Yes	Yes Yes Yes
WS 01	Harbor Blvd	Industrial Blvd	US 50	Acceptable Acceptable	Yes Yes Yes	No No No
WS 02	Industrial Blvd/Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	Acceptable Acceptable	Yes Yes Yes	No No No
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	Deficient Deficient	Yes Yes Yes	Yes Yes Yes
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	Deficient Deficient	Yes Yes Yes	Yes Yes Yes

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TABLE 12: EAST CANAL (ALTERNATIVES 1B, 2B, AND 6B) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	Deficient Deficient	Yes YesNo	Yes YesNo
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./Yolo Co. Line	Deficient Deficient	Yes YesYes	Yes YesYes
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	Deficient Deficient	Yes YesYes	Yes YesYes

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1 West Canal (Alternatives 1C, 2C, and 6C)

2 The west canal alternatives would divert water from the north Delta via intakes and pipelines on the west
3 bank of the Sacramento River to a canal. The canal would carry water south along the western side of the
4 Delta to an intermediate pumping plant, which will pump the water through a tunnel to a canal leading to
5 a new forebay. Construction activity under this alternative alignment includes constructing intakes and
6 pumping plants in the north Delta region, canals and a tunnel to convey the water south, siphons and
7 bridges at other waterways and roadways, and a forebay and control structures in the south Delta area.

8 Table 13 summarizes the Baseline, BPBG, and BPBGPP LOS for the study roadway segments under the
9 west canal alternatives. Table 13 also identifies the number of occurrences and the respective time frame
10 when roadway segments exceed the hourly volume LOS threshold for each scenario. The results presented
11 in Table 13 indicate that ~~19-20~~ roadway segments exceed the LOS threshold for at least one hour during
12 the 6 AM to 7 PM period under BPBG conditions and 56 roadway segments exceed the LOS threshold for
13 at least one hour under BPBGPP conditions for the west canal alternatives.

14 Table 14 summarizes the baseline plus project pavement impacts for the study roadway segments. The
15 results presented in Table 14 indicate that construction activity related to the west canal alternatives
16 would result in a potential impact to the physical conditions on ~~43-44~~ of the study roadway segments.

17

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
ALA 01	Byron Hwy	Contra Costa Co./ Alameda Co. Line	Alameda Co./San Joaquin Co. Line	D	1,600	385 to 656	-	431 to 735 431 to 735 431 to 735 416 to 708	--	1,356 to 1,660 1,356 to 1,660 1,356 to 1,660 1,491 to 1,522	3 (7-8AM; 4-6PM) 3 (7-8AM; 4-6PM) 3 6 (6-10AM; 3-7PM)
BRE 01	Brentwood Blvd (old SR 4) ¹	Delta Rd (Oakley City Limits)	Balfour Rd	C	970	586 to 1,516	11 (7-9AM; 10AM-7PM)	--	--	--	--
				D	1,760	-	-	592 to 1,531 592 to 1,531 592 to 1,531 590 to 1,526	--	1,517 to 2,456 1,517 to 2,456 1,517 to 2,456 1,665 to 2,601	12 (7AM-7PM) 12 (7AM-7PM) 12 12 (7AM-7PM)
BRE 02	Brentwood Blvd (old SR 4) ¹	Balfour Rd	Brentwood City Limits (South)	C	1,920	369 to 1,013	-	--	--	--	--
				D	3,540	-	-	371 to 1,019 371 to 1,019 371 to 1,019 346 to 950	--	1,296 to 1,944 1,296 to 1,944 1,296 to 1,944 1,421 to 2,025	--
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	D	3,540	437 to 1,300	-	489 to 1,456 489 to 1,456 489 to 1,456 481 to 1,430	--	774 to 1,711 774 to 1,711 774 to 1,711 774 to 1,723	--

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CC 01	Bethel Island Rd	Oakley City Limits	End	D	1,600	124 to 330	-	139 to 370 139 to 370 370	--	269 to 500 269 to 500 291 to 522	--
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	D	1,600	90 to 297	-	101 to 333 101 to 333 327	--	356 to 588 356 to 588 392 to 620	--
CC 03	Old SR 4 ¹	Brentwood City Limits (South)	Marsh Creek Rd	C	790	1,133 to 1,682	13 (6AM-7PM)	--	--	--	--
				D	1,600	-	-	1,245 to 1,848 1,245 to 1,848 1,220 to 1,811	3 (3-6PM) 3 (3-6PM) 3 (3-6PM)	2,170 to 2,773 2,170 to 2,773 2,295 to 2,886	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CC 04	Byron Hwy	Delta Rd	Old SR 4	D	1,410	108 to 240	-	109 to 241 109 to 241 106 to 236	--	649 to 781 649 to 781 732 to 862	--
CC 05	Byron Hwy	SR 4	Contra Costa Co./ Alameda Co. Line	D	1,600	483 to 907	-	541 to 1,016 541 to 1,016 522 to 980	--	1,466 to 1,941 1,466 to 1,941 1,597 to 2,055	7 (6-9AM; 3-7PM) 7 (6-9AM; 3-7PM) 12 (6-11AM; 12-7PM)
CT 01	I-5 NB	Florin Rd	Pocket Rd	F	6,060	2,589 to 5,820	-	2,914 to 6,552 2,914 to 6,552 2,842 to 6,389	1 (7-8AM) 1 (7-8AM) 1 (7-8AM)	3,824 to 7,462 3,824 to 7,462 3,894 to 7,441	2 (7-9AM) 2 (7-9AM) 2 (7-9AM)

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 02	I-5 SB	Florin Rd	Pocket Rd	F	6,060	1,647 to 5,705	-	1,830 to 6,338 1,830 to 6,338 1,789 to 6,198	2 (4-6PM) 2 (4-6PM) 2 (4-6PM)	2,740 to 7,248 2,740 to 7,248 2,841 to 7,250	2 (4-6PM) 2 (4-6PM) 2 (4-6PM)
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	F	6,060	2,359 to 5,156	-	2,557 to 5,588 2,557 to 5,588 2,513 to 5,492	---	2,837 to 5,868 2,837 to 5,868 2,839 to 5,818	---
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	F	6,060	1,543 to 5,243	-	1,682 to 5,716 1,682 to 5,716 1,651 to 5,611	---	1,962 to 5,996 1,962 to 5,996 1,977 to 5,937	---
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,820 to 3,339	-	1,999 to 3,667 1,999 to 3,667 1,820 to 3,339	---	2,054 to 3,722 2,054 to 3,722 1,820 to 3,339	---
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,254 to 3,332	-	1,375 to 3,653 1,375 to 3,653 1,254 to 3,332	---	1,430 to 3,708 1,430 to 3,708 1,254 to 3,332	---
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,504 to 2,162	-	1,675 to 2,408 1,675 to 2,408 1,504 to 2,162	---	1,730 to 2,463 1,730 to 2,463 1,504 to 2,162	---

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,217 to 2,236	-	1,361 to 2,501 1,361 to 2,501 1,361 to 2,236	==	1,416 to 2,556 1,416 to 2,556 1,416 to 2,236	==
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,414 to 1,851	-	1,602 to 2,097 1,602 to 2,097 1,602 to 2,097	==	1,667 to 2,162 1,667 to 2,162 1,667 to 2,173	==
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,207 to 1,964	-	1,369 to 2,227 1,369 to 2,227 1,369 to 2,227	==	1,434 to 2,292 1,434 to 2,292 1,434 to 2,303	==
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,312 to 1,720	-	1,485 to 1,946 1,485 to 1,946 1,485 to 1,896	==	2,110 to 2,571 2,110 to 2,571 2,110 to 2,622	==
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,111 to 1,813	-	1,257 to 2,052 1,257 to 2,052 1,257 to 1,999	==	1,882 to 2,677 1,882 to 2,677 1,882 to 2,725	==
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	C	2,880	1,374 to 1,803	-	1,621 to 2,128 1,621 to 2,128 1,621 to 2,055	==	2,381 to 2,888 2,381 to 2,888 2,381 to 2,938	1 (4-5PM) 1 (4-5PM) 1 (4-5PM)

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	C	2,880	1,128 to 1,894	-	1,331 to 2,235 1,331 to 2,235 1,286 to 2,159	==	2,091 to 2,995 2,091 to 2,995 1,69 to 3,042	2 (3-5PM) 2 (3-5PM) 2 (3-5PM)
CT 15	I-5 NB	Peltier Rd	Turner Rd	C	2,880	1,421 to 1,885	-	1,677 to 2,224 1,677 to 2,224 1,421 to 1,885	==	1,732 to 2,279 1,732 to 2,279 1,421 to 1,885	==
CT 16	I-5 SB	Peltier Rd	Turner Rd	C	2,880	1,145 to 1,974	-	1,351 to 2,329 1,351 to 2,329 1,145 to 1,974	==	1,406 to 2,384 1,406 to 2,384 1,145 to 1,974	==
CT 17	I-5 NB	Turner Rd	SR 12	C	2,880	1,288 to 1,985	-	1,520 to 2,342 1,520 to 2,342 1,520 to 2,342	==	1,830 to 2,652 1,830 to 2,652 1,879 to 2,701	==
CT 18	I-5 SB	Turner Rd	SR 12	C	2,880	1,124 to 1,482	-	1,326 to 1,749 1,326 to 1,749 1,326 to 1,749	==	1,636 to 2,059 1,636 to 2,059 1,685 to 2,108	==
CT 19	I-5 NB	SR 12	Eight Mile Rd	C	4,400	1,533 to 2,267	-	1,748 to 2,584 1,748 to 2,584 1,748 to 2,584	==	1,878 to 2,714 1,878 to 2,714 1,900 to 2,736	==

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 20	I-5 SB	SR 12	Eight Mile Rd	C	4,400	1,243 to 2,070	-	1,417 to 2,360 1,417 to 2,360	==	1,547 to 2,490 1,547 to 2,490	==
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	D	5,410	1,937 to 3,452	-	2,208 to 3,935 2,208 to 3,935	==	2,263 to 3,990 2,263 to 3,990	==
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	D	5,410	1,817 to 2,760	-	2,071 to 3,146 2,071 to 3,146	==	2,126 to 3,201 2,126 to 3,201	==
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	E	1,740	136 to 476	-	149 to 521 149 to 521	==	1,959 to 2,331 1,959 to 2,331	13 (6AM-7PM) 13 (6AM-7PM)
CT 24	SR 160 (Freeport Blvd/ River Rd)	Freeport Bridge	Scribner Rd	E	1,740	94 to 180	-	94 to 180 94 to 180	==	149 to 235 149 to 235	==
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	E	1,740	41 to 125	-	41 to 125 41 to 125	==	96 to 180 96 to 180	==
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	E	1,740	105 to 170	-	119 to 192 119 to 192	==	174 to 247 174 to 247	==

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	B	200	40 to 169	-	43 to 181 143 to 177	--	1,668 to 1,806 1,668 to 1,806 1,926 to 2,061	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 34	SR 84 (Courtland Rd/ Ryer Ave)	Courtland Rd	Cache Slough Ferry	C	680	10 to 25	-	11 to 27 11 to 26	--	211 to 227 211 to 239 254	--
CT 35	I-80 EB	Suisun Valley Rd	SR 12	C	8,350	3,079 to 6,994	-	3,633 to 8,253 3,633 to 8,253 510 to 7,973	--	5,003 to 9,623 5,003 to 9,623 100 to 9,563	4 (2-6PM) 4 (2-6PM) 4 (2-6PM)
CT 36	I-80 WB	Suisun Valley Rd	SR 12	C	8,350	5,751 to 8,892	2 (6-8AM)	6,786 to 10,493 6,786 to 10,493 556 to 10,137	2 (6-8AM) 2 (6-8AM) 2 (6-8AM)	8,156 to 11,863 8,156 to 11,863 146 to 11,727	12 (6AM-6PM) 12 (6AM-6PM) 12 (6AM-6PM)
CT 37	SR 12 EB	I-80	Beck Ave	C	2,880	528 to 1,847	-	634 to 2,216 634 to 2,216 12 to 2,143	--	2,004 to 3,586 2,004 to 3,586 202 to 3,733	5 (2-7PM) 8 (2-7PM) 8 (11AM-7PM)
CT 38	SR 12 WB	I-80	Beck Ave	C	2,880	829 to 1,625	-	995 to 1,950 995 to 1,950 962 to 1,885	--	2,365 to 3,320 2,365 to 3,320 552 to 3,475	3 (6-9AM) 3 (6-9AM) 4 (6-10AM)

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 39	SR 12	Beck Ave	Sunset Ave/ Grizzly Island Rd	C	5,060	2,408 to 3,573	-	2,864 to 4,249 2,864 to 4,249 2,772 to 4,114	---	5,599 to 6,984 5,599 to 6,984 5,948 to 7,290	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 40	SR 12	Sunset Ave/ Grizzly Island Rd	Walters Rd/ Lawler Ranch Pkwy	C	5,060	1,607 to 2,353	-	1,928 to 2,824 1,928 to 2,824 1,864 to 2,729	---	4,663 to 5,594 4,663 to 5,594 5,040 to 5,905	3 (3-6PM) 3 (3-6PM) 12 (6-9AM; 10AM-7PM)
CT 41	SR 12	Walters Rd/ Lawler Ranch Pkwy	SR 113	C	790	627 to 1,075	10 (6-8AM; 9-1PM; 2-6PM)	752 to 1,290 752 to 1,290 727 to 1,247	12 (6AM-6PM) 12 (6AM-6PM) 12 (6AM-6PM)	3,487 to 4,025 3,487 to 4,025 3,903 to 4,423	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 42	SR 12	SR 113	SR 84 (River Rd)	C	790	1,073 to 1,544	13 (6AM-7PM)	1,288 to 1,853 1,288 to 1,853 1,245 to 1,791	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)	4,023 to 4,588 4,023 to 4,588 4,421 to 4,967	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	C	970	1,135 to 1,685	13 (6AM-7PM)	1,362 to 2,022 1,362 to 2,022 1,317 to 1,955	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)	4,097 to 4,757 4,097 to 4,757 4,493 to 5,131	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./ SJ Co. Line	C	790	704 to 1,030	12 (6AM-6PM)	788 to 1,154 788 to 1,154 788 to 1,154	12 (6AM-6PM) 12 (6AM-6PM) 12 (6AM-6PM)	1,538 to 1,904 1,538 to 1,904 1,658 to 2,024	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 45	SR 12	Sacramento Co./ SJ Co. Line	I-5	C	790	773 to 1,164	12 (6AM-6PM)	813 to 1,224 813 to 1,224 1,224	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)	1,563 to 1,974 1,563 to 1,974 2,094	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 46	I-80 EB	SR 113	Pedrick Rd	C	4,400	2,508 to 4,632	2 (3-5PM)	2,851 to 5,266 2,851 to 5,266 5,107	5 (7-8AM; 2-6PM) 5 (7-8AM; 2-6PM) 3 (3-6PM)	3,316 to 5,731 3,316 to 5,731 5,645	6 (7-9AM; 2-6PM) 6 (7-9AM; 2-6PM) 6 (7-9AM; 2-6PM)
CT 47	I-80 WB	SR 113	Pedrick Rd	C	4,400	3,068 to 4,191	-	3,351 to 4,578 3,351 to 4,578 4,481	2 (4-6PM) 2 (4-6PM) 2 (4-6PM)	3,816 to 5,043 3,816 to 5,043 5,019	5 (6-8AM; 3-6PM) 5 (6-8AM; 3-6PM) 5 (6-8AM; 3-6PM)
CT 48	SR 113	I-80	Dixon City Limits	C	1,920	569 to 1,341	-	569 to 1,341 569 to 1,341 1,341	--- --- ---	1,494 to 2,266 1,494 to 2,266 2,416	8 (8-9AM; 12-7PM) 8 (8-9AM; 12-7PM) 11 (7-9AM; 10AM-7PM)

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 49	SR 113	Dixon City Limits	SR 12	C	680	174 to 294	-	195 to 329 195 to 329 188 to 318	---	1,120 to 1,254 1,120 to 1,254 1,263 to 1,393	13 (6AM-7PM) 13 (6AM-7PM)
CT 50	SR 4 (Marsh Creek Rd) ²	Vasco Rd	Byron Hwy (Old SR 4)	D	1,600	442 to 733	-	---	---	---	---
				C	790	-	-	495 to 821 495 to 821 477 to 792	2 (4-6PM) 1 (4-5PM)	1,420 to 1,746 1,420 to 1,746 1,552 to 1,867	13 (6AM-7PM) 13 (6AM-7PM)
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	D	1,600	554 to 1,224	-	614 to 1,357 614 to 1,357 601 to 1,327	---	1,539 to 2,282 1,539 to 2,282 1,676 to 2,402	12 (7AM-7PM) 12 (7AM-7PM) 13 (6AM-7PM)
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	C	790	412 to 746	-	412 to 746 412 to 746 412 to 746	---	1,337 to 1,671 1,337 to 1,671 1,337 to 1,487 1,821	13 (6AM-7PM) 13 (6AM-7PM)
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	D	1,410	867 to 1,492	1 (4-5PM)	867 to 1,492 867 to 1,492 867 to 1,492	1 (4-5PM) 1 (4-5PM)	1,792 to 2,417 1,792 to 2,417 1,942 to 2,567	13 (6AM-7PM) 13 (6AM-7PM)
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	2,552 to 4,815	-	2,941 to 5,549 2,941 to 5,549 2,941 to 5,386	---	3,406 to 6,014 3,406 to 6,014 3,406 to 5,924	---

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	4,550 to 5,913	-	5,268 to 6,846 5,268 to 6,846 5,108 to 6,639	-	5,733 to 7,311 5,733 to 7,311 5,646 to 7,177	2 (7-8AM; 5-6PM) 2 (7-8AM; 5-6PM)
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	D	5,410	2,430 to 4,586	-	2,867 to 5,411 2,867 to 5,411 2,770 to 5,228	1 (3-4PM) 1 (3-4PM)	3,332 to 5,876 3,332 to 5,876 3,308 to 5,766	3 (3-6PM) 3 (3-6PM) 3 (3-6PM)
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	D	5,410	4,333 to 5,631	3 (7-8AM; 4-6PM)	5,113 to 6,645 5,113 to 6,645 4,940 to 6,419	9 (6-9AM; 12-6PM) 9 (6-9AM; 12-6PM) 8 (6-9AM; 1-6PM)	5,578 to 7,110 5,578 to 7,110 5,478 to 6,957	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
CT 58	I-205 EB	I-580	Mountain House Pkwy	C	4,400	1,350 to 5,071	4 (3-7PM)	1,517 to 5,699 1,517 to 5,699 1,480 to 5,560	4 (3-7PM) 4 (3-7PM) 4 (3-7PM)	1,982 to 6,164 1,982 to 6,164 2,018 to 6,098	5 (2-7PM) 5 (2-7PM) 5 (2-7PM)
CT 59	I-205 WB	I-580	Mountain House Pkwy	C	4,400	1,873 to 4,867	2 (6-8AM)	2,111 to 5,486 2,111 to 5,486 2,058 to 5,348	3 (6-9AM) 3 (6-9AM) 3 (6-9AM)	2,576 to 5,951 2,576 to 5,951 2,596 to 5,886	3 (6-9AM) 3 (6-9AM) 3 (6-9AM)

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	C	4,400	1,431 to 5,068	4 (3-7PM)	1,631 to 5,778 1,631 to 5,778 1,574 to 5,575	5 (2-7PM) (2-7PM) (2-7PM)	2,096 to 6,243 2,096 to 6,243 2,112 to 6,113	5 (2-7PM) (2-7PM) (2-7PM)
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	C	4,400	1,875 to 4,117	-	2,138 to 4,693 2,138 to 4,693 2,063 to 4,529	1 (6-7AM) (6-7AM) (6-7AM)	2,603 to 5,158 2,603 to 5,158 2,601 to 5,067	2 (6-8AM) (6-8AM) (6-8AM)
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	D	5,410	1,525 to 4,200	-	1,739 to 4,788 1,739 to 4,788 1,525 to 4,200	==	1,794 to 4,843 1,794 to 4,843 1,525 to 4,200	==
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	D	5,410	1,852 to 3,079	-	2,111 to 3,510 2,111 to 3,510 1,852 to 3,079	==	2,166 to 3,565 2,166 to 3,565 1,852 to 3,079	==
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	D	5,410	1,511 to 4,182	-	1,723 to 4,767 1,723 to 4,767 1,511 to 4,182	==	1,778 to 4,822 1,778 to 4,822 1,511 to 4,182	==
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	D	5,410	2,083 to 3,446	-	2,375 to 3,928 2,375 to 3,928 2,083 to 3,446	==	2,430 to 3,983 2,430 to 3,983 2,083 to 3,446	==
ISL 01	A St/4th St/ Jackson Blvd.	SR 160	Isleton City Limits	D	1,410	17 to 75	-	17 to 75 17 to 75 17 to 75	==	72 to 130 72 to 130 72 to 130 75	==

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
OAK 01	Main Street (Old SR 4) ¹	SR 160	Cypress Rd	C	1,920	752 to 1,663	-	--	--	--	--
				D	3,540	-	-	817 to 1,807 1,807 to 1,759	--	1,742 to 2,732 2,732 to 2,834	--
OAK 02	Main Street (Old SR 4) ¹	Cypress Rd	Delta Rd (Oakley City Limits)	C	970	722 to 1,335	10 (7-9AM; 11AM-7PM)	--	--	--	--
				D	1,760	-	-	852 to 1,575 1,575 to 1,522	--	1,777 to 2,500 2,500 to 2,597	13 (6AM-7PM) 13 (6AM-7PM)
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	D	1,600	304 to 764	-	340 to 856 856	--	830 to 1,346 1,346 to 1,422	--
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	D	1,410	140 to 367	-	157 to 411 411	--	287 to 541 541 to 563	--
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	D	1,410	155 to 334	-	157 to 337 337 to 278	--	697 to 877 877 to 904	--

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	D	3,540	789 to 2,191	-	789 to 2,191 789 to 2,191	---	2,599 to 4,001 2,599 to 4,292	6 (8-9AM; 2-7PM) 6 (8-9AM; 2-7PM) 8 (7-9AM; 1-7PM)
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	D	1,760	152 to 492	-	170 to 551 152 to 531	---	1,980 to 2,361 1,980 to 2,632	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	D	1,410	98 to 346	-	109 to 384 109 to 371	---	1,919 to 2,194 1,919 to 2,472	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	D	1,410	77 to 137	-	81 to 145 81 to 137	---	136 to 200 136 to 137	---
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	D	1,410	10 to 29	-	11 to 32 11 to 29	---	66 to 87 66 to 29	---
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	D	1,410	19 to 38	-	20 to 39 20 to 38	---	75 to 94 75 to 38	---
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	D	1,410	41 to 71	-	41 to 72 41 to 71	---	96 to 127 96 to 71	---

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SC 06	Twin Cities Rd	River Rd	I-5	D	1,410	130 to 248	-	134 to 255 133 to 253	--	1,384 to 1,505 1,384 to 1,505 1,704	13 (6AM-9AM; 2-11AM-12PM; 2-6PM) 13 (6AM-9AM; 11AM-12PM; 2-6PM) 13 (6AM-7PM)
SC 07	Twin Cities Rd	I-5	Franklin Blvd	D	1,410	141 to 318	-	152 to 344 141 to 318	--	207 to 399 207 to 318	--
SC 08	Sutter Slough Bridge Rd	Sacramento Co./ Yolo Co. Line	Paintersville Bridge	D	1,410	51 to 113	-	57 to 127 57 to 122	--	2,792 to 2,862 2,792 to 2,862 3,298	13 (6AM-7PM) 13 (6AM-7PM) (6AM-7PM)
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	D	1,410	85 to 134	-	86 to 136 86 to 135	--	1,336 to 1,386 1,336 to 1,537 1,586	13 (6AM-7PM)
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	D	1,600	223 to 365	-	230 to 377 230 to 377	--	360 to 507 360 to 529	--
SC 11	Walnut Grove Rd/River Rd	Walnut Grove Bridge	Sacramento Co./ SJ Co. Line	D	1,410	175 to 332	-	182 to 345 179 to 340	--	1,702 to 2,865 1,702 to 2,865 2,104	13 (6AM-7PM) 13 (6AM-7PM) (6AM-7PM)

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	D	1,410	61 to 283	-	61 to 283 28361 to 283	--	116 to 338 116 to 33861 to 283	--
SC 13	Race Track Rd/ Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	D	1,410	17 to 34	-	18 to 35 18 to 3517 to 34	--	73 to 90 73 to 9017 to 34	--
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	D	1,410	14 to 39	-	14 to 39 14 to 3914 to 39	--	69 to 94 69 to 9469 to 39	--
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	D	1,410	4 to 53	-	4 to 59 4 to 594 to 53	--	59 to 114 59 to 11459 to 53	--
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	D	1,410	16 to 52	-	18 to 58 18 to 5816 to 52	--	73 to 113 73 to 11373 to 52	--
SJ 01	Walnut Grove Rd	Sacramento Co./ SJ Co. Line	I-5	C	790	141 to 232	-	146 to 241 146 to 241145 to 238	--	1,666 to 1,761 1,666 to 1,7611,909 to 2,002	13 (6AM-7PM) 13 (6AM-7PM)
SJ 02	Peltier Rd	Blossom Rd	I-5	C	680	8 to 23	-	8 to 23 8 to 238 to 23	--	63 to 78 63 to 7863 to 23	--
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	C	790	108 to 209	-	108 to 209 108 to 209108 to 209	--	163 to 264 163 to 264108 to 209	--
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	C	790	69 to 171	-	77 to 192 77 to 19277 to 171	--	132 to 247 132 to 24769 to 171	--

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
WS 01	Harbor Blvd	Industrial Blvd	US 50	D	3,540	1,140 to 2,317	-	1,257 to 2,555 1,257 to 2,555 1,218 to 2,476	==	2,882 to 4,180 2,882 to 4,180 3,102 to 4,360	6 (7-9AM; 3-7PM) 6 (7-9AM; 3-7PM) 10 (7-10AM; 12-7PM)
WS 02	Industrial Blvd/ Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	C	1,920	773 to 1,858	-	866 to 2,081 866 to 2,081 835 to 2,007	1 (5-6PM) 1 (5-6PM) 1 (5-6PM)	2,491 to 3,706 2,491 to 3,706 2,719 to 3,891	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	C	1,920	546 to 1,718	-	606 to 1,906 606 to 1,906 586 to 1,843	==	2,231 to 3,531 2,231 to 3,531 2,470 to 3,727	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	C	680	42 to 146	-	46 to 160 46 to 160 45 to 155	==	1,671 to 1,785 1,671 to 1,785 1,929 to 2,039	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	C	680	74 to 249	-	76 to 257 76 to 257 76 to 254	==	1,886 to 2,067 1,886 to 2,067 2,177 to 2,355	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 13: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./ Yolo Co. Line	C	680	25 to 63	-	28 to 71 28 to 71 27 to 68	---	2,763 to 2,806 2,763 to 2,806 2,203 to 3,244	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	C	680	28 to 77	-	31 to 86 31 to 86 30 to 83	---	1,656 to 1,711 1,656 to 1,711 914 to 1,967	13 (6AM-7PM) 13 (6AM-7PM) 13 (6AM-7PM)

Notes:

- (1) Facility is analyzed as a Caltrans facility under Baseline Conditions and a local facility under Baseline Plus Construction Conditions – roadway is relinquished to local jurisdiction after Baseline Year (2009). LOS Threshold is LOS C under Baseline Conditions and changes to LOS D under Baseline Plus Construction Conditions.
- (2) Facility is analyzed as a local facility under Baseline Conditions and a Caltrans facility under Baseline Plus Construction Conditions – roadway is adopted as a State facility after Baseline Year (2009). LOS Threshold is LOS D under Baseline Conditions and changes to LOS C under Baseline Plus Construction Conditions.

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TABLE 14: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
ALA 01	Byron Hwy	Contra Costa Co./Alameda Co. Line	Alameda Co./ San Joaquin Co. Line	Acceptable Acceptable	Yes YesYes	No NoNo
BRE 01	Brentwood Blvd (old SR 4)	Delta Rd (Oakley City Limits)	Balfour Rd	Acceptable Acceptable	Yes YesYes	No NoNo
BRE 02	Brentwood Blvd (old SR 4)	Balfour Rd	Brentwood City Limits (South)	Acceptable Acceptable	Yes YesYes	No NoNo
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	Acceptable Acceptable	Yes YesYes	No NoNo
CC 01	Bethel Island Rd	Oakley City Limits	End	Deficient Deficient	Yes YesYes	Yes YesYes
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	Deficient Deficient	Yes YesYes	Yes YesYes
CC 03	Old SR 4	Brentwood City Limits (South)	Marsh Creek Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CC 04	Byron Hwy	Delta Rd	Old SR 4	Acceptable Acceptable	Yes YesYes	No NoNo
CC 05	Byron Hwy	SR 4	Contra Costa Co./ Alameda Co. Line	Deficient Deficient	Yes YesYes	Yes YesYes
CT 01	I-5 NB	Florin Rd	Pocket Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 02	I-5 SB	Florin Rd	Pocket Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	Deficient Deficient	No NoNo	No NoNo
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	Deficient Deficient	No NoNo	No NoNo
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	Acceptable Acceptable	Yes YesNo	No NoNo
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	Acceptable Acceptable	Yes YesNo	No NoNo
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	Deficient Deficient	Yes YesYes	Yes YesYes

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TABLE 14: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 15	I-5 NB	Peltier Rd	Turner Rd	Acceptable Acceptable	Yes YesNo	No NoNo
CT 16	I-5 SB	Peltier Rd	Turner Rd	Acceptable Acceptable	No NoNo	No NoNo
CT 17	I-5 NB	Turner Rd	SR 12	Acceptable Acceptable	Yes YesYes	No NoNo
CT 18	I-5 SB	Turner Rd	SR 12	Acceptable Acceptable	Yes YesYes	No NoNo
CT 19	I-5 NB	SR 12	Eight Mile Rd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 20	I-5 SB	SR 12	Eight Mile Rd	Acceptable Acceptable	Yes YesYes	No NoNo
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	Deficient Deficient	No NoNo	No NoNo
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	Acceptable Acceptable	No NoNo	No NoNo
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	Deficient Deficient	Yes YesYes	Yes YesYes
CT 24	SR 160 (Freeport Blvd/River Rd)	Freeport Bridge	Scribner Rd	Deficient Deficient	No NoNo	No NoNo
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	Deficient Deficient	No NoNo	No NoNo
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	Deficient Deficient	No NoNo	No NoNo
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	Deficient Deficient	No NoNo	No NoNo
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	Not Applicable Not Applicable	Yes YesYes	No NoNo
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	Acceptable Acceptable	Yes YesYes	No NoNo
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	Deficient Deficient	Yes YesYes	Yes YesYes

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TABLE 14: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 31	SR 160	A St (Isleton)	SR 12	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 32	SR 160	SR 12	Brannan Island Rd	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 34	SR 84 (Courtland Rd/Ryer Ave)	Courtland Rd	Cache Slough Ferry	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 35	I-80 EB	Suisun Valley Rd	SR 12	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 36	I-80 WB	SR 12	Suisun Valley Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 37	SR 12 EB	I-80	Beck Ave	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 38	SR 12 WB	Beck Ave	I-80	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 39	SR 12	Beck Ave	Sunset Ave/Grizzly Island Rd	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 40	SR 12	Sunset Ave/Grizzly Island Rd	Walters Rd/Lawler Ranch Pkwy	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 41	SR 12	Walters Rd/Lawler Ranch Pkwy	SR 113	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 42	SR 12	SR 113	SR 84 (River Rd)	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	Not Applicable <u>Not Applicable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./SJ Co. Line	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 45	SR 12	Sacramento Co./San Joaquin Co. Line	I-5	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 46	I-80 EB	SR 113	Pedrick Rd	Deficient Deficient	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>
CT 47	I-80 WB	Pedrick Rd	SR 113	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>
CT 48	SR 113	I-80	Dixon City Limits	<u>Acceptable</u> <u>Acceptable</u>	<u>Yes</u> <u>Yes</u> <u>Yes</u>	<u>No</u> <u>No</u> <u>No</u>

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TABLE 14: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 49	SR 113	Dixon City Limits	SR 12	Deficient Deficient	Yes YesYes	Yes YesYes
CT 50	SR 4 (Marsh Creek Rd)	Vasco Rd	Byron Hwy (Old SR 4)	Acceptable Acceptable	Yes YesYes	No NoNo
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	Deficient Deficient	Yes YesYes	Yes YesYes
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	Deficient Deficient	Yes YesYes	Yes YesYes
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	Deficient Deficient	Yes YesYes	Yes YesYes
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	Deficient Deficient	Yes YesYes	Yes YesYes
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	Acceptable Acceptable	Yes YesYes	No NoNo
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	Acceptable Acceptable	Yes YesYes	No NoNo
CT 58	I-205 EB	I-580	Mountain House Pkwy	Acceptable Acceptable	Yes YesYes	No NoNo
CT 59	I-205 WB	I-580	Mountain House Pkwy	Acceptable Acceptable	Yes YesYes	No NoNo
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	Acceptable Acceptable	Yes YesYes	No NoNo
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	Acceptable Acceptable	Yes YesYes	No NoNo
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	Acceptable Acceptable	Yes YesNo	No NoNo
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	Acceptable Acceptable	No NoNo	No NoNo
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	Acceptable Acceptable	No NoNo	No NoNo
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	Acceptable Acceptable	No NoNo	No NoNo
ISL 01	A St/4th St/Jackson Blvd.	SR 160	Isleton City Limits	Deficient Deficient	No NoNo	No NoNo
OAK 01	Main Street (Old SR 4)	SR 160	Cypress Rd	Deficient Deficient	Yes YesYes	Yes YesYes
OAK 02	Main Street (Old SR 4)	Cypress Rd	Delta Rd (Oakley City Limits)	Deficient Deficient	Yes YesYes	Yes YesYes
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	Acceptable Acceptable	Yes YesYes	No NoNo

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TABLE 14: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	Deficient Deficient	Yes YesYes	Yes YesYes
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	Deficient Deficient	Yes YesYes	Yes YesYes
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	Deficient Deficient	Yes YesYes	Yes YesYes
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	Acceptable Acceptable	Yes YesYes	No NoNo
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	Not Applicable Not Applicable	Yes YesYes	No NoNo
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	Deficient Deficient	No NoNo	No NoNo
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	Acceptable Acceptable	No NoNo	No NoNo
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	Deficient Deficient	No NoNo	No NoNo
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	Deficient Deficient	No NoNo	No NoNo
SC 06	Twin Cities Rd	River Rd	I-5	Acceptable Acceptable	Yes YesYes	No NoNo
SC 07	Twin Cities Rd	I-5	Franklin Blvd	Deficient Deficient	No NoNo	No NoNo
SC 08	Sutter Slough Bridge Rd	Sacramento Co./ Yolo Co. Line	Paintersville Bridge	Deficient Deficient	Yes YesYes	Yes YesYes
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	Deficient Deficient	Yes YesYes	Yes YesYes
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	Deficient Deficient	Yes YesYes	Yes YesYes
SC 11	Walnut Grove Rd/River Rd	Walnut Grove Bridge	Sacramento Co./ San Joaquin Co. Line	Acceptable Acceptable	Yes YesYes	No NoNo
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	Acceptable Acceptable	No NoNo	No NoNo
SC 13	Race Track Rd/ Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	Deficient Deficient	No NoNo	No NoNo

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TABLE 14: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	Deficient Deficient	No No No	No No No
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	Acceptable Acceptable	No No No	No No No
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	Acceptable Acceptable	No No No	No No No
SJ 01	Walnut Grove Rd	Sacramento Co./ San Joaquin Co. Line	I-5	Deficient Deficient	Yes Yes Yes	Yes Yes Yes
SJ 02	Peltier Rd	Blossom Rd	I-5	Deficient Deficient	No No No	No No No
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	Acceptable Acceptable	No No No	No No No
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	Acceptable Acceptable	No No No	No No No
SJ 05	Byron Hwy	Alameda Co./San Joaquin Co. Line	Mountain House Pkwy	Acceptable Acceptable	Yes Yes Yes	No No No
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd	Acceptable Acceptable	Yes Yes Yes	No No No
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205	Acceptable Acceptable	Yes Yes Yes	No No No
STK 01	Eight Mile Rd	Stockton City Limits	I-5	Deficient Deficient	No No No	No No No
TRA 01	Tracy Blvd	Tracy City Limits	I-205	Deficient Deficient	No No No	No No No
WS 01	Harbor Blvd	Industrial Blvd	US 50	Acceptable Acceptable	Yes Yes Yes	No No No
WS 02	Industrial Blvd/Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	Acceptable Acceptable	Yes Yes Yes	No No No
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	Deficient Deficient	Yes Yes Yes	Yes Yes Yes
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	Deficient Deficient	Yes Yes Yes	Yes Yes Yes

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TABLE 14: WEST CANAL (ALTERNATIVES 1C, 2C, AND 6C) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	Deficient Deficient	Yes YesYes	Yes YesYes
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./Yolo Co. Line	Deficient Deficient	Yes YesYes	Yes YesYes
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	Deficient Deficient	Yes YesYes	Yes YesYes

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1 Through Delta/Separate Corridors (Alternative 9)

2 The through delta/separate corridors alignment would consist of four corridors: two for water supply and
3 two for fish movement. Water would travel south from proposed intakes near Walnut Grove through a
4 series of rivers and canals guided by operable barriers. Construction activity under this alignment includes
5 constructing the intakes near Walnut Grove, operable barriers throughout the Delta, and dredging of
6 existing canals and waterways to convey additional water.

7 Table 15 summarizes the Baseline, BPBG, and BPBGPP LOS for the study roadway segments under the
8 through delta/separate corridors alignment. Table 15 also identifies the number of occurrences and the
9 respective time frame when roadway segments exceed the hourly volume LOS threshold for each
10 scenario. The results presented in Table 15 indicate that ~~17-23~~ roadway segments exceed the LOS
11 threshold for at least one hour during the 6 AM to 7 PM period under BPBG conditions and ~~51-56~~
12 roadway segments exceed the LOS threshold for at least one hour under BPBGPP conditions for the
13 through delta/separate corridors alignment.

14 Table 16 summarizes the baseline plus project pavement impacts for the study roadway segments. The
15 results presented in Table 16 indicate that construction activity related to the through delta/separate
16 corridors alignment would result in a potential impact to the physical conditions on ~~43~~2 of the study
17 roadway segments.

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
ALA 01	Byron Hwy	Contra Costa Co./ Alameda Co. Line	Alameda Co./San Joaquin Co. Line	D	1,600	385 to 656	-	470 to 800 416 to 708	--	2,160 to 2,490 2,184 to 2,476	13 (6AM-7PM) 13 (6AM-7PM)
BRE 01	Brentwood Blvd (old SR 4) ¹	Delta Rd (Oakley City Limits)	Balfour Rd	C	970	586 to 1,516	11 (7-9AM; 10AM-7PM)	--	--	--	--
				D	1,760	-	-	597 to 1,544 590 to 1,526	--	3,302 to 4,249 3,417 to 4,353	13 (6AM-7PM) 13 (6AM-7PM)
BRE 02	Brentwood Blvd (old SR 4) ¹	Balfour Rd	Brentwood City Limits (South)	C	1,920	369 to 1,013	-	--	--	--	--
				D	3,540	-	-	373 to 1,024 346 to 950	--	3,078 to 3,729 3,173 to 3,777	5 (10-11AM; 12-4PM) 8 (6-7AM; 9AM-4PM)
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	D	3,540	437 to 1,300	-	533 to 1,586 437 to 1,300	--	608 to 1,661 437 to 1,300	--
CC 01	Bethel Island Rd	Oakley City Limits	End	D	1,600	124 to 330	-	151 to 403 124 to 330	--	226 to 478 124 to 330	--
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	D	1,600	90 to 297	-	110 to 362 90 to 297	--	185 to 437 90 to 297	--
CC 03	Old SR 4 ¹	Brentwood City Limits (South)	Marsh Creek Rd	C	790	1,133 to 1,682	13 (6AM-7PM)	--	--	--	--

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
				D	1,600	-	-	1,307 to 1,940 1,220 to 1,811	4 (7-8AM; 3-6PM) (3-6PM)	4,012 to 4,645 4,047 to 4,638	13 (6AM-7PM) (6AM-7PM)
CC 04	Byron Hwy	Delta Rd	Old SR 4	D	1,410	108 to 240	-	109 to 243 108 to 240	--	184 to 318 108 to 240	--
CC 05	Byron Hwy	SR 4	Contra Costa Co./ Alameda Co. Line	D	1,600	483 to 907	-	589 to 1,107 522 to 980	--	2,279 to 2,797 2,290 to 2,748	13 (6AM-7PM) (6AM-7PM)
CT 01	I-5 NB	Florin Rd	Pocket Rd	F	6,060	2,589 to 5,820	-	3,095 to 6,958 2,589 to 5,820	1 (7-8AM)-	3,170 to 7,033 2,589 to 5,820	1 (7-8AM)-
CT 02	I-5 SB	Florin Rd	Pocket Rd	F	6,060	1,647 to 5,705	-	1,931 to 6,690 1,647 to 5,705	2 (4-6PM)-	2,006 to 6,765 1,647 to 5,705	2 (4-6PM)-
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	F	6,060	2,359 to 5,156	-	2,666 to 5,828 2,359 to 5,156	--	2,741 to 5,903 2,359 to 5,156	--
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	F	6,060	1,543 to 5,243	-	1,759 to 5,978 1,543 to 5,243	--	1,834 to 6,053 1,543 to 5,243	--
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,820 to 3,339	-	2,098 to 3,848 1,820 to 3,339	--	2,173 to 3,923 1,820 to 3,339	--

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	F	4,010	1,254 to 3,332	-	1,442 to 3,832 1,254 to 3,332	--	1,517 to 3,907 1,254 to 3,332	--
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,504 to 2,162	-	1,770 to 2,544 1,504 to 2,162	--	1,845 to 2,619 1,504 to 2,162	--
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	F	4,010	1,217 to 2,236	-	1,442 to 2,648 1,217 to 2,236	--	1,517 to 2,723 1,217 to 2,236	--
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,414 to 1,851	-	1,707 to 2,234 1,560 to 2,043	--	2,112 to 2,639 1,980 to 2,463	--
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	F	4,010	1,207 to 1,964	-	1,458 to 2,373 1,333 to 2,169	--	1,863 to 2,778 1,753 to 2,589	--
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,312 to 1,720	-	1,580 to 2,072 1,312 to 1,720	--	1,655 to 2,147 1,312 to 1,720	--
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	C	2,880	1,111 to 1,813	-	1,339 to 2,184 1,111 to 1,813	--	1,414 to 2,259 1,111 to 1,813	--
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	C	2,880	1,374 to 1,803	-	1,759 to 2,308 1,594 to 2,091	--	2,119 to 2,668 1,967 to 2,464	--

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	C	2,880	1,128 to 1,894	-	1,444 to 2,424 1,308 to 2,197	--	1,804 to 2,784 1,681 to 2,570	--
CT 15	I-5 NB	Peltier Rd	Turner Rd	C	2,880	1,421 to 1,885	-	1,819 to 2,413 1,421 to 1,885	--	1,894 to 2,488 1,421 to 1,885	--
CT 16	I-5 SB	Peltier Rd	Turner Rd	C	2,880	1,145 to 1,974	-	1,466 to 2,527 1,145 to 1,974	--	1,541 to 2,602 1,145 to 1,974	--
CT 17	I-5 NB	Turner Rd	SR 12	C	2,880	1,288 to 1,985	-	1,649 to 2,541 1,443 to 2,223	--	1,759 to 2,651 1,554 to 2,334	--
CT 18	I-5 SB	Turner Rd	SR 12	C	2,880	1,124 to 1,482	-	1,439 to 1,897 1,259 to 1,660	--	1,549 to 2,007 1,370 to 1,771	--
CT 19	I-5 NB	SR 12	Eight Mile Rd	C	4,400	1,533 to 2,267	-	1,901 to 2,811 1,656 to 2,448	--	2,011 to 2,921 1,767 to 2,559	--
CT 20	I-5 SB	SR 12	Eight Mile Rd	C	4,400	1,243 to 2,070	-	1,541 to 2,567 1,342 to 2,236	--	1,651 to 2,677 1,453 to 2,347	--
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	D	5,410	1,937 to 3,452	-	2,402 to 4,280 1,937 to 3,452	--	2,477 to 4,355 1,937 to 3,452	--

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	D	5,410	1,817 to 2,760	-	2,253 to 3,422 1,817 to 2,760	--	2,328 to 3,497 1,817 to 2,760	--
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	E	1,740	136 to 476	-	160 to 559 to 476	--	235 to 634 to 476	--
CT 24	SR 160 (Freeport Blvd/ River Rd)	Freeport Bridge	Scribner Rd	E	1,740	94 to 180	-	94 to 180 94 to 180	--	169 to 255 to 180	--
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	E	1,740	41 to 125	-	41 to 125 41 to 125	--	116 to 200 to 125	--
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	E	1,740	105 to 170	-	126 to 204 to 170	--	201 to 279 to 170	--
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	E	1,740	69 to 122	-	78 to 137 to 122	--	153 to 212 to 122	--
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	E	1,740	75 to 150	-	82 to 164 to 156	--	797 to 879 to 901	--
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	E	1,740	78 to 128	-	99 to 163 to 147	--	2,494 to 2,558 2,593 to 2,651	13 (6AM-7PM) 13 (6AM-7PM)
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	E	1,740	173 to 465	-	173 to 465 to 465	--	2,568 to 2,860 2,677 to 2,969	13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 31	SR 160	A St (Isleton)	SR 12	E	1,740	193 to 378	-	193 to 378 193 to 378	--	2,588 to 2,773 2,588 to 2,882	13 (6AM-7PM) 13 (6AM-7PM)
CT 32	SR 160	SR 12	Brannan Island Rd	F	1,740	530 to 894	-	583 to 983 549 to 926	--	3,993 to 4,393 4,112 to 4,489	13 (6AM-7PM) 13 (6AM-7PM)
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	B	200	40 to 169	-	45 to 192 42 to 177	--	2,440 to 2,587 2,546 to 2,681	13 (6AM-7PM) 13 (6AM-7PM)
CT 34	SR 84 (Courtland Rd/Ryer Ave)	Courtland Rd	Cache Slough Ferry	C	680	10 to 25	-	11 to 28 10 to 25	--	86 to 103 10 to 25	--
CT 35	I-80 EB	Suisun Valley Rd	SR 12	C	8,350	3,079 to 6,994	-	3,941 to 8,952 3,510 to 7,973	3 (3-6PM)	5,646 to 10,657 5,292 to 9,755	8 (11AM-7PM) 5 (2-7PM)
CT 36	I-80 WB	Suisun Valley Rd	SR 12	C	8,350	5,751 to 8,892	2 (6-8AM)	7,361 to 11,382 6,556 to 10,137	7 (6-9AM; 2-6PM) 2 (6-8AM)	9,066 to 13,087 8,338 to 11,919	13 (6AM-7PM) 12 (6AM-6PM)
CT 37	SR 12 EB	I-80	Beck Ave	C	2,880	528 to 1,847	-	686 to 2,401 612 to 2,143	--	2,391 to 4,106 2,394 to 3,925	12 (7AM-7PM) 11 (7-9AM; 10AM-7PM)

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 38	SR 12 WB	I-80	Beck Ave	C	2,880	829 to 1,625	-	1,078 to 2,113 962 to 1,885	--	2,783 to 3,818 2,744 to 3,667	12 (6AM-6PM) 12 (6AM-6PM)
CT 39	SR 12	Beck Ave	Sunset Ave/ Grizzly Island Rd	C	5,060	2,408 to 3,573	-	3,091 to 4,587 2,772 to 4,114	--	6,501 to 7,977 6,335 to 7,677	13 (6AM-7PM) 13 (6AM-7PM)
CT 40	SR 12	Sunset Ave/ Grizzly Island Rd	Walters Rd/ Lawler Ranch Pkwy	C	5,060	1,607 to 2,353	-	2,089 to 3,059 1,864 to 2,729	--	5,499 to 6,469 5,427 to 6,292	13 (6AM-7PM) 13 (6AM-7PM)
CT 41	SR 12	Walters Rd/ Lawler Ranch Pkwy	SR 113	C	790	627 to 1,075	10 (6-8AM; 9-1PM; 2-6PM)	815 to 1,398 727 to 1,247	13 (6AM-7PM) 12 (6AM-6PM)	4,225 to 4,808 4,290 to 4,810	13 (6AM-7PM) 13 (6AM-7PM)
CT 42	SR 12	SR 113	SR 84 (River Rd)	C	790	1,073 to 1,544	13 (6AM-7PM)	1,395 to 2,007 1,245 to 1,791	13 (6AM-7PM) 13 (6AM-7PM)	4,805 to 5,417 4,808 to 5,354	13 (6AM-7PM) 13 (6AM-7PM)
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	C	970	1,135 to 1,685	13 (6AM-7PM)	1,476 to 2,191 1,317 to 1,955	13 (6AM-7PM) 13 (6AM-7PM)	4,886 to 5,601 4,880 to 5,518	13 (6AM-7PM) 13 (6AM-7PM)
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./ SJ Co. Line	C	790	704 to 1,030	12 (6AM-6PM)	859 to 1,257 746 to 1,092	12 (6AM-7PM) 12 (6AM-6PM)	1,074 to 1,472 967 to 1,313	13 (6AM-7PM) 13 (6AM-7PM)
CT 45	SR 12	Sacramento Co./ SJ Co. Line	I-5	C	790	773 to 1,164	12 (6AM-6PM)	846 to 1,274 793 to 1,194	13 (6AM-7PM) 13 (6AM-7PM)	1,061 to 1,489 1,014 to 1,415	13 (6AM-7PM) 13 (6AM-7PM)

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ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 46	I-80 EB	SR 113	Pedrick Rd	C	4,400	2,508 to 4,632	2 (3-5PM)	3,066 to 5,662 2,808 to 5,186	6 (7-9AM; 2-6PM) 3 (3-6PM)	4,771 to 7,367 4,590 to 6,968	13 (6AM-7PM) 13 (6AM-7PM)
CT 47	I-80 WB	SR 113	Pedrick Rd	C	4,400	3,068 to 4,191	-	3,528 to 4,819 3,316 to 4,529	4 (7-8AM; 3-6PM) 2 (3-5PM)	5,233 to 6,524 4,509 to 6,311	13 (6AM-7PM) 13 (6AM-7PM)
CT 48	SR 113	I-80	Dixon City Limits	C	1,920	569 to 1,341	-	569 to 1,341 569 to 1,341	--	3,979 to 4,751 4,132 to 4,904	13 (6AM-7PM) 13 (6AM-7PM)
CT 49	SR 113	Dixon City Limits	SR 12	C	680	174 to 294	-	212 to 359 188 to 318	--	3,622 to 3,769 3,751 to 3,881	13 (6AM-7PM) 13 (6AM-7PM)
CT 50	SR 4 (Marsh Creek Rd) ²	Vasco Rd	Byron Hwy (Old SR 4)	D	1,600	442 to 733	-	--	--	--	--
				C	790	-	-	539 to 894 477 to 792	2 (4-6PM) 1 (4-5PM)	3,244 to 3,599 3,304 to 3,619	13 (6AM-7PM) 13 (6AM-7PM)
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	D	1,600	554 to 1,224	-	647 to 1,430 601 to 1,327	--	3,352 to 4,135 3,428 to 4,154	13 (6AM-7PM) 13 (6AM-7PM)
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	C	790	412 to 746	-	412 to 746 412 to 746	--	3,117 to 3,451 3,239 to 3,573	13 (6AM-7PM) 13 (6AM-7PM)

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ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	D	1,410	867 to 1,492	1 (4-5PM)	867 to 1,492 867 to 1,492	1 (4-5PM) 1 (4-5PM)	3,572 to 4,197 3,572 to 4,319	13 (6AM-7PM) 13 (6AM-7PM)
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	2,552 to 4,815	-	3,158 to 5,957 3,158 to 5,386	--	4,513 to 7,312 4,513 to 6,800	1 (3-4PM) 1 (3-4PM)
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	D	7,280	4,550 to 5,913	-	5,667 to 7,364 5,667 to 6,639	2 (7-8AM; 5-6PM) 2 (7-8AM; 5-6PM)	7,022 to 8,719 7,022 to 8,053	11 (6-9AM; 10AM-6PM) 11 (6-9AM; 10AM-6PM)
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	D	5,410	2,430 to 4,586	-	3,110 to 5,870 3,110 to 5,228	3 (3-6PM) 3 (3-6PM)	4,465 to 7,225 4,465 to 6,642	12 (7AM-7PM) 12 (7AM-7PM)
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	D	5,410	4,333 to 5,631	3 (7-8AM; 4-6PM)	5,546 to 7,208 5,546 to 6,419	13 (6AM-7PM) 13 (6-9AM; 1-6PM)	6,901 to 8,563 6,901 to 7,833	13 (6AM-7PM) 13 (6AM-7PM)
CT 58	I-205 EB	I-580	Mountain House Pkwy	C	4,400	1,350 to 5,071	4 (3-7PM)	1,610 to 6,048 1,610 to 5,560	5 (2-7PM) 5 (3-7PM)	2,455 to 6,893 2,455 to 6,444	5 (2-7PM) 5 (2-7PM)
CT 59	I-205 WB	I-580	Mountain House Pkwy	C	4,400	1,873 to 4,867	2 (6-8AM)	2,243 to 5,829 2,243 to 5,348	3 (6-9AM) 3 (6-9AM)	3,088 to 6,674 3,088 to 6,232	4 (6-10AM) 4 (6-10AM)

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ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	C	4,400	1,431 to 5,068	4 (3-7PM)	1,774 to 6,284 1,574 to 5,575	5 (2-7PM) 5 (2-7PM)	2,619 to 7,129 2,458 to 6,459	7 (12-7PM) 5 (2-7PM)
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	C	4,400	1,875 to 4,117	-	2,325 to 5,105 2,063 to 4,529	2 (6-8AM) 1 (6-7AM)	3,170 to 5,950 2,947 to 5,413	5 (6-11AM) 3 (6-9AM)
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	D	5,410	1,525 to 4,200	-	1,891 to 5,208 1,617 to 4,452	--	2,546 to 5,863 2,300 to 5,135	3 (3-6PM) -
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	D	5,410	1,852 to 3,079	-	2,296 to 3,818 1,963 to 3,264	--	2,951 to 4,473 2,646 to 3,947	--
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	D	5,410	1,511 to 4,182	-	1,874 to 5,186 1,602 to 4,433	--	2,529 to 5,841 2,285 to 5,116	3 (3-6PM) -
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	D	5,410	2,083 to 3,446	-	2,583 to 4,273 2,208 to 3,653	--	3,238 to 4,928 2,891 to 4,336	--
ISL 01	A St/4th St/ Jackson Blvd.	SR 160	Isleton City Limits	D	1,410	17 to 75	-	17 to 75 17 to 75	--	92 to 150 17 to 75	--
OAK 01	Main Street (Old SR 4) ¹	SR 160	Cypress Rd	C	1,920	752 to 1,663	-	--	--	--	--
				D	3,540	-	-	872 to 1,927 795 to 1,759	--	3,577 to 4,632 2,622 to 4,586	13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
OAK 02	Main Street (Old SR 4) ¹	Cypress Rd	Delta Rd (Oakley City Limits)	C	970	722 to 1,335	10 (7-9AM; 11AM-7PM)	--	--	--	--
				D	1,760	-	-	924 to 1,709 823 to 1,522	--	3,629 to 4,414 3,650 to 4,349	13 (6AM-7PM) 13 (6AM-7PM)
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	D	1,600	304 to 764	-	371 to 932 304 to 764	--	446 to 1,007 304 to 764	--
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	D	1,410	140 to 367	-	171 to 448 140 to 367	--	246 to 523 140 to 367	--
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	D	1,410	155 to 334	-	157 to 339 155 to 334	--	232 to 414 155 to 334	--
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	D	3,540	789 to 2,191	-	789 to 2,191 789 to 2,191	--	864 to 2,266 789 to 2,191	--
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	D	1,760	152 to 492	-	185 to 600 152 to 492	--	260 to 675 152 to 492	--
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	D	1,410	98 to 346	-	118 to 415 98 to 346	--	193 to 490 98 to 346	--
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	D	1,410	77 to 137	-	85 to 151 77 to 137	--	160 to 226 77 to 137	--
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	D	1,410	10 to 29	-	12 to 34 10 to 29	--	87 to 109 10 to 29	--

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	D	1,410	19 to 38	-	20 to 40 19 to 38	--	95 to 115 19 to 38	--
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	D	1,410	41 to 71	-	42 to 72 41 to 71	--	117 to 147 41 to 71	--
SC 06	Twin Cities Rd	River Rd	I-5	D	1,410	130 to 248	-	137 to 262 133 to 254	--	852 to 977 878 to 999	--
SC 07	Twin Cities Rd	I-5	Franklin Blvd	D	1,410	141 to 318	-	162 to 365 149 to 335	--	262 to 465 252 to 438	--
SC 08	Sutter Slough Bridge Rd	Sacramento Co./ Yolo Co. Line	Paintersville Bridge	D	1,410	51 to 113	-	62 to 138 55 to 122	--	2,457 to 2,533 2,559 to 2,626	13 (6AM-7PM) 13 (6AM-7PM)
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	D	1,410	85 to 134	-	87 to 137 86 to 135	--	802 to 852 831 to 880	--
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	D	1,600	223 to 365	-	236 to 386 229 to 375	--	951 to 1,101 974 to 1,120	--
SC 11	Walnut Grove Rd/River Rd	Walnut Grove Bridge	Sacramento Co./ SJ Co. Line	D	1,410	175 to 332	-	187 to 355 181 to 343	--	902 to 1,070 926 to 1,088	--
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	D	1,410	61 to 283	-	61 to 283 61 to 283	--	416 to 638 429 to 651	--
SC 13	Race Track Rd/ Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	D	1,410	17 to 34	-	18 to 36 17 to 34	--	93 to 111 17 to 34	--

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	D	1,410	14 to 39	-	14 to 39 14 to 39	--	89 to 114 89 to 39	--
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	D	1,410	4 to 53	-	5 to 53 5 to 65	--	80 to 140 80 to 53	--
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	D	1,410	16 to 52	-	20 to 52 20 to 63	--	95 to 138 95 to 52	--
SJ 01	Walnut Grove Rd	Sacramento Co./ SJ Co. Line	I-5	C	790	141 to 232	-	145 to 239 151 to 248	--	866 to 984 866 to 963	13 (6AM-7PM) 13 (6AM-7PM)
SJ 02	Peltier Rd	Blossom Rd	I-5	C	680	8 to 23	-	8 to 23 8 to 238	--	83 to 98 83 to 988	--
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	C	790	108 to 209	-	108 to 209 108 to 209	--	1,413 to 1,573 1,413 to 1,472	13 (6AM-7PM) 13 (6AM-7PM)
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	C	790	69 to 171	-	84 to 178 84 to 209	--	1,389 to 1,542 1,389 to 1,436	13 (6AM-7PM) 13 (6AM-7PM)
SJ 05	Byron Hwy	Alameda Co./San Joaquin Co. Line	Mountain House Pkwy	D	1,600	521 to 824	-	890 to 2,658 636 to 1,005	--	2,695 to 2,658 2,326 to 2,331	13 (6AM-7PM) 13 (6AM-7PM)
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd	D	1,410	190 to 298	-	205 to 322 232 to 364	--	2,041 to 2,090 1,922 to 1,973	13 (6AM-7PM) 13 (6AM-7PM)
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205	D	3,540	418 to 769	-	877 to 2,645 535 to 984	--	2,645 to 2,645 2,225 to 2,742	--

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
STK 01	Eight Mile Rd	Stockton City Limits	I-5	E	1,870	309 to 769	-	377 to 938 309 to 769	--	452 to 1,013 309 to 769	--
TRA 01	Tracy Blvd	Tracy City Limits	I-205	E	1,870	309 to 759	-	377 to 926 to 789	--	1,682 to 2,231 1,685 to 2,153	11 (7AM-6PM) 10 (8AM-6PM)
WS 01	Harbor Blvd	Industrial Blvd	US 50	D	3,540	1,140 to 2,317	-	1,355 to 2,753 1,218 to 2,476	--	3,750 to 5,148 3,722 to 4,980	13 (6AM-7PM) 13 (6AM-7PM)
WS 02	Industrial Blvd/ Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	C	1,920	773 to 1,858	-	943 to 2,267 835 to 2,007	2 (7-8AM; 5-6PM) 1 (5-6PM)	3,338 to 4,662 3,339 to 4,511	13 (6AM-7PM) 13 (6AM-7PM)
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	C	1,920	546 to 1,718	-	655 to 2,062 586 to 1,843	1 (5-6PM)	3,050 to 4,457 3,090 to 4,347	13 (6AM-7PM) 13 (6AM-7PM)
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	C	680	42 to 146	-	49 to 172 45 to 155	--	2,444 to 2,567 2,549 to 2,659	13 (6AM-7PM) 13 (6AM-7PM)
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	C	680	74 to 249	-	78 to 263 74 to 249	--	153 to 338 74 to 249	--
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./ Yolo Co. Line	C	680	25 to 63	-	31 to 77 27 to 68	--	2,426 to 2,472 2,531 to 2,572	13 (6AM-7PM) 13 (6AM-7PM)

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TABLE 15: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY TRAFFIC OPERATIONS

ID	Segment	From	To	LOS Threshold	LOS Hourly Volume Threshold	Baseline Conditions		Baseline Plus Background Growth Conditions		BPBGPP Conditions	
						Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold	Hourly Volume Range (6AM to 7PM)	Hours Operating Worse Than LOS Threshold
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	C	680	28 to 77	-	34 to 94 30 to 83	--	2,429 to 2,489 2,534 to 2,587	13 (6AM-7PM) 13 (6AM-7PM)

Notes:

- (1) Facility is analyzed as a Caltrans facility under Baseline Conditions and a local facility under Baseline Plus Construction Conditions – roadway is relinquished to local jurisdiction after Baseline Year (2009). LOS Threshold is LOS C with an hourly volume threshold of 970 under Baseline Conditions and changes to LOS D under Baseline Plus Construction Conditions.
- (2) Facility is analyzed as a local facility under Baseline Conditions and a Caltrans facility under Baseline Plus Construction Conditions – roadway is adopted as a State facility after Baseline Year (2009). LOS Threshold is LOS D under Baseline Conditions and changes to LOS C under Baseline Plus Construction Conditions.

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TABLE 16: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
ALA 01	Byron Hwy	Contra Costa Co./Alameda Co. Line	Alameda Co./San Joaquin Co. Line	Acceptable Acceptable	<u>Yes</u> Yes	No No
BRE 01	Brentwood Blvd (old SR 4)	Delta Rd (Oakley City Limits)	Balfour Rd	Acceptable Acceptable	<u>Yes</u> Yes	No No
BRE 02	Brentwood Blvd (old SR 4)	Balfour Rd	Brentwood City Limits (South)	Acceptable Acceptable	<u>Yes</u> Yes	No No
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits	Acceptable Acceptable	<u>Yes</u> No	<u>Yes</u> No
CC 01	Bethel Island Rd	Oakley City Limits	End	Deficient Deficient	<u>Yes</u> No	<u>Yes</u> No
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy	Deficient Deficient	No No	No No
CC 03	Old SR 4	Brentwood City Limits (South)	Marsh Creek Rd	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes
CC 04	Byron Hwy	Delta Rd	Old SR 4	Acceptable Acceptable	No No	No No
CC 05	Byron Hwy	SR 4	Contra Costa Co./Alameda Co. Line	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes
CT 01	I-5 NB	Florin Rd	Pocket Rd	Deficient Deficient	<u>Yes</u> No	<u>Yes</u> No
CT 02	I-5 SB	Florin Rd	Pocket Rd	Deficient Deficient	<u>Yes</u> No	<u>Yes</u> No
CT 03	I-5 NB	Pocket Rd	Laguna Blvd	Deficient Deficient	<u>Yes</u> No	<u>Yes</u> No
CT 04	I-5 SB	Pocket Rd	Laguna Blvd	Deficient Deficient	<u>Yes</u> No	<u>Yes</u> No
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd	Deficient Deficient	<u>Yes</u> No	<u>Yes</u> No
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd	Deficient Deficient	<u>Yes</u> No	<u>Yes</u> No
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd	Acceptable Acceptable	<u>Yes</u> No	No No
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd	Acceptable Acceptable	<u>Yes</u> No	No No
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes

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TABLE 16: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd	Deficient Deficient	Yes Yes	Yes Yes
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd	Deficient Deficient	No No	No No
CT 12	I-5 SB	Twin Cities Rd	Walnut Grove Rd	Acceptable Acceptable	No No	No No
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd	Acceptable Acceptable	Yes Yes	No No
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd	Acceptable Acceptable	Yes Yes	No No
CT 15	I-5 NB	Peltier Rd	Turner Rd	Acceptable Acceptable	Yes No	No No
CT 16	I-5 SB	Peltier Rd	Turner Rd	Acceptable Acceptable	Yes No	No No
CT 17	I-5 NB	Turner Rd	SR 12	Acceptable Acceptable	Yes Yes	No No
CT 18	I-5 SB	Turner Rd	SR 12	Acceptable Acceptable	Yes Yes	No No
CT 19	I-5 NB	SR 12	Eight Mile Rd	Deficient Deficient	Yes Yes	Yes Yes
CT 20	I-5 SB	SR 12	Eight Mile Rd	Acceptable Acceptable	Yes Yes	No No
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln	Deficient Deficient	No No	No No
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln	Acceptable Acceptable	No No	No No
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge	Deficient Deficient	No No	No No
CT 24	SR 160 (Freeport Blvd/River Rd)	Freeport Bridge	Scribner Rd	Deficient Deficient	No No	No No
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd	Deficient Deficient	No No	No No
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd	Deficient Deficient	No No	No No
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge	Deficient Deficient	No No	No No
CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)	Not Applicable Not Applicable	Yes Yes	No No
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge	Acceptable Acceptable	Yes Yes	No No
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)	Deficient Deficient	Yes Yes	Yes Yes

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TABLE 16: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 31	SR 160	A St (Isleton)	SR 12	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes
CT 32	SR 160	SR 12	Brannan Island Rd	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes
CT 34	SR 84 (Courtland Rd/Ryer Ave)	Courtland Rd	Cache Slough Ferry	Deficient Deficient	<u>No</u> No	<u>No</u> No
CT 35	I-80 EB	Suisun Valley Rd	SR 12	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes	<u>No</u> No
CT 36	I-80 WB	SR 12	Suisun Valley Rd	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes	<u>No</u> No
CT 37	SR 12 EB	I-80	Beck Ave	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes	<u>No</u> No
CT 38	SR 12 WB	Beck Ave	I-80	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes	<u>No</u> No
CT 39	SR 12	Beck Ave	Sunset Ave/Grizzly Island Rd	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes	<u>No</u> No
CT 40	SR 12	Sunset Ave/Grizzly Island Rd	Walters Rd/Lawler Ranch Pkwy	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes	<u>No</u> No
CT 41	SR 12	Walters Rd/Lawler Ranch Pkwy	SR 113	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes
CT 42	SR 12	SR 113	SR 84 (River Rd)	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	Not Applicable Not Applicable	<u>Yes</u> Yes	<u>No</u> No
CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./SJ Co. Line	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes
CT 45	SR 12	Sacramento Co./SJ Co. Line	I-5	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes
CT 46	I-80 EB	SR 113	Pedrick Rd	Deficient Deficient	<u>Yes</u> Yes	<u>Yes</u> Yes
CT 47	I-80 WB	Pedrick Rd	SR 113	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes	<u>No</u> No
CT 48	SR 113	I-80	Dixon City Limits	<u>Acceptable</u> Acceptable	<u>Yes</u> Yes	<u>No</u> No

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TABLE 16: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
CT 49	SR 113	Dixon City Limits	SR 12	Deficient Deficient	Yes Yes	Yes Yes
CT 50	SR 4 (Marsh Creek Rd)	Vasco Rd	Byron Hwy (Old SR 4)	Acceptable Acceptable	Yes Yes	No No
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	Deficient Deficient	Yes Yes	Yes Yes
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	Deficient Deficient	Yes Yes	Yes Yes
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	Deficient Deficient	Yes Yes	Yes Yes
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)	Deficient Deficient	Yes Yes	Yes Yes
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	Deficient Deficient	Yes Yes	Yes Yes
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	Acceptable Acceptable	Yes Yes	No No
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	Acceptable Acceptable	Yes Yes	No No
CT 58	I-205 EB	I-580	Mountain House Pkwy	Acceptable Acceptable	Yes Yes	No No
CT 59	I-205 WB	I-580	Mountain House Pkwy	Acceptable Acceptable	Yes Yes	No No
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	Acceptable Acceptable	Yes Yes	No No
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	Acceptable Acceptable	Yes Yes	No No
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd	Acceptable Acceptable	Yes Yes	No No
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd	Acceptable Acceptable	Yes Yes	No No
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr	Acceptable Acceptable	Yes Yes	No No
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr	Acceptable Acceptable	Yes Yes	No No
ISL 01	A St/4th St/Jackson Blvd.	SR 160	Isleton City Limits	Deficient Deficient	No No	No No
OAK 01	Main Street (Old SR 4)	SR 160	Cypress Rd	Deficient Deficient	Yes Yes	Yes Yes
OAK 02	Main Street (Old SR 4)	Cypress Rd	Delta Rd (Oakley City Limits)	Deficient Deficient	Yes Yes	Yes Yes
OAK 03	Cypress Rd	Main Street (Old SR 4)	Bethel Island Rd	Acceptable Acceptable	Yes No	No No

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TABLE 16: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits	Deficient Deficient	No No	No No
OAK 05	Delta Rd	Main Street (Old SR 4)	Byron Hwy	Deficient Deficient	No No	No No
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)	Deficient Deficient	No No	No No
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits	Acceptable Acceptable	No No	No No
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)	Not Applicable Not Applicable	No No	No No
SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5	Deficient Deficient	No No	No No
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd	Acceptable Acceptable	No No	No No
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd	Deficient Deficient	No No	No No
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd	Deficient Deficient	No No	No No
SC 06	Twin Cities Rd	River Rd	I-5	Acceptable Acceptable	Yes Yes	No No
SC 07	Twin Cities Rd	I-5	Franklin Blvd	Deficient Deficient	Yes Yes	Yes Yes
SC 08	Sutter Slough Bridge Rd	Sacramento Co./Yolo Co. Line	Paintersville Bridge	Deficient Deficient	Yes Yes	Yes Yes
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd	Deficient Deficient	Yes Yes	Yes Yes
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge	Deficient Deficient	Yes Yes	Yes Yes
SC 11	Walnut Grove Rd/River Rd	Walnut Grove Bridge	Sacramento Co./SJ Co. Line	Acceptable Acceptable	Yes Yes	No No
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge	Acceptable Acceptable	Yes Yes	No No
SC 13	Race Track Rd/Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island	Deficient Deficient	No No	No No

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TABLE 16: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)	Deficient Deficient	No No	No No
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12	Acceptable Acceptable	No No	No No
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12	Acceptable Acceptable	No No	No No
SJ 01	Walnut Grove Rd	Sacramento Co./SJ Co. Line	I-5	Deficient Deficient	Yes Yes	Yes Yes
SJ 02	Peltier Rd	Blossom Rd	I-5	Deficient Deficient	No No	No No
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd	Acceptable Acceptable	Yes Yes	No No
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits	Acceptable Acceptable	Yes Yes	No No
SJ 05	Byron Hwy	Alameda Co./San Joaquin Co. Line	Mountain House Pkwy	Acceptable Acceptable	Yes Yes	No No
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd	Acceptable Acceptable	Yes Yes	No No
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205	Acceptable Acceptable	Yes Yes	No No
STK 01	Eight Mile Rd	Stockton City Limits	I-5	Deficient Deficient	Yes No	Yes No
TRA 01	Tracy Blvd	Tracy City Limits	I-205	Deficient Deficient	Yes Yes	Yes Yes
WS 01	Harbor Blvd	Industrial Blvd	US 50	Acceptable Acceptable	Yes Yes	No No
WS 02	Industrial Blvd/Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	Acceptable Acceptable	Yes Yes	No No
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	Deficient Deficient	Yes Yes	Yes Yes
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	Deficient Deficient	Yes Yes	Yes Yes

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TABLE 16: SEPARATE CORRIDORS (ALTERNATIVE 9) PROJECT ROADWAY PAVEMENT IMPACTS

Segment ID	Roadway	From	To	Baseline Conditions	Baseline Plus Project Conditions	
					Project Results in Construction Trips Added to Roadway	Project Results in Impact to Deficient Roadway
YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd	Deficient Deficient	Yes No	Yes No
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./Yolo Co. Line	Deficient Deficient	Yes Yes	Yes Yes
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd	Deficient Deficient	Yes Yes	Yes Yes

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1 **Impact Statements**

- 2 The section below describes the roadway impacts associated with construction of the proposed project.
 3 Figure 19-3 shows the study roadway segments that have significant roadway operation impacts. Figure
 4 19-4 shows the study roadway segments that have significant pavement condition impacts.
 5 Table 17 summarizes the number of impacted study roadways by alternative.

TABLE 17: CONSTRUCTION IMPACT SUMMARY					
Type of Impact	Conveyance Alternative				
	Pipeline/Tunnel	Modified Pipeline/Tunnel	East Canal	West Canal	Through Delta/Separate Corridors
Roadway Operations	33	36	39	56	51
Pavement Conditions	43	42	46	43	32
Notes: Table shows the number of impacted study roadway segments.					

6 **Pipeline/Tunnel (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**

7 **TRANS-1: The proposed project would add construction vehicle trips to roadway segments**
 8 **resulting in LOS conditions under BPBGPP conditions in excess of LOS thresholds.**

9 As shown in Table 7, construction of the proposed project would add trips to roadways already operating
 10 below LOS thresholds under BPBG Conditions, or cause the hourly LOS for roadway segments to
 11 potentially degrade from an acceptable LOS under BPBG Conditions to a LOS under BPBGPP conditions
 12 that is less than the LOS thresholds.

13 **TRANS-2: The proposed project would add construction vehicle trips to roadway segments**
 14 **exacerbating unacceptable pavement conditions under baseline plus project conditions.**

15 As shown in Table 8, construction of the proposed project would contribute to further deterioration of the
 16 baseline pavement condition, which is less than the acceptable Pavement Condition Index (PCI) or similar
 17 applicable threshold.

18 **Modified Pipeline/Tunnel (Alternatives 4)**

19 **TRANS-3: The proposed project would add construction vehicle trips to roadway segments**
 20 **resulting in LOS conditions under BPBGPP conditions in excess of LOS thresholds.**

21 As shown in Table 9, construction of the proposed project would add trips to roadways already operating
 22 below LOS thresholds under BPBG Conditions, or cause the hourly LOS for roadway segments to

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1 potentially degrade from an acceptable LOS under BPBG Conditions to a LOS under BPBGPP conditions
2 that is less than the LOS thresholds.

3 **TRANS-4: The proposed project would add construction vehicle trips to roadway segments**
4 **exacerbating unacceptable pavement conditions under baseline plus project conditions.**

5 As shown in Table 10, construction of the proposed project would contribute to further deterioration of
6 the baseline pavement condition, which is less than the acceptable Pavement Condition Index (PCI) or
7 similar applicable threshold.

8 **East Canal (Alternatives 1B, 2B, and 6B)**

9 **TRANS-5: The proposed project would add construction vehicle trips to roadway segments**
10 **resulting in unacceptable LOS conditions under BPBGPP conditions.**

11 As shown in Table 11, construction of the proposed project would add trips to roadways already
12 operating below LOS thresholds under BPBG Conditions, or cause the hourly LOS for roadway segments
13 to potentially degrade from an acceptable LOS under BPBG Conditions to a LOS under BPBGPP conditions
14 that is less than the LOS thresholds.

15 **TRANS-6: The proposed project would add construction vehicle trips to roadway segments**
16 **exacerbating unacceptable pavement condition under baseline plus project conditions.**

17 As shown in Table 12, construction of the proposed project would contribute to further deterioration of
18 the baseline pavement condition, which is less than the acceptable Pavement Condition Index (PCI) or
19 similar applicable threshold.

20 **West Canal (Alternatives 1C, 2C, and 6C)**

21 **TRANS-7: The proposed project would add construction vehicle trips to roadway segments**
22 **resulting in unacceptable LOS conditions under BPBGPP conditions.**

23 As shown in Table 13, construction of the proposed project would add trips to roadways already
24 operating below established LOS thresholds under BPBG Conditions, or cause the hourly LOS for roadway
25 segments to potentially degrade from an acceptable LOS under BPBG Conditions to a LOS under BPBGPP
26 Conditions that is less than LOS thresholds. This is a *significant* impact.

27 **TRANS-8: The proposed project would add construction vehicle trips to roadway segments**
28 **exacerbating unacceptable pavement condition under baseline plus project conditions.**

29 As shown in Table 14, construction of the proposed project would contribute to further deterioration of
30 the baseline pavement condition, which is less than the acceptable Pavement Condition Index (PCI) or
31 similar applicable threshold. This is a *significant* impact.

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1 **Through Delta/Separate Corridors (Alternative 9)**

2 **TRANS-9: The proposed project would add construction vehicle trips to roadway segments**
3 **resulting in unacceptable LOS conditions under baseline plus construction conditions.**

4 As shown in Table 15, construction of the proposed project would add trips to roadways already
5 operating below LOS thresholds under BPBG Conditions, or cause the hourly LOS for roadway segments
6 to potentially degrade from an acceptable LOS under BPBG Conditions to a LOS under BPBGPP
7 Conditions that is less than LOS thresholds. This is a *significant* impact

8 **TRANS-10: The proposed project would add construction vehicle trips to roadway segments**
9 **exacerbating unacceptable pavement condition under baseline plus project conditions.**

10 As shown in Table 16, construction of the proposed project would contribute to further deterioration of
11 the baseline pavement condition, which is less than the acceptable Pavement Condition Index (PCI) or
12 similar applicable threshold. This is a *significant* impact.

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7. Mitigation Measures

Potential mitigation measures are recommended where feasible to avoid or substantially reduce the significant construction traffic impacts. These measures are listed below and generally structured to focus first on avoidance, then reduction and finally compensation to reduce impacts. The correspondence between the impact statements and the applicable mitigation measures is as follows.

IMPACTS	POTENTIAL MITIGATION MEASURES					
	TRANS-1a	TRANS-1b	TRANS-1c	TRANS-2a	TRANS-2b	TRANS-2c
TRANS-1, 3, 5, 7, 9	X	X	X			
TRANS-2, 4, 6, 8, 10				X	X	X
Notes: Mitigation Measure TRANS-1a applies to all impacts because it contains construction contract specifications that are needed to implement the other mitigation measures.						

Mitigation Measure TRANS-1a: Implement site-specific construction traffic management plan

Prior to construction, the BDCP proponents will be responsible for project management and may contract with one or more construction management firms to assist in ensuring that construction contractors' crews and schedules are coordinated and that the plans and specifications are being followed. The BDCP proponents will also ensure development of site-specific construction traffic management plans (TMPs) that address the specific steps to be taken before, during, and after construction to minimize traffic impacts, including the mitigation measures and environmental commitments identified in this EIR/EIS. This will include potential expansion of the study area identified in this EIR/EIS. This will include potential expansion of the study area identified in this EIR/EIS to capture all potentially significantly affected roadway segments.

The BDCP proponents will be responsible for developing the TMPs in consultation with the applicable transportation entities, including the following.

- Caltrans for state and federal roadway facilities;
- Local agencies for local roads;
- Transit providers;
- Rail operators;
- The U.S. Coast Guard;
- City and county parks departments; and
- The California Department of Parks and Recreation (DPR).

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1 The BDCP proponents will also ensure that the TMPs are implemented prior to beginning construction at
2 a site. If necessary to minimize unexpected operational impacts or delays experienced during real-time
3 construction, the BDCP proponents will also be responsible for modifying the traffic management plan to
4 reduce these effects.

5 Each TMP will address the following, as needed. Implementation of this measure will ensure operational
6 traffic impacts and delays experienced during construction will be minimized to the greatest extent
7 feasible.

- 8 • Signage warning of roadway surface conditions such as loose gravel, steel plates or similar
9 conditions that could be hazardous to road cycling activity on roadways open to bicycle traffic.
- 10 • Signage and barricades to be used around the work sites.
- 11 • In-water work areas will be indicated by buoys, signage, or other effective means to warn boaters
12 of their presence and restrict access. Warning devices and signage (e.g., “boats keep out” or “no
13 wake zone” labeled buoys) will be in compliance with the U.S. Coast Guard Private Aid to
14 Navigation requirements (U.S. Coast Guard 2012) and effective during non-daylight hours and
15 periods of dense fog.
- 16 • Use of flag people or temporary traffic signals/signage as necessary to slow or detour traffic.
- 17 • Notifications for the public, emergency providers, cycling organizations, bike shops, and schools,
18 the U.S. Coast Guard, boating organizations, marinas, city and county parks departments, and
19 DPR, where applicable, describing construction activities that could affect transportation and
20 water navigation.
- 21 • Outreach (via public meetings and/or flyers and other advertisements)
- 22 • Procedures for construction area evacuation in the case of an emergency declared by county or
23 other local authorities.
- 24 • Alternate access routes via detours and bridges to maintain continual circulation for local travelers
25 in and around construction zones, including bicycle riders, pedestrians, and boaters, where
26 applicable.
- 27 • Description of construction staging areas, material delivery routes, and specification of
28 construction vehicle travel hour limits.
- 29 • Notifications to commercial and leisure boating community of proposed barge operations in the
30 waterways, including posting notices at Delta marinas and public launch ramps. This information
31 will provide details regarding construction site location(s), construction schedules, and
32 identification of no-wake zone, speed restricted zones, and/or detours, where applicable.

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- 1 • No-wake zone and speed-restrictions will be established as part of development of the site-
2 specific plans and will be determined to protect the safety of construction workers and
3 recreationists.
- 4 • Designation of areas where nighttime construction will occur.
- 5 • Plans to relocate school bus drop-off and pick-up locations if they will be affected during
6 construction.
- 7 • Scheduling for oversized material deliveries to the work site and haul routes.
- 8 • Provisions that direct haulers are to pull over in the event of an emergency. If an emergency
9 vehicle is approaching on a narrow two-way roadway, specify measures to ensure that
10 appropriate maneuvers will be conducted by the construction vehicles to allow continual access
11 for the emergency vehicles at the time of an emergency.
- 12 • Control for any temporary road closure, detour, or other disruption to traffic circulation, including
13 any temporary partial water channel closures.
- 14 • Designated offsite vehicle staging and parking areas.
- 15 • Posted information for contact in case of emergency or complaint.
- 16 • Daily construction time windows during which construction is restricted or rail operations would
17 need to be suspended for any activity within railroad rights of way.
- 18 • Coordination with rail providers (BNSF Railway, Amtrak, and UPRR) to develop alternative interim
19 transportation modes (e.g., trucks or buses) that could be used to provide freight and/or
20 passenger service during any longer term railroad closures.
- 21 • Coordination with transit providers (SCT, Tri-Delta, Rio Vista, and Greyhound Bus Lines) to
22 develop daily construction time windows during which transit operations would not be either
23 detoured or significantly slowed.
- 24 • Routinely post information to the 511.org website regarding construction delays and detours.
- 25 • Other actions to be identified and developed as may be needed by the construction
26 manager/resident engineer to ensure that temporary impacts on transportation facilities are
27 minimized.

28 **Mitigation Measure TRANS-1b: Limit Hours or Amount of Construction Activity on Congested**
29 **Roadway Segments**

30 Where feasible, limit construction activity to fit within available reserve capacity or shift construction
31 activity to hours with more reserve capacity so as to achieve acceptable LOS conditions (see Table 2). The
32 BDCP proponents will include in the bid specifications a requirement that the contractor submit a

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1 proposal for a process for determining when the hours of construction can feasibly be limited to avoid
2 operational deficiencies on identified roadway segments as specified in Table 18.

3 **Mitigation Measure TRANS-1c: Make Good Faith Efforts to Enter Into Mitigation Agreements to**
4 **Enhance Capacity of Congested Roadway Segments**

5 Prior to commencement of construction activities substantially affecting transportation facilities, the BDCP
6 proponents will make a good faith effort to enter into mitigation agreements with affected state, regional,
7 or local agencies (“affected agencies”) to verify the location, extent, timing, and fair share cost to be paid
8 for capacity enhancements to the identified roadway segments specified in Table 18.

9 Implementation of this measure is intended to provide funding from BDCP proponents sufficient to
10 provide their fair share of the cost of capacity expansion so that traffic operating conditions (i.e., LOS) on
11 study area roadways do not operate at a level of service or delay that is worse than the pre-project
12 conditions (to the extent feasible in light of costs, logistics, and other factors). The BDCP proponents will
13 include in the bid specifications requirements that the contractor(s) ensure that all enhancements are
14 conducted in compliance with applicable standards of affected agencies and with any applicable
15 mitigation agreements, as described below.

16 In attempting in good faith to enter into mitigation agreements with affected agencies, BDCP proponents
17 shall be guided by the following principles. The BDCP proponents shall be responsible for their fair share
18 costs of all feasible capacity-expanding physical improvements jointly determined by BDCP proponents
19 and the affected agencies to be necessary, feasible, and available to reduce the severity of the BDCP’s
20 significant construction-related transportation impacts. Fair share calculations shall account not only for
21 traffic levels as they existed at the time of the public release of the BDCP Draft EIR/EIS, but also for
22 “background growth” between that time frame and the commencement of BDCP construction activities,
23 as well as any probable future projects in the affected agency or neighboring agencies that will likely
24 contribute to the need for, and directly benefit from, increased capacity.

25 (a) The BDCP proponents’ contribution toward such improvements may take any, or some
26 combination, of the following forms:

- 27 1. Construction of improvements, which may be subject to fee credits and/or
28 reimbursement, coordinated by the affected agency, from other fee-paying
29 development projects if available with respect to improvements that would also
30 benefit such fee-paying development projects;
- 31 2. The payment of impact fees to the affected agency in amounts that constitute the
32 BDCP proponents’ fair share contributions to the construction of the required
33 improvements, consistent with the affected agency’s Capital Improvement Program
34 (“CIP”) or other funding program that meets the definition of a “reasonable plan for
35 mitigation” under CEQA case law (i.e., a plan that ensures that (i) the fees collected
36 from the BDCP proponents will be used for their intended purposes, and (ii) the
37 improvements will actually be built within a reasonable period of time);

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- 1 3 The payment of adopted regional impact fees that would provide funding for
2 transportation facilities that are affected by multiple agencies, except where the BDCP
3 proponents' payments of other fees or construction of improvements within the
4 affected agency will create credit against the payment of regional impact fees;
- 5 4 The payment of impact fees to the affected agency in amounts that constitute the
6 BDCP proponents' fair share contributions to the construction of improvements
7 within other agencies and not the affected agency, which payments to the affected
8 agency and transmittal of fees to other agency would occur through one or more
9 enforceable agreements, provided that for each required improvement there is a
10 reasonable plan for mitigation that ensures that (i) the fees collected from the BDCP
11 proponents will be used for their intended purposes, and (ii) the improvements will
12 actually be built within a reasonable period of time; and/or
- 13 5 The payment of impact fees to the California Department of Transportation
14 ("Caltrans") in amounts that constitute the BDCP proponents' fair share contributions
15 to the construction of improvements on federal or state highways or freeways
16 needed in part because of the BDCP, to be made available to Caltrans if and when
17 Caltrans, DWR, and any other the affected agency enter into an enforceable
18 agreement consistent with state law, provided that, for each required improvement,
19 Caltrans has a reasonable mitigation plan that ensures that (i) the fees collected from
20 the BDCP proponents will be used for their intended purposes, and (ii) the
21 improvements will actually be built within a reasonable period of time.

22 In order to obtain the most fair, accurate, and up-to-date calculations of the BDCP proponents' fair share
23 of the costs of required improvements, the agreement(s) reached between BDCP proponents and the
24 affected agency or agencies shall also provide for the following: (i) that the traffic models to be used be
25 operated by transportation consultant mutually acceptable to both BDCP proponents and the affected
26 agency or agencies; and (ii) that the calculations account for (A) newly approved projects cumulatively
27 that contribute to transportation-related impacts and that therefore should contribute to the funding of
28 necessary improvements, and (B) up-to-date cost calculations for the construction of needed
29 improvements based on recent changes in the costs of materials, labor, and other inputs.

30 **Mitigation Measure TRANS-2a: Prohibit Construction Activity on Physically Deficient Roadway**
31 **Segments**

32 The BDCP proponents will, to the extent feasible include in the bid specifications prohibitions against
33 construction traffic from using roadway segments with pavement conditions below the thresholds
34 identified in this study (i.e., an IRI rating greater than 170 or a PCI rating worse than 55). Implementation
35 of this measure would prohibit all construction traffic on the physically deficient roadway segments listed
36 in Tables 8, 10, 12, 14, and 16, if feasible.

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1 Mitigation Measure TRANS-2b: Limit Construction Activity on Physically Deficient Roadway
2 Segments

3 If complete avoidance of physically deficient roadway segments as described in Mitigation Measure
4 TRANS-2a is not feasible, construction activity will be limited to the extent feasible on the deficient
5 roadways identified in Tables 8, 10, 12, 14, and 16. Implementation of this measure will reduce continuing
6 deterioration of pavement conditions on the most damaged roadways in the study area. The BDCP
7 proponents will include in the bid specifications requirements that limit the amount of construction traffic
8 on roadway segments with pavement conditions below the thresholds identified in this study (i.e., an IRI
9 rating greater than 170 or a PCI rating worse than 55), if feasible. Trucks would be prohibited and
10 construction traffic would be limited to passenger vehicles on travel routes with pavement conditions
11 worse than the thresholds identified in this study (i.e., an IRI rating greater than 170 or a PCI rating worse
12 than 55).

13 Mitigation Measure TRANS-2c: Improve Physical Condition of Affected Roadway Segments as
14 Stipulated in Mitigation Agreements or Encroachment Permits

15 If use of physically deficient roadways cannot be avoided or limited as specified in Mitigation Measures
16 TRANS-2a and TRANS-2b, it may be necessary to improve the deficient roadways identified in Tables 8,
17 10, 12, 14, or 16, or make other necessary infrastructure improvements, if any, before construction to
18 make them suitable for use during construction. Additionally, all affected roadways would be returned to
19 preconstruction condition or better following construction. Implementation of this measure will ensure
20 that construction activities will not worsen pavement conditions, relative to Existing Conditions.

21 Prior to construction, the BDCP proponents will make a good faith effort to enter into mitigation
22 agreements with or to obtain encroachment permits from affected agencies to verify what the location,
23 extent, timing, and fair share cost to be paid by the BDCP proponents for any necessary pre- and post-
24 construction physical improvements. The fair share amount would be either the cost to return the affected
25 roadway segment to its preconstruction condition or a contribution to programmed planned
26 improvements. Repairs may occur before or after construction and may include overlays, other surface
27 treatments, or roadway reconstruction. The flood protection benefits of roadways will also be considered
28 in developing and implementing activities pursuant to this measure

29 Pre-construction analyses of existing pavement conditions will be conducted just prior to starting
30 construction for any proposed construction traffic travel routes. The preconstruction pavement analysis
31 will establish the baseline for required improvements and will be based on the PCI or IRI methodologies
32 described in this EIR/EIS or an equivalent method as agreed to by the BDCP proponents and the affected
33 agencies. Relevant flood protection agencies will also be consulted during the design of roadway
34 improvements.

35 The BDCP proponents will include in the bid specifications stipulations that require the contractor(s) to
36 conduct the pre-construction pavement analysis and conduct all improvements in compliance with

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1 applicable standards of affected agencies, as stipulated in the mitigation agreements or encroachment
2 permits.

3 It is not anticipated that project construction could cause the need for major transportation infrastructure
4 improvements, such as the need to upgrade or repair existing bridges or the need to construct new
5 highway interchanges. To the extent that construction activities could cause the need for such major
6 transportation infrastructure improvements, the BDCP proponents retain the flexibility to seek alternative
7 means of transporting people, equipment, and materials to construction sites, such as via barges, to avoid
8 the need for such major infrastructure improvements, if any.

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TABLE 18: ROADWAY TRAFFIC OPERATIONS MITIGATION SUMMARY

Segment ID	Segment	From	To	Applicable Mitigation Measures in Addition to TRANS-1 (Time period for construction traffic to avoid and maximum number of hourly construction trips, if applicable) ¹				
				Pipeline/Tunnel – Alternatives 1A, 2A, 3, 5, 6A, 7, and 8	Modified Pipeline/Tunnel – Alternative 4	East Canal – Alternatives 1B, 2B, and 6B	West Canal – Alternatives 1C, 2C, and 6C	Separate Corridors – Alternative 9
ALA 01	Byron Hwy	Contra Costa Co./Alameda Co. Line	Alameda Co./San Joaquin Co. Line				TRANS-1b (avoid 6-10AM & 3-7PM)	TRANS-1b (892 max hourly trips)
BRE 01	Brentwood Blvd (old SR 4)	Delta Rd (Oakley City Limits)	Balfour Rd	TRANS-1b (381 max hourly trips between 6AM-3PM & 4-7PM; avoid 3-4 PM)	TRANS-1b (avoid 8-9AM & 11-7PM)	TRANS-1b (399 max hourly trips between 6AM-3PM & 4-7PM; avoid 3-4 PM)	TRANS-1b (avoid 7AM-7PM; or 234 max hourly trips)	TRANS-1b (399 max hourly trips between 6AM-3PM & 4-7PM; avoid 3-4 PM)
BRE 02	Brentwood Blvd (old SR 4)	Balfour Rd	Brentwood City Limits (South)					TRANS-1b (6-7AM; 9AM-4PM or max 2,590 hourly trips)
BRE 03	Balfour Rd	Brentwood Blvd (Old SR 4)	Brentwood City Limits					
CC 01	Bethel Island Rd	Oakley City Limits	End					
CC 02	Balfour Rd	Brentwood City Limits	Byron Hwy					
CC 03	Old SR 4	Brentwood City Limits (South)	Marsh Creek Rd	TRANS-1b (163 max hourly trips between 6-7AM, 9AM-2PM, & 6-7PM; avoid 7-9AM & 2-6PM)	TRANS-1b (163 max hourly trips between 6-7AM, 9AM-2PM, & 6-7PM; avoid 7-9AM & 2-6PM)	TRANS-1b (165 max hourly trips between 6-7AM, 8AM-3PM, & 6-7PM; avoid 7-8AM & 3-6PM)	TRANS-1b (165 max hourly trips between 6-7AM, 8AM-3PM, & 6-7PM; avoid 7-8AM & 3-6PM)	TRANS-1b (165 max hourly trips between 6-7AM, 8AM-3PM, & 6-7PM; avoid 7-8AM & 3-6PM)

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TABLE 18: ROADWAY TRAFFIC OPERATIONS MITIGATION SUMMARY

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CC 04	Byron Hwy	Delta Rd	Old SR 4					
CC 05	Byron Hwy	SR 4	Contra Costa Co./Alameda Co. Line	TRANS-1b (avoid 8-9AM, 3-4PM, & 5-6PM)	TRANS-1b (avoid 8-9AM, 3-4PM, & 5-6PM)		TRANS-1b (avoid 6-11AM & 12-7PM; or 620 max hourly trips)	TRANS-1b (620 max hourly trips)
CT 01	I-5 NB	Florin Rd	Pocket Rd	TRANS-1b (avoid 7-8AM)	TRANS-1b (avoid 7-8AM)	TRANS-1b (avoid 7-8AM)	TRANS-1b (avoid 7-9AM)	
CT 02	I-5 SB	Florin Rd	Pocket Rd	TRANS-1b (avoid 4-6PM)	TRANS-1b (avoid 4-6PM)	TRANS-1b (avoid 4-6PM)	TRANS-1b (avoid 4-6PM)	
CT 03	I-5 NB	Pocket Rd	Laguna Blvd					
CT 04	I-5 SB	Pocket Rd	Laguna Blvd					
CT 05	I-5 NB	Laguna Blvd	Elk Grove Blvd					
CT 06	I-5 SB	Laguna Blvd	Elk Grove Blvd					
CT 07	I-5 NB	Elk Grove Blvd	Hood Franklin Rd					
CT 08	I-5 SB	Elk Grove Blvd	Hood Franklin Rd					
CT 09	I-5 NB	Hood Franklin Rd	Twin Cities Rd					
CT 10	I-5 SB	Hood Franklin Rd	Twin Cities Rd					
CT 11	I-5 NB	Twin Cities Rd	Walnut Grove Rd					
CT 12	I-5 SB	Twin Cities Rd	Walnut Go ve Rd					
CT 13	I-5 NB	Walnut Grove Rd	Peltier Rd				TRANS-1b (avoid 4-5PM)	

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TABLE 18: ROADWAY TRAFFIC OPERATIONS MITIGATION SUMMARY

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				Pipeline/Tunnel – Alternatives 1A, 2A, 3, 5, 6A, 7, and 8	Modified Pipeline/Tunnel – Alternative 4	East Canal – Alternatives 1B, 2B, and 6B	West Canal – Alternatives 1C, 2C, and 6C	Separate Corridors – Alternative 9
CT 14	I-5 SB	Walnut Grove Rd	Peltier Rd				TRANS-1b (avoid 3-5PM)	
CT 15	I-5 NB	Peltier Rd	Turner Rd					
CT 16	I-5 SB	Peltier Rd	Turner Rd					
CT 17	I-5 NB	Turner Rd	SR 12					
CT 18	I-5 SB	Turner Rd	SR 12					
CT 19	I-5 NB	SR 12	Eight Mile Rd					
CT 20	I-5 SB	SR 12	Eight Mile Rd					
CT 21	I-5 NB	Eight Mile Rd	Hammer Ln					
CT 22	I-5 SB	Eight Mile Rd	Hammer Ln					
CT 23	SR 160 (Freeport Blvd)	Sacramento City Limits	Freeport Bridge				TRANS-1b (1,234 max hourly trips)	
CT 24	SR 160 (Freeport Blvd/River Rd)	Freeport Bridge	Scribner Rd					
CT 25	SR 160 (River Rd)	Scribner Rd	Hood Franklin Rd					
CT 26	SR 160 (River Rd)	Hood Franklin Rd	Lambert Rd					
CT 27	SR 160 (River Rd)	Lambert Rd	Paintersville Bridge					

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TABLE 18: ROADWAY TRAFFIC OPERATIONS MITIGATION SUMMARY

Segment ID	Segment	From	To	Applicable Mitigation Measures in Addition to TRANS-1 (Time period for construction traffic to avoid and maximum number of hourly construction trips, if applicable) ¹				
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CT 28	SR 160 (Paintersville Bridge)	Sutter Slough Bridge Rd	SR 160 (River Rd)					
CT 29	SR 160	Paintersville Bridge	Walnut Grove Bridge			TRANS-1b (1,593 max hourly trips)	TRANS-1b (1,593 max hourly trips)	TRANS-1b (1,593 max hourly trips)
CT 30	SR 160 (River Rd)	Walnut Grove Bridge	A St (Isleton)			TRANS-1b (1,275 max hourly trips)	TRANS-1b (1,275 max hourly trips)	TRANS-1b (1,275 max hourly trips)
CT 31	SR 160	A St (Isleton)	SR 12			TRANS-1b (1,362 max hourly trips)	TRANS-1b (1,362 max hourly trips)	TRANS-1b (1,362 max hourly trips)
CT 32	SR 160	SR 12	Brannan Island Rd	TRANS-1b (avoid 6-7AM & 3-6PM)	TRANS-1b (avoid 6-10AM & 2-7PM)	TRANS-1b (814 max hourly trips)	TRANS-1b (814 max hourly trips)	TRANS-1b (814 max hourly trips)
CT 33	SR 84 (Jefferson Blvd)	West Sacramento City Limits	Courtland Rd	TRANS-1b (92 max hourly trips between 6-8AM, 9AM-5PM, & 6-7PM; avoid 8-9AM & 5-6PM)	TRANS-1b (92 max hourly trips between 6-8AM, 9AM-5PM, & 6-7PM; avoid 8-9AM & 5-6PM)	TRANS-1b (101 max hourly trips between 6-8AM, 9AM-5PM, & 6-7PM; avoid 8-9AM & 5-6PM)	TRANS-1b (101 max hourly trips between 6-8AM, 9AM-5PM, & 6-7PM; avoid 8-9AM & 5-6PM)	TRANS-1b (101 max hourly trips between 6-8AM, 9AM-5PM, & 6-7PM; avoid 8-9AM & 5-6PM)
CT 34	SR 84 (Courtland Rd/Ryer Ave)	Courtland Rd	Cache Slough Ferry					
CT 35	I-80 EB	Suisun Valley Rd	SR 12	TRANS-1b (avoid 3-6PM)	TRANS-1b (avoid 3-6PM)	TRANS-1b (avoid 3-6PM)	TRANS-1b (avoid 2-6PM)	TRANS-1b (avoid 2-7PM)

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TABLE 18: ROADWAY TRAFFIC OPERATIONS MITIGATION SUMMARY

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				Pipeline/Tunnel – Alternatives 1A, 2A, 3, 5, 6A, 7, and 8	Modified Pipeline/Tunnel – Alternative 4	East Canal – Alternatives 1B, 2B, and 6B	West Canal – Alternatives 1C, 2C, and 6C	Separate Corridors – Alternative 9
CT 36	I-80 WB	Suisun Valley Rd	SR 12	TRANS-1b (421 max hourly trips between 10AM-2PM & 6-7PM; avoid 6-10 AM & 2-6 PM)	TRANS-1b (avoid 6-10AM & 1-6PM)	TRANS-1b (801 max hourly trips between 9AM-3PM & 6-7PM; avoid 6-9 AM & 3-6 PM)	TRANS-1b (801 max hourly trips between 9AM-3PM; & 6-7PM; avoid 6-9 AM & 3-6 PM)	TRANS-1b (801 max hourly trips between 9AM-3PM & 6-7PM; avoid 6-9 AM & 3-6 PM)
CT 37	SR 12 EB	I-80	Beck Ave		TRANS-1b (avoid 5-7PM)	TRANS-1b (737 max hourly trips)	TRANS-1b (avoid 11AM-7PM)	TRANS-1b (737 max hourly trips)
CT 38	SR 12 WB	I-80	Beck Ave			TRANS-1b (avoid 6-8AM)	TRANS-1b (avoid 6-10AM)	TRANS-1b (995 max hourly trips)
CT 39	SR 12	Beck Ave	Sunset Ave/Grizzly Island Rd	TRANS-1b (avoid 4-6PM)	TRANS-1b (avoid 3-6PM)	TRANS-1b (946 max hourly trips)	TRANS-1b (946 max hourly trips)	TRANS-1b (946 max hourly trips)
CT 40	SR 12	Sunset Ave/Grizzly Island Rd	Walters Rd/Lawler Ranch Pkwy				TRANS-1b (avoid 6-9AM, 10AM-7PM; or 2,331 max hourly trips)	TRANS-1b (2,331 max hourly trips)
CT 41	SR 12	Walters Rd/Lawler Ranch Pkwy	SR 113	TRANS-1c	TRANS-1c	TRANS-1c	TRANS-1c	TRANS-1c
CT 42	SR 12	SR 113	SR 84 (River Rd)	TRANS-1c	TRANS-1c	TRANS-1c	TRANS-1c	TRANS-1c
CT 43	SR 12 (Rio Vista Bridge)	SR 84 (River Rd)	SR 160 (River Rd)	TRANS-1c	TRANS-1c	TRANS-1c	TRANS-1c	TRANS-1c

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CT 44	SR 12	SR 160 (River Rd)	Sacramento Co./SJ Co. Line	TRANS-1c	TRANS-1c	TRANS-1c	TRANS-1c	TRANS-1c
CT 45	SR 12	Sacramento Co./SJ Co. Line	I-5	TRANS-1c	TRANS-1c	TRANS-1c	TRANS-1c	TRANS-1c
CT 46	I-80 EB	SR 113	Pedrick Rd	TRANS-1b (avoid 7-9AM & 1-6PM)	TRANS-1b (avoid 7-9AM & 1-6PM)	TRANS-1b (avoid 7-8AM & 2-6PM)	TRANS-1b (avoid 7-9AM & 2-6PM)	TRANS-1b (664 max hourly trips between 6-7AM, 9AM-2PM, & 6-7PM; avoid 7-9 AM & 2-6 PM)
CT 47	I-80 WB	Pedrick Rd	SR 113	TRANS-1b (avoid 6-9AM & 3-6PM)	TRANS-1b (avoid 6-9AM & 3-6PM)	TRANS-1b (avoid 7-8AM & 3-6PM)	TRANS-1b (avoid 6-8AM & 3-6PM)	TRANS-1b (457 max hourly trips between 6-7AM, 8AM-3PM, & 6-7PM; avoid 7-8AM & 3-6PM)
CT 48	SR 113	I-80	Dixon City Limits		TRANS-1b (avoid 5-6PM)	TRANS-1b (avoid 4-6PM)	TRANS-1b (avoid 7-9AM & 10AM-7PM or 579 max hourly trips)	TRANS-1b (579 max hourly trips)
CT 49	SR 113	Dixon City Limits	SR 12	TRANS-1b (315 max hourly trips)	TRANS-1b (315 max hourly trips)	TRANS-1b (362 max hourly trips)	TRANS-1b (362 max hourly trips)	TRANS-1b (362 max hourly trips)

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				Pipeline/Tunnel – Alternatives 1A, 2A, 3, 5, 6A, 7, and 8	Modified Pipeline/Tunnel – Alternative 4	East Canal – Alternatives 1B, 2B, and 6B	West Canal – Alternatives 1C, 2C, and 6C	Separate Corridors – Alternative 9
CT 50	SR 4 (Marsh Creek Rd)	Vasco Rd	Byron Hwy (Old SR 4)	TRANS-1b (101 max hourly trips between 6-7AM & 9AM-3PM; avoid 7-9AM & 3-7PM)	TRANS-1b (101 max hourly trips between 6-7AM & 9AM-3PM; avoid 7-9AM & 3-7PM)	TRANS-1b (115 max hourly trips between 6AM-4PM; 6-7PM; avoid 4-6PM)	TRANS-1b (115 max hourly trips between 6AM-4PM & 6-7PM; avoid 4-6PM)	TRANS-1b (115 max hourly trips between 6AM-4PM & 6-7PM; avoid 4-6PM)
CT 51	SR 4	Marsh Creek Rd	Discovery Bay Blvd	TRANS-1b (314 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)	TRANS-1b (314 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)	TRANS-1b (273 max hourly trips)	TRANS-1b (273 max hourly trips)	TRANS-1b (273 max hourly trips)
CT 52	SR 4	Discovery Bay Blvd	Tracy Blvd	TRANS-1b (174 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)	TRANS-1b (174 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)	TRANS-1b (174 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)	TRANS-1b (174 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)	TRANS-1b (174 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)
CT 53	SR 4 (Charter Way)	Tracy Blvd	I-5	TRANS-1b (161 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)	TRANS-1b (161 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)	TRANS-1b (161 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)	TRANS-1b (161 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)	TRANS-1b (161 max hourly trips between 6AM-3PM & 6-7PM; avoid 3-6PM)
CT 54	I-5 NB	SR 4 (Freeway)	SR 4 (Charter Way)					

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				Pipeline/Tunnel – Alternatives 1A, 2A, 3, 5, 6A, 7, and 8	Modified Pipeline/Tunnel – Alternative 4	East Canal – Alternatives 1B, 2B, and 6B	West Canal – Alternatives 1C, 2C, and 6C	Separate Corridors – Alternative 9
CT 55	I-5 SB	SR 4 (Freeway)	SR 4 (Charter Way)	TRANS-1b (avoid 7-8AM, 2-3PM, & 4-6PM) ²	TRANS-1b (avoid 7-8AM & 2-6PM) ²			TRANS-1b (959 max hourly trips between 6-7AM, 8AM-4PM, & 6-7PM; avoid 7-8AM & 4-6PM) ²
CT 56	I-5 NB	SR 4 (Charter Way)	Eighth Street	TRANS-1b (avoid 2-6PM) ^{2,3}	TRANS-1b (avoid 2-6PM) ^{2,3}	TRANS-1b (avoid 3-6PM) ^{2,3}	TRANS-1b (avoid 3-6PM) ^{2,3}	TRANS-1b (avoid 1-6PM) ^{2,3}
CT 57	I-5 SB	SR 4 (Charter Way)	Eighth Street	TRANS-1c ^{2,3}	TRANS-1c ^{2,3}	TRANS-1c ^{2,3}	TRANS-1c ^{2,3}	TRANS-1c ^{2,3}
CT 58	I-205 EB	I-580	Mountain House Pkwy	TRANS-1b (avoid 2-7PM)	TRANS-1b (avoid 2-7PM)	TRANS-1b (avoid 3-7PM)	TRANS-1b (avoid 2-7PM)	TRANS-1b (avoid 2-7PM)
CT 59	I-205 WB	I-580	Mountain House Pkwy	TRANS-1b (avoid 6-9AM)	TRANS-1b (avoid 6-9AM)	TRANS-1b (avoid 6-9AM)	TRANS-1b (avoid 6-9AM)	TRANS-1b (avoid 6-10AM)
CT 60	I-205 EB	Mountain House Pkwy	Eleventh St	TRANS-1b (avoid 2-7PM)	TRANS-1b (avoid 2-7PM)	TRANS-1b (avoid 2-7PM)	TRANS-1b (avoid 2-7PM)	TRANS-1b (avoid 2-7PM)
CT 61	I-205 WB	Mountain House Pkwy	Eleventh St	TRANS-1b (avoid 6-9AM)	TRANS-1b (avoid 6-9AM)	TRANS-1b (avoid 6-7AM)	TRANS-1b (avoid 6-8AM)	TRANS-1b (avoid 6-9AM)
CT 62	I-205 EB	Grant Line Rd	Tracy Blvd					
CT 63	I-205 WB	Grant Line Rd	Tracy Blvd					
CT 64	I-205 EB	Tracy Blvd	MacArthur Dr					
CT 65	I-205 WB	Tracy Blvd	MacArthur Dr					

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				Pipeline/Tunnel – Alternatives 1A, 2A, 3, 5, 6A, 7, and 8	Modified Pipeline/Tunnel – Alternative 4	East Canal – Alternatives 1B, 2B, and 6B	West Canal – Alternatives 1C, 2C, and 6C	Separate Corridors – Alternative 9
ISL 01	A St/4th St/Jackson Blvd.	SR 160	Isleton City Limits					
OAK 01	Main St (old SR 4)	SR 160	Cypress Rd					TRANS-1b (1,781 max hourly trips)
OAK 02	Main St (old SR 4)	Cypress Rd	Delta Rd (Oakley City Limits)	TRANS-1b (190 max hourly trips between 6-8AM, 9AM-2PM, & 4-7PM; avoid 8-9AM & 2-4PM)	TRANS-1b (190 max hourly trips between 6-8AM, 9AM-2PM, & 4-7PM; avoid 8-9AM & 2-4PM)	TRANS-1b (avoid 8-9AM & 2-6PM)	TRANS-1b (238 max hourly trips)	TRANS-1b (238 max hourly trips)
OAK 03	Cypress Rd	Main St (Old SR 4)	Bethel Island Rd					
OAK 04	Bethel Island Rd	Cypress Rd	Oakley City Limits					
OAK 05	Delta Rd	Main St (Old SR 4)	Byron Hwy					
SAC 01	Pocket Rd	I-5	Freeport Blvd (Old SR 160)				TRANS-1b (avoid 7-9AM & 1-7PM)	
SAC 02	Freeport Blvd (Old SR 160)	Pocket Rd	Sacramento City Limits				TRANS-1b (1,229 max hourly trips)	
SC 01	Freeport Bridge	River Rd	SR 160 (Freeport Blvd)				TRANS-1b (1,039 max hourly trips)	

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SC 02	Hood Franklin Rd	SR 160 (River Rd)	I-5			TRANS-1b (1,268 max hourly trips)		
SC 03	Lambert Rd	SR 160 (River Rd)	Herzog Rd					
SC 04	Lambert Rd	Herzog Rd	Franklin Blvd					
SC 05	Franklin Blvd	Lambert Rd	Twin Cities Rd					
SC 06	Twin Cities Rd	River Rd	I-5				TRANS-1b (1,157 max hourly trips)	
SC 07	Twin Cities Rd	I-5	Franklin Blvd					
SC 08	Sutter Slough Bridge Rd	Sacramento Co./Yolo Co. Line	Paintersville Bridge				TRANS-1b (1,288 max hourly trips)	TRANS-1b (1,288 max hourly trips)
SC 09	River Rd (Sac Co.)	Paintersville Bridge	Twin Cities Rd				TRANS-1b (1,275 max hourly trips)	
SC 10	River Rd (Sac Co.)	Twin Cities Rd	Walnut Grove Bridge					
SC 11	Walnut Grove Rd/River Rd	Walnut Grove Bridge	Sacramento Co./SJ Co. Line				TRANS-1b (1,070 max hourly trips)	
SC 12	Isleton Rd	River Rd (Walnut Grove)/Isleton Rd Bridge	1.5 miles west of Isleton Rd Bridge					
SC 13	Race Track Rd/Tyler Island Rd	Walnut Grove Rd	Southern End of Tyler Island					

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SC 14	Tyler Island Rd	Southern End of Tyler Island	SR 160 (River Rd)					
SC 15	Jackson Slough Rd	Isleton City Limits	SR 12					
SC 16	Jackson Slough Rd	Brannan Island Rd	SR 12					
SJ 01	Walnut Grove Rd	Sacramento Co./SJ Co. Line	I-5				TRANS-1b (552 max hourly trips)	TRANS-1b (551 max hourly trips)
SJ 02	Peltier Rd	Blossom Rd	I-5					
SJ 03	Tracy Blvd	SR 4	Clifton Court Rd			TRANS-1b (581 max hourly trips)		TRANS-1b (581 max hourly trips)
SJ 04	Tracy Blvd	Clifton Court Rd	Tracy City Limits			TRANS-1b (605 max hourly trips)		TRANS-1b (612 max hourly trips)
SJ 05	Byron Hwy	Alameda Co./San Joaquin Co. Line	Mountain House Pkwy		TRANS-1b (avoid 7-8AM)		TRANS-1b (710 max hourly trips)	TRANS-1b (710 max hourly trips)
SJ 06	Mountain House Pkwy	Byron Hwy	Arnaudo Blvd					TRANS-1b (1,088 max hourly trips)
SJ 07	Mountain House Pkwy	Arnaudo Blvd	I-205					
STK 01	Eight Mile Rd	Stockton City Limits	I-5					
TRA 01	Tracy Blvd	Tracy City Limits	I-205					TRANS-1b (1,081 max hourly trips)

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WS 01	Harbor Blvd	Industrial Blvd	US 50				TRANS-1b (7-10AM; 12-7PM or 1,064 max hourly trips)	TRANS-1b (1,064 max hourly trips)
WS 02	Industrial Blvd/Lake Washington Blvd	Harbor Blvd	Jefferson Blvd (Old SR 84)	TRANS-1b (387 max hourly trips between 6-7AM & 9AM-4PM; avoid 7-9AM & 4-7PM)	TRANS-1b (avoid 7-9AM & 12-7PM)	TRANS-1b (avoid 7-8AM & 4-6PM)	TRANS-1b (372 max hourly trips between 6-7 AM, 9AM-5PM, & 6-7PM; avoid 7-9AM & 5-6PM)	TRANS-1b (372 max hourly trips between 6-7 AM, 9AM-5PM, & 6-7PM; avoid 7-9AM & 5-6PM)
WS 03	Jefferson Blvd (Old SR 84)	Lake Washington Blvd	Southport Pkwy	TRANS-1b (623 max hourly trips between 6-7AM, & 9AM-3PM; avoid 8-9AM & 3-7PM)	TRANS-1b (avoid 7-9AM & 3-7PM)	TRANS-1b (avoid 8-9AM & 4-6PM)	TRANS-1b (307 max hourly trips between 6AM-5PM, & 6-7PM; avoid 5-6PM)	TRANS-1b (380 max hourly trips between 6-8 AM, 9AM-5PM, & 6-7PM; avoid 8-9AM & 5-6PM)
WS 04	Jefferson Blvd (Old SR 84)	Southport Pkwy	West Sacramento City Limits	TRANS-1b (avoid 7-9AM, 2-3PM, & 4-6PM)	TRANS-1b (avoid 7-9AM & 2-6PM)		TRANS-1b (525 max hourly trips)	TRANS-1b (525 max hourly trips)

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YOL 01	River Rd (Yolo Co.)	Freeport Bridge	Courtland Rd				TRANS-1b (426 max hourly trips)	
YOL 02	River Rd (Yolo Co.)	Courtland Rd	Sacramento Co./Yolo Co. Line				TRANS-1b (612 max hourly trips)	TRANS-1b (612 max hourly trips)
YOL 03	Courtland Rd	SR 84 (Jefferson Blvd)	River Rd				TRANS-1b (597 max hourly trips)	TRANS-1b (597 max hourly trips)

Notes:

(1) For mitigation measure TRANS-1b, the maximum number of hourly construction trips is shown in parentheses within the specified time period, if applicable. If only a time period is shown, that time period is to be avoided.

~~(2)~~ I-5 North Stockton Widening is currently under construction and would eliminate the operational impact at CT 55, 56, & 57 if completed prior to construction activity.

~~(2)(3)~~ Traffic impacts are temporary and as such, capacity enhancements may not be reasonable.