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

Administrative Draft Report

September 13, 2013

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, 2000. None of the jurisdictions have hourly LOS traffic volume thresholds for roadway segments; therefore, Fehr & Peers developed hourly traffic volume thresholds based on the 2000 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 2000. | | | | | |
| 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. Where possible, 2008 counts were factored up to create

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1 2009 traffic volume estimates. The 2012 traffic counts were not adjusted because historical counts were
2 not available for these locations and, in many cases, the traffic growth patterns are uncertain due to the
3 2008-09 recession effects.

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

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

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

17 ***Roadway Physical Conditions***

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

24 Chapter 610 of the Caltrans Highway Design Manual (2009) provides guidance on pavement engineering
25 considerations including roadway rehabilitation techniques to extend the life of pavement. As stated in
26 Chapter 613.1, “pavements are engineered to carry the truck traffic loads expected during the pavement
27 design life. Truck traffic...is the primary factor affecting pavement design life and its serviceability.” Further,
28 information obtained from local jurisdictions suggests that some roadways identified as potential
29 construction site access routes do not have adequate engineered pavement sections to withstand
30 construction traffic, particularly heavy vehicles.

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

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

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

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

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

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

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

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

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

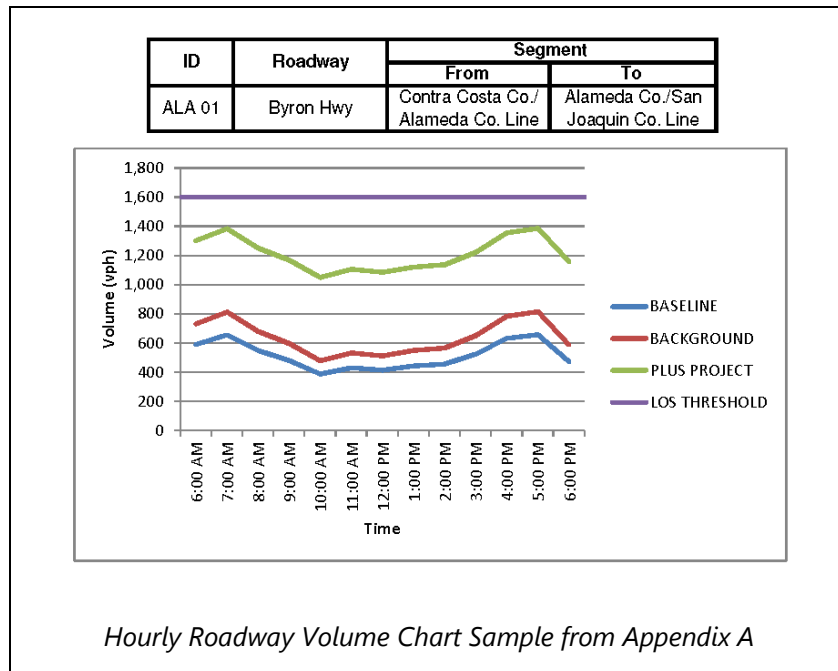
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1 **3. Setting**

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.

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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> | |

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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 23 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 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 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 | - | 477 to 813 | - | 1,049 to 1,385 | - |
| 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 | - | 1,170 to 2,119 | 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 | - | - | 301 to 825 | - | 873 to 1,397 | - |
| BRE 03 | Balfour Rd | Brentwood Blvd (Old SR 4) | Brentwood City Limits | D | 3,540 | 437 to 1,300 | - | 437 to 1,300 | - | 437 to 1,300 | - |
| CC 01 | Bethel Island Rd | Oakley City Limits | End | D | 1,600 | 124 to 330 | - | 124 to 330 | - | 124 to 330 | - |
| CC 02 | Balfour Rd | Brentwood City Limits | Byron Hwy | D | 1,600 | 90 to 297 | - | 90 to 297 | - | 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 | - | - | 1,320 to 1,959 | 4 (7-8AM; 3-6PM) | 1,892 to 2,531 | 13 (6AM-7PM) |
| CC 04 | Byron Hwy | Delta Rd | Old SR 4 | D | 1,410 | 108 to 240 | - | 108 to 240 | - | 108 to 240 | - |

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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 | | BPGPP 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 05 | Byron Hwy | SR 4 | Contra Costa Co./ Alameda Co. Line | D | 1,600 | 483 to 907 | - | 599 to 1,125 | - | 1,171 to 1,697 | 3 (8-9AM; 3-4PM; 5-6PM) |
| CT 01 | I-5 NB | Florin Rd | Pocket Rd | F | 6,060 | 2,589 to 5,820 | - | 2,987 to 6,714 | 1 (7-8AM) | 3,216 to 6,943 | 1 (7-8AM) |
| CT 02 | I-5 SB | Florin Rd | Pocket Rd | F | 6,060 | 1,647 to 5,705 | - | 1,870 to 6,479 | 2 (4-6PM) | 2,099 to 6,708 | 2 (4-6PM) |
| CT 03 | I-5 NB | Pocket Rd | Laguna Blvd | F | 6,060 | 2,359 to 5,156 | - | 2,359 to 5,156 | - | 2,359 to 5,156 | - |
| CT 04 | I-5 SB | Pocket Rd | Laguna Blvd | F | 6,060 | 1,543 to 5,243 | - | 1,543 to 5,243 | - | 1,543 to 5,243 | - |
| CT 05 | I-5 NB | Laguna Blvd | Elk Grove Blvd | F | 4,010 | 1,820 to 3,339 | - | 1,820 to 3,339 | - | 1,820 to 3,339 | - |
| CT 06 | I-5 SB | Laguna Blvd | Elk Grove Blvd | F | 4,010 | 1,254 to 3,332 | - | 1,254 to 3,332 | - | 1,254 to 3,332 | - |
| CT 07 | I-5 NB | Elk Grove Blvd | Hood Franklin Rd | F | 4,010 | 1,504 to 2,162 | - | 1,751 to 2,517 | - | 2,102 to 2,868 | - |
| CT 08 | I-5 SB | Elk Grove Blvd | Hood Franklin Rd | F | 4,010 | 1,217 to 2,236 | - | 1,425 to 2,619 | - | 1,776 to 2,970 | - |
| CT 09 | I-5 NB | Hood Franklin Rd | Twin Cities Rd | F | 4,010 | 1,414 to 1,851 | - | 1,623 to 2,125 | - | 2,056 to 2,558 | - |
| CT 10 | I-5 SB | Hood Franklin Rd | Twin Cities Rd | F | 4,010 | 1,207 to 1,964 | - | 1,405 to 2,285 | - | 1,838 to 2,718 | - |
| CT 11 | I-5 NB | Twin Cities Rd | Walnut Grove Rd | C | 2,880 | 1,312 to 1,720 | - | 1,561 to 2,047 | - | 1,912 to 2,398 | - |
| CT 12 | I-5 SB | Twin Cities Rd | Walnut Grove Rd | C | 2,880 | 1,111 to 1,813 | - | 1,322 to 2,158 | - | 1,673 to 2,509 | - |
| CT 13 | I-5 NB | Walnut Grove Rd | Peltier Rd | C | 2,880 | 1,374 to 1,803 | - | 1,649 to 2,164 | - | 1,730 to 2,245 | - |
| CT 14 | I-5 SB | Walnut Grove Rd | Peltier Rd | C | 2,880 | 1,128 to 1,894 | - | 1,354 to 2,273 | - | 1,435 to 2,354 | - |
| CT 15 | I-5 NB | Peltier Rd | Turner Rd | C | 2,880 | 1,421 to 1,885 | - | 1,421 to 1,885 | - | 1,421 to 1,885 | - |
| CT 16 | I-5 SB | Peltier Rd | Turner Rd | C | 2,880 | 1,145 to 1,974 | - | 1,145 to 1,974 | - | 1,145 to 1,974 | - |
| CT 17 | I-5 NB | Turner Rd | SR 12 | C | 2,880 | 1,288 to 1,985 | - | 1,623 to 2,501 | - | 1,698 to 2,576 | - |

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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 | | BPGPP 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 18 | I-5 SB | Turner Rd | SR 12 | C | 2,880 | 1,124 to 1,482 | - | 1,416 to 1,867 | - | 1,491 to 1,942 | - |
| CT 19 | I-5 NB | SR 12 | Eight Mile Rd | C | 4,400 | 1,533 to 2,267 | - | 1,870 to 2,766 | - | 1,945 to 2,841 | - |
| CT 20 | I-5 SB | SR 12 | Eight Mile Rd | C | 4,400 | 1,243 to 2,070 | - | 1,516 to 2,525 | - | 1,591 to 2,600 | - |
| CT 21 | I-5 NB | Eight Mile Rd | Hammer Ln | D | 5,410 | 1,937 to 3,452 | - | 1,937 to 3,452 | - | 1,937 to 3,452 | - |
| CT 22 | I-5 SB | Eight Mile Rd | Hammer Ln | D | 5,410 | 1,817 to 2,760 | - | 1,817 to 2,760 | - | 1,817 to 2,760 | - |
| CT 23 | SR 160 (Freeport Blvd) | Sacramento City Limits | Freeport Bridge | E | 1,740 | 136 to 476 | - | 153 to 536 | - | 611 to 994 | - |
| CT 24 | SR 160 (Freeport Blvd/ River Rd) | Freeport Bridge | Scribner Rd | E | 1,740 | 94 to 180 | - | 94 to 180 | - | 552 to 638 | - |
| CT 25 | SR 160 (River Rd) | Scribner Rd | Hood Franklin Rd | E | 1,740 | 41 to 125 | - | 41 to 125 | - | 499 to 583 | - |
| CT 26 | SR 160 (River Rd) | Hood Franklin Rd | Lambert Rd | E | 1,740 | 105 to 170 | - | 124 to 201 | - | 826 to 903 | - |
| CT 27 | SR 160 (River Rd) | Lambert Rd | Paintersville Bridge | E | 1,740 | 69 to 122 | - | 77 to 136 | - | 779 to 838 | - |
| CT 28 | SR 160 (Paintersville Bridge) | Sutter Slough Bridge Rd | SR 160 (River Rd) | E | 1,740 | 75 to 150 | - | 81 to 163 | - | 783 to 865 | - |
| CT 29 | SR 160 | Paintersville Bridge | Walnut Grove Bridge | E | 1,740 | 78 to 128 | - | 97 to 161 | - | 799 to 863 | - |
| CT 30 | SR 160 (River Rd) | Walnut Grove Bridge | A St (Isleton) | E | 1,740 | 173 to 465 | - | 173 to 465 | - | 1,038 to 1,330 | - |

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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 | | BPGPP 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 | - | 1,058 to 1,243 | - |
| CT 32 | SR 160 | SR 12 | Brannan Island Rd | F | 1,740 | 530 to 894 | - | 578 to 975 | - | 1,578 to 1,975 | 4 (6-7AM; 3-6PM) |
| CT 33 | SR 84 (Jefferson Blvd) | West Sacramento City Limits | Courtland Rd | B | 200 | 40 to 169 | - | 46 to 194 | - | 618 to 766 | 13 (6AM-7PM) |
| CT 34 | SR 84 (Courtland Rd/ Ryer Ave) | Courtland Rd | Cache Slough Ferry | C | 680 | 10 to 25 | - | 10 to 25 | - | 10 to 25 | - |
| CT 35 | I-80 EB | Suisun Valley Rd | SR 12 | C | 8,350 | 3,079 to 6,994 | - | 3,880 to 8,812 | 3 (3-6PM) | 4,380 to 9,312 | 3 (3-6PM) |
| CT 36 | I-80 WB | Suisun Valley Rd | SR 12 | C | 8,350 | 5,751 to 8,892 | 2 (6-8AM) | 7,246 to 11,204 | 6 (6-9AM; 3-6PM) | 7,746 to 11,704 | 9 (6-10AM; 1-6PM) |
| CT 37 | SR 12 EB | I-80 | Beck Ave | C | 2,880 | 528 to 1,847 | - | 676 to 2,364 | - | 1,176 to 2,864 | - |
| CT 38 | SR 12 WB | I-80 | Beck Ave | C | 2,880 | 829 to 1,625 | - | 1,061 to 2,080 | - | 1,561 to 2,580 | - |
| CT 39 | SR 12 | Beck Ave | Sunset Ave/ Grizzly Island Rd | C | 5,060 | 2,408 to 3,573 | - | 3,046 to 4,519 | - | 4,046 to 5,519 | 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 | - | 2,057 to 3,012 | - | 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) | 803 to 1,376 | 13 (6AM-7PM) | 1,803 to 2,376 | 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 | | BPGPP 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 42 | SR 12 | SR 113 | SR 84 (River Rd) | C | 790 | 1,073 to 1,544 | 13 (6AM-7PM) | 1,373 to 1,976 | 13 (6AM-7PM) | 2,373 to 2,976 | 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) | 1,453 to 2,157 | 13 (6AM-7PM) | 2,453 to 3,157 | 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) | 845 to 1,236 | 13 (6AM-7PM) | 995 to 1,386 | 13 (6AM-7PM) |
| CT 45 | SR 12 | Sacramento Co./ SJ Co. Line | I-5 | C | 790 | 773 to 1,164 | 12 (6AM-6PM) | 840 to 1,264 | 13 (6AM-7PM) | 990 to 1,414 | 13 (6AM-7PM) |
| 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 | 6 (7-9AM; 2-6PM) | 3,394 to 6,027 | 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 | 4 (7-8AM; 3-6PM) | 3,849 to 5,153 | 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 | - | 1,141 to 1,913 | - |
| CT 49 | SR 113 | Dixon City Limits | SR 12 | C | 680 | 174 to 294 | - | 216 to 365 | - | 788 to 937 | 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 | - | - | 548 to 909 | 2 (4-6PM) | 1,120 to 1,481 | 13 (6AM-7PM) |
| CT 51 | SR 4 | Marsh Creek Rd | Discovery Bay Blvd | D | 1,600 | 554 to 1,224 | - | 654 to 1,445 | - | 1,226 to 2,017 | 11 (8AM-7PM) |
| CT 52 | SR 4 | Discovery Bay Blvd | Tracy Blvd | C | 790 | 412 to 746 | - | 412 to 746 | - | 984 to 1,318 | 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 | 1 (4-5PM) | 1,439 to 2,064 | 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 | - | 3,487 to 6,325 | - |
| 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 | 2 (7-8AM; 5-6PM) | 6,033 to 7,754 | 4 (7-8AM; 2-3PM; 4-6PM) |
| 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 (3-6PM) | 3,445 to 6,248 | 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) | 5,633 to 7,320 | 13 (6AM-7PM) | 5,919 to 7,606 | 13 (6AM-7PM) |
| CT 58 | I-205 EB | I-580 | Mountain House Pkwy | C | 4,400 | 1,350 to 5,071 | 4 (3-7PM) | 1,629 to 6,118 | 5 (2-7PM) | 1,915 to 6,404 | 5 (2-7PM) |
| CT 59 | I-205 WB | I-580 | Mountain House Pkwy | C | 4,400 | 1,873 to 4,867 | 2 (6-8AM) | 2,270 to 5,898 | 3 (6-9AM) | 2,556 to 6,184 | 3 (6-9AM) |
| CT 60 | I-205 EB | Mountain House Pkwy | Eleventh St | C | 4,400 | 1,431 to 5,068 | 4 (3-7PM) | 1,803 to 6,386 | 5 (2-7PM) | 2,089 to 6,672 | 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 (6-8AM) | 2,649 to 5,473 | 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 | - | 1,983 to 5,300 | - |
| CT 63 | I-205 WB | Grant Line Rd | Tracy Blvd | D | 5,410 | 1,852 to 3,079 | - | 2,296 to 3,818 | - | 2,388 to 3,910 | - |
| CT 64 | I-205 EB | Tracy Blvd | MacArthur Dr | D | 5,410 | 1,511 to 4,182 | - | 1,874 to 5,186 | - | 1,966 to 5,278 | - |

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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 | | BPGPP 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 65 | I-205 WB | Tracy Blvd | MacArthur Dr | D | 5,410 | 2,083 to 3,446 | - | 2,583 to 4,273 | - | 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 | - |
| 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 | - | 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 | - | - | 939 to 1,736 | - | 1,511 to 2,308 | 11 (7-9AM; 10AM-7PM) |
| OAK 03 | Cypress Rd | Main Street (Old SR 4) | Bethel Island Rd | D | 1,600 | 304 to 764 | - | 304 to 764 | - | 304 to 764 | - |
| OAK 04 | Bethel Island Rd | Cypress Rd | Oakley City Limits | D | 1,410 | 140 to 367 | - | 140 to 367 | - | 140 to 367 | - |
| OAK 05 | Delta Rd | Main Street (Old SR 4) | Byron Hwy | D | 1,410 | 155 to 334 | - | 155 to 334 | - | 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 | - | 1,247 to 2,649 | - |
| SAC 02 | Freeport Blvd (Old SR 160) | Pocket Rd | Sacramento City Limits | D | 1,760 | 152 to 492 | - | 176 to 571 | - | 634 to 1,029 | - |
| SC 01 | Freeport Bridge | River Rd | SR 160 (Freeport Blvd) | D | 1,410 | 98 to 346 | - | 98 to 346 | - | 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 |
| SC 02 | Hood Franklin Rd | SR 160 (River Rd) | I-5 | D | 1,410 | 77 to 137 | | 82 to 146 | - | 947 to 1,011 | - |
| SC 03 | Lambert Rd | SR 160 (River Rd) | Herzog Rd | D | 1,410 | 10 to 29 | - | 12 to 34 | - | 714 to 736 | - |
| SC 04 | Lambert Rd | Herzog Rd | Franklin Blvd | D | 1,410 | 19 to 38 | - | 20 to 40 | - | 722 to 742 | - |
| SC 05 | Franklin Blvd | Lambert Rd | Twin Cities Rd | D | 1,410 | 41 to 71 | - | 41 to 71 | - | 41 to 71 | - |
| SC 06 | Twin Cities Rd | River Rd | I-5 | D | 1,410 | 130 to 248 | - | 135 to 257 | - | 297 to 419 | - |
| SC 07 | Twin Cities Rd | I-5 | Franklin Blvd | D | 1,410 | 141 to 318 | - | 141 to 318 | - | 141 to 318 | - |
| SC 08 | Sutter Slough Bridge Rd | Sacramento Co./ Yolo Co. Line | Paintersville Bridge | D | 1,410 | 51 to 113 | - | 63 to 140 | - | 635 to 712 | - |
| SC 09 | River Rd (Sac Co.) | Paintersville Bridge | Twin Cities Rd | D | 1,410 | 85 to 134 | - | 86 to 136 | - | 161 to 211 | - |
| SC 10 | River Rd (Sac Co.) | Twin Cities Rd | Walnut Grove Bridge | D | 1,600 | 223 to 365 | - | 231 to 378 | - | 393 to 540 | - |
| SC 11 | Walnut Grove Rd/River Rd | Walnut Grove Bridge | Sacramento Co./ SJ Co. Line | D | 1,410 | 175 to 332 | - | 183 to 347 | - | 345 to 509 | - |
| 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 | - | 142 to 364 | - |
| 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 | - | 99 to 116 | - |
| 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 | - |

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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 |
| SC 15 | Jackson Slough Rd | Isleton City Limits | SR 12 | D | 1,410 | 4 to 53 | - | 4 to 53 | - | 4 to 53 | - |
| SC 16 | Jackson Slough Rd | Brannan Island Rd | SR 12 | D | 1,410 | 16 to 52 | - | 16 to 52 | - | 16 to 52 | - |
| SJ 01 | Walnut Grove Rd | Sacramento Co./ SJ Co. Line | I-5 | C | 790 | 141 to 232 | - | 147 to 242 | - | 309 to 404 | - |
| SJ 02 | Peltier Rd | Blossom Rd | I-5 | C | 680 | 8 to 23 | - | 8 to 23 | - | 8 to 23 | - |
| SJ 03 | Tracy Blvd | SR 4 | Clifton Court Rd | C | 790 | 108 to 209 | - | 108 to 209 | - | 292 to 393 | - |
| SJ 04 | Tracy Blvd | Clifton Court Rd | Tracy City Limits | C | 790 | 69 to 171 | - | 84 to 209 | - | 268 to 393 | - |
| SJ 05 | Byron Hwy | Alameda Co./San Joaquin Co. Line | Mountain House Pkwy | D | 1,600 | 521 to 824 | - | 646 to 1,022 | - | 1,218 to 1,594 | - |
| SJ 06 | Mountain House Pkwy | Byron Hwy | Arnaudo Blvd | D | 1,410 | 190 to 298 | - | 236 to 370 | - | 808 to 942 | - |
| SJ 07 | Mountain House Pkwy | Arnaudo Blvd | I-205 | D | 3,540 | 418 to 769 | - | 543 to 1,000 | - | 1,115 to 1,572 | - |
| STK 01 | Eight Mile Rd | Stockton City Limits | I-5 | E | 1,870 | 309 to 769 | - | 309 to 769 | - | 309 to 769 | - |
| TRA 01 | Tracy Blvd | Tracy City Limits | I-205 | E | 1,870 | 309 to 759 | - | 377 to 926 | - | 561 to 1,110 | - |
| WS 01 | Harbor Blvd | Industrial Blvd | US 50 | D | 3,540 | 1,140 to 2,317 | - | 1,374 to 2,793 | - | 1,946 to 3,365 | - |
| 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 | 2 (7-8AM; 5-6PM) | 1,531 to 2,876 | 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 | - | 665 to 2,094 | 1 (5-6PM) | 1,237 to 2,666 | 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 | - | 622 to 746 | 5 (7-9AM; 2-3PM; 4-6PM) |
| YOL 01 | River Rd (Yolo Co.) | Freeport Bridge | Courtland Rd | C | 680 | 74 to 249 | - | 74 to 249 | - | 74 to 249 | - |
| YOL 02 | River Rd (Yolo Co.) | Courtland Rd | Sacramento Co./ Yolo Co. Line | C | 680 | 25 to 63 | - | 31 to 78 | - | 603 to 650 | - |
| YOL 03 | Courtland Rd | SR 84 (Jefferson Blvd) | River Rd | C | 680 | 28 to 77 | - | 35 to 95 | - | 607 to 667 | - |

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 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 | Yes | No |
| BRE 01 | Brentwood Blvd (old SR 4) | Delta Rd (Oakley City Limits) | Balfour Rd | Acceptable | Yes | No |
| BRE 02 | Brentwood Blvd (old SR 4) | Balfour Rd | Brentwood City Limits (South) | Acceptable | Yes | No |
| BRE 03 | Balfour Rd | Brentwood Blvd (Old SR 4) | Brentwood City Limits | Acceptable | No | No |
| CC 01 | Bethel Island Rd | Oakley City Limits | End | Deficient | No | No |
| CC 02 | Balfour Rd | Brentwood City Limits | Byron Hwy | Deficient | No | No |
| CC 03 | Old SR 4 | Brentwood City Limits (South) | Marsh Creek Rd | Deficient | Yes | Yes |
| CC 04 | Byron Hwy | Delta Rd | Old SR 4 | Acceptable | No | No |
| CC 05 | Byron Hwy | SR 4 | Contra Costa Co./Alameda Co. Line | Deficient | Yes | Yes |
| CT 01 | I-5 NB | Florin Rd | Pocket Rd | Deficient | Yes | Yes |
| CT 02 | I-5 SB | Florin Rd | Pocket Rd | Deficient | Yes | Yes |
| CT 03 | I-5 NB | Pocket Rd | Laguna Blvd | Deficient | No | No |
| CT 04 | I-5 SB | Pocket Rd | Laguna Blvd | Deficient | No | No |
| CT 05 | I-5 NB | Laguna Blvd | Elk Grove Blvd | Deficient | No | No |
| CT 06 | I-5 SB | Laguna Blvd | Elk Grove Blvd | Deficient | No | No |
| CT 07 | I-5 NB | Elk Grove Blvd | Hood Franklin Rd | Acceptable | Yes | No |
| CT 08 | I-5 SB | Elk Grove Blvd | Hood Franklin Rd | Acceptable | Yes | No |
| CT 09 | I-5 NB | Hood Franklin Rd | Twin Cities Rd | Deficient | 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 |
| CT 10 | I-5 SB | Hood Franklin Rd | Twin Cities Rd | Deficient | Yes | Yes |
| CT 11 | I-5 NB | Twin Cities Rd | Walnut Grove Rd | Deficient | Yes | Yes |
| CT 12 | I-5 SB | Twin Cities Rd | Walnut Grove Rd | Acceptable | Yes | No |
| CT 13 | I-5 NB | Walnut Grove Rd | Peltier Rd | Acceptable | Yes | No |
| CT 14 | I-5 SB | Walnut Grove Rd | Peltier Rd | Acceptable | Yes | No |
| CT 15 | I-5 NB | Peltier Rd | Turner Rd | Acceptable | No | No |
| CT 16 | I-5 SB | Peltier Rd | Turner Rd | Acceptable | No | No |
| CT 17 | I-5 NB | Turner Rd | SR 12 | Acceptable | Yes | No |
| CT 18 | I-5 SB | Turner Rd | SR 12 | Acceptable | Yes | No |
| CT 19 | I-5 NB | SR 12 | Eight Mile Rd | Deficient | Yes | Yes |
| CT 20 | I-5 SB | SR 12 | Eight Mile Rd | Acceptable | Yes | No |
| CT 21 | I-5 NB | Eight Mile Rd | Hammer Ln | Deficient | No | No |
| CT 22 | I-5 SB | Eight Mile Rd | Hammer Ln | Acceptable | No | No |
| CT 23 | SR 160 (Freeport Blvd) | Sacramento City Limits | Freeport Bridge | Deficient | Yes | Yes |
| CT 24 | SR 160 (Freeport Blvd/River Rd) | Freeport Bridge | Scribner Rd | Deficient | Yes | Yes |
| CT 25 | SR 160 (River Rd) | Scribner Rd | Hood Franklin Rd | Deficient | Yes | Yes |
| CT 26 | SR 160 (River Rd) | Hood Franklin Rd | Lambert Rd | Deficient | Yes | Yes |
| CT 27 | SR 160 (River Rd) | Lambert Rd | Paintersville Bridge | Deficient | Yes | Yes |
| CT 28 | SR 160 (Paintersville Bridge) | Sutter Slough Bridge Rd | SR 160 (River Rd) | Not Applicable | Yes | No |
| CT 29 | SR 160 | Paintersville Bridge | Walnut Grove Bridge | Acceptable | Yes | No |
| CT 30 | SR 160 (River Rd) | Walnut Grove Bridge | A St (Isleton) | Deficient | 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 |
| CT 31 | SR 160 | A St (Isleton) | SR 12 | Deficient | Yes | Yes |
| CT 32 | SR 160 | SR 12 | Brannan Island Rd | Deficient | Yes | Yes |
| CT 33 | SR 84 (Jefferson Blvd) | West Sacramento City Limits | Courtland Rd | Deficient | Yes | Yes |
| CT 34 | SR 84 (Courtland Rd/Ryer Ave) | Courtland Rd | Cache Slough Ferry | Deficient | No | No |
| CT 35 | I-80 EB | Suisun Valley Rd | SR 12 | Acceptable | Yes | No |
| CT 36 | I-80 WB | SR 12 | Suisun Valley Rd | Acceptable | Yes | No |
| CT 37 | SR 12 EB | I-80 | Beck Ave | Acceptable | Yes | No |
| CT 38 | SR 12 WB | Beck Ave | I-80 | Acceptable | Yes | No |
| CT 39 | SR 12 | Beck Ave | Sunset Ave/Grizzly Island Rd | Acceptable | Yes | No |
| CT 40 | SR 12 | Sunset Ave/Grizzly Island Rd | Walters Rd/Lawler Ranch Pkwy | Acceptable | Yes | No |
| CT 41 | SR 12 | Walters Rd/Lawler Ranch Pkwy | SR 113 | Deficient | Yes | Yes |
| CT 42 | SR 12 | SR 113 | SR 84 (River Rd) | Deficient | Yes | Yes |
| CT 43 | SR 12 (Rio Vista Bridge) | SR 84 (River Rd) | SR 160 (River Rd) | Not Applicable | Yes | No |
| CT 44 | SR 12 | SR 160 (River Rd) | Sacramento Co./SJ Co. Line | Deficient | Yes | Yes |
| CT 45 | SR 12 | Sacramento Co./SJ Co. Line | I-5 | Deficient | Yes | Yes |
| CT 46 | I-80 EB | SR 113 | Pedrick Rd | Deficient | Yes | Yes |
| CT 47 | I-80 WB | Pedrick Rd | SR 113 | Acceptable | Yes | No |
| CT 48 | SR 113 | I-80 | Dixon City Limits | Acceptable | Yes | 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 | Yes | Yes |
| CT 50 | SR 4 (Marsh Creek Rd) | Vasco Rd | Byron Hwy (Old SR 4) | Acceptable | Yes | No |
| CT 51 | SR 4 | Marsh Creek Rd | Discovery Bay Blvd | Deficient | Yes | Yes |
| CT 52 | SR 4 | Discovery Bay Blvd | Tracy Blvd | Deficient | Yes | Yes |
| CT 53 | SR 4 (Charter Way) | Tracy Blvd | I-5 | Deficient | Yes | Yes |
| CT 54 | I-5 NB | SR 4 (Freeway) | SR 4 (Charter Way) | Deficient | Yes | Yes |
| CT 55 | I-5 SB | SR 4 (Freeway) | SR 4 (Charter Way) | Deficient | Yes | Yes |
| CT 56 | I-5 NB | SR 4 (Charter Way) | Eighth Street | Acceptable | Yes | No |
| CT 57 | I-5 SB | SR 4 (Charter Way) | Eighth Street | Acceptable | Yes | No |
| CT 58 | I-205 EB | I-580 | Mountain House Pkwy | Acceptable | Yes | No |
| CT 59 | I-205 WB | I-580 | Mountain House Pkwy | Acceptable | Yes | No |
| CT 60 | I-205 EB | Mountain House Pkwy | Eleventh St | Acceptable | Yes | No |
| CT 61 | I-205 WB | Mountain House Pkwy | Eleventh St | Acceptable | Yes | No |
| CT 62 | I-205 EB | Grant Line Rd | Tracy Blvd | Acceptable | Yes | No |
| CT 63 | I-205 WB | Grant Line Rd | Tracy Blvd | Acceptable | Yes | No |
| CT 64 | I-205 EB | Tracy Blvd | MacArthur Dr | Acceptable | Yes | No |
| CT 65 | I-205 WB | Tracy Blvd | MacArthur Dr | Acceptable | Yes | No |
| ISL 01 | A St/4th St/Jackson Blvd. | SR 160 | Isleton City Limits | Deficient | No | No |
| OAK 01 | Main Street (Old SR 4) | SR 160 | Cypress Rd | Deficient | Yes | Yes |
| OAK 02 | Main Street (Old SR 4) | Cypress Rd | Delta Rd (Oakley City Limits) | Deficient | Yes | Yes |
| OAK 03 | Cypress Rd | Main Street (Old SR 4) | Bethel Island Rd | Acceptable | 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 |
| OAK 04 | Bethel Island Rd | Cypress Rd | Oakley City Limits | Deficient | No | No |
| OAK 05 | Delta Rd | Main Street (Old SR 4) | Byron Hwy | Deficient | No | No |
| SAC 01 | Pocket Rd | I-5 | Freeport Blvd (Old SR 160) | Deficient | Yes | Yes |
| SAC 02 | Freeport Blvd (Old SR 160) | Pocket Rd | Sacramento City Limits | Acceptable | Yes | No |
| SC 01 | Freeport Bridge | River Rd | SR 160 (Freeport Blvd) | Not Applicable | No | No |
| SC 02 | Hood Franklin Rd | SR 160 (River Rd) | I-5 | Deficient | Yes | Yes |
| SC 03 | Lambert Rd | SR 160 (River Rd) | Herzog Rd | Acceptable | Yes | No |
| SC 04 | Lambert Rd | Herzog Rd | Franklin Blvd | Deficient | Yes | Yes |
| SC 05 | Franklin Blvd | Lambert Rd | Twin Cities Rd | Deficient | No | No |
| SC 06 | Twin Cities Rd | River Rd | I-5 | Acceptable | Yes | No |
| SC 07 | Twin Cities Rd | I-5 | Franklin Blvd | Deficient | No | No |
| SC 08 | Sutter Slough Bridge Rd | Sacramento Co./Yolo Co. Line | Paintersville Bridge | Deficient | Yes | Yes |
| SC 09 | River Rd (Sac Co.) | Paintersville Bridge | Twin Cities Rd | Deficient | Yes | Yes |
| SC 10 | River Rd (Sac Co.) | Twin Cities Rd | Walnut Grove Bridge | Deficient | Yes | Yes |
| SC 11 | Walnut Grove Rd/River Rd | Walnut Grove Bridge | Sacramento Co./SJ Co. Line | Acceptable | Yes | No |
| SC 12 | Isleton Rd | River Rd (Walnut Grove)/Isleton Rd Bridge | 1.5 miles west of Isleton Rd Bridge | Acceptable | Yes | No |
| SC 13 | Race Track Rd/Tyler Island Rd | Walnut Grove Rd | Southern End of Tyler Island | Deficient | 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 | No | No |
| SC 15 | Jackson Slough Rd | Isleton City Limits | SR 12 | Acceptable | No | No |
| SC 16 | Jackson Slough Rd | Brannan Island Rd | SR 12 | Acceptable | No | No |
| SJ 01 | Walnut Grove Rd | Sacramento Co./SJ Co. Line | I-5 | Deficient | Yes | Yes |
| SJ 02 | Peltier Rd | Blossom Rd | I-5 | Deficient | No | No |
| SJ 03 | Tracy Blvd | SR 4 | Clifton Court Rd | Acceptable | Yes | No |
| SJ 04 | Tracy Blvd | Clifton Court Rd | Tracy City Limits | Acceptable | Yes | No |
| SJ 05 | Byron Hwy | Alameda Co./San Joaquin Co. Line | Mountain House Pkwy | Acceptable | Yes | No |
| SJ 06 | Mountain House Pkwy | Byron Hwy | Arnaudo Blvd | Acceptable | Yes | No |
| SJ 07 | Mountain House Pkwy | Arnaudo Blvd | I-205 | Acceptable | Yes | No |
| STK 01 | Eight Mile Rd | Stockton City Limits | I-5 | Deficient | No | No |
| TRA 01 | Tracy Blvd | Tracy City Limits | I-205 | Deficient | Yes | Yes |
| WS 01 | Harbor Blvd | Industrial Blvd | US 50 | Acceptable | Yes | No |
| WS 02 | Industrial Blvd/Lake Washington Blvd | Harbor Blvd | Jefferson Blvd (Old SR 84) | Acceptable | Yes | No |
| WS 03 | Jefferson Blvd (Old SR 84) | Lake Washington Blvd | Southport Pkwy | Deficient | Yes | Yes |
| WS 04 | Jefferson Blvd (Old SR 84) | Southport Pkwy | West Sacramento City Limits | Deficient | 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 36 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 42 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 | - | 1,057 to 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 | - | 1,178 to 2,127 | 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 | - | - | 301 to 825 | - | 881 to 1,405 | - |
| BRE 03 | Balfour Rd | Brentwood Blvd (Old SR 4) | Brentwood City Limits | D | 3,540 | 437 to 1,300 | - | 533 to 1,586 | - | 885 to 1,938 | - |
| CC 01 | Bethel Island Rd | Oakley City Limits | End | D | 1,600 | 124 to 330 | - | 124 to 330 | - | 124 to 330 | - |
| CC 02 | Balfour Rd | Brentwood City Limits | Byron Hwy | D | 1,600 | 90 to 297 | - | 90 to 297 | - | 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 | - | - | 1,320 to 1,959 | 4 (7-8AM; 3-6PM) | 1,900 to 2,539 | 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 | | 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 |
| CC 04 | Byron Hwy | Delta Rd | Old SR 4 | D | 1,410 | 108 to 240 | - | 108 to 240 | - | 108 to 240 | - |
| CC 05 | Byron Hwy | SR 4 | Contra Costa Co./ Alameda Co. Line | D | 1,600 | 483 to 907 | - | 599 to 1,125 | - | 1,179 to 1,705 | 3 (8-9AM; 3-4PM; 5-6PM) |
| CT 01 | I-5 NB | Florin Rd | Pocket Rd | F | 6,060 | 2,589 to 5,820 | - | 2987 to 6,714 | 1 (7-8AM) | 3,364 to 7,091 | 1 (7-8AM) |
| CT 02 | I-5 SB | Florin Rd | Pocket Rd | F | 6,060 | 1,647 to 5,705 | - | 1,870 to 6,479 | 2 (4-6PM) | 2,247 to 6,856 | 2 (4-6PM) |
| CT 03 | I-5 NB | Pocket Rd | Laguna Blvd | F | 6,060 | 2,359 to 5,156 | - | 2,359 to 5,156 | - | 2,359 to 5,156 | - |
| CT 04 | I-5 SB | Pocket Rd | Laguna Blvd | F | 6,060 | 1,543 to 5,243 | - | 1,543 to 5,243 | - | 1,543 to 5,243 | - |
| CT 05 | I-5 NB | Laguna Blvd | Elk Grove Blvd | F | 4,010 | 1,820 to 3,339 | - | 1,820 to 3,339 | - | 1,820 to 3,339 | - |
| CT 06 | I-5 SB | Laguna Blvd | Elk Grove Blvd | F | 4,010 | 1,254 to 3,332 | - | 1,254 to 3,332 | - | 1,254 to 3,332 | - |
| CT 07 | I-5 NB | Elk Grove Blvd | Hood Franklin Rd | F | 4,010 | 1,504 to 2,162 | - | 1,751 to 2,517 | - | 2,210 to 2,976 | - |
| CT 08 | I-5 SB | Elk Grove Blvd | Hood Franklin Rd | F | 4,010 | 1,217 to 2,236 | - | 1,425 to 2,619 | - | 1,884 to 3,078 | - |
| CT 09 | I-5 NB | Hood Franklin Rd | Twin Cities Rd | F | 4,010 | 1,414 to 1,851 | - | 1,644 to 2,152 | - | 2,021 to 2,529 | - |

**BDCP Construction Traffic Impact Analysis
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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 |
| CT 10 | I-5 SB | Hood Franklin Rd | Twin Cities Rd | F | 4,010 | 1,207 to 1,964 | - | 1,405 to 2,285 | - | 1,782 to 2,662 | - |
| CT 11 | I-5 NB | Twin Cities Rd | Walnut Grove Rd | C | 2,880 | 1,312 to 1,720 | - | 1,561 to 2,047 | - | 2,020 to 2,506 | - |
| CT 12 | I-5 SB | Twin Cities Rd | Walnut Grove Rd | C | 2,880 | 1,111 to 1,813 | - | 1,322 to 2,158 | - | 1,781 to 2,617 | - |
| CT 13 | I-5 NB | Walnut Grove Rd | Peltier Rd | C | 2,880 | 1,374 to 1,803 | - | 1,704 to 2,236 | - | 1,812 to 2,344 | - |
| CT 14 | I-5 SB | Walnut Grove Rd | Peltier Rd | C | 2,880 | 1,128 to 1,894 | - | 1,399 to 2,349 | - | 1,507 to 2,457 | - |
| CT 15 | I-5 NB | Peltier Rd | Turner Rd | C | 2,880 | 1,421 to 1,885 | - | 1,421 to 1,885 | - | 1,421 to 1,885 | - |
| CT 16 | I-5 SB | Peltier Rd | Turner Rd | C | 2,880 | 1,145 to 1,974 | - | 1,145 to 1,974 | - | 1,145 to 1,974 | - |
| CT 17 | I-5 NB | Turner Rd | SR 12 | C | 2,880 | 1,288 to 1,985 | - | 1,623 to 2,501 | - | 1,664 to 2,542 | - |
| CT 18 | I-5 SB | Turner Rd | SR 12 | C | 2,880 | 1,124 to 1,482 | - | 1,416 to 1,867 | - | 1,457 to 1,908 | - |
| CT 19 | I-5 NB | SR 12 | Eight Mile Rd | C | 4,400 | 1,533 to 2,267 | - | 1,870 to 2,766 | - | 1,911 to 2,807 | - |
| CT 20 | I-5 SB | SR 12 | Eight Mile Rd | C | 4,400 | 1,243 to 2,070 | - | 1,516 to 2,525 | - | 1,557 to 2,566 | - |

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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 21 | I-5 NB | Eight Mile Rd | Hammer Ln | D | 5,410 | 1,937 to 3,452 | - | 1,937 to 3,452 | - | 1,937 to 3,452 | - |
| CT 22 | I-5 SB | Eight Mile Rd | Hammer Ln | D | 5,410 | 1,817 to 2,760 | - | 1,817 to 2,760 | - | 1,817 to 2,760 | - |
| CT 23 | SR 160 (Freeport Blvd) | Sacramento City Limits | Freeport Bridge | E | 1,740 | 136 to 476 | - | 153 to 536 | - | 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 | - | 847 to 933 | - |
| CT 25 | SR 160 (River Rd) | Scribner Rd | Hood Franklin Rd | E | 1,740 | 41 to 125 | - | 41 to 125 | - | 794 to 878 | - |
| CT 26 | SR 160 (River Rd) | Hood Franklin Rd | Lambert Rd | E | 1,740 | 105 to 170 | - | 124 to 201 | - | 1,042 to 1,119 | - |
| CT 27 | SR 160 (River Rd) | Lambert Rd | Paintersville Bridge | E | 1,740 | 69 to 122 | - | 77 to 136 | - | 995 to 1,054 | - |
| CT 28 | SR 160 (Paintersville Bridge) | Sutter Slough Bridge Rd | SR 160 (River Rd) | E | 1,740 | 75 to 150 | - | 81 to 163 | - | 999 to 1,081 | - |
| CT 29 | SR 160 | Paintersville Bridge | Walnut Grove Bridge | E | 1,740 | 78 to 128 | - | 97 to 161 | - | 1,015 to 1,079 | - |
| CT 30 | SR 160 (River Rd) | Walnut Grove Bridge | A St (Isleton) | E | 1,740 | 173 to 465 | - | 173 to 465 | - | 1,091 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 | | 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 |
| CT 31 | SR 160 | A St (Isleton) | SR 12 | E | 1,740 | 193 to 378 | - | 193 to 378 | - | 1,111 to 1,296 | - |
| CT 32 | SR 160 | SR 12 | Brannan Island Rd | F | 1,740 | 530 to 894 | - | 578 to 975 | - | 1,658 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 194 | - | 626 to 774 | 13 (6AM-7PM) |
| CT 34 | SR 84 (Courtland Rd/ Ryer Ave) | Courtland Rd | Cache Slough Ferry | C | 680 | 10 to 25 | - | 10 to 25 | - | 10 to 25 | - |
| CT 35 | I-80 EB | Suisun Valley Rd | SR 12 | C | 8,350 | 3,079 to 6,994 | - | 3,880 to 8,812 | 3 (3-6PM) | 4,421 to 9,353 | 3 (3-6PM) |
| CT 36 | I-80 WB | Suisun Valley Rd | SR 12 | C | 8,350 | 5,751 to 8,892 | 2 (6-8AM) | 7,246 to 11,204 | 6 (6-9AM; 3-6PM) | 7,787 to 11,745 | 9 (6-10AM; 1-6PM) |
| CT 37 | SR 12 EB | I-80 | Beck Ave | C | 2,880 | 528 to 1,847 | - | 676 to 2,364 | - | 1,217 to 2,905 | 2 (5-7PM) |
| CT 38 | SR 12 WB | I-80 | Beck Ave | C | 2,880 | 829 to 1,625 | - | 1,061 to 2,080 | - | 1,602 to 2,621 | - |
| CT 39 | SR 12 | Beck Ave | Sunset Ave/ Grizzly Island Rd | C | 5,060 | 2,408 to 3,573 | - | 3,046 to 4,519 | - | 4,086 to 5,559 | 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 | | 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 |
| CT 40 | SR 12 | Sunset Ave/ Grizzly Island Rd | Walters Rd/ Lawler Ranch Pkwy | C | 5,060 | 1,607 to 2,353 | - | 2,057 to 3,012 | - | 3,097 to 4,052 | - |
| CT 41 | SR 12 | Walters Rd/ Lawler Ranch Pkwy | SR 113 | C | 790 | 627 to 1,075 | 10 (6-8AM; 9-1PM; 2-6PM) | 803 to 1,376 | 13 (6AM-7PM) | 1,843 to 2,416 | 13 (6AM-7PM) |
| CT 42 | SR 12 | SR 113 | SR 84 (River Rd) | C | 790 | 1,073 to 1,544 | 13 (6AM-7PM) | 1,373 to 1,976 | 13 (6AM-7PM) | 2,413 to 3,016 | 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) | 1,453 to 2,157 | 13 (6AM-7PM) | 2,493 to 3,197 | 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) | 845 to 1,236 | 13 (6AM-7PM) | 926 to 1,317 | 13 (6AM-7PM) |
| CT 45 | SR 12 | Sacramento Co./ SJ Co. Line | I-5 | C | 790 | 773 to 1,164 | 12 (6AM-6PM) | 840 to 1,264 | 13 (6AM-7PM) | 921 to 1,345 | 13 (6AM-7PM) |
| 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 | 6 (7-9AM; 2-6PM) | 3,398 to 6,031 | 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 | 4 (7-8AM; 3-6PM) | 3,853 to 5,157 | 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 | - | 1,149 to 1,921 | 1 (5-6PM) |
| CT 49 | SR 113 | Dixon City Limits | SR 12 | C | 680 | 174 to 294 | - | 216 to 365 | - | 796 to 945 | 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 50 | SR 4 (Marsh Creek Rd) ² | Vasco Rd | Byron Hwy (Old SR 4) | D | 1,600 | 442 to 733 | - | - | - | - | - |
| | | | | C | 790 | - | - | 548 to 909 | 2 (4-6PM) | 1,128 to 1,489 | 13 (6AM-7PM) |
| CT 51 | SR 4 | Marsh Creek Rd | Discovery Bay Blvd | D | 1,600 | 554 to 1,224 | - | 654 to 1,445 | - | 1,234 to 2,025 | 11 (8AM-7PM) |
| CT 52 | SR 4 | Discovery Bay Blvd | Tracy Blvd | C | 790 | 412 to 746 | - | 412 to 746 | - | 992 to 1,326 | 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 | 1 (4-5PM) | 1,447 to 2,072 | 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 | - | 3,781 to 6,619 | - |
| 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 | 2 (7-8AM; 5-6PM) | 6,327 to 8,048 | 5 (7-8AM; 2-6PM) |
| CT 56 | I-5 NB | SR 4 (Charter Way) | Eighth Street | D | 5,410 | 2,430 to 4,586 | - | 3,159 to 5,962 | 3 (3-6PM) | 3,739 to 6,542 | 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) | 5,633 to 7,320 | 13 (6AM-7PM) | 6,213 to 7,900 | 13 (6AM-7PM) |
| CT 58 | I-205 EB | I-580 | Mountain House Pkwy | C | 4,400 | 1,350 to 5,071 | 4 (3-7PM) | 1,629 to 6,118 | 5 (2-7PM) | 1,919 to 6,408 | 5 (2-7PM) |
| CT 59 | I-205 WB | I-580 | Mountain House Pkwy | C | 4,400 | 1,873 to 4,867 | 2 (6-8AM) | 2,270 to 5,898 | 3 (6-9AM) | 2,560 to 6,188 | 3 (6-9AM) |

**BDCP Construction Traffic Impact Analysis
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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 |
| 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 | 5 (2-7PM) | 2,093 to 6,676 | 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 (6-8AM) | 2,653 to 5,477 | 3 (6-9AM) |
| CT 62 | I-205 EB | Grant Line Rd | Tracy Blvd | D | 5,410 | 1,525 to 4,200 | - | 1,769 to 4,872 | - | 1,833 to 4,936 | - |
| CT 63 | I-205 WB | Grant Line Rd | Tracy Blvd | D | 5,410 | 1,852 to 3,079 | - | 2,148 to 3,572 | - | 2,212 to 3,636 | - |
| CT 64 | I-205 EB | Tracy Blvd | MacArthur Dr | D | 5,410 | 1,511 to 4,182 | - | 1,753 to 4,851 | - | 1,817 to 4,915 | - |
| CT 65 | I-205 WB | Tracy Blvd | MacArthur Dr | D | 5,410 | 2,083 to 3,446 | - | 2,416 to 3,997 | - | 2,480 to 4,061 | - |
| 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 | - |
| 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 | - | 1,462 to 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 | - | 1,519 to 2,316 | 11 (7-9AM; 10AM-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 |
| OAK 03 | Cypress Rd | Main Street (Old SR 4) | Bethel Island Rd | D | 1,600 | 304 to 764 | - | 304 to 764 | - | 304 to 764 | - |
| OAK 04 | Bethel Island Rd | Cypress Rd | Oakley City Limits | D | 1,410 | 140 to 367 | - | 140 to 367 | - | 140 to 367 | - |
| OAK 05 | Delta Rd | Main Street (Old SR 4) | Byron Hwy | D | 1,410 | 155 to 334 | - | 155 to 334 | - | 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 | - | 1,542 to 2,944 | - |
| SAC 02 | Freeport Blvd (Old SR 160) | Pocket Rd | Sacramento City Limits | D | 1,760 | 152 to 492 | - | 176 to 571 | - | 929 to 1,324 | - |
| SC 01 | Freeport Bridge | River Rd | SR 160 (Freeport Blvd) | D | 1,410 | 98 to 346 | - | 98 to 346 | - | 98 to 346 | - |
| SC 02 | Hood Franklin Rd | SR 160 (River Rd) | I-5 | D | 1,410 | 77 to 137 | - | 84 to 150 | - | 1,002 to 1,068 | - |
| SC 03 | Lambert Rd | SR 160 (River Rd) | Herzog Rd | D | 1,410 | 10 to 29 | - | 12 to 34 | - | 930 to 952 | - |
| SC 04 | Lambert Rd | Herzog Rd | Franklin Blvd | D | 1,410 | 19 to 38 | - | 20 to 40 | - | 938 to 958 | - |
| SC 05 | Franklin Blvd | Lambert Rd | Twin Cities Rd | D | 1,410 | 41 to 71 | - | 42 to 72 | - | 960 to 990 | - |
| SC 06 | Twin Cities Rd | River Rd | I-5 | D | 1,410 | 130 to 248 | - | 134 to 255 | - | 512 to 633 | - |
| SC 07 | Twin Cities Rd | I-5 | Franklin Blvd | D | 1,410 | 141 to 318 | - | 141 to 318 | - | 141 to 318 | - |
| SC 08 | Sutter Slough Bridge Rd | Sacramento Co./ Yolo Co. Line | Paintersville Bridge | D | 1,410 | 51 to 113 | - | 63 to 140 | - | 643 to 720 | - |

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| 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 |
| SC 09 | River Rd (Sac Co.) | Paintersville Bridge | Twin Cities Rd | D | 1,410 | 85 to 134 | - | 85 to 134 | - | 85 to 134 | - |
| SC 10 | River Rd (Sac Co.) | Twin Cities Rd | Walnut Grove Bridge | D | 1,600 | 223 to 365 | - | 230 to 377 | - | 608 to 755 | - |
| SC 11 | Walnut Grove Rd/River Rd | Walnut Grove Bridge | Sacramento Co./ SJ Co. Line | D | 1,410 | 175 to 332 | - | 185 to 351 | - | 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 | - |
| SC 13 | Race Track Rd/ Tyler Island Rd | Walnut Grove Rd | Southern End of Tyler Island | D | 1,410 | 17 to 34 | - | 17 to 34 | - | 17 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 | - |
| SC 15 | Jackson Slough Rd | Isleton City Limits | SR 12 | D | 1,410 | 4 to 53 | - | 4 to 53 | - | 4 to 53 | - |
| SC 16 | Jackson Slough Rd | Brannan Island Rd | SR 12 | D | 1,410 | 16 to 52 | - | 16 to 52 | - | 16 to 52 | - |
| SJ 01 | Walnut Grove Rd | Sacramento Co./ SJ Co. Line | I-5 | C | 790 | 141 to 232 | - | 149 to 245 | - | 365 to 461 | - |
| SJ 02 | Peltier Rd | Blossom Rd | I-5 | C | 680 | 8 to 23 | - | 8 to 23 | - | 8 to 23 | - |
| SJ 03 | Tracy Blvd | SR 4 | Clifton Court Rd | C | 790 | 108 to 209 | - | 108 to 209 | - | 460 to 561 | - |
| SJ 04 | Tracy Blvd | Clifton Court Rd | Tracy City Limits | C | 790 | 69 to 171 | - | 84 to 209 | - | 436 to 561 | - |

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| 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 |
| SJ 05 | Byron Hwy | Alameda Co./San Joaquin Co. Line | Mountain House Pkwy | D | 1,600 | 521 to 824 | - | 646 to 1,022 | - | 1,226 to 1,602 | 1 (7-8AM) |
| SJ 06 | Mountain House Pkwy | Byron Hwy | Arnaudo Blvd | D | 1,410 | 190 to 298 | - | 236 to 370 | - | 816 to 950 | - |
| SJ 07 | Mountain House Pkwy | Arnaudo Blvd | I-205 | D | 3,540 | 418 to 769 | - | 543 to 1,000 | - | 1,123 to 1,580 | - |
| STK 01 | Eight Mile Rd | Stockton City Limits | I-5 | E | 1,870 | 309 to 769 | - | 309 to 769 | - | 309 to 769 | - |
| TRA 01 | Tracy Blvd | Tracy City Limits | I-205 | E | 1,870 | 309 to 759 | - | 377 to 926 | - | 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 | - | 1,954 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 | 2 (7-8AM; 5-6PM) | 1,539 to 2,884 | 9 (7-9AM; 12-7PM) |
| WS 03 | Jefferson Blvd (Old SR 84) | Lake Washington Blvd | Southport Pkwy | C | 1,920 | 546 to 1,718 | - | 665 to 2,094 | 1 (5-6PM) | 1,245 to 2,674 | 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 | - | 630 to 754 | 6 (7-9AM; 2-6PM) |
| YOL 01 | River Rd (Yolo Co.) | Freeport Bridge | Courtland Rd | C | 680 | 74 to 249 | - | 74 to 249 | - | 74 to 249 | - |

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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 |
| YOL 02 | River Rd (Yolo Co.) | Courtland Rd | Sacramento Co./ Yolo Co. Line | C | 680 | 25 to 63 | - | 31 to 78 | - | 611 to 658 | - |
| YOL 03 | Courtland Rd | SR 84 (Jefferson Blvd) | River Rd | C | 680 | 28 to 77 | - | 35 to 95 | - | 615 to 675 | - |

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 | Acceptable | Yes | No |
| BRE 01 | Brentwood Blvd (old SR 4) | Delta Rd (Oakley City Limits) | Balfour Rd | Acceptable | Yes | No |
| BRE 02 | Brentwood Blvd (old SR 4) | Balfour Rd | Brentwood City Limits (South) | Acceptable | Yes | No |
| BRE 03 | Balfour Rd | Brentwood Blvd (Old SR 4) | Brentwood City Limits | Acceptable | Yes | No |
| CC 01 | Bethel Island Rd | Oakley City Limits | End | Deficient | No | No |
| CC 02 | Balfour Rd | Brentwood City Limits | Byron Hwy | Deficient | No | No |
| CC 03 | Old SR 4 | Brentwood City Limits (South) | Marsh Creek Rd | Deficient | Yes | Yes |
| CC 04 | Byron Hwy | Delta Rd | Old SR 4 | Acceptable | No | No |
| CC 05 | Byron Hwy | SR 4 | Contra Costa Co./Alameda Co. Line | Deficient | Yes | Yes |
| CT 01 | I-5 NB | Florin Rd | Pocket Rd | Deficient | Yes | Yes |
| CT 02 | I-5 SB | Florin Rd | Pocket Rd | Deficient | Yes | Yes |
| CT 03 | I-5 NB | Pocket Rd | Laguna Blvd | Deficient | No | No |
| CT 04 | I-5 SB | Pocket Rd | Laguna Blvd | Deficient | No | No |
| CT 05 | I-5 NB | Laguna Blvd | Elk Grove Blvd | Deficient | No | No |
| CT 06 | I-5 SB | Laguna Blvd | Elk Grove Blvd | Deficient | No | No |
| CT 07 | I-5 NB | Elk Grove Blvd | Hood Franklin Rd | Acceptable | Yes | No |
| CT 08 | I-5 SB | Elk Grove Blvd | Hood Franklin Rd | Acceptable | Yes | No |
| CT 09 | I-5 NB | Hood Franklin Rd | Twin Cities Rd | Deficient | Yes | Yes |

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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 | Deficient | Yes | Yes |
| CT 11 | I-5 NB | Twin Cities Rd | Walnut Grove Rd | Deficient | Yes | Yes |
| CT 12 | I-5 SB | Twin Cities Rd | Walnut Grove Rd | Acceptable | Yes | No |
| CT 13 | I-5 NB | Walnut Grove Rd | Peltier Rd | Acceptable | Yes | No |
| CT 14 | I-5 SB | Walnut Grove Rd | Peltier Rd | Acceptable | Yes | No |
| CT 15 | I-5 NB | Peltier Rd | Turner Rd | Acceptable | No | No |
| CT 16 | I-5 SB | Peltier Rd | Turner Rd | Acceptable | No | No |
| CT 17 | I-5 NB | Turner Rd | SR 12 | Acceptable | Yes | No |
| CT 18 | I-5 SB | Turner Rd | SR 12 | Acceptable | Yes | No |
| CT 19 | I-5 NB | SR 12 | Eight Mile Rd | Deficient | Yes | Yes |
| CT 20 | I-5 SB | SR 12 | Eight Mile Rd | Acceptable | Yes | No |
| CT 21 | I-5 NB | Eight Mile Rd | Hammer Ln | Deficient | No | No |
| CT 22 | I-5 SB | Eight Mile Rd | Hammer Ln | Acceptable | No | No |
| CT 23 | SR 160 (Freeport Blvd) | Sacramento City Limits | Freeport Bridge | Deficient | Yes | Yes |
| CT 24 | SR 160 (Freeport Blvd/River Rd) | Freeport Bridge | Scribner Rd | Deficient | Yes | Yes |
| CT 25 | SR 160 (River Rd) | Scribner Rd | Hood Franklin Rd | Deficient | Yes | Yes |
| CT 26 | SR 160 (River Rd) | Hood Franklin Rd | Lambert Rd | Deficient | Yes | Yes |
| CT 27 | SR 160 (River Rd) | Lambert Rd | Paintersville Bridge | Deficient | Yes | Yes |
| CT 28 | SR 160 (Paintersville Bridge) | Sutter Slough Bridge Rd | SR 160 (River Rd) | Not Applicable | Yes | No |
| CT 29 | SR 160 | Paintersville Bridge | Walnut Grove Bridge | Acceptable | Yes | No |

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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 | Yes | Yes |
| CT 31 | SR 160 | A St (Isleton) | SR 12 | Deficient | Yes | Yes |
| CT 32 | SR 160 | SR 12 | Brannan Island Rd | Deficient | Yes | Yes |
| CT 33 | SR 84 (Jefferson Blvd) | West Sacramento City Limits | Courtland Rd | Deficient | Yes | Yes |
| CT 34 | SR 84 (Courtland Rd/Ryer Ave) | Courtland Rd | Cache Slough Ferry | Deficient | No | No |
| CT 35 | I-80 EB | Suisun Valley Rd | SR 12 | Acceptable | Yes | No |
| CT 36 | I-80 WB | SR 12 | Suisun Valley Rd | Acceptable | Yes | No |
| CT 37 | SR 12 EB | I-80 | Beck Ave | Acceptable | Yes | No |
| CT 38 | SR 12 WB | Beck Ave | I-80 | Acceptable | Yes | No |
| CT 39 | SR 12 | Beck Ave | Sunset Ave/Grizzly Island Rd | Acceptable | Yes | No |
| CT 40 | SR 12 | Sunset Ave/Grizzly Island Rd | Walters Rd/Lawler Ranch Pkwy | Acceptable | Yes | No |
| CT 41 | SR 12 | Walters Rd/Lawler Ranch Pkwy | SR 113 | Deficient | Yes | Yes |
| CT 42 | SR 12 | SR 113 | SR 84 (River Rd) | Deficient | Yes | Yes |
| CT 43 | SR 12 (Rio Vista Bridge) | SR 84 (River Rd) | SR 160 (River Rd) | Not Applicable | Yes | No |
| CT 44 | SR 12 | SR 160 (River Rd) | Sacramento Co./SJ Co. Line | Deficient | Yes | Yes |
| CT 45 | SR 12 | Sacramento Co./San Joaquin Co. Line | I-5 | Deficient | Yes | Yes |
| CT 46 | I-80 EB | SR 113 | Pedrick Rd | Deficient | Yes | Yes |

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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 | Acceptable | Yes | No |
| CT 48 | SR 113 | I-80 | Dixon City Limits | Acceptable | Yes | No |
| CT 49 | SR 113 | Dixon City Limits | SR 12 | Deficient | Yes | Yes |
| CT 50 | SR 4 (Marsh Creek Rd) | Vasco Rd | Byron Hwy (Old SR 4) | Acceptable | Yes | No |
| CT 51 | SR 4 | Marsh Creek Rd | Discovery Bay Blvd | Deficient | Yes | Yes |
| CT 52 | SR 4 | Discovery Bay Blvd | Tracy Blvd | Deficient | Yes | Yes |
| CT 53 | SR 4 (Charter Way) | Tracy Blvd | I-5 | Deficient | Yes | Yes |
| CT 54 | I-5 NB | SR 4 (Freeway) | SR 4 (Charter Way) | Deficient | Yes | Yes |
| CT 55 | I-5 SB | SR 4 (Freeway) | SR 4 (Charter Way) | Deficient | Yes | Yes |
| CT 56 | I-5 NB | SR 4 (Charter Way) | Eighth Street | Acceptable | Yes | No |
| CT 57 | I-5 SB | SR 4 (Charter Way) | Eighth Street | Acceptable | Yes | No |
| CT 58 | I-205 EB | I-580 | Mountain House Pkwy | Acceptable | Yes | No |
| CT 59 | I-205 WB | I-580 | Mountain House Pkwy | Acceptable | Yes | No |
| CT 60 | I-205 EB | Mountain House Pkwy | Eleventh St | Acceptable | Yes | No |
| CT 61 | I-205 WB | Mountain House Pkwy | Eleventh St | Acceptable | Yes | No |
| CT 62 | I-205 EB | Grant Line Rd | Tracy Blvd | Acceptable | Yes | No |
| CT 63 | I-205 WB | Grant Line Rd | Tracy Blvd | Acceptable | Yes | No |
| CT 64 | I-205 EB | Tracy Blvd | MacArthur Dr | Acceptable | Yes | No |
| CT 65 | I-205 WB | Tracy Blvd | MacArthur Dr | Acceptable | Yes | No |
| ISL 01 | A St/4th St/Jackson Blvd. | SR 160 | Isleton City Limits | Deficient | No | No |

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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 | Deficient | Yes | Yes |
| OAK 02 | Main Street (Old SR 4) | Cypress Rd | Delta Rd (Oakley City Limits) | Deficient | Yes | Yes |
| OAK 03 | Cypress Rd | Main Street (Old SR 4) | Bethel Island Rd | Acceptable | No | No |
| OAK 04 | Bethel Island Rd | Cypress Rd | Oakley City Limits | Deficient | No | No |
| OAK 05 | Delta Rd | Main Street (Old SR 4) | Byron Hwy | Deficient | No | No |
| SAC 01 | Pocket Rd | I-5 | Freeport Blvd (Old SR 160) | Deficient | Yes | Yes |
| SAC 02 | Freeport Blvd (Old SR 160) | Pocket Rd | Sacramento City Limits | Acceptable | Yes | No |
| SC 01 | Freeport Bridge | River Rd | SR 160 (Freeport Blvd) | Not Applicable | No | No |
| SC 02 | Hood Franklin Rd | SR 160 (River Rd) | I-5 | Deficient | Yes | Yes |
| SC 03 | Lambert Rd | SR 160 (River Rd) | Herzog Rd | Acceptable | Yes | No |
| SC 04 | Lambert Rd | Herzog Rd | Franklin Blvd | Deficient | Yes | Yes |
| SC 05 | Franklin Blvd | Lambert Rd | Twin Cities Rd | Deficient | Yes | Yes |
| SC 06 | Twin Cities Rd | River Rd | I-5 | Acceptable | Yes | No |
| SC 07 | Twin Cities Rd | I-5 | Franklin Blvd | Deficient | No | No |
| SC 08 | Sutter Slough Bridge Rd | Sacramento Co./ Yolo Co. Line | Paintersville Bridge | Deficient | Yes | Yes |
| SC 09 | River Rd (Sac Co.) | Paintersville Bridge | Twin Cities Rd | Deficient | No | No |
| SC 10 | River Rd (Sac Co.) | Twin Cities Rd | Walnut Grove Bridge | Deficient | Yes | Yes |
| SC 11 | Walnut Grove Rd/ River Rd | Walnut Grove Bridge | Sacramento Co./ San Joaquin Co. Line | Acceptable | Yes | No |

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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 | Acceptable | No | No |
| SC 13 | Race Track Rd/Tyler Island Rd | Walnut Grove Rd | Southern End of Tyler Island | Deficient | No | No |
| SC 14 | Tyler Island Rd | Southern End of Tyler Island | SR 160 (River Rd) | Deficient | No | No |
| SC 15 | Jackson Slough Rd | Isleton City Limits | SR 12 | Acceptable | No | No |
| SC 16 | Jackson Slough Rd | Brannan Island Rd | SR 12 | Acceptable | No | No |
| SJ 01 | Walnut Grove Rd | Sacramento Co./ San Joaquin Co. Line | I-5 | Deficient | Yes | Yes |
| SJ 02 | Peltier Rd | Blossom Rd | I-5 | Deficient | No | No |
| SJ 03 | Tracy Blvd | SR 4 | Clifton Court Rd | Acceptable | Yes | No |
| SJ 04 | Tracy Blvd | Clifton Court Rd | Tracy City Limits | Acceptable | Yes | No |
| SJ 05 | Byron Hwy | Alameda Co./ San Joaquin Co. Line | Mountain House Pkwy | Acceptable | Yes | No |
| SJ 06 | Mountain House Pkwy | Byron Hwy | Arnaudo Blvd | Acceptable | Yes | No |
| SJ 07 | Mountain House Pkwy | Arnaudo Blvd | I-205 | Acceptable | Yes | No |
| STK 01 | Eight Mile Rd | Stockton City Limits | I-5 | Deficient | No | No |
| TRA 01 | Tracy Blvd | Tracy City Limits | I-205 | Deficient | Yes | Yes |
| WS 01 | Harbor Blvd | Industrial Blvd | US 50 | Acceptable | Yes | No |
| WS 02 | Industrial Blvd/Lake Washington Blvd | Harbor Blvd | Jefferson Blvd (Old SR 84) | Acceptable | Yes | No |

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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 | Yes | Yes |
| WS 04 | Jefferson Blvd (Old SR 84) | Southport Pkwy | West Sacramento City Limits | Deficient | Yes | Yes |
| 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 |

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 roadway segments exceed the LOS threshold for at least one hour during the 6
12 AM to 7 PM period under BPBG conditions and 39 roadway segments exceed the LOS threshold for at
13 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 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 | | BPGPP 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 | - | 416 to 708 | - | 798 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 | - | - | 590 to 1,526 | - | 1,080 to 2,016 | 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 | - | - | 346 to 950 | - | 836 to 1,440 | - |
| BRE 03 | Balfour Rd | Brentwood Blvd (Old SR 4) | Brentwood City Limits | D | 3,540 | 437 to 1,300 | - | 437 to 1,300 | - | 437 to 1,300 | - |
| CC 01 | Bethel Island Rd | Oakley City Limits | End | D | 1,600 | 124 to 330 | - | 124 to 330 | - | 124 to 330 | - |
| CC 02 | Balfour Rd | Brentwood City Limits | Byron Hwy | D | 1,600 | 90 to 297 | - | 90 to 297 | - | 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 | - | - | 1,220 to 1,811 | 3 (3-6PM) | 1,710 to 2,301 | 13 (6AM-7PM) |
| CC 04 | Byron Hwy | Delta Rd | Old SR 4 | D | 1,410 | 108 to 240 | - | 108 to 240 | - | 108 to 240 | - |
| CC 05 | Byron Hwy | SR 4 | Contra Costa Co./ Alameda Co. Line | D | 1,600 | 483 to 907 | - | 522 to 980 | - | 904 to 1,362 | - |

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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 01 | I-5 NB | Florin Rd | Pocket Rd | F | 6,060 | 2,589 to 5,820 | - | 2,842 to 6,389 | 1 (7-8AM) | 3,309 to 6,856 | 1 (7-8AM) |
| CT 02 | I-5 SB | Florin Rd | Pocket Rd | F | 6,060 | 1,647 to 5,705 | - | 1,789 to 6,198 | 2 (4-6PM) | 2,256 to 6,665 | 2 (4-6PM) |
| CT 03 | I-5 NB | Pocket Rd | Laguna Blvd | F | 6,060 | 2,359 to 5,156 | - | 2,359 to 5,156 | - | 2,359 to 5,156 | - |
| CT 04 | I-5 SB | Pocket Rd | Laguna Blvd | F | 6,060 | 1,543 to 5,243 | - | 1,543 to 5,243 | - | 1,543 to 5,243 | - |
| CT 05 | I-5 NB | Laguna Blvd | Elk Grove Blvd | F | 4,010 | 1,820 to 3,339 | - | 1,820 to 3,339 | - | 1,820 to 3,339 | - |
| CT 06 | I-5 SB | Laguna Blvd | Elk Grove Blvd | F | 4,010 | 1,254 to 3,332 | - | 1,254 to 3,332 | - | 1,254 to 3,332 | - |
| CT 07 | I-5 NB | Elk Grove Blvd | Hood Franklin Rd | F | 4,010 | 1,504 to 2,162 | - | 1,637 to 2,353 | - | 2,107 to 2,823 | - |
| CT 08 | I-5 SB | Elk Grove Blvd | Hood Franklin Rd | F | 4,010 | 1,217 to 2,236 | - | 1,329 to 2,442 | - | 1,799 to 2,912 | - |
| CT 09 | I-5 NB | Hood Franklin Rd | Twin Cities Rd | F | 4,010 | 1,414 to 1,851 | - | 1,560 to 2,043 | - | 2,342 to 2,825 | - |
| CT 10 | I-5 SB | Hood Franklin Rd | Twin Cities Rd | F | 4,010 | 1,207 to 1,964 | - | 1,333 to 2,169 | - | 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 | - | 1,762 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 | - | 1,534 to 2,329 | - |
| CT 13 | I-5 NB | Walnut Grove Rd | Peltier Rd | C | 2,880 | 1,374 to 1,803 | - | 1,594 to 2,091 | - | 1,714 to 2,211 | - |
| CT 14 | I-5 SB | Walnut Grove Rd | Peltier Rd | C | 2,880 | 1,128 to 1,894 | - | 1,308 to 2,197 | - | 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 | - | 1,848 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 | - | 1,522 to 2,500 | - |
| CT 17 | I-5 NB | Turner Rd | SR 12 | C | 2,880 | 1,288 to 1,985 | - | 1,494 to 2,303 | - | 1,614 to 2,423 | - |
| CT 18 | I-5 SB | Turner Rd | SR 12 | C | 2,880 | 1,124 to 1,482 | - | 1,304 to 1,719 | - | 1,424 to 1,839 | - |
| CT 19 | I-5 NB | SR 12 | Eight Mile Rd | C | 4,400 | 1,533 to 2,267 | - | 1,717 to 2,539 | - | 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 | - | 1,392 to 2,318 | - | 1,655 to 2,581 | - |
| CT 21 | I-5 NB | Eight Mile Rd | Hammer Ln | D | 5,410 | 1,937 to 3,452 | - | 2,169 to 3,866 | - | 2,366 to 4,063 | - |
| CT 22 | I-5 SB | Eight Mile Rd | Hammer Ln | D | 5,410 | 1,817 to 2,760 | - | 2,035 to 3,091 | - | 2,232 to 3,288 | - |
| CT 23 | SR 160 (Freeport Blvd) | Sacramento City Limits | Freeport Bridge | E | 1,740 | 136 to 476 | - | 145 to 506 | - | 1,077 to 1,438 | - |
| CT 24 | SR 160 (Freeport Blvd/ River Rd) | Freeport Bridge | Scribner Rd | E | 1,740 | 94 to 180 | - | 94 to 180 | - | 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 | - | 973 to 1,057 | - |
| CT 26 | SR 160 (River Rd) | Hood Franklin Rd | Lambert Rd | E | 1,740 | 105 to 170 | - | 116 to 188 | - | 1,570 to 1,642 | - |
| CT 27 | SR 160 (River Rd) | Lambert Rd | Paintersville Bridge | E | 1,740 | 69 to 122 | - | 72 to 128 | - | 1,526 to 1,582 | - |
| CT 28 | SR 160 (Paintersville Bridge) | Sutter Slough Bridge Rd | SR 160 (River Rd) | E | 1,740 | 75 to 150 | - | 77 to 154 | - | 1,531 to 1,608 | - |
| CT 29 | SR 160 | Paintersville Bridge | Walnut Grove Bridge | E | 1,740 | 78 to 128 | - | 89 to 147 | - | 1,925 to 1,983 | 13 (6AM-7PM) |
| CT 30 | SR 160 (River Rd) | Walnut Grove Bridge | A St (Isleton) | E | 1,740 | 173 to 465 | - | 173 to 465 | - | 2,117 to 2,409 | 13 (6AM-7PM) |
| CT 31 | SR 160 | A St (Isleton) | SR 12 | E | 1,740 | 193 to 378 | - | 193 to 378 | - | 2,137 to 2,322 | 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 | - | 549 to 926 | - | 2,709 to 3,086 | 13 (6AM-7PM) |
| CT 33 | SR 84 (Jefferson Blvd) | West Sacramento City Limits | Courtland Rd | B | 200 | 40 to 169 | - | 42 to 177 | - | 424 to 559 | 13 (6AM-7PM) |
| CT 34 | SR 84 (Courtland Rd/ Ryer Ave) | Courtland Rd | Cache Slough Ferry | C | 680 | 10 to 25 | - | 10 to 25 | - | 10 to 25 | - |
| CT 35 | I-80 EB | Suisun Valley Rd | SR 12 | C | 8,350 | 3,079 to 6,994 | - | 3,510 to 7,973 | - | 4,591 to 9,054 | 3 (3-6PM) |
| CT 36 | I-80 WB | Suisun Valley Rd | SR 12 | C | 8,350 | 5,751 to 8,892 | 2 (6-8AM) | 6,556 to 10,137 | 2 (6-8AM) | 7,637 to 11,218 | 8 (6-10AM; 2- 6PM) |
| CT 37 | SR 12 EB | I-80 | Beck Ave | C | 2,880 | 528 to 1,847 | - | 612 to 2,143 | - | 1,693 to 3,224 | 4 (3-7PM) |
| CT 38 | SR 12 WB | I-80 | Beck Ave | C | 2,880 | 829 to 1,625 | - | 962 to 1,885 | - | 2,043 to 2,966 | 2 (6-8AM) |
| CT 39 | SR 12 | Beck Ave | Sunset Ave/ Grizzly Island Rd | C | 5,060 | 2,408 to 3,573 | - | 2,772 to 4,114 | - | 4,932 to 6,274 | 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 | - | 1,864 to 2,729 | - | 4,024 to 4,889 | - |
| CT 41 | SR 12 | Walters Rd/ Lawler Ranch Pkwy | SR 113 | C | 790 | 627 to 1,075 | 10 (6-8AM; 9-1PM; 2-6PM) | 727 to 1,247 | 12 (6AM-6PM) | 2,887 to 3,407 | 13 (6AM-7PM) |

**BDCP Construction Traffic Impact Analysis
ADMINISTRATIVE DRAFT REPORT – September 2013**

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 | | BPGPP 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 42 | SR 12 | SR 113 | SR 84 (River Rd) | C | 790 | 1,073 to 1,544 | 13 (6AM-7PM) | 1,245 to 1,791 | 13 (6AM-7PM) | 3,405 to 3,951 | 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) | 1,317 to 1,955 | 13 (6AM-7PM) | 3,477 to 4,115 | 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) | 774 to 1,133 | 12 (6AM-6PM) | 905 to 1,264 | 13 (6AM-7PM) |
| CT 45 | SR 12 | Sacramento Co./ SJ Co. Line | I-5 | C | 790 | 773 to 1,164 | 12 (6AM-6PM) | 806 to 1,214 | 13 (6AM-7PM) | 937 to 1,345 | 13 (6AM-7PM) |
| CT 46 | I-80 EB | SR 113 | Pedrick Rd | C | 4,400 | 2,508 to 4,632 | 2 (3-5PM) | 2,765 to 5,107 | 3 (3-6PM) | 3,064 to 5,406 | 5 (7-8AM; 2-6PM) |
| CT 47 | I-80 WB | SR 113 | Pedrick Rd | C | 4,400 | 3,068 to 4,191 | - | 3,280 to 4,481 | 2 (4-6PM) | 3,579 to 4,780 | 4 (7-8AM; 3-6PM) |
| CT 48 | SR 113 | I-80 | Dixon City Limits | C | 1,920 | 569 to 1,341 | - | 569 to 1,341 | - | 1,167 to 1,939 | 2 (4-6PM) |
| CT 49 | SR 113 | Dixon City Limits | SR 12 | C | 680 | 174 to 294 | - | 188 to 318 | - | 786 to 916 | 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 | - | - | 477 to 792 | 1 (4-5PM) | 1,515 to 1,830 | 13 (6AM-7PM) |
| CT 51 | SR 4 | Marsh Creek Rd | Discovery Bay Blvd | D | 1,600 | 554 to 1,224 | - | 601 to 1,327 | - | 1,639 to 2,365 | 13 (6AM-7PM) |

**BDCP Construction Traffic Impact Analysis
ADMINISTRATIVE DRAFT REPORT – September 2013**

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 52 | SR 4 | Discovery Bay Blvd | Tracy Blvd | C | 790 | 412 to 746 | - | 412 to 746 | - | 1,450 to 1,784 | 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 | 1 (4-5PM) | 1,905 to 2,530 | 13 (6AM-7PM) |
| CT 54 | I-5 NB | SR 4 (Freeway) | SR 4 (Charter Way) | D | 7,280 | 2,552 to 4,815 | - | 2,855 to 5,386 | - | 3,374 to 5,905 | - |
| CT 55 | I-5 SB | SR 4 (Freeway) | SR 4 (Charter Way) | D | 7,280 | 4,550 to 5,913 | - | 5,108 to 6,639 | - | 5,627 to 7,158 | - |
| CT 56 | I-5 NB | SR 4 (Charter Way) | Eighth Street | D | 5,410 | 2,430 to 4,586 | - | 2,770 to 5,228 | - | 3,289 to 5,747 | 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) | 4,940 to 6,419 | 8 (6-9AM; 1-6PM) | 5,459 to 6,938 | 13 (6AM-7PM) |
| CT 58 | I-205 EB | I-580 | Mountain House Pkwy | C | 4,400 | 1,350 to 5,071 | 4 (3-7PM) | 1,480 to 5,560 | 4 (3-7PM) | 1,671 to 5,751 | 4 (3-7PM) |
| CT 59 | I-205 WB | I-580 | Mountain House Pkwy | C | 4,400 | 1,873 to 4,867 | 2 (6-8AM) | 2,058 to 5,348 | 3 (6-9AM) | 2,249 to 5,539 | 3 (6-9AM) |
| CT 60 | I-205 EB | Mountain House Pkwy | Eleventh St | C | 4,400 | 1,431 to 5,068 | 4 (3-7PM) | 1,574 to 5,575 | 5 (2-7PM) | 1,765 to 5,766 | 5 (2-7PM) |
| CT 61 | I-205 WB | Mountain House Pkwy | Eleventh St | C | 4,400 | 1,875 to 4,117 | - | 2,063 to 4,529 | 1 (6-7AM) | 2,254 to 4,720 | 1 (6-7AM) |
| CT 62 | I-205 EB | Grant Line Rd | Tracy Blvd | D | 5,410 | 1,525 to 4,200 | - | 1,678 to 4,620 | - | 2,006 to 4,948 | - |
| CT 63 | I-205 WB | Grant Line Rd | Tracy Blvd | D | 5,410 | 1,852 to 3,079 | - | 2,037 to 3,387 | - | 2,365 to 3,715 | - |
| CT 64 | I-205 EB | Tracy Blvd | MacArthur Dr | D | 5,410 | 1,511 to 4,182 | - | 1,662 to 4,600 | - | 1,990 to 4,928 | - |
| CT 65 | I-205 WB | Tracy Blvd | MacArthur Dr | D | 5,410 | 2,083 to 3,446 | - | 2,291 to 3,791 | - | 2,619 to 4,119 | - |

**BDCP Construction Traffic Impact Analysis
ADMINISTRATIVE DRAFT REPORT – September 2013**

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 |
| 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 | - |
| OAK 01 | Main Street (Old SR 4) ¹ | SR 160 | Cypress Rd | C | 1,920 | 752 to 1,663 | - | - | - | - | - |
| | | | | D | 3,540 | - | - | 795 to 1,759 | - | 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 | - | - | 823 to 1,522 | - | 1,313 to 2,012 | 5 (8-9AM; 2-6PM) |
| OAK 03 | Cypress Rd | Main Street (Old SR 4) | Bethel Island Rd | D | 1,600 | 304 to 764 | - | 304 to 764 | - | 304 to 764 | - |
| OAK 04 | Bethel Island Rd | Cypress Rd | Oakley City Limits | D | 1,410 | 140 to 367 | - | 140 to 367 | - | 140 to 367 | - |
| OAK 05 | Delta Rd | Main Street (Old SR 4) | Byron Hwy | D | 1,410 | 155 to 334 | - | 155 to 334 | - | 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 | - | 1,721 to 3,123 | - |
| SAC 02 | Freeport Blvd (Old SR 160) | Pocket Rd | Sacramento City Limits | D | 1,760 | 152 to 492 | - | 164 to 531 | - | 1,096 to 1,463 | - |
| SC 01 | Freeport Bridge | River Rd | SR 160 (Freeport Blvd) | D | 1,410 | 98 to 346 | - | 98 to 346 | - | 626 to 874 | - |
| SC 02 | Hood Franklin Rd | SR 160 (River Rd) | I-5 | D | 1,410 | 77 to 137 | - | 80 to 142 | - | 1,534 to 1,596 | 13 (6AM-7PM) |

**BDCP Construction Traffic Impact Analysis
ADMINISTRATIVE DRAFT REPORT – September 2013**

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 31 | - | 347 to 367 | - |
| SC 04 | Lambert Rd | Herzog Rd | Franklin Blvd | D | 1,410 | 19 to 38 | - | 19 to 39 | - | 355 to 375 | - |
| SC 05 | Franklin Blvd | Lambert Rd | Twin Cities Rd | D | 1,410 | 41 to 71 | - | 41 to 72 | - | 377 to 408 | - |
| SC 06 | Twin Cities Rd | River Rd | I-5 | D | 1,410 | 130 to 248 | - | 133 to 253 | - | 241 to 361 | - |
| SC 07 | Twin Cities Rd | I-5 | Franklin Blvd | D | 1,410 | 141 to 318 | - | 151 to 340 | - | 487 to 676 | - |
| SC 08 | Sutter Slough Bridge Rd | Sacramento Co./ Yolo Co. Line | Paintersville Bridge | D | 1,410 | 51 to 113 | - | 55 to 122 | - | 437 to 504 | - |
| SC 09 | River Rd (Sac Co.) | Paintersville Bridge | Twin Cities Rd | D | 1,410 | 85 to 134 | - | 85 to 134 | - | 85 to 134 | - |
| SC 10 | River Rd (Sac Co.) | Twin Cities Rd | Walnut Grove Bridge | D | 1,600 | 223 to 365 | - | 228 to 373 | - | 336 to 481 | - |
| SC 11 | Walnut Grove Rd/River Rd | Walnut Grove Bridge | Sacramento Co./ SJ Co. Line | D | 1,410 | 175 to 332 | - | 182 to 345 | - | 341 to 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 | - |
| SC 13 | Race Track Rd/Tyler Island Rd | Walnut Grove Rd | Southern End of Tyler Island | D | 1,410 | 17 to 34 | - | 17 to 34 | - | 17 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 | - |
| SC 15 | Jackson Slough Rd | Isleton City Limits | SR 12 | D | 1,410 | 4 to 53 | - | 4 to 53 | - | 4 to 53 | - |

**BDCP Construction Traffic Impact Analysis
ADMINISTRATIVE DRAFT REPORT – September 2013**

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 16 | Jackson Slough Rd | Brannan Island Rd | SR 12 | D | 1,410 | 16 to 52 | - | 16 to 52 | - | 16 to 52 | - |
| SJ 01 | Walnut Grove Rd | Sacramento Co./ SJ Co. Line | I-5 | C | 790 | 141 to 232 | - | 146 to 241 | - | 647 to 742 | - |
| SJ 02 | Peltier Rd | Blossom Rd | I-5 | C | 680 | 8 to 23 | - | 8 to 23 | - | 350 to 365 | - |
| SJ 03 | Tracy Blvd | SR 4 | Clifton Court Rd | C | 790 | 108 to 209 | - | 108 to 209 | - | 764 to 865 | 6 (6-7AM; 2-7PM) |
| SJ 04 | Tracy Blvd | Clifton Court Rd | Tracy City Limits | C | 790 | 69 to 171 | - | 75 to 185 | - | 731 to 841 | 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 | - | 563 to 890 | - | 945 to 1,272 | - |
| SJ 06 | Mountain House Pkwy | Byron Hwy | Arnaudo Blvd | D | 1,410 | 190 to 298 | - | 205 to 322 | - | 587 to 704 | - |
| SJ 07 | Mountain House Pkwy | Arnaudo Blvd | I-205 | D | 3,540 | 418 to 769 | - | 477 to 877 | - | 859 to 1,259 | - |
| STK 01 | Eight Mile Rd | Stockton City Limits | I-5 | E | 1,870 | 309 to 769 | - | 340 to 846 | - | 734 to 1,240 | - |
| TRA 01 | Tracy Blvd | Tracy City Limits | I-205 | E | 1,870 | 309 to 759 | - | 334 to 820 | - | 990 to 1,476 | - |
| WS 01 | Harbor Blvd | Industrial Blvd | US 50 | D | 3,540 | 1,140 to 2,317 | - | 1,218 to 2,476 | - | 1,600 to 2,858 | - |

**BDCP Construction Traffic Impact Analysis
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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 02 | Industrial Blvd/ Lake Washington Blvd | Harbor Blvd | Jefferson Blvd (Old SR 84) | C | 1,920 | 773 to 1,858 | - | 835 to 2,007 | 1 (5-6PM) | 1,217 to 2,389 | 3 (7-8AM; 4-6PM) |
| WS 03 | Jefferson Blvd (Old SR 84) | Lake Washington Blvd | Southport Pkwy | C | 1,920 | 546 to 1,718 | - | 586 to 1,843 | - | 968 to 2,225 | 3 (8-9AM; 4-6PM) |
| WS 04 | Jefferson Blvd (Old SR 84) | Southport Pkwy | West Sacramento City Limits | C | 680 | 42 to 146 | - | 45 to 155 | - | 427 to 537 | - |
| YOL 01 | River Rd (Yolo Co.) | Freeport Bridge | Courtland Rd | C | 680 | 74 to 249 | - | 74 to 249 | - | 74 to 249 | - |
| YOL 02 | River Rd (Yolo Co.) | Courtland Rd | Sacramento Co./ Yolo Co. Line | C | 680 | 25 to 63 | - | 27 to 68 | - | 409 to 450 | - |
| YOL 03 | Courtland Rd | SR 84 (Jefferson Blvd) | River Rd | C | 680 | 28 to 77 | - | 30 to 83 | - | 412 to 465 | - |

Notes:

- (4) 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.
- (5) 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.

**BDCP Construction Traffic Impact Analysis
ADMINISTRATIVE DRAFT REPORT – September 2013**

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 | Yes | No |
| BRE 01 | Brentwood Blvd (old SR 4) | Delta Rd (Oakley City Limits) | Balfour Rd | Acceptable | Yes | No |
| BRE 02 | Brentwood Blvd (old SR 4) | Balfour Rd | Brentwood City Limits (South) | Acceptable | Yes | No |
| BRE 03 | Balfour Rd | Brentwood Blvd (Old SR 4) | Brentwood City Limits | Acceptable | No | No |
| CC 01 | Bethel Island Rd | Oakley City Limits | End | Deficient | No | No |
| CC 02 | Balfour Rd | Brentwood City Limits | Byron Hwy | Deficient | No | No |
| CC 03 | Old SR 4 | Brentwood City Limits (South) | Marsh Creek Rd | Deficient | Yes | Yes |
| CC 04 | Byron Hwy | Delta Rd | Old SR 4 | Acceptable | No | No |
| CC 05 | Byron Hwy | SR 4 | Contra Costa Co./Alameda Co. Line | Deficient | Yes | Yes |
| CT 01 | I-5 NB | Florin Rd | Pocket Rd | Deficient | Yes | Yes |
| CT 02 | I-5 SB | Florin Rd | Pocket Rd | Deficient | Yes | Yes |
| CT 03 | I-5 NB | Pocket Rd | Laguna Blvd | Deficient | No | No |
| CT 04 | I-5 SB | Pocket Rd | Laguna Blvd | Deficient | No | No |
| CT 05 | I-5 NB | Laguna Blvd | Elk Grove Blvd | Deficient | No | No |
| CT 06 | I-5 SB | Laguna Blvd | Elk Grove Blvd | Deficient | No | No |
| CT 07 | I-5 NB | Elk Grove Blvd | Hood Franklin Rd | Acceptable | Yes | No |
| CT 08 | I-5 SB | Elk Grove Blvd | Hood Franklin Rd | Acceptable | Yes | No |
| CT 09 | I-5 NB | Hood Franklin Rd | Twin Cities Rd | Deficient | Yes | Yes |

**BDCP Construction Traffic Impact Analysis
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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 | Yes | Yes |
| CT 11 | I-5 NB | Twin Cities Rd | Walnut Grove Rd | Deficient | Yes | Yes |
| CT 12 | I-5 SB | Twin Cities Rd | Walnut Grove Rd | Acceptable | Yes | No |
| CT 13 | I-5 NB | Walnut Grove Rd | Peltier Rd | Acceptable | Yes | No |
| CT 14 | I-5 SB | Walnut Grove Rd | Peltier Rd | Acceptable | Yes | No |
| CT 15 | I-5 NB | Peltier Rd | Turner Rd | Acceptable | Yes | No |
| CT 16 | I-5 SB | Peltier Rd | Turner Rd | Acceptable | Yes | No |
| CT 17 | I-5 NB | Turner Rd | SR 12 | Acceptable | Yes | No |
| CT 18 | I-5 SB | Turner Rd | SR 12 | Acceptable | Yes | No |
| CT 19 | I-5 NB | SR 12 | Eight Mile Rd | Deficient | Yes | Yes |
| CT 20 | I-5 SB | SR 12 | Eight Mile Rd | Acceptable | Yes | No |
| CT 21 | I-5 NB | Eight Mile Rd | Hammer Ln | Deficient | Yes | Yes |
| CT 22 | I-5 SB | Eight Mile Rd | Hammer Ln | Acceptable | Yes | No |
| CT 23 | SR 160 (Freeport Blvd) | Sacramento City Limits | Freeport Bridge | Deficient | Yes | Yes |
| CT 24 | SR 160 (Freeport Blvd/River Rd) | Freeport Bridge | Scribner Rd | Deficient | Yes | Yes |
| CT 25 | SR 160 (River Rd) | Scribner Rd | Hood Franklin Rd | Deficient | Yes | Yes |
| CT 26 | SR 160 (River Rd) | Hood Franklin Rd | Lambert Rd | Deficient | Yes | Yes |
| CT 27 | SR 160 (River Rd) | Lambert Rd | Paintersville Bridge | Deficient | Yes | Yes |
| CT 28 | SR 160 (Paintersville Bridge) | Sutter Slough Bridge Rd | SR 160 (River Rd) | Not Applicable | Yes | No |
| CT 29 | SR 160 | Paintersville Bridge | Walnut Grove Bridge | Acceptable | Yes | No |
| CT 30 | SR 160 (River Rd) | Walnut Grove Bridge | A St (Isleton) | Deficient | Yes | Yes |

**BDCP Construction Traffic Impact Analysis
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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 | Yes | Yes |
| CT 32 | SR 160 | SR 12 | Brannan Island Rd | Deficient | Yes | Yes |
| CT 33 | SR 84 (Jefferson Blvd) | West Sacramento City Limits | Courtland Rd | Deficient | Yes | Yes |
| CT 34 | SR 84 (Courtland Rd/Ryer Ave) | Courtland Rd | Cache Slough Ferry | Deficient | No | No |
| CT 35 | I-80 EB | Suisun Valley Rd | SR 12 | Acceptable | Yes | No |
| CT 36 | I-80 WB | SR 12 | Suisun Valley Rd | Acceptable | Yes | No |
| CT 37 | SR 12 EB | I-80 | Beck Ave | Acceptable | Yes | No |
| CT 38 | SR 12 WB | Beck Ave | I-80 | Acceptable | Yes | No |
| CT 39 | SR 12 | Beck Ave | Sunset Ave/Grizzly Island Rd | Acceptable | Yes | No |
| CT 40 | SR 12 | Sunset Ave/ Grizzly Island Rd | Walters Rd/ Lawler Ranch Pkwy | Acceptable | Yes | No |
| CT 41 | SR 12 | Walters Rd/ Lawler Ranch Pkwy | SR 113 | Deficient | Yes | Yes |
| CT 42 | SR 12 | SR 113 | SR 84 (River Rd) | Deficient | Yes | Yes |
| CT 43 | SR 12 (Rio Vista Bridge) | SR 84 (River Rd) | SR 160 (River Rd) | Not Applicable | Yes | No |
| CT 44 | SR 12 | SR 160 (River Rd) | Sacramento Co./SJ Co. Line | Deficient | Yes | Yes |
| CT 45 | SR 12 | Sacramento Co./ San Joaquin Co. Line | I-5 | Deficient | Yes | Yes |
| CT 46 | I-80 EB | SR 113 | Pedrick Rd | Deficient | Yes | Yes |
| CT 47 | I-80 WB | Pedrick Rd | SR 113 | Acceptable | Yes | No |
| CT 48 | SR 113 | I-80 | Dixon City Limits | Acceptable | Yes | No |

**BDCP Construction Traffic Impact Analysis
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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 | Yes | Yes |
| CT 50 | SR 4 (Marsh Creek Rd) | Vasco Rd | Byron Hwy (Old SR 4) | Acceptable | Yes | No |
| CT 51 | SR 4 | Marsh Creek Rd | Discovery Bay Blvd | Deficient | Yes | Yes |
| CT 52 | SR 4 | Discovery Bay Blvd | Tracy Blvd | Deficient | Yes | Yes |
| CT 53 | SR 4 (Charter Way) | Tracy Blvd | I-5 | Deficient | Yes | Yes |
| CT 54 | I-5 NB | SR 4 (Freeway) | SR 4 (Charter Way) | Deficient | Yes | Yes |
| CT 55 | I-5 SB | SR 4 (Freeway) | SR 4 (Charter Way) | Deficient | Yes | Yes |
| CT 56 | I-5 NB | SR 4 (Charter Way) | Eighth Street | Acceptable | Yes | No |
| CT 57 | I-5 SB | SR 4 (Charter Way) | Eighth Street | Acceptable | Yes | No |
| CT 58 | I-205 EB | I-580 | Mountain House Pkwy | Acceptable | Yes | No |
| CT 59 | I-205 WB | I-580 | Mountain House Pkwy | Acceptable | Yes | No |
| CT 60 | I-205 EB | Mountain House Pkwy | Eleventh St | Acceptable | Yes | No |
| CT 61 | I-205 WB | Mountain House Pkwy | Eleventh St | Acceptable | Yes | No |
| CT 62 | I-205 EB | Grant Line Rd | Tracy Blvd | Acceptable | Yes | No |
| CT 63 | I-205 WB | Grant Line Rd | Tracy Blvd | Acceptable | Yes | No |
| CT 64 | I-205 EB | Tracy Blvd | MacArthur Dr | Acceptable | Yes | No |
| CT 65 | I-205 WB | Tracy Blvd | MacArthur Dr | Acceptable | Yes | No |
| ISL 01 | A St/4th St/Jackson Blvd. | SR 160 | Isleton City Limits | Deficient | No | No |
| OAK 01 | Main Street (Old SR 4) | SR 160 | Cypress Rd | Deficient | Yes | Yes |
| OAK 02 | Main Street (Old SR 4) | Cypress Rd | Delta Rd (Oakley City Limits) | Deficient | Yes | Yes |
| OAK 03 | Cypress Rd | Main Street (Old SR 4) | Bethel Island Rd | Acceptable | No | No |

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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 | No | No |
| OAK 05 | Delta Rd | Main Street (Old SR 4) | Byron Hwy | Deficient | No | No |
| SAC 01 | Pocket Rd | I-5 | Freeport Blvd (Old SR 160) | Deficient | Yes | Yes |
| SAC 02 | Freeport Blvd (Old SR 160) | Pocket Rd | Sacramento City Limits | Acceptable | Yes | No |
| SC 01 | Freeport Bridge | River Rd | SR 160 (Freeport Blvd) | Not Applicable | No | No |
| SC 02 | Hood Franklin Rd | SR 160 (River Rd) | I-5 | Deficient | Yes | Yes |
| SC 03 | Lambert Rd | SR 160 (River Rd) | Herzog Rd | Acceptable | Yes | No |
| SC 04 | Lambert Rd | Herzog Rd | Franklin Blvd | Deficient | Yes | Yes |
| SC 05 | Franklin Blvd | Lambert Rd | Twin Cities Rd | Deficient | Yes | Yes |
| SC 06 | Twin Cities Rd | River Rd | I-5 | Acceptable | Yes | No |
| SC 07 | Twin Cities Rd | I-5 | Franklin Blvd | Deficient | Yes | Yes |
| SC 08 | Sutter Slough Bridge Rd | Sacramento Co./ Yolo Co. Line | Paintersville Bridge | Deficient | Yes | Yes |
| SC 09 | River Rd (Sac Co.) | Paintersville Bridge | Twin Cities Rd | Deficient | No | No |
| SC 10 | River Rd (Sac Co.) | Twin Cities Rd | Walnut Grove Bridge | Deficient | Yes | Yes |
| SC 11 | Walnut Grove Rd/ River Rd | Walnut Grove Bridge | Sacramento Co./ San Joaquin Co. Line | Acceptable | Yes | No |
| SC 12 | Isleton Rd | River Rd (Walnut Grove)/Isleton Rd Bridge | 1.5 miles west of Isleton Rd Bridge | Acceptable | No | No |
| SC 13 | Race Track Rd/Tyler Island Rd | Walnut Grove Rd | Southern End of Tyler Island | Deficient | No | No |

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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 | No | No |
| SC 15 | Jackson Slough Rd | Isleton City Limits | SR 12 | Acceptable | No | No |
| SC 16 | Jackson Slough Rd | Brannan Island Rd | SR 12 | Acceptable | No | No |
| SJ 01 | Walnut Grove Rd | Sacramento Co./ San Joaquin Co. Line | I-5 | Deficient | Yes | Yes |
| SJ 02 | Peltier Rd | Blossom Rd | I-5 | Deficient | Yes | Yes |
| SJ 03 | Tracy Blvd | SR 4 | Clifton Court Rd | Acceptable | Yes | No |
| SJ 04 | Tracy Blvd | Clifton Court Rd | Tracy City Limits | Acceptable | Yes | No |
| SJ 05 | Byron Hwy | Alameda Co./ San Joaquin Co. Line | Mountain House Pkwy | Acceptable | Yes | No |
| SJ 06 | Mountain House Pkwy | Byron Hwy | Arnaudo Blvd | Acceptable | Yes | No |
| SJ 07 | Mountain House Pkwy | Arnaudo Blvd | I-205 | Acceptable | Yes | No |
| STK 01 | Eight Mile Rd | Stockton City Limits | I-5 | Deficient | Yes | Yes |
| TRA 01 | Tracy Blvd | Tracy City Limits | I-205 | Deficient | Yes | Yes |
| WS 01 | Harbor Blvd | Industrial Blvd | US 50 | Acceptable | Yes | No |
| WS 02 | Industrial Blvd/Lake Washington Blvd | Harbor Blvd | Jefferson Blvd (Old SR 84) | Acceptable | Yes | No |
| WS 03 | Jefferson Blvd (Old SR 84) | Lake Washington Blvd | Southport Pkwy | Deficient | Yes | Yes |
| WS 04 | Jefferson Blvd (Old SR 84) | Southport Pkwy | West Sacramento City Limits | Deficient | 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 | 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 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 roadway segments exceed the LOS threshold for at least one hour during the
12 6 AM to 7 PM period under BPBG conditions and 56 roadway segments exceed the LOS threshold for at
13 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 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 | | BPGPP 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 | - | 416 to 708 | - | 1,491 to 1,522 | 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 | - | - | 590 to 1,526 | - | 1,665 to 2,601 | 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 | - | - | 346 to 950 | - | 1,421 to 2,025 | - |
| BRE 03 | Balfour Rd | Brentwood Blvd (Old SR 4) | Brentwood City Limits | D | 3,540 | 437 to 1,300 | - | 481 to 1,430 | - | 774 to 1,723 | - |
| CC 01 | Bethel Island Rd | Oakley City Limits | End | D | 1,600 | 124 to 330 | - | 139 to 370 | - | 291 to 522 | - |
| CC 02 | Balfour Rd | Brentwood City Limits | Byron Hwy | D | 1,600 | 90 to 297 | - | 99 to 327 | - | 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 | - | - | 1,220 to 1,811 | 3 (3-6PM) | 2,295 to 2,886 | 13 (6AM-7PM) |
| CC 04 | Byron Hwy | Delta Rd | Old SR 4 | D | 1,410 | 108 to 240 | - | 106 to 236 | - | 732 to 862 | - |
| CC 05 | Byron Hwy | SR 4 | Contra Costa Co./ Alameda Co. Line | D | 1,600 | 483 to 907 | - | 522 to 980 | - | 1,597 to 2,055 | 12 (6-11AM; 12-7PM) |

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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 01 | I-5 NB | Florin Rd | Pocket Rd | F | 6,060 | 2,589 to 5,820 | - | 2,842 to 6,389 | 1 (7-8AM) | 3,894 to 7,441 | 2 (7-9AM) |
| CT 02 | I-5 SB | Florin Rd | Pocket Rd | F | 6,060 | 1,647 to 5,705 | - | 1,789 to 6,198 | 2 (4-6PM) | 2,841 to 7,250 | 2 (4-6PM) |
| CT 03 | I-5 NB | Pocket Rd | Laguna Blvd | F | 6,060 | 2,359 to 5,156 | - | 2,513 to 5,492 | - | 2,839 to 5,818 | - |
| CT 04 | I-5 SB | Pocket Rd | Laguna Blvd | F | 6,060 | 1,543 to 5,243 | - | 1,651 to 5,611 | - | 1,977 to 5,937 | - |
| CT 05 | I-5 NB | Laguna Blvd | Elk Grove Blvd | F | 4,010 | 1,820 to 3,339 | - | 1,820 to 3,339 | - | 1,820 to 3,339 | - |
| CT 06 | I-5 SB | Laguna Blvd | Elk Grove Blvd | F | 4,010 | 1,254 to 3,332 | - | 1,254 to 3,332 | - | 1,254 to 3,332 | - |
| CT 07 | I-5 NB | Elk Grove Blvd | Hood Franklin Rd | F | 4,010 | 1,504 to 2,162 | - | 1,504 to 2,162 | - | 1,504 to 2,162 | - |
| CT 08 | I-5 SB | Elk Grove Blvd | Hood Franklin Rd | F | 4,010 | 1,217 to 2,236 | - | 1,217 to 2,236 | - | 1,217 to 2,236 | - |
| CT 09 | I-5 NB | Hood Franklin Rd | Twin Cities Rd | F | 4,010 | 1,414 to 1,851 | - | 1,602 to 2,097 | - | 1,678 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 | - | 1,445 to 2,303 | - |
| CT 11 | I-5 NB | Twin Cities Rd | Walnut Grove Rd | C | 2,880 | 1,312 to 1,720 | - | 1,446 to 1,896 | - | 2,172 to 2,622 | - |
| CT 12 | I-5 SB | Twin Cities Rd | Walnut Grove Rd | C | 2,880 | 1,111 to 1,813 | - | 1,225 to 1,999 | - | 1,951 to 2,725 | - |
| CT 13 | I-5 NB | Walnut Grove Rd | Peltier Rd | C | 2,880 | 1,374 to 1,803 | - | 1,566 to 2,055 | - | 2,449 to 2,938 | 1 (4-5PM) |
| CT 14 | I-5 SB | Walnut Grove Rd | Peltier Rd | C | 2,880 | 1,128 to 1,894 | - | 1,286 to 2,159 | - | 2,169 to 3,042 | 2 (3-5PM) |
| CT 15 | I-5 NB | Peltier Rd | Turner Rd | C | 2,880 | 1,421 to 1,885 | - | 1,421 to 1,885 | - | 1,421 to 1,885 | - |
| CT 16 | I-5 SB | Peltier Rd | Turner Rd | C | 2,880 | 1,145 to 1,974 | - | 1,145 to 1,974 | - | 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 | - | 1,879 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 | - | 1,685 to 2,108 | - |

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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 19 | I-5 NB | SR 12 | Eight Mile Rd | C | 4,400 | 1,533 to 2,267 | - | 1,748 to 2,584 | - | 1,900 to 2,736 | - |
| CT 20 | I-5 SB | SR 12 | Eight Mile Rd | C | 4,400 | 1,243 to 2,070 | - | 1,417 to 2,360 | - | 1,569 to 2,512 | - |
| CT 21 | I-5 NB | Eight Mile Rd | Hammer Ln | D | 5,410 | 1,937 to 3,452 | - | 1,937 to 3,452 | - | 1,937 to 3,452 | - |
| CT 22 | I-5 SB | Eight Mile Rd | Hammer Ln | D | 5,410 | 1,817 to 2,760 | - | 1,817 to 2,760 | - | 1,817 to 2,760 | - |
| CT 23 | SR 160 (Freeport Blvd) | Sacramento City Limits | Freeport Bridge | E | 1,740 | 136 to 476 | - | 145 to 506 | - | 2,246 to 2,607 | 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 | - |
| CT 25 | SR 160 (River Rd) | Scribner Rd | Hood Franklin Rd | E | 1,740 | 41 to 125 | - | 41 to 125 | - | 41 to 125 | - |
| CT 26 | SR 160 (River Rd) | Hood Franklin Rd | Lambert Rd | E | 1,740 | 105 to 170 | - | 105 to 170 | - | 105 to 170 | - |
| CT 27 | SR 160 (River Rd) | Lambert Rd | Paintersville Bridge | E | 1,740 | 69 to 122 | - | 69 to 122 | - | 69 to 122 | - |
| CT 28 | SR 160 (Paintersville Bridge) | Sutter Slough Bridge Rd | SR 160 (River Rd) | E | 1,740 | 75 to 150 | - | 77 to 154 | - | 1,528 to 1,605 | - |
| CT 29 | SR 160 | Paintersville Bridge | Walnut Grove Bridge | E | 1,740 | 78 to 128 | - | 89 to 147 | - | 3,265 to 3,323 | 13 (6AM-7PM) |
| CT 30 | SR 160 (River Rd) | Walnut Grove Bridge | A St (Isleton) | E | 1,740 | 173 to 465 | - | 173 to 465 | - | 3,349 to 3,641 | 13 (6AM-7PM) |
| CT 31 | SR 160 | A St (Isleton) | SR 12 | E | 1,740 | 193 to 378 | - | 193 to 378 | - | 3,369 to 3,554 | 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 | | BPGPP 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 | - | 549 to 926 | - | 3,725 to 4,102 | 13 (6AM-7PM) |
| CT 33 | SR 84 (Jefferson Blvd) | West Sacramento City Limits | Courtland Rd | B | 200 | 40 to 169 | - | 42 to 177 | - | 1,926 to 2,061 | 13 (6AM-7PM) |
| CT 34 | SR 84 (Courtland Rd/ Ryer Ave) | Courtland Rd | Cache Slough Ferry | C | 680 | 10 to 25 | - | 11 to 26 | - | 239 to 254 | - |
| CT 35 | I-80 EB | Suisun Valley Rd | SR 12 | C | 8,350 | 3,079 to 6,994 | - | 3,510 to 7,973 | - | 5,100 to 9,563 | 4 (2-6PM) |
| CT 36 | I-80 WB | Suisun Valley Rd | SR 12 | C | 8,350 | 5,751 to 8,892 | 2 (6-8AM) | 6,556 to 10,137 | 2 (6-8AM) | 8,146 to 11,727 | 12 (6AM-6PM) |
| CT 37 | SR 12 EB | I-80 | Beck Ave | C | 2,880 | 528 to 1,847 | - | 612 to 2,143 | - | 2,202 to 3,733 | 8 (11AM-7PM) |
| CT 38 | SR 12 WB | I-80 | Beck Ave | C | 2,880 | 829 to 1,625 | - | 962 to 1,885 | - | 2,552 to 3,475 | 4 (6-10AM) |
| CT 39 | SR 12 | Beck Ave | Sunset Ave/ Grizzly Island Rd | C | 5,060 | 2,408 to 3,573 | - | 2,772 to 4,114 | - | 5,948 to 7,290 | 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 | - | 1,864 to 2,729 | - | 5,040 to 5,905 | 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) | 727 to 1,247 | 12 (6AM-6PM) | 3,903 to 4,423 | 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 42 | SR 12 | SR 113 | SR 84 (River Rd) | C | 790 | 1,073 to 1,544 | 13 (6AM-7PM) | 1,245 to 1,791 | 13 (6AM-7PM) | 4,421 to 4,967 | 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) | 1,317 to 1,955 | 13 (6AM-7PM) | 4,493 to 5,131 | 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 | 12 (6AM-6PM) | 1,658 to 2,024 | 13 (6AM-7PM) |
| CT 45 | SR 12 | Sacramento Co./ SJ Co. Line | I-5 | C | 790 | 773 to 1,164 | 12 (6AM-6PM) | 813 to 1,224 | 13 (6AM-7PM) | 1,683 to 2,094 | 13 (6AM-7PM) |
| CT 46 | I-80 EB | SR 113 | Pedrick Rd | C | 4,400 | 2,508 to 4,632 | 2 (3-5PM) | 2,765 to 5,107 | 3 (3-6PM) | 3,303 to 5,645 | 6 (7-9AM; 2-6PM) |
| CT 47 | I-80 WB | SR 113 | Pedrick Rd | C | 4,400 | 3,068 to 4,191 | - | 3,280 to 4,481 | 2 (4-6PM) | 3,818 to 5,019 | 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 | - | 1,644 to 2,416 | 11 (7-9AM; 10AM-7PM) |
| CT 49 | SR 113 | Dixon City Limits | SR 12 | C | 680 | 174 to 294 | - | 188 to 318 | - | 1,263 to 1,393 | 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 | - | - | 477 to 792 | 1 (4-5PM) | 1,552 to 1,867 | 13 (6AM-7PM) |
| CT 51 | SR 4 | Marsh Creek Rd | Discovery Bay Blvd | D | 1,600 | 554 to 1,224 | - | 601 to 1,327 | - | 1,676 to 2,402 | 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 52 | SR 4 | Discovery Bay Blvd | Tracy Blvd | C | 790 | 412 to 746 | - | 412 to 746 | - | 1,487 to 1,821 | 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 | 1 (4-5PM) | 1,942 to 2,567 | 13 (6AM-7PM) |
| CT 54 | I-5 NB | SR 4 (Freeway) | SR 4 (Charter Way) | D | 7,280 | 2,552 to 4,815 | - | 2,855 to 5,386 | - | 3,393 to 5,924 | - |
| CT 55 | I-5 SB | SR 4 (Freeway) | SR 4 (Charter Way) | D | 7,280 | 4,550 to 5,913 | - | 5,108 to 6,639 | - | 5,646 to 7,177 | - |
| CT 56 | I-5 NB | SR 4 (Charter Way) | Eighth Street | D | 5,410 | 2,430 to 4,586 | - | 2,770 to 5,228 | - | 3,308 to 5,766 | 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) | 4,940 to 6,419 | 8 (6-9AM; 1-6PM) | 5,478 to 6,957 | 13 (6AM-7PM) |
| CT 58 | I-205 EB | I-580 | Mountain House Pkwy | C | 4,400 | 1,350 to 5,071 | 4 (3-7PM) | 1,480 to 5,560 | 4 (3-7PM) | 2,018 to 6,098 | 5 (2-7PM) |
| CT 59 | I-205 WB | I-580 | Mountain House Pkwy | C | 4,400 | 1,873 to 4,867 | 2 (6-8AM) | 2,058 to 5,348 | 3 (6-9AM) | 2,596 to 5,886 | 3 (6-9AM) |
| CT 60 | I-205 EB | Mountain House Pkwy | Eleventh St | C | 4,400 | 1,431 to 5,068 | 4 (3-7PM) | 1,574 to 5,575 | 5 (2-7PM) | 2,112 to 6,113 | 5 (2-7PM) |
| CT 61 | I-205 WB | Mountain House Pkwy | Eleventh St | C | 4,400 | 1,875 to 4,117 | - | 2,063 to 4,529 | 1 (6-7AM) | 2,601 to 5,067 | 2 (6-8AM) |
| CT 62 | I-205 EB | Grant Line Rd | Tracy Blvd | D | 5,410 | 1,525 to 4,200 | - | 1,525 to 4,200 | - | 1,525 to 4,200 | - |
| CT 63 | I-205 WB | Grant Line Rd | Tracy Blvd | D | 5,410 | 1,852 to 3,079 | - | 1,852 to 3,079 | - | 1,852 to 3,079 | - |
| CT 64 | I-205 EB | Tracy Blvd | MacArthur Dr | D | 5,410 | 1,511 to 4,182 | - | 1,511 to 4,182 | - | 1,511 to 4,182 | - |
| CT 65 | I-205 WB | Tracy Blvd | MacArthur Dr | D | 5,410 | 2,083 to 3,446 | - | 2,083 to 3,446 | - | 2,083 to 3,446 | - |

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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 |
| 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 | - |
| OAK 01 | Main Street (Old SR 4) ¹ | SR 160 | Cypress Rd | C | 1,920 | 752 to 1,663 | - | - | - | - | - |
| | | | | D | 3,540 | - | - | 795 to 1,759 | - | 1,870 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 | - | - | 823 to 1,522 | - | 1,898 to 2,597 | 13 (6AM-7PM) |
| OAK 03 | Cypress Rd | Main Street (Old SR 4) | Bethel Island Rd | D | 1,600 | 304 to 764 | - | 340 to 856 | - | 906 to 1,422 | - |
| OAK 04 | Bethel Island Rd | Cypress Rd | Oakley City Limits | D | 1,410 | 140 to 367 | - | 157 to 411 | - | 309 to 563 | - |
| OAK 05 | Delta Rd | Main Street (Old SR 4) | Byron Hwy | D | 1,410 | 155 to 334 | - | 129 to 278 | - | 755 to 904 | - |
| SAC 01 | Pocket Rd | I-5 | Freeport Blvd (Old SR 160) | D | 3,540 | 789 to 2,191 | - | 789 to 2,191 | - | 2,890 to 4,292 | 8 (7-9AM; 1-7PM) |
| SAC 02 | Freeport Blvd (Old SR 160) | Pocket Rd | Sacramento City Limits | D | 1,760 | 152 to 492 | - | 164 to 531 | - | 2,265 to 2,632 | 13 (6AM-7PM) |
| SC 01 | Freeport Bridge | River Rd | SR 160 (Freeport Blvd) | D | 1,410 | 98 to 346 | - | 105 to 371 | - | 2,206 to 2,472 | 13 (6AM-7PM) |
| SC 02 | Hood Franklin Rd | SR 160 (River Rd) | I-5 | D | 1,410 | 77 to 137 | - | 77 to 137 | - | 77 to 137 | - |

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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 03 | Lambert Rd | SR 160 (River Rd) | Herzog Rd | D | 1,410 | 10 to 29 | - | 10 to 29 | - | 10 to 29 | - |
| SC 04 | Lambert Rd | Herzog Rd | Franklin Blvd | D | 1,410 | 19 to 38 | - | 19 to 38 | - | 19 to 38 | - |
| SC 05 | Franklin Blvd | Lambert Rd | Twin Cities Rd | D | 1,410 | 41 to 71 | - | 41 to 71 | - | 41 to 71 | - |
| SC 06 | Twin Cities Rd | River Rd | I-5 | D | 1,410 | 130 to 248 | - | 133 to 253 | - | 1,584 to 1,704 | 13 (6AM-7PM) |
| SC 07 | Twin Cities Rd | I-5 | Franklin Blvd | D | 1,410 | 141 to 318 | - | 141 to 318 | - | 141 to 318 | - |
| SC 08 | Sutter Slough Bridge Rd | Sacramento Co./ Yolo Co. Line | Paintersville Bridge | D | 1,410 | 51 to 113 | - | 55 to 122 | - | 3,231 to 3,298 | 13 (6AM-7PM) |
| SC 09 | River Rd (Sac Co.) | Paintersville Bridge | Twin Cities Rd | D | 1,410 | 85 to 134 | - | 86 to 135 | - | 1,537 to 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 | - | 382 to 529 | - |
| SC 11 | Walnut Grove Rd/River Rd | Walnut Grove Bridge | Sacramento Co./ SJ Co. Line | D | 1,410 | 175 to 332 | - | 179 to 340 | - | 1,943 to 2,104 | 13 (6AM-7PM) |
| 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 | - |
| SC 13 | Race Track Rd/Tyler Island Rd | Walnut Grove Rd | Southern End of Tyler Island | D | 1,410 | 17 to 34 | - | 17 to 34 | - | 17 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 | - |
| SC 15 | Jackson Slough Rd | Isleton City Limits | SR 12 | D | 1,410 | 4 to 53 | - | 4 to 53 | - | 4 to 53 | - |

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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 16 | Jackson Slough Rd | Brannan Island Rd | SR 12 | D | 1,410 | 16 to 52 | - | 16 to 52 | - | 16 to 52 | - |
| SJ 01 | Walnut Grove Rd | Sacramento Co./ SJ Co. Line | I-5 | C | 790 | 141 to 232 | - | 145 to 238 | - | 1,909 to 2,002 | 13 (6AM-7PM) |
| SJ 02 | Peltier Rd | Blossom Rd | I-5 | C | 680 | 8 to 23 | - | 8 to 23 | - | 8 to 23 | - |
| SJ 03 | Tracy Blvd | SR 4 | Clifton Court Rd | C | 790 | 108 to 209 | - | 108 to 209 | - | 108 to 209 | - |
| SJ 04 | Tracy Blvd | Clifton Court Rd | Tracy City Limits | C | 790 | 69 to 171 | - | 69 to 171 | - | 69 to 171 | - |
| SJ 05 | Byron Hwy | Alameda Co./San Joaquin Co. Line | Mountain House Pkwy | D | 1,600 | 521 to 824 | - | 563 to 890 | - | 1,638 to 1,965 | 13 (6AM-7PM) |
| SJ 06 | Mountain House Pkwy | Byron Hwy | Arnaudo Blvd | D | 1,410 | 190 to 298 | - | 205 to 322 | - | 1,280 to 1,397 | - |
| SJ 07 | Mountain House Pkwy | Arnaudo Blvd | I-205 | D | 3,540 | 418 to 769 | - | 477 to 877 | - | 1,552 to 1,952 | - |
| STK 01 | Eight Mile Rd | Stockton City Limits | I-5 | E | 1,870 | 309 to 769 | - | 309 to 769 | - | 309 to 769 | - |
| TRA 01 | Tracy Blvd | Tracy City Limits | I-205 | E | 1,870 | 309 to 759 | - | 309 to 759 | - | 309 to 759 | - |
| WS 01 | Harbor Blvd | Industrial Blvd | US 50 | D | 3,540 | 1,140 to 2,317 | - | 1,218 to 2,476 | - | 3,102 to 4,360 | 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 | - | 835 to 2,007 | 1 (5-6PM) | 2,719 to 3,891 | 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 |
| WS 03 | Jefferson Blvd (Old SR 84) | Lake Washington Blvd | Southport Pkwy | C | 1,920 | 546 to 1,718 | - | 586 to 1,843 | - | 2,470 to 3,727 | 13 (6AM-7PM) |
| WS 04 | Jefferson Blvd (Old SR 84) | Southport Pkwy | West Sacramento City Limits | C | 680 | 42 to 146 | - | 45 to 155 | - | 1,929 to 2,039 | 13 (6AM-7PM) |
| YOL 01 | River Rd (Yolo Co.) | Freeport Bridge | Courtland Rd | C | 680 | 74 to 249 | - | 76 to 254 | - | 2,177 to 2,355 | 13 (6AM-7PM) |
| YOL 02 | River Rd (Yolo Co.) | Courtland Rd | Sacramento Co./ Yolo Co. Line | C | 680 | 25 to 63 | - | 27 to 68 | - | 3,203 to 3,244 | 13 (6AM-7PM) |
| YOL 03 | Courtland Rd | SR 84 (Jefferson Blvd) | River Rd | C | 680 | 28 to 77 | - | 30 to 83 | - | 1,914 to 1,967 | 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 | Yes | No |
| BRE 01 | Brentwood Blvd (old SR 4) | Delta Rd (Oakley City Limits) | Balfour Rd | Acceptable | Yes | No |
| BRE 02 | Brentwood Blvd (old SR 4) | Balfour Rd | Brentwood City Limits (South) | Acceptable | Yes | No |
| BRE 03 | Balfour Rd | Brentwood Blvd (Old SR 4) | Brentwood City Limits | Acceptable | Yes | No |
| CC 01 | Bethel Island Rd | Oakley City Limits | End | Deficient | Yes | Yes |
| CC 02 | Balfour Rd | Brentwood City Limits | Byron Hwy | Deficient | Yes | Yes |
| CC 03 | Old SR 4 | Brentwood City Limits (South) | Marsh Creek Rd | Deficient | Yes | Yes |
| CC 04 | Byron Hwy | Delta Rd | Old SR 4 | Acceptable | Yes | No |
| CC 05 | Byron Hwy | SR 4 | Contra Costa Co./ Alameda Co. Line | Deficient | Yes | Yes |
| CT 01 | I-5 NB | Florin Rd | Pocket Rd | Deficient | Yes | Yes |
| CT 02 | I-5 SB | Florin Rd | Pocket Rd | Deficient | Yes | Yes |
| CT 03 | I-5 NB | Pocket Rd | Laguna Blvd | Deficient | Yes | Yes |
| CT 04 | I-5 SB | Pocket Rd | Laguna Blvd | Deficient | Yes | Yes |
| CT 05 | I-5 NB | Laguna Blvd | Elk Grove Blvd | Deficient | No | No |
| CT 06 | I-5 SB | Laguna Blvd | Elk Grove Blvd | Deficient | No | No |
| CT 07 | I-5 NB | Elk Grove Blvd | Hood Franklin Rd | Acceptable | No | No |
| CT 08 | I-5 SB | Elk Grove Blvd | Hood Franklin Rd | Acceptable | No | No |
| CT 09 | I-5 NB | Hood Franklin Rd | Twin Cities Rd | Deficient | 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 |
| CT 10 | I-5 SB | Hood Franklin Rd | Twin Cities Rd | Deficient | Yes | Yes |
| CT 11 | I-5 NB | Twin Cities Rd | Walnut Grove Rd | Deficient | Yes | Yes |
| CT 12 | I-5 SB | Twin Cities Rd | Walnut Grove Rd | Acceptable | Yes | No |
| CT 13 | I-5 NB | Walnut Grove Rd | Peltier Rd | Acceptable | Yes | No |
| CT 14 | I-5 SB | Walnut Grove Rd | Peltier Rd | Acceptable | Yes | No |
| CT 15 | I-5 NB | Peltier Rd | Turner Rd | Acceptable | No | No |
| CT 16 | I-5 SB | Peltier Rd | Turner Rd | Acceptable | No | No |
| CT 17 | I-5 NB | Turner Rd | SR 12 | Acceptable | Yes | No |
| CT 18 | I-5 SB | Turner Rd | SR 12 | Acceptable | Yes | No |
| CT 19 | I-5 NB | SR 12 | Eight Mile Rd | Deficient | Yes | Yes |
| CT 20 | I-5 SB | SR 12 | Eight Mile Rd | Acceptable | Yes | No |
| CT 21 | I-5 NB | Eight Mile Rd | Hammer Ln | Deficient | No | No |
| CT 22 | I-5 SB | Eight Mile Rd | Hammer Ln | Acceptable | No | No |
| CT 23 | SR 160 (Freeport Blvd) | Sacramento City Limits | Freeport Bridge | Deficient | Yes | Yes |
| CT 24 | SR 160 (Freeport Blvd/River Rd) | Freeport Bridge | Scribner Rd | Deficient | No | No |
| CT 25 | SR 160 (River Rd) | Scribner Rd | Hood Franklin Rd | Deficient | No | No |
| CT 26 | SR 160 (River Rd) | Hood Franklin Rd | Lambert Rd | Deficient | No | No |
| CT 27 | SR 160 (River Rd) | Lambert Rd | Paintersville Bridge | Deficient | No | No |
| CT 28 | SR 160 (Paintersville Bridge) | Sutter Slough Bridge Rd | SR 160 (River Rd) | Not Applicable | Yes | No |
| CT 29 | SR 160 | Paintersville Bridge | Walnut Grove Bridge | Acceptable | Yes | No |
| CT 30 | SR 160 (River Rd) | Walnut Grove Bridge | A St (Isleton) | Deficient | 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 |
| CT 31 | SR 160 | A St (Isleton) | SR 12 | Deficient | Yes | Yes |
| CT 32 | SR 160 | SR 12 | Brannan Island Rd | Deficient | Yes | Yes |
| CT 33 | SR 84 (Jefferson Blvd) | West Sacramento City Limits | Courtland Rd | Deficient | Yes | Yes |
| CT 34 | SR 84 (Courtland Rd/Ryer Ave) | Courtland Rd | Cache Slough Ferry | Deficient | Yes | Yes |
| CT 35 | I-80 EB | Suisun Valley Rd | SR 12 | Acceptable | Yes | No |
| CT 36 | I-80 WB | SR 12 | Suisun Valley Rd | Acceptable | Yes | No |
| CT 37 | SR 12 EB | I-80 | Beck Ave | Acceptable | Yes | No |
| CT 38 | SR 12 WB | Beck Ave | I-80 | Acceptable | Yes | No |
| CT 39 | SR 12 | Beck Ave | Sunset Ave/Grizzly Island Rd | Acceptable | Yes | No |
| CT 40 | SR 12 | Sunset Ave/ Grizzly Island Rd | Walters Rd/ Lawler Ranch Pkwy | Acceptable | Yes | No |
| CT 41 | SR 12 | Walters Rd/ Lawler Ranch Pkwy | SR 113 | Deficient | Yes | Yes |
| CT 42 | SR 12 | SR 113 | SR 84 (River Rd) | Deficient | Yes | Yes |
| CT 43 | SR 12 (Rio Vista Bridge) | SR 84 (River Rd) | SR 160 (River Rd) | Not Applicable | Yes | No |
| CT 44 | SR 12 | SR 160 (River Rd) | Sacramento Co./SJ Co. Line | Deficient | Yes | Yes |
| CT 45 | SR 12 | Sacramento Co./ San Joaquin Co. Line | I-5 | Deficient | Yes | Yes |
| CT 46 | I-80 EB | SR 113 | Pedrick Rd | Deficient | Yes | Yes |
| CT 47 | I-80 WB | Pedrick Rd | SR 113 | Acceptable | Yes | No |
| CT 48 | SR 113 | I-80 | Dixon City Limits | Acceptable | Yes | No |

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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 | Yes | Yes |
| CT 50 | SR 4 (Marsh Creek Rd) | Vasco Rd | Byron Hwy (Old SR 4) | Acceptable | Yes | No |
| CT 51 | SR 4 | Marsh Creek Rd | Discovery Bay Blvd | Deficient | Yes | Yes |
| CT 52 | SR 4 | Discovery Bay Blvd | Tracy Blvd | Deficient | Yes | Yes |
| CT 53 | SR 4 (Charter Way) | Tracy Blvd | I-5 | Deficient | Yes | Yes |
| CT 54 | I-5 NB | SR 4 (Freeway) | SR 4 (Charter Way) | Deficient | Yes | Yes |
| CT 55 | I-5 SB | SR 4 (Freeway) | SR 4 (Charter Way) | Deficient | Yes | Yes |
| CT 56 | I-5 NB | SR 4 (Charter Way) | Eighth Street | Acceptable | Yes | No |
| CT 57 | I-5 SB | SR 4 (Charter Way) | Eighth Street | Acceptable | Yes | No |
| CT 58 | I-205 EB | I-580 | Mountain House Pkwy | Acceptable | Yes | No |
| CT 59 | I-205 WB | I-580 | Mountain House Pkwy | Acceptable | Yes | No |
| CT 60 | I-205 EB | Mountain House Pkwy | Eleventh St | Acceptable | Yes | No |
| CT 61 | I-205 WB | Mountain House Pkwy | Eleventh St | Acceptable | Yes | No |
| CT 62 | I-205 EB | Grant Line Rd | Tracy Blvd | Acceptable | No | No |
| CT 63 | I-205 WB | Grant Line Rd | Tracy Blvd | Acceptable | No | No |
| CT 64 | I-205 EB | Tracy Blvd | MacArthur Dr | Acceptable | No | No |
| CT 65 | I-205 WB | Tracy Blvd | MacArthur Dr | Acceptable | No | No |
| ISL 01 | A St/4th St/Jackson Blvd. | SR 160 | Isleton City Limits | Deficient | No | No |
| OAK 01 | Main Street (Old SR 4) | SR 160 | Cypress Rd | Deficient | Yes | Yes |
| OAK 02 | Main Street (Old SR 4) | Cypress Rd | Delta Rd (Oakley City Limits) | Deficient | Yes | Yes |
| OAK 03 | Cypress Rd | Main Street (Old SR 4) | Bethel Island Rd | Acceptable | Yes | No |

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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 | Yes | Yes |
| OAK 05 | Delta Rd | Main Street (Old SR 4) | Byron Hwy | Deficient | Yes | Yes |
| SAC 01 | Pocket Rd | I-5 | Freeport Blvd (Old SR 160) | Deficient | Yes | Yes |
| SAC 02 | Freeport Blvd (Old SR 160) | Pocket Rd | Sacramento City Limits | Acceptable | Yes | No |
| SC 01 | Freeport Bridge | River Rd | SR 160 (Freeport Blvd) | Not Applicable | Yes | No |
| SC 02 | Hood Franklin Rd | SR 160 (River Rd) | I-5 | Deficient | No | No |
| SC 03 | Lambert Rd | SR 160 (River Rd) | Herzog Rd | Acceptable | No | No |
| SC 04 | Lambert Rd | Herzog Rd | Franklin Blvd | Deficient | No | No |
| SC 05 | Franklin Blvd | Lambert Rd | Twin Cities Rd | Deficient | No | No |
| SC 06 | Twin Cities Rd | River Rd | I-5 | Acceptable | Yes | No |
| SC 07 | Twin Cities Rd | I-5 | Franklin Blvd | Deficient | No | No |
| SC 08 | Sutter Slough Bridge Rd | Sacramento Co./ Yolo Co. Line | Paintersville Bridge | Deficient | Yes | Yes |
| SC 09 | River Rd (Sac Co.) | Paintersville Bridge | Twin Cities Rd | Deficient | Yes | Yes |
| SC 10 | River Rd (Sac Co.) | Twin Cities Rd | Walnut Grove Bridge | Deficient | Yes | Yes |
| SC 11 | Walnut Grove Rd/River Rd | Walnut Grove Bridge | Sacramento Co./ San Joaquin Co. Line | Acceptable | Yes | No |
| SC 12 | Isleton Rd | River Rd (Walnut Grove)/Isleton Rd Bridge | 1.5 miles west of Isleton Rd Bridge | Acceptable | No | No |
| SC 13 | Race Track Rd/ Tyler Island Rd | Walnut Grove Rd | Southern End of Tyler Island | Deficient | No | No |

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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 | No | No |
| SC 15 | Jackson Slough Rd | Isleton City Limits | SR 12 | Acceptable | No | No |
| SC 16 | Jackson Slough Rd | Brannan Island Rd | SR 12 | Acceptable | No | No |
| SJ 01 | Walnut Grove Rd | Sacramento Co./ San Joaquin Co. Line | I-5 | Deficient | Yes | Yes |
| SJ 02 | Peltier Rd | Blossom Rd | I-5 | Deficient | No | No |
| SJ 03 | Tracy Blvd | SR 4 | Clifton Court Rd | Acceptable | No | No |
| SJ 04 | Tracy Blvd | Clifton Court Rd | Tracy City Limits | Acceptable | No | No |
| SJ 05 | Byron Hwy | Alameda Co./San Joaquin Co. Line | Mountain House Pkwy | Acceptable | Yes | No |
| SJ 06 | Mountain House Pkwy | Byron Hwy | Arnaudo Blvd | Acceptable | Yes | No |
| SJ 07 | Mountain House Pkwy | Arnaudo Blvd | I-205 | Acceptable | Yes | No |
| STK 01 | Eight Mile Rd | Stockton City Limits | I-5 | Deficient | No | No |
| TRA 01 | Tracy Blvd | Tracy City Limits | I-205 | Deficient | No | No |
| WS 01 | Harbor Blvd | Industrial Blvd | US 50 | Acceptable | Yes | No |
| WS 02 | Industrial Blvd/Lake Washington Blvd | Harbor Blvd | Jefferson Blvd (Old SR 84) | Acceptable | Yes | No |
| WS 03 | Jefferson Blvd (Old SR 84) | Lake Washington Blvd | Southport Pkwy | Deficient | Yes | Yes |
| WS 04 | Jefferson Blvd (Old SR 84) | Southport Pkwy | West Sacramento City Limits | Deficient | 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 | Yes | Yes |
| 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 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 roadway segments exceed the LOS threshold
11 for at least one hour during the 6 AM to 7 PM period under BPBG conditions and 51 roadway segments
12 exceed the LOS threshold for at least one hour under BPBGPP conditions for the through delta/separate
13 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 32 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 | - | 416 to 708 | - | 2,184 to 2,476 | 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 | - | - | 590 to 1,526 | - | 3,417 to 4,353 | 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 | - | - | 346 to 950 | - | 3,173 to 3,777 | 8 (6-7AM; 9AM-4PM) |
| BRE 03 | Balfour Rd | Brentwood Blvd (Old SR 4) | Brentwood City Limits | D | 3,540 | 437 to 1,300 | - | 437 to 1,300 | - | 437 to 1,300 | - |
| CC 01 | Bethel Island Rd | Oakley City Limits | End | D | 1,600 | 124 to 330 | - | 124 to 330 | - | 124 to 330 | - |
| CC 02 | Balfour Rd | Brentwood City Limits | Byron Hwy | D | 1,600 | 90 to 297 | - | 90 to 297 | - | 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 | - | - | 1,220 to 1,811 | 3 (3-6PM) | 4,047 to 4,638 | 13 (6AM-7PM) |
| CC 04 | Byron Hwy | Delta Rd | Old SR 4 | D | 1,410 | 108 to 240 | - | 108 to 240 | - | 108 to 240 | - |
| CC 05 | Byron Hwy | SR 4 | Contra Costa Co./ Alameda Co. Line | D | 1,600 | 483 to 907 | - | 522 to 980 | - | 2,290 to 2,748 | 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 01 | I-5 NB | Florin Rd | Pocket Rd | F | 6,060 | 2,589 to 5,820 | - | 2,589 to 5,820 | - | 2,589 to 5,820 | - |
| CT 02 | I-5 SB | Florin Rd | Pocket Rd | F | 6,060 | 1,647 to 5,705 | - | 1,647 to 5,705 | - | 1,647 to 5,705 | - |
| CT 03 | I-5 NB | Pocket Rd | Laguna Blvd | F | 6,060 | 2,359 to 5,156 | - | 2,359 to 5,156 | - | 2,359 to 5,156 | - |
| CT 04 | I-5 SB | Pocket Rd | Laguna Blvd | F | 6,060 | 1,543 to 5,243 | - | 1,543 to 5,243 | - | 1,543 to 5,243 | - |
| CT 05 | I-5 NB | Laguna Blvd | Elk Grove Blvd | F | 4,010 | 1,820 to 3,339 | - | 1,820 to 3,339 | - | 1,820 to 3,339 | - |
| CT 06 | I-5 SB | Laguna Blvd | Elk Grove Blvd | F | 4,010 | 1,254 to 3,332 | - | 1,254 to 3,332 | - | 1,254 to 3,332 | - |
| CT 07 | I-5 NB | Elk Grove Blvd | Hood Franklin Rd | F | 4,010 | 1,504 to 2,162 | - | 1,504 to 2,162 | - | 1,504 to 2,162 | - |
| CT 08 | I-5 SB | Elk Grove Blvd | Hood Franklin Rd | F | 4,010 | 1,217 to 2,236 | - | 1,217 to 2,236 | - | 1,217 to 2,236 | - |
| CT 09 | I-5 NB | Hood Franklin Rd | Twin Cities Rd | F | 4,010 | 1,414 to 1,851 | - | 1,560 to 2,043 | - | 1,980 to 2,463 | - |
| CT 10 | I-5 SB | Hood Franklin Rd | Twin Cities Rd | F | 4,010 | 1,207 to 1,964 | - | 1,333 to 2,169 | - | 1,753 to 2,589 | - |
| CT 11 | I-5 NB | Twin Cities Rd | Walnut Grove Rd | C | 2,880 | 1,312 to 1,720 | - | 1,312 to 1,720 | - | 1,312 to 1,720 | - |
| CT 12 | I-5 SB | Twin Cities Rd | Walnut Grove Rd | C | 2,880 | 1,111 to 1,813 | - | 1,111 to 1,813 | - | 1,111 to 1,813 | - |
| CT 13 | I-5 NB | Walnut Grove Rd | Peltier Rd | C | 2,880 | 1,374 to 1,803 | - | 1,594 to 2,091 | - | 1,967 to 2,464 | - |
| CT 14 | I-5 SB | Walnut Grove Rd | Peltier Rd | C | 2,880 | 1,128 to 1,894 | - | 1,308 to 2,197 | - | 1,681 to 2,570 | - |
| CT 15 | I-5 NB | Peltier Rd | Turner Rd | C | 2,880 | 1,421 to 1,885 | - | 1,421 to 1,885 | - | 1,421 to 1,885 | - |
| CT 16 | I-5 SB | Peltier Rd | Turner Rd | C | 2,880 | 1,145 to 1,974 | - | 1,145 to 1,974 | - | 1,145 to 1,974 | - |
| CT 17 | I-5 NB | Turner Rd | SR 12 | C | 2,880 | 1,288 to 1,985 | - | 1,443 to 2,223 | - | 1,554 to 2,334 | - |
| CT 18 | I-5 SB | Turner Rd | SR 12 | C | 2,880 | 1,124 to 1,482 | - | 1,259 to 1,660 | - | 1,370 to 1,771 | - |
| CT 19 | I-5 NB | SR 12 | Eight Mile Rd | C | 4,400 | 1,533 to 2,267 | - | 1,656 to 2,448 | - | 1,767 to 2,559 | - |
| CT 20 | I-5 SB | SR 12 | Eight Mile Rd | C | 4,400 | 1,243 to 2,070 | - | 1,342 to 2,236 | - | 1,453 to 2,347 | - |
| CT 21 | I-5 NB | Eight Mile Rd | Hammer Ln | D | 5,410 | 1,937 to 3,452 | - | 1,937 to 3,452 | - | 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 | - | 1,817 to 2,760 | - | 1,817 to 2,760 | - |
| CT 23 | SR 160 (Freeport Blvd) | Sacramento City Limits | Freeport Bridge | E | 1,740 | 136 to 476 | - | 136 to 476 | - | 136 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 | - |
| CT 25 | SR 160 (River Rd) | Scribner Rd | Hood Franklin Rd | E | 1,740 | 41 to 125 | - | 41 to 125 | - | 41 to 125 | - |
| CT 26 | SR 160 (River Rd) | Hood Franklin Rd | Lambert Rd | E | 1,740 | 105 to 170 | - | 105 to 170 | - | 105 to 170 | - |
| CT 27 | SR 160 (River Rd) | Lambert Rd | Paintersville Bridge | E | 1,740 | 69 to 122 | - | 69 to 122 | - | 69 to 122 | - |
| CT 28 | SR 160 (Paintersville Bridge) | Sutter Slough Bridge Rd | SR 160 (River Rd) | E | 1,740 | 75 to 150 | - | 78 to 156 | - | 823 to 901 | - |
| CT 29 | SR 160 | Paintersville Bridge | Walnut Grove Bridge | E | 1,740 | 78 to 128 | - | 89 to 147 | - | 2,593 to 2,651 | 13 (6AM-7PM) |
| CT 30 | SR 160 (River Rd) | Walnut Grove Bridge | A St (Isleton) | E | 1,740 | 173 to 465 | - | 173 to 465 | - | 2,677 to 2,969 | 13 (6AM-7PM) |
| CT 31 | SR 160 | A St (Isleton) | SR 12 | E | 1,740 | 193 to 378 | - | 193 to 378 | - | 2,697 to 2,882 | 13 (6AM-7PM) |
| CT 32 | SR 160 | SR 12 | Brannan Island Rd | F | 1,740 | 530 to 894 | - | 549 to 926 | - | 4,112 to 4,489 | 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 33 | SR 84 (Jefferson Blvd) | West Sacramento City Limits | Courtland Rd | B | 200 | 40 to 169 | - | 42 to 177 | - | 2,546 to 2,681 | 13 (6AM-7PM) |
| CT 34 | SR 84 (Courtland Rd/ Ryer Ave) | Courtland Rd | Cache Slough Ferry | C | 680 | 10 to 25 | - | 10 to 25 | - | 10 to 25 | - |
| CT 35 | I-80 EB | Suisun Valley Rd | SR 12 | C | 8,350 | 3,079 to 6,994 | - | 3,510 to 7,973 | - | 5,292 to 9,755 | 5 (2-7PM) |
| CT 36 | I-80 WB | Suisun Valley Rd | SR 12 | C | 8,350 | 5,751 to 8,892 | 2 (6-8AM) | 6,556 to 10,137 | 2 (6-8AM) | 8,338 to 11,919 | 12 (6AM-6PM) |
| CT 37 | SR 12 EB | I-80 | Beck Ave | C | 2,880 | 528 to 1,847 | - | 612 to 2,143 | - | 2,394 to 3,925 | 11 (7-9AM; 10AM-7PM) |
| CT 38 | SR 12 WB | I-80 | Beck Ave | C | 2,880 | 829 to 1,625 | - | 962 to 1,885 | - | 2,744 to 3,667 | 12 (6AM-6PM) |
| CT 39 | SR 12 | Beck Ave | Sunset Ave/ Grizzly Island Rd | C | 5,060 | 2,408 to 3,573 | - | 2,772 to 4,114 | - | 6,335 to 7,677 | 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 | - | 1,864 to 2,729 | - | 5,427 to 6,292 | 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) | 727 to 1,247 | 12 (6AM-6PM) | 4,290 to 4,810 | 13 (6AM-7PM) |
| CT 42 | SR 12 | SR 113 | SR 84 (River Rd) | C | 790 | 1,073 to 1,544 | 13 (6AM-7PM) | 1,245 to 1,791 | 13 (6AM-7PM) | 4,808 to 5,354 | 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 43 | SR 12 (Rio Vista Bridge) | SR 84 (River Rd) | SR 160 (River Rd) | C | 970 | 1,135 to 1,685 | 13 (6AM-7PM) | 1,317 to 1,955 | 13 (6AM-7PM) | 4,880 to 5,518 | 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) | 746 to 1,092 | 12 (6AM-6PM) | 967 to 1,313 | 13 (6AM-7PM) |
| CT 45 | SR 12 | Sacramento Co./ SJ Co. Line | I-5 | C | 790 | 773 to 1,164 | 12 (6AM-6PM) | 793 to 1,194 | 13 (6AM-7PM) | 1,014 to 1,415 | 13 (6AM-7PM) |
| CT 46 | I-80 EB | SR 113 | Pedrick Rd | C | 4,400 | 2,508 to 4,632 | 2 (3-5PM) | 2,808 to 5,186 | 3 (3-6PM) | 4,590 to 6,968 | 13 (6AM-7PM) |
| CT 47 | I-80 WB | SR 113 | Pedrick Rd | C | 4,400 | 3,068 to 4,191 | - | 3,316 to 4,529 | 2 (3-5PM) | 5,098 to 6,311 | 13 (6AM-7PM) |
| CT 48 | SR 113 | I-80 | Dixon City Limits | C | 1,920 | 569 to 1,341 | - | 569 to 1,341 | - | 4,132 to 4,904 | 13 (6AM-7PM) |
| CT 49 | SR 113 | Dixon City Limits | SR 12 | C | 680 | 174 to 294 | - | 188 to 318 | - | 3,751 to 3,881 | 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 | - | - | 477 to 792 | 1 (4-5PM) | 3,304 to 3,619 | 13 (6AM-7PM) |
| CT 51 | SR 4 | Marsh Creek Rd | Discovery Bay Blvd | D | 1,600 | 554 to 1,224 | - | 601 to 1,327 | - | 3,428 to 4,154 | 13 (6AM-7PM) |
| CT 52 | SR 4 | Discovery Bay Blvd | Tracy Blvd | C | 790 | 412 to 746 | - | 412 to 746 | - | 3,239 to 3,573 | 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 | 1 (4-5PM) | 3,694 to 4,319 | 13 (6AM-7PM) |
| CT 54 | I-5 NB | SR 4 (Freeway) | SR 4 (Charter Way) | D | 7,280 | 2,552 to 4,815 | - | 2,855 to 5,386 | - | 4,269 to 6,800 | - |

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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 | | BPGPP 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 | - | 5,108 to 6,639 | - | 6,522 to 8,053 | 7 (6-8AM; 1-6PM) |
| CT 56 | I-5 NB | SR 4 (Charter Way) | Eighth Street | D | 5,410 | 2,430 to 4,586 | - | 2,770 to 5,228 | - | 4,184 to 6,642 | 5 (1-6PM) |
| CT 57 | I-5 SB | SR 4 (Charter Way) | Eighth Street | D | 5,410 | 4,333 to 5,631 | 3 (7-8AM; 4-6PM) | 4,940 to 6,419 | 8 (6-9AM; 1-6PM) | 6,354 to 7,833 | 13 (6AM-7PM) |
| CT 58 | I-205 EB | I-580 | Mountain House Pkwy | C | 4,400 | 1,350 to 5,071 | 4 (3-7PM) | 1,480 to 5,560 | 4 (3-7PM) | 2,364 to 6,444 | 5 (2-7PM) |
| CT 59 | I-205 WB | I-580 | Mountain House Pkwy | C | 4,400 | 1,873 to 4,867 | 2 (6-8AM) | 2,058 to 5,348 | 3 (6-9AM) | 2,942 to 6,232 | 4 (6-10AM) |
| CT 60 | I-205 EB | Mountain House Pkwy | Eleventh St | C | 4,400 | 1,431 to 5,068 | 4 (3-7PM) | 1,574 to 5,575 | 5 (2-7PM) | 2,458 to 6,459 | 5 (2-7PM) |
| CT 61 | I-205 WB | Mountain House Pkwy | Eleventh St | C | 4,400 | 1,875 to 4,117 | - | 2,063 to 4,529 | 1 (6-7AM) | 2,947 to 5,413 | 3 (6-9AM) |
| CT 62 | I-205 EB | Grant Line Rd | Tracy Blvd | D | 5,410 | 1,525 to 4,200 | - | 1,617 to 4,452 | - | 2,300 to 5,135 | - |
| CT 63 | I-205 WB | Grant Line Rd | Tracy Blvd | D | 5,410 | 1,852 to 3,079 | - | 1,963 to 3,264 | - | 2,646 to 3,947 | - |
| CT 64 | I-205 EB | Tracy Blvd | MacArthur Dr | D | 5,410 | 1,511 to 4,182 | - | 1,602 to 4,433 | - | 2,285 to 5,116 | - |
| CT 65 | I-205 WB | Tracy Blvd | MacArthur Dr | D | 5,410 | 2,083 to 3,446 | - | 2,208 to 3,653 | - | 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 | - |
| OAK 01 | Main Street | SR 160 | Cypress Rd | C | 1,920 | 752 to 1,663 | - | - | - | - | - |

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

| ID | Segment (Old SR 4) ¹ | 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 | 3,540 | - | - | 795 to 1,759 | - | 3,622 to 4,586 | 13 (6AM-7PM) |
| 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 | - | - | 823 to 1,522 | - | 3,650 to 4,349 | 13 (6AM-7PM) |
| OAK 03 | Cypress Rd | Main Street (Old SR 4) | Bethel Island Rd | D | 1,600 | 304 to 764 | - | 304 to 764 | - | 304 to 764 | - |
| OAK 04 | Bethel Island Rd | Cypress Rd | Oakley City Limits | D | 1,410 | 140 to 367 | - | 140 to 367 | - | 140 to 367 | - |
| OAK 05 | Delta Rd | Main Street (Old SR 4) | Byron Hwy | D | 1,410 | 155 to 334 | - | 155 to 334 | - | 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 | - |
| SAC 02 | Freeport Blvd (Old SR 160) | Pocket Rd | Sacramento City Limits | D | 1,760 | 152 to 492 | - | 152 to 492 | - | 152 to 492 | - |
| SC 01 | Freeport Bridge | River Rd | SR 160 (Freeport Blvd) | D | 1,410 | 98 to 346 | - | 98 to 346 | - | 98 to 346 | - |
| SC 02 | Hood Franklin Rd | SR 160 (River Rd) | I-5 | D | 1,410 | 77 to 137 | - | 77 to 137 | - | 77 to 137 | - |
| SC 03 | Lambert Rd | SR 160 (River Rd) | Herzog Rd | D | 1,410 | 10 to 29 | - | 10 to 29 | - | 10 to 29 | - |
| SC 04 | Lambert Rd | Herzog Rd | Franklin Blvd | D | 1,410 | 19 to 38 | - | 19 to 38 | - | 19 to 38 | - |
| SC 05 | Franklin Blvd | Lambert Rd | Twin Cities Rd | D | 1,410 | 41 to 71 | - | 41 to 71 | - | 41 to 71 | - |

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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 | | BPGPP 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 | - | 133 to 254 | - | 878 to 999 | - |
| SC 07 | Twin Cities Rd | I-5 | Franklin Blvd | D | 1,410 | 141 to 318 | - | 149 to 335 | - | 252 to 438 | - |
| SC 08 | Sutter Slough Bridge Rd | Sacramento Co./ Yolo Co. Line | Paintersville Bridge | D | 1,410 | 51 to 113 | - | 55 to 122 | - | 2,559 to 2,626 | 13 (6AM-7PM) |
| SC 09 | River Rd (Sac Co.) | Paintersville Bridge | Twin Cities Rd | D | 1,410 | 85 to 134 | - | 86 to 135 | - | 831 to 880 | - |
| SC 10 | River Rd (Sac Co.) | Twin Cities Rd | Walnut Grove Bridge | D | 1,600 | 223 to 365 | - | 229 to 375 | - | 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 | - | 181 to 343 | - | 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 | - | 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 | - | 17 to 34 | - | 17 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 | - |
| SC 15 | Jackson Slough Rd | Isleton City Limits | SR 12 | D | 1,410 | 4 to 53 | - | 4 to 53 | - | 4 to 53 | - |
| SC 16 | Jackson Slough Rd | Brannan Island Rd | SR 12 | D | 1,410 | 16 to 52 | - | 16 to 52 | - | 16 to 52 | - |
| SJ 01 | Walnut Grove Rd | Sacramento Co./ SJ Co. Line | I-5 | C | 790 | 141 to 232 | - | 145 to 239 | - | 890 to 984 | 13 (6AM-7PM) |
| SJ 02 | Peltier Rd | Blossom Rd | I-5 | C | 680 | 8 to 23 | - | 8 to 23 | - | 8 to 23 | - |

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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 |
| SJ 03 | Tracy Blvd | SR 4 | Clifton Court Rd | C | 790 | 108 to 209 | - | 108 to 209 | - | 1,472 to 1,573 | 13 (6AM-7PM) |
| SJ 04 | Tracy Blvd | Clifton Court Rd | Tracy City Limits | C | 790 | 69 to 171 | - | 72 to 178 | - | 1,436 to 1,542 | 13 (6AM-7PM) |
| SJ 05 | Byron Hwy | Alameda Co./San Joaquin Co. Line | Mountain House Pkwy | D | 1,600 | 521 to 824 | - | 563 to 890 | - | 2,331 to 2,658 | 13 (6AM-7PM) |
| SJ 06 | Mountain House Pkwy | Byron Hwy | Arnaudo Blvd | D | 1,410 | 190 to 298 | - | 205 to 322 | - | 1,973 to 2,090 | 13 (6AM-7PM) |
| SJ 07 | Mountain House Pkwy | Arnaudo Blvd | I-205 | D | 3,540 | 418 to 769 | - | 477 to 877 | - | 2,245 to 2,645 | - |
| STK 01 | Eight Mile Rd | Stockton City Limits | I-5 | E | 1,870 | 309 to 769 | - | 309 to 769 | - | 309 to 769 | - |
| TRA 01 | Tracy Blvd | Tracy City Limits | I-205 | E | 1,870 | 309 to 759 | - | 321 to 789 | - | 1,685 to 2,153 | 10 (8AM-6PM) |
| WS 01 | Harbor Blvd | Industrial Blvd | US 50 | D | 3,540 | 1,140 to 2,317 | - | 1,218 to 2,476 | - | 3,722 to 4,980 | 13 (6AM-7PM) |
| WS 02 | Industrial Blvd/ Lake Washington Blvd | Harbor Blvd | Jefferson Blvd (Old SR 84) | C | 1,920 | 773 to 1,858 | - | 835 to 2,007 | 1 (5-6PM) | 3,339 to 4,511 | 13 (6AM-7PM) |
| WS 03 | Jefferson Blvd (Old SR 84) | Lake Washington Blvd | Southport Pkwy | C | 1,920 | 546 to 1,718 | - | 586 to 1,843 | - | 3,090 to 4,347 | 13 (6AM-7PM) |
| WS 04 | Jefferson Blvd (Old SR 84) | Southport Pkwy | West Sacramento City Limits | C | 680 | 42 to 146 | - | 45 to 155 | - | 2,549 to 2,659 | 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 01 | River Rd (Yolo Co.) | Freeport Bridge | Courtland Rd | C | 680 | 74 to 249 | - | 74 to 249 | - | 74 to 249 | - |
| YOL 02 | River Rd (Yolo Co.) | Courtland Rd | Sacramento Co./ Yolo Co. Line | C | 680 | 25 to 63 | - | 27 to 68 | - | 2,531 to 2,572 | 13 (6AM-7PM) |
| YOL 03 | Courtland Rd | SR 84 (Jefferson Blvd) | River Rd | C | 680 | 28 to 77 | - | 30 to 83 | - | 2,534 to 2,587 | 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 | Yes | No |
| BRE 01 | Brentwood Blvd (old SR 4) | Delta Rd (Oakley City Limits) | Balfour Rd | Acceptable | Yes | No |
| BRE 02 | Brentwood Blvd (old SR 4) | Balfour Rd | Brentwood City Limits (South) | Acceptable | Yes | No |
| BRE 03 | Balfour Rd | Brentwood Blvd (Old SR 4) | Brentwood City Limits | Acceptable | No | No |
| CC 01 | Bethel Island Rd | Oakley City Limits | End | Deficient | No | No |
| CC 02 | Balfour Rd | Brentwood City Limits | Byron Hwy | Deficient | No | No |
| CC 03 | Old SR 4 | Brentwood City Limits (South) | Marsh Creek Rd | Deficient | Yes | Yes |
| CC 04 | Byron Hwy | Delta Rd | Old SR 4 | Acceptable | No | No |
| CC 05 | Byron Hwy | SR 4 | Contra Costa Co./Alameda Co. Line | Deficient | Yes | Yes |
| CT 01 | I-5 NB | Florin Rd | Pocket Rd | Deficient | No | No |
| CT 02 | I-5 SB | Florin Rd | Pocket Rd | Deficient | No | No |
| CT 03 | I-5 NB | Pocket Rd | Laguna Blvd | Deficient | No | No |
| CT 04 | I-5 SB | Pocket Rd | Laguna Blvd | Deficient | No | No |
| CT 05 | I-5 NB | Laguna Blvd | Elk Grove Blvd | Deficient | No | No |
| CT 06 | I-5 SB | Laguna Blvd | Elk Grove Blvd | Deficient | No | No |
| CT 07 | I-5 NB | Elk Grove Blvd | Hood Franklin Rd | Acceptable | No | No |
| CT 08 | I-5 SB | Elk Grove Blvd | Hood Franklin Rd | Acceptable | No | No |
| CT 09 | I-5 NB | Hood Franklin Rd | Twin Cities Rd | Deficient | 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 10 | I-5 SB | Hood Franklin Rd | Twin Cities Rd | Deficient | Yes | Yes |
| CT 11 | I-5 NB | Twin Cities Rd | Walnut Grove Rd | Deficient | No | No |
| CT 12 | I-5 SB | Twin Cities Rd | Walnut Grove Rd | Acceptable | No | No |
| CT 13 | I-5 NB | Walnut Grove Rd | Peltier Rd | Acceptable | Yes | No |
| CT 14 | I-5 SB | Walnut Grove Rd | Peltier Rd | Acceptable | Yes | No |
| CT 15 | I-5 NB | Peltier Rd | Turner Rd | Acceptable | No | No |
| CT 16 | I-5 SB | Peltier Rd | Turner Rd | Acceptable | No | No |
| CT 17 | I-5 NB | Turner Rd | SR 12 | Acceptable | Yes | No |
| CT 18 | I-5 SB | Turner Rd | SR 12 | Acceptable | Yes | No |
| CT 19 | I-5 NB | SR 12 | Eight Mile Rd | Deficient | Yes | Yes |
| CT 20 | I-5 SB | SR 12 | Eight Mile Rd | Acceptable | Yes | No |
| CT 21 | I-5 NB | Eight Mile Rd | Hammer Ln | Deficient | No | No |
| CT 22 | I-5 SB | Eight Mile Rd | Hammer Ln | Acceptable | No | No |
| CT 23 | SR 160 (Freeport Blvd) | Sacramento City Limits | Freeport Bridge | Deficient | No | No |
| CT 24 | SR 160 (Freeport Blvd/River Rd) | Freeport Bridge | Scribner Rd | Deficient | No | No |
| CT 25 | SR 160 (River Rd) | Scribner Rd | Hood Franklin Rd | Deficient | No | No |
| CT 26 | SR 160 (River Rd) | Hood Franklin Rd | Lambert Rd | Deficient | No | No |
| CT 27 | SR 160 (River Rd) | Lambert Rd | Paintersville Bridge | Deficient | No | No |
| CT 28 | SR 160 (Paintersville Bridge) | Sutter Slough Bridge Rd | SR 160 (River Rd) | Not Applicable | Yes | No |
| CT 29 | SR 160 | Paintersville Bridge | Walnut Grove Bridge | Acceptable | Yes | No |
| CT 30 | SR 160 (River Rd) | Walnut Grove Bridge | A St (Isleton) | Deficient | 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 | Yes | Yes |
| CT 32 | SR 160 | SR 12 | Brannan Island Rd | Deficient | Yes | Yes |
| CT 33 | SR 84 (Jefferson Blvd) | West Sacramento City Limits | Courtland Rd | Deficient | Yes | Yes |
| CT 34 | SR 84 (Courtland Rd/Ryer Ave) | Courtland Rd | Cache Slough Ferry | Deficient | No | No |
| CT 35 | I-80 EB | Suisun Valley Rd | SR 12 | Acceptable | Yes | No |
| CT 36 | I-80 WB | SR 12 | Suisun Valley Rd | Acceptable | Yes | No |
| CT 37 | SR 12 EB | I-80 | Beck Ave | Acceptable | Yes | No |
| CT 38 | SR 12 WB | Beck Ave | I-80 | Acceptable | Yes | No |
| CT 39 | SR 12 | Beck Ave | Sunset Ave/Grizzly Island Rd | Acceptable | Yes | No |
| CT 40 | SR 12 | Sunset Ave/Grizzly Island Rd | Walters Rd/Lawler Ranch Pkwy | Acceptable | Yes | No |
| CT 41 | SR 12 | Walters Rd/Lawler Ranch Pkwy | SR 113 | Deficient | Yes | Yes |
| CT 42 | SR 12 | SR 113 | SR 84 (River Rd) | Deficient | Yes | Yes |
| CT 43 | SR 12 (Rio Vista Bridge) | SR 84 (River Rd) | SR 160 (River Rd) | Not Applicable | Yes | No |
| CT 44 | SR 12 | SR 160 (River Rd) | Sacramento Co./SJ Co. Line | Deficient | Yes | Yes |
| CT 45 | SR 12 | Sacramento Co./SJ Co. Line | I-5 | Deficient | Yes | Yes |
| CT 46 | I-80 EB | SR 113 | Pedrick Rd | Deficient | Yes | Yes |
| CT 47 | I-80 WB | Pedrick Rd | SR 113 | Acceptable | Yes | No |
| CT 48 | SR 113 | I-80 | Dixon City Limits | Acceptable | Yes | 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 | Yes | Yes |
| CT 50 | SR 4 (Marsh Creek Rd) | Vasco Rd | Byron Hwy (Old SR 4) | Acceptable | Yes | No |
| CT 51 | SR 4 | Marsh Creek Rd | Discovery Bay Blvd | Deficient | Yes | Yes |
| CT 52 | SR 4 | Discovery Bay Blvd | Tracy Blvd | Deficient | Yes | Yes |
| CT 53 | SR 4 (Charter Way) | Tracy Blvd | I-5 | Deficient | Yes | Yes |
| CT 54 | I-5 NB | SR 4 (Freeway) | SR 4 (Charter Way) | Deficient | Yes | Yes |
| CT 55 | I-5 SB | SR 4 (Freeway) | SR 4 (Charter Way) | Deficient | Yes | Yes |
| CT 56 | I-5 NB | SR 4 (Charter Way) | Eighth Street | Acceptable | Yes | No |
| CT 57 | I-5 SB | SR 4 (Charter Way) | Eighth Street | Acceptable | Yes | No |
| CT 58 | I-205 EB | I-580 | Mountain House Pkwy | Acceptable | Yes | No |
| CT 59 | I-205 WB | I-580 | Mountain House Pkwy | Acceptable | Yes | No |
| CT 60 | I-205 EB | Mountain House Pkwy | Eleventh St | Acceptable | Yes | No |
| CT 61 | I-205 WB | Mountain House Pkwy | Eleventh St | Acceptable | Yes | No |
| CT 62 | I-205 EB | Grant Line Rd | Tracy Blvd | Acceptable | Yes | No |
| CT 63 | I-205 WB | Grant Line Rd | Tracy Blvd | Acceptable | Yes | No |
| CT 64 | I-205 EB | Tracy Blvd | MacArthur Dr | Acceptable | Yes | No |
| CT 65 | I-205 WB | Tracy Blvd | MacArthur Dr | Acceptable | Yes | No |
| ISL 01 | A St/4th St/Jackson Blvd. | SR 160 | Isleton City Limits | Deficient | No | No |
| OAK 01 | Main Street (Old SR 4) | SR 160 | Cypress Rd | Deficient | Yes | Yes |
| OAK 02 | Main Street (Old SR 4) | Cypress Rd | Delta Rd (Oakley City Limits) | Deficient | Yes | Yes |
| OAK 03 | Cypress Rd | Main Street (Old SR 4) | Bethel Island Rd | Acceptable | 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 | No | No |
| OAK 05 | Delta Rd | Main Street (Old SR 4) | Byron Hwy | Deficient | No | No |
| SAC 01 | Pocket Rd | I-5 | Freeport Blvd (Old SR 160) | Deficient | No | No |
| SAC 02 | Freeport Blvd (Old SR 160) | Pocket Rd | Sacramento City Limits | Acceptable | No | No |
| SC 01 | Freeport Bridge | River Rd | SR 160 (Freeport Blvd) | Not Applicable | No | No |
| SC 02 | Hood Franklin Rd | SR 160 (River Rd) | I-5 | Deficient | No | No |
| SC 03 | Lambert Rd | SR 160 (River Rd) | Herzog Rd | Acceptable | No | No |
| SC 04 | Lambert Rd | Herzog Rd | Franklin Blvd | Deficient | No | No |
| SC 05 | Franklin Blvd | Lambert Rd | Twin Cities Rd | Deficient | No | No |
| SC 06 | Twin Cities Rd | River Rd | I-5 | Acceptable | Yes | No |
| SC 07 | Twin Cities Rd | I-5 | Franklin Blvd | Deficient | Yes | Yes |
| SC 08 | Sutter Slough Bridge Rd | Sacramento Co./Yolo Co. Line | Paintersville Bridge | Deficient | Yes | Yes |
| SC 09 | River Rd (Sac Co.) | Paintersville Bridge | Twin Cities Rd | Deficient | Yes | Yes |
| SC 10 | River Rd (Sac Co.) | Twin Cities Rd | Walnut Grove Bridge | Deficient | Yes | Yes |
| SC 11 | Walnut Grove Rd/River Rd | Walnut Grove Bridge | Sacramento Co./SJ Co. Line | Acceptable | Yes | No |
| SC 12 | Isleton Rd | River Rd (Walnut Grove)/Isleton Rd Bridge | 1.5 miles west of Isleton Rd Bridge | Acceptable | Yes | No |
| SC 13 | Race Track Rd/Tyler Island Rd | Walnut Grove Rd | Southern End of Tyler Island | Deficient | 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 | No | No |
| SC 15 | Jackson Slough Rd | Isleton City Limits | SR 12 | Acceptable | No | No |
| SC 16 | Jackson Slough Rd | Brannan Island Rd | SR 12 | Acceptable | No | No |
| SJ 01 | Walnut Grove Rd | Sacramento Co./SJ Co. Line | I-5 | Deficient | Yes | Yes |
| SJ 02 | Peltier Rd | Blossom Rd | I-5 | Deficient | No | No |
| SJ 03 | Tracy Blvd | SR 4 | Clifton Court Rd | Acceptable | Yes | No |
| SJ 04 | Tracy Blvd | Clifton Court Rd | Tracy City Limits | Acceptable | Yes | No |
| SJ 05 | Byron Hwy | Alameda Co./San Joaquin Co. Line | Mountain House Pkwy | Acceptable | Yes | No |
| SJ 06 | Mountain House Pkwy | Byron Hwy | Arnaudo Blvd | Acceptable | Yes | No |
| SJ 07 | Mountain House Pkwy | Arnaudo Blvd | I-205 | Acceptable | Yes | No |
| STK 01 | Eight Mile Rd | Stockton City Limits | I-5 | Deficient | No | No |
| TRA 01 | Tracy Blvd | Tracy City Limits | I-205 | Deficient | Yes | Yes |
| WS 01 | Harbor Blvd | Industrial Blvd | US 50 | Acceptable | Yes | No |
| WS 02 | Industrial Blvd/Lake Washington Blvd | Harbor Blvd | Jefferson Blvd (Old SR 84) | Acceptable | Yes | No |
| WS 03 | Jefferson Blvd (Old SR 84) | Lake Washington Blvd | Southport Pkwy | Deficient | Yes | Yes |
| WS 04 | Jefferson Blvd (Old SR 84) | Southport Pkwy | West Sacramento City Limits | Deficient | 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 | 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 *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

| 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 |
| 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 Grove 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

| 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 |
| 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 | | | | |
|------------|-------------------------------|-----------------------------|---------------------|--|---|--|--|--|
| | | | | 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 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

| 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 |
| 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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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 |
| 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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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 |
| 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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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 |
| 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 | TRANS-1b (avoid 2-6PM) ² | TRANS-1b (avoid 3-6PM) ² | TRANS-1b (avoid 3-6PM) ² | TRANS-1b (avoid 1-6PM) ² |
| CT 57 | I-5 SB | SR 4 (Charter Way) | Eighth Street | TRANS-1c ² | TRANS-1c ² | TRANS-1c ² | TRANS-1c ² | TRANS-1c ² |
| 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 | | | | | |

**BDCP Construction Traffic Impact Analysis
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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 |
| 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) | |

**BDCP Construction Traffic Impact Analysis
ADMINISTRATIVE DRAFT REPORT – September 2013**

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| 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 |
| 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 | | | | | |

**BDCP Construction Traffic Impact Analysis
ADMINISTRATIVE DRAFT REPORT – September 2013**

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 |
| 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) |

**BDCP Construction Traffic Impact Analysis
ADMINISTRATIVE DRAFT REPORT – September 2013**

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 |
| 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) |

**BDCP Construction Traffic Impact Analysis
ADMINISTRATIVE DRAFT REPORT – September 2013**

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 |
| 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.