APPENDIX B – TRAFFIC DATA

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Zinfandel to Sunrise
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	7700	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2139	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2197	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2197	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S	57.7	mi/h
Number of lanes, N	4	
Density, D	38.1	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Bradshaw to Mather
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	8300	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2306	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2368	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2368	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	WB
From/To:	Folsom to Hazel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	4300	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1194	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2453	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	63.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2453	pc/h/ln
Free-flow speed, FFS	63.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	2	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Folsom to Hazel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	6000	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1667	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	3423	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	63.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	3423	pc/h/ln
Free-flow speed, FFS	63.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	2	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Hazel to Folsom
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	6900	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1917	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2625	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2625	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Hazel to Folsom
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	4500	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1250	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	1712	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1712	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S	64.0	mi/h
Number of lanes, N	3	
Density, D	26.7	pc/mi/ln

Level of service, LOS	D

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Hazel to Sunrise
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	6900	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1917	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2625	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2625	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	WB
From/To:	Mather To Bradshaw
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	9800	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2722	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2796	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2796	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Mather to Zinfandel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	8300	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2306	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2368	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2368	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Sunrise to Hazel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	7200	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2000	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2739	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2739	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Sunrise to Hazel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	5800	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1611	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2206	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2206	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S	56.6	mi/h
Number of lanes, N	3	
Density, D	39.0	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	WB
From/To:	Sunrise to Zinfandel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	8000	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2222	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2282	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2282	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S	55.2	mi/h
Number of lanes, N	4	
Density, D	41.4	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	WB
From/To:	Zinfandel to Mather
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	9600	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2667	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2739	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2739	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Zinfandel to Sunrise
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	7300	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2028	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2083	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2083	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S	60.5	mi/h
Number of lanes, N	4	
Density, D	34.4	pc/mi/ln

Level of service, LOS	D

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Bradshaw to Mather
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	2030 Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	9500	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2639	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2710	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2710	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Hazel to Folsom
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	6900	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1917	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2625	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2625	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Bradshaw to Mather
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	8100	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2250	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2311	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2311	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S	54.2	mi/h
Number of lanes, N	4	
Density, D	42.6	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Folsom to Hazel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	5800	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1611	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	3309	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	63.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	3309	pc/h/ln
Free-flow speed, FFS	63.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	2	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Bradshaw to Mather
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	10100	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2806	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2881	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2881	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	WB
From/To:	Hazel to Sunrise
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	6400	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1778	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2434	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2434	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Hazel to Sunrise
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	6800	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1889	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2587	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2587	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	WB
From/To:	Mather To Bradshaw
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	9800	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2722	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2796	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2796	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Mather To Bradshaw
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	9800	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2722	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2796	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2796	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Mather to Zinfandel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	8100	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2250	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2311	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2311	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S	54.2	mi/h
Number of lanes, N	4	
Density, D	42.6	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Sunrise to Hazel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	6000	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1667	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2282	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2282	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S	54.3	mi/h
Number of lanes, N	3	
Density, D	42.0	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	WB
From/To:	Sunrise to Zinfandel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	8400	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2333	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2396	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2396	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Sunrise to Zinfandel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	7600	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2111	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2168	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2168	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S	58.5	mi/h
Number of lanes, N	4	
Density, D	37.0	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Zinfandel to Mather
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	8900	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2472	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2539	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2539	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Zinfandel to Sunrise
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	7500	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2083	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2140	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2140	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S	59.2	mi/h
Number of lanes, N	4	
Density, D	36.1	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Zinfandel to Sunrise
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, 2030 Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	7800	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2167	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2225	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2225	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S	56.9	mi/h
Number of lanes, N	4	
Density, D	39.1	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Zinfandel to Sunrise
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	7500	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2083	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2140	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2140	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S	59.2	mi/h
Number of lanes, N	4	
Density, D	36.1	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Bradshaw to Mather
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	8300	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2306	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2368	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2368	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Folsom to Hazel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	5400	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1500	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	3081	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	63.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	3081	pc/h/ln
Free-flow speed, FFS	63.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	2	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Hazel to Folsom
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	6500	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1806	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2472	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2472	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Hazel to Folsom
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	4300	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1194	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	1636	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1636	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S	64.3	mi/h
Number of lanes, N	3	
Density, D	25.4	pc/mi/ln

Level of service, LOS	C

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Hazel to Sunrise
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	6400	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1778	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2434	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2434	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	WB
From/To:	Mather To Bradshaw
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	9900	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2750	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2824	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2824	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Mather to Zinfandel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	8900	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2472	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2539	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2539	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Sunrise to Hazel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	7000	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1944	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2663	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2663	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	3	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	EB
From/To:	Sunrise to Hazel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	5600	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1556	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2130	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	64.5	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2130	pc/h/ln
Free-flow speed, FFS	64.5	mi/h
Average passenger-car speed, S	58.5	mi/h
Number of lanes, N	3	
Density, D	36.4	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Sunrise to Zinfandel
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	7400	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2056	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2111	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2111	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S	59.9	mi/h
Number of lanes, N	4	
Density, D	35.2	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	PM
Freeway/Direction:	WB
From/To:	Zinfandel to Mather
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	9000	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2500	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2568	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2568	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1f

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	BCF
Agency or Company:	F&P
Date Performed:	01/23/06
Analysis Time Period:	AM
Freeway/Direction:	EB
From/To:	Bradshaw to Mather
Jurisdiction:	Rancho Cordova/CT
Analysis Year:	BO Land Use, BO Roadways
Description:	

Flow Inputs and Adjustments

Volume, V	9900	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2750	v
Trucks and buses	5	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.974	
Driver population factor, fp	1.00	
Flow rate, vp	2824	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	66.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2824	pc/h/ln
Free-flow speed, FFS	66.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln

Level of service, LOS	F

Overall results are not computed when free-flow speed is less than 55 mph.

Rancho Cordova General Plan Six Hour Volumes: 2030 Land Use, 2030 Roadway Network				
Freeway Segment	**From**	**To**	**6 HR Base Year Volume**	**6 HR Future Forcast Volume**
EB US-50	Bradshaw Rd	Mather Field Rd	40,539	45,400
	Mather Field Rd	Zinfandel Blvd	37,958	42,000
	Zinfandel Blvd	Sunrise Blvd	33,695	38,300
	Sunrise Blvd	Hazel Blvd	25,700	34,000
	Hazel Ave	Folsom Blvd	21,056	27,000
WB US-50	Mather Field Rd	Bradshaw Rd	41,478	48,800
	Zinfandel Blvd	Mather Field Rd	40,033	46,000
	Sunrise Blvd	Zinfandel Blvd	36,528	40,100
	Hazel Blvd	Sunrise Blvd	27,155	33,600
	Folsom Blvd	Hazel Ave	27,004	31,000

Rancho Cordova General Plan Six Hour Volumes: Build Out Land Use, 2030 Roadway Network				
Freeway Segment	**From**	**To**	**6 HR Base Year Volume**	**6 HR Future Forcast Volume**
EB US-50	Bradshaw Rd	Mather Field Rd	40,539	46,600
	Mather Field Rd	Zinfandel	37,958	43,100
	Zindfandel Blvd	Sunrise	33,695	39,000
	Sunrise Blvd	Hazel	25,700	34,400
	Hazel Ave	Folsom Blvd	21,056	27,100
WB US-50	Mather Field Rd	Bradshaw Rd	41,478	49,700
	Zinfandel	Mather Field Rd	40,033	46,500
	Sunrise	Zindfandel Blvd	36,528	40,800
	Hazel	Sunrise Blvd	27,155	34,200
	Folsom Blvd	Hazel Ave	27,004	32,100

Rancho Cordova General Plan Six Hour Volumes: Build Out Land Use, Build Out Roadway Network				
Freeway Segment	**From**	**To**	**6 HR Base Year Volume**	**6 HR Future Forcast Volume**
EB US-50	Bradshaw Rd	Mather Field Rd	40,539	46,400
	Mather Field Rd	Zinfandel Blvd	37,958	43,600
	Zinfandel Blvd	Sunrise Blvd	33,695	38,700
	Sunrise Blvd	Hazel Blvd	25,700	33,200
	Hazel Ave	Folsom Blvd	21,056	26,000
WB US-50	Mather Field Rd	Bradshaw Rd	41,478	49,400
	Zinfandel Blvd	Mather Field Rd	40,033	47,300
	Sunrise	Zinfandel Blvd	36,528	40,200
	Hazel Blvd	Sunrise Blvd	27,155	32,600
	Folsom Blvd	Hazel Ave	27,004	30,000

Rancho Cordova General Plan

AM Peak Hour Ramp Volumes: 2030 Land Use, 2030 Roadway Network

Freeway Ramp		Lanes	2004/2005 Count	Forecast Volume	Forecast Volume (Assumes 5% Heavy Vehicles)	Recommend Additional Lanes?
EB US-50 (Bradshaw)	Diag On	1	978	1,900	2,200	YES
EB US-50 (Bradshaw)	Loop On	1	309	1,200	1,400	NO
EB US-50 (Bradshaw)	Off Ramp	1	1,190	1,200	1,400	NO
WB US-50 (Bradshaw)	Loop On	1	856	900	1,000	NO
WB US-50 (Bradshaw)	Diag On	1	349	400	500	NO
WB US-50 (Bradshaw)	Off Ramp	1	981	1,000	1,200	NO
EB US-50 (Mather)	Diag On	1	235	400	500	NO
EB US-50 (Mather)	Loop On	1	262	600	700	NO
EB US-50 (Mather)	Off Ramp	1	1,725	2,000	2,300	YES
WB US-50 (Mather)	Loop On	1	399	700	800	NO
WB US-50 (Mather)	Diag On	1	489	600	700	NO
WB US-50 (Mather)	Off Ramp	1	829	1,000	1,200	NO
EB US-50 (Zinfandel)	Diag On	1	282	600	700	NO
EB US-50 (Zinfandel)	Loop On	1	144	200	200	NO
EB US-50 (Zinfandel)	Off Ramp	1	2,045	2,000	2,300	YES
WB US-50 (Zinfandel)	Loop On	1	420	900	1,000	NO
WB US-50 (Zinfandel)	Diag On	1	498	1,600	1,800	YES
WB US-50 (Zinfandel)	Off Ramp	1	911	900	1,000	NO
EB US-50 (Sunrise)	Diag On	1	392	400	500	NO
EB US-50 (Sunrise)	Loop On	1	391	900	1,000	NO
EB US-50 (Sunrise)	Off Ramp	1	1,552	1,700	2,000	YES
WB US-50 (Sunrise)	Loop On	1	486	600	700	NO
WB US-50 (Sunrise)	Diag On	1	1,465	1,700	2,000	YES
WB US-50 (Sunrise)	Off Ramp	1	1,080	1,100	1,300	NO
EB US-50 (Hazel)	Diag On	1	66	300	300	NO
EB US-50 (Hazel)	Loop On	1	709	1,300	1,500	YES
EB US-50 (Hazel)	Off Ramp	2	920	2,900	3,300	NO
WB US-50 (Hazel)	Loop On	1	290	300	300	NO
WB US-50 (Hazel)	Diag On	2	1,834	2,100	2,400	NO
WB US-50 (Hazel)	Off Ramp	1	739	700	800	NO

Rancho Cordova General Plan

PM Peak Hour Ramp Volumes: 2030 Land Use, 2030 Roadway Network

Freeway Ramp		Lanes	2004/2005 Count	Forecast Volume	Forecast Volume (Assumes 5% Heavy Vehicles)	Recommend Additional Lanes?
EB US-50 (Bradshaw)	Diag On	1	769	1,300	1,500	YES
EB US-50 (Bradshaw)	Loop On	1	413	1,500	1,700	YES
EB US-50 (Bradshaw)	Off Ramp	1	1,381	1,400	1,600	YES
WB US-50 (Bradshaw)	Loop On	1	872	900	1,000	NO
WB US-50 (Bradshaw)	Diag On	1	560	1,400	1,600	YES
WB US-50 (Bradshaw)	Off Ramp	1	1,294	1,300	1,500	YES
EB US-50 (Mather)	Diag On	1	647	800	900	NO
EB US-50 (Mather)	Loop On	1	327	400	500	NO
EB US-50 (Mather)	Off Ramp	1	963	1,400	1,600	YES
WB US-50 (Mather)	Loop On	1	783	1,400	1,600	YES
WB US-50 (Mather)	Diag On	1	374	400	500	NO
WB US-50 (Mather)	Off Ramp	1	564	1,100	1,300	NO
EB US-50 (Zinfandel)	Diag On	1	679	700	800	NO
EB US-50 (Zinfandel)	Loop On	1	118	200	200	NO
EB US-50 (Zinfandel)	Off Ramp	1	835	1,300	1,500	YES
WB US-50 (Zinfandel)	Loop On	1	1,853	1,900	2,200	YES
WB US-50 (Zinfandel)	Diag On	1	762	800	900	NO
WB US-50 (Zinfandel)	Off Ramp	1	615	1,200	1,400	NO
EB US-50 (Sunrise)	Diag On	1	617	600	700	NO
EB US-50 (Sunrise)	Loop On	1	455	700	800	NO
EB US-50 (Sunrise)	Off Ramp	1	1,740	1,800	2,100	YES
WB US-50 (Sunrise)	Loop On	1	697	900	1,000	NO
WB US-50 (Sunrise)	Diag On	1	1,079	1,100	1,300	NO
WB US-50 (Sunrise)	Off Ramp	1	937	1,900	2,200	YES
EB US-50 (Hazel)	Diag On	1	272	300	300	NO
EB US-50 (Hazel)	Loop On	1	760	800	900	NO
EB US-50 (Hazel)	Off Ramp	2	1,588	2,400	2,800	NO
WB US-50 (Hazel)	Loop On	1	213	600	700	NO
WB US-50 (Hazel)	Diag On	2	773	1,700	2,000	NO
WB US-50 (Hazel)	Off Ramp	1	1,277	1,700	2,000	YES

Rancho Cordova General Plan

AM Peak Hour Ramp Volumes: Build Out Land Use, 2030 Roadway Network

Freeway Ramp		Lanes	2004/2005 Count	Forecast Volume	Forecast Volume (Assumes 5% Heavy Vehicles)	Recommend Additional Lanes?
EB US-50 (Bradshaw)	Diag On	1	978	1,900	2,200	YES
EB US-50 (Bradshaw)	Loop On	1	309	1,200	1,400	NO
EB US-50 (Bradshaw)	Off Ramp	1	1,190	1,200	1,400	NO
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WB US-50 (Bradshaw)	Diag On	1	349	300	300	NO
WB US-50 (Bradshaw)	Off Ramp	1	981	1,000	1,200	NO
EB US-50 (Mather)	Diag On	1	235	400	500	NO
EB US-50 (Mather)	Loop On	1	262	500	600	NO
EB US-50 (Mather)	Off Ramp	1	1,725	2,200	2,500	YES
WB US-50 (Mather)	Loop On	1	399	600	700	NO
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EB US-50 (Zinfandel)	Loop On	1	144	200	200	NO
EB US-50 (Zinfandel)	Off Ramp	1	2,045	2,300	2,600	YES
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EB US-50 (Sunrise)	Off Ramp	1	1,552	1,800	2,100	YES
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WB US-50 (Sunrise)	Off Ramp	1	1,080	1,200	1,400	NO
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Rancho Cordova General Plan

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Rancho Cordova General Plan

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EB US-50 (Hazel)	Off Ramp	2	920	2,200	2,500	NO
WB US-50 (Hazel)	Loop On	1	290	300	300	NO
WB US-50 (Hazel)	Diag On	2	1,834	2,100	2,400	NO
WB US-50 (Hazel)	Off Ramp	1	739	700	800	NO

Rancho Cordova General Plan

PM Peak Hour Ramp Volumes: Build Out Land Use, Build Out Roadway Network

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EB US-50 (Hazel)	Loop On	1	760	800	900	NO
EB US-50 (Hazel)	Off Ramp	2	1,588	2,100	2,400	NO
WB US-50 (Hazel)	Loop On	1	213	300	300	NO
WB US-50 (Hazel)	Diag On	2	773	1,500	1,700	NO
WB US-50 (Hazel)	Off Ramp	1	1,277	1,600	1,800	YES

SACOG #	Location	Project Description	Pre-2005 Funding	Total Cost	Year
(in current year dollars)					

Sacramento County Projects

CALTRANS DISTRICT 3 / *TIER 1: PUBLICLY FUNDED*

SAC20370	Elk Grove Rail Station	Construct platform, shelter, landscaping and parking for intercity passenger rail station, San Joaquin Rail Corridor.		$800,000	2003
CAL17850	I-5	Add carpool lanes from downtown Sacramento to Sacramento International Airport.		$150,000,000	2020
CAL17840	I-5	Add carpool lanes from Pocket Road to U.S. 50.		$100,000,000	2020
CAL17860	I-5	Construct auxiliary lanes from Richards Boulevard to Garden Highway.		$10,000,000	2006
CAL18370	I-5	Install ramp meters, carpool Bypasses, additional on ramps, traffic monitoring stations and closed-circuit TV installation from Pocket Road to I-80.		$6,035,000	2005
CAL18410	I-5 and I-80	Add carpool lane connectors between I-5 and I-80.		$100,000,000	2019
CAL18390	I-5 and U.S. 50	Add carpool lane connectors between I-5 and U.S. 50.		$50,000,000	2016
CAL17910	I-80	Add third lane connector to Route 51 (Capital City Freeway).	$9,980,000	$9,980,000	2003
CAL18380	I-80	Install ramp metering, traffic monitoring stations, closed-circuit TV installation, message signs, and upgrade count stations to TMS on I-80 from Yolo County line to Route 244 (Longview Drive).		$5,621,000	2007
CAL15135	I-80	Add carpool lanes from Longview to the Placer County line.	$28,507,000	$28,507,000	2005
CAL18450	I-80	Add carpool lanes from Longview Drive to I-5.		$75,000,000	2016
CAL18220	I-80 at I-5	Revise existing interchange.		$35,000,000	2016
CAL18400	Route 99 and U.S. 50	Add carpool lane connectors between Route 99 and U.S. 50.		$50,000,000	2014
CAL15510	Route 99 at Elverta Road	Construct new interchange.		$25,000,000	2012
SAC19360	Sunrise Boulevard at U.S. 50	Upgrade interchange.	$7,162,000	$7,162,000	2003
CAL16790	U.S. 50	Add carpool lanes and community enhancements on U.S. 50 from Downtown Sacramento to Sunrise Boulevard.		$96,500,000	2010
CAL17800	U.S. 50 at I-5	Construct traffic operations system (Junction of U.S. 50 and I-5).		$3,000,000	2006

CALTRANS DISTRICT 3 / *TIER 2*

CAL17845	I-5	Add carpool Lanes from Pocket Road to Elk Grove Boulevard.		$40,000,000	2014

SACOG #	Location	Project Description	Pre-2005 Expenditures	Total Cost	Completion
(in current year dollars)					
CITY OF CITRUS HEIGHTS / *TIER 1: PUBLICLY FUNDED*					
SAC19000	Antelope Road	Widen from I-80 to Auburn Boulevard construction of sidewalks, Class 2 Bike lanes, sound walls, landscaping and installation of new traffic signals.		$8,880,000	2005
SAC15030	Antelope Road	Widen from four to six lanes, from Roseville Road to I-80.	$2,250,000	$8,050,000	2005
SAC23010	Fountain Square Drive	Extend from the existing terminus to Stock Ranch Road.		$600,000	2005
SAC15300	Greenback Lane	Widen from four to six lanes, from Auburn Boulevard to Dewey Drive.	$4,900,000	$9,900,000	2005
SAC16880	Old Auburn Road	Widen from two to three lanes, from Fair Oaks Boulevard to northern city limits with Class 1 bike lane.	$1,705,000	$8,730,000	2006
SAC16910	Sunrise Boulevard	Widen from four to six lanes, including a raised median from Antelope Road to Placer County.		$6,200,000	2022
SAC16920	Sunrise Boulevard	Widen from four to six lanes, including raised median from Oak Avenue to Antelope Road.	$284,906	$7,634,906	2016
SAC22440	Sunrise Boulevard	Widen from four to six lanes, Arcada Drive to Oak Avenue, including bike lanes, landscaping, and pedestrian facilities.		$8,750,000	2019
CITY OF ELK GROVE / *TIER 1: DEVELOPER- OR PARTIALLY DEVELOPER-FUNDED*					
SAC20280	Big Horn Boulevard	Construct new road to four lanes, from Poppy Ridge Road to Elk Grove Boulevard.		$3,002,950	2007
SAC19035	Bond Road	Widen from two to four lanes, from east of Union Pacific Rail Road to Waterman.		$1,034,000	2008
SAC19020	Bond Road	Widen from two to four lanes, from Waterman Road to Bradshaw Road.		$3,030,200	2008
SAC19030	Bond Road	Widen from two to four lanes, from Elk Grove-Florin Road to Union Pacific Rail Road.	$160,000	$784,000	2003
SAC19010	Bruceville Road	Widen from two to four lanes, from Kammerer Road to Poppy Ridge Road.		$4,000,900	2014
SAC19100	Bruceville Road	Widen from two to four lanes, from Poppy Ridge Road to Elk Grove Boulevard.		$4,687,950	2008
SAC21640	Elk Grove Boulevard	Design and develop enhancements between Elk Grove-Florin Road and Waterman Road.		$4,252,000	2004
SAC20340	Franklin Boulevard	Widen from two to four lanes, from Kammerer Road to Poppy Ridge Road.		$5,542,650	2010
SAC20290	Franklin Boulevard	Widen from two to four lanes, from Poppy Ridge Road to Elk Grove Boulevard.		$5,926,883	2006
SAC19150	Lewis Stein Road	Construct three lanes of new road, bridge at Laguna Creek and traffic signals and interconnect at Big Horn and Sheldon, from Big Horn Boulevard to Sheldon Road.		$5,927,500	2003
SAC20330	Poppy Ridge Road	Construct new road to four lanes, from Franklin Boulevard to Bruceville Road.		$4,851,468	2006
SAC20320	Poppy Ridge Road	Widen from two to four lanes, from Bruceville Road to West Stockton Boulevard.		$5,328,800	2008
SAC20520	Route 99 at Grant Line Interchange	Reconstruct the interchange.	$2,000,000	$31,000,000	2010
SAC19380	Route 99 at Sheldon Road Interchange	Construct the interchange.	$1,576,000	$39,492,000	2008

SACOG #	Location	Project Description	Pre-2004 Funding	Total Cost	Year Opr.
(in current year dollars)					
SAC15660	Sheldon Road	Widen from two to four lanes, from Bruceville Road to Route 99 and from East Stockton Boulevard to Elk Grove-Florin Road.	$1,081,697	$3,543,073	2007
SAC17560	Sheldon Road	Widen from four to six lanes, from Bruceville Road to Route 99.		$1,000,000	2012
SAC19160	Sheldon Road	Widen from two to four lanes, from Elk Grove-Florin Road to Waterman Road.		$1,264,000	2010
SAC20250	West Stockton Boulevard at Laguna Creek Bridge	Replace existing bridge with a new structure to provide two traffic lanes, an access lane, shoulders and a raised sidewalk on west side of bridge.		$1,700,000	2006
CITY OF FOLSOM DEPARTMENT OF PUBLIC WORKS / *TIER 1: PUBLICLY FUNDED*					
SAC22340	American River Bridge	In Folsom, construct crossing of the American River below Folsom Dam with approaches. (Replacement of Folsom Dam Road)		$85,000,000	2010
SAC21250	Blue Ravine Road	Widen westbound approach to Folsom Boulevard to provide dual left-turn lanes and exclusive through and right-turn lanes.		$1,200,000	2006
SAC18400	East Bidwell Street	Widen to six lanes, from Oak Avenue Parkway to Blue Ravine Road.		$800,000	2010
SAC22060	East Natoma Street	Widen from two to four lanes, from Fargo Way to Blue Ravine Road.		$1,100,000	2003
SAC20220	Folsom Historic District	Construct park-and-ride lot.	$105,000	$555,000	2003
SAC20570	Folsom Railroad Block	Redevelop into a multi-modal transit center.		$3,000,000	2005
SAC16190	Folsom-Auburn Road	Widen from two to four lanes from Folsom Dam Road to Beals Point Road.	$2,850,000	$2,850,000	2003
SAC21280	Green Valley Road	Widen from two to four lanes, from East Natoma to Sacramento/El Dorado County line.		$1,200,000	2010
SAC21210	Iron Point Road	Widen to six lanes, from Black Diamond Drive to East Bidwell Street.		$3,000,000	2020
SAC22280	Oak Avenue Parkway	Widen to four to six lanes, from Folsom-Auburn Road to Baldwin Dam Road.		$1,100,000	2006
CITY OF FOLSOM DEPARTMENT OF PUBLIC WORKS / *TIER 1: DEVELOPER- OR PARTIALLY DEVELOPER-FUNDED*					
SAC21220	Broadstone Parkway	Construct four-lane section from Golf Links Drive to Empire Ranch Road.		$4,000,000	2006
SAC21230	Empire Ranch Road	Construct four-lane section of road, from El Dorado County line to Iron Point Road.		$6,200,000	2006
SAC21130	Iron Point Road	Extend with four-lane intersection from Grover Road east to East Bidwell Street to El Dorado County.		$6,000,000	2005
SAC19890	U.S. 50 at Empire Ranch Road	Construct four-lane interchange with U.S. 50 at extension of Empire Ranch Road (formerly Russell Ranch Road).		$15,800,000	2006
CITY OF FOLSOM DEPARTMENT OF PUBLIC WORKS / *TIER 2*					
SAC21270	Sibley Street	Widen to four lanes, from Glenn Drive to Blue Ravine Road.		$1,500,000	2010
SAC19880	U.S. 50 at Oak Avenue	Construct four-lane interchange for newly extended Oak Avenue		$15,000,000	2008

SACOG #	Location	Project Description	Pre-2035 Funding	Post-2035 Funding	

(in current year dollars)

CITY OF GALT DEPARTMENT OF PUBLIC WORKS / *TIER 1: PUBLICLY FUNDED*

SAC20580	Central Galt Interchange	Replace/reconstruct interchange and widen overpass to four lanes with bike lanes.	$1,200,000	$17,000,000	2008
SAC17180	Carillion Boulevard Extension	Construct new road, from Simmerhorn Road to Crystal Way.		$2,500,000	2006
SAC20590	Route 99 —Twin Cities Road Interchange	Widen overpass to four lanes with addition of bike lanes.		$10,000,000	2015
SAC17200	Simmerhorn Road Extension	Construct new road to extend from existing terminus to Carol Drive and Amador Avenue.		$2,800,000	2007

CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS / *TIER 1: PUBLICLY FUNDED*

SAC22790	4th Avenue	Extend from 65th Street to Ramona Avenue.		$10,000,000	2020
SAC18260	5th Street	Extend as a four-lane roadway from H Street to F Street.		$1,300,000	2006
SAC22800	6th Street	Extend as a four-lane roadway, between Richards Boulevard and H Street.		$8,400,000	2010
SAC18360	7th Street	Widen from two to four lanes, from Richards to Vine Street.		$4,600,000	2005
SAC22810	7th Street	Widen to four lanes from E Street to Richards Boulevard.		$20,000,000	2008
SAC18230	7th Street	Extend from E Street to North B Street.	$24,053,975	$24,053,975	2004
SAC22891	Arden Way	Operating and Maintenance for Arden Way Smart Corridor from 2010 to 2025.		$2,100,000	2015
SAC22890	Arden Way	Implement a Smart Corridor on Arden Way from Del Paso to Watt Avenue.		$1,953,910	2015
SAC19560	Arden Way at Route 51 Capital City Freeway Interchange	Underpass improvements to remove restriction caused by columns and widen to six lanes.		$19,529,000	2014
SAC16050	Arena Boulevard	Construct as an eight-lane facility, from current terminus to I-5.	$1,627,000	$1,727,000	2004
SAC18590	Arena Boulevard	Extend as a six-lane road from current terminus at Duckhorn to I-5 without interchange.	$783,000	$883,000	2004
SAC22840	Bell Avenue	Widen from two to four lanes, from Norwood Avenue to Raley Boulevard.		$4,524,000	2016
SAC17590	Bruceville Road	Widen from two to four lanes, from Sheldon Road to Cosumnes River Boulevard.	$900,000	$3,800,000	2007
SAC23650	Bruceville Road	Between Sheldon Road and Cosumnes River Boulevard; widen to six lanes.		$6,000,000	2010
SAC21390	Central City	Implement Central City Two-way Conversion and Community Plan project.	$643,182	$1,903,831	2005
SAC18380	Cosumnes River Boulevard	Extend from Franklin to Freeport with an interchange at I-5.	$850,000	$50,000,000	2008
SAC15920	Cosumnes River Boulevard	Widen from two to four lanes, from Center Parkway to Bruceville		$970,000	2008
SAC15930	Cosumnes River Boulevard	Widen to four lanes, from Franklin Boulevard to Center Parkway.		$1,696,000	2008

SACOG #	Location	Project Description	[illegible] Funding	Total Cost	Year
(in current year dollars)					
SAC22880	Del Paso Road	Widen from four to six lanes, from El Centro to I-5.		$392,000	2010
SAC23320	Del Paso Road	Widen from four to six lanes, from Truxel Road to East city limits.		$3,361,000	2020
SAC18480	Del Paso Road	Widen to four lanes, from the West City limits to El Centro Road.	$1,678,000	$1,678,000	2003
SAC15970	Del Paso Road	Widen to six lanes, from Truxel Road to I-5.	$2,473,000	$2,473,000	2006
SAC22870	Del Paso Road at I-5 Overcrossing	Widen overcrossing to six lanes.		$1,700,000	2006
SAC18460	East Commerce Way	Extend as a two-lane facility, from planned Club Center Drive to Del Paso Road.		$3,831,000	2008
SAC18440	East Commerce Way	Extend as a four-lane road, from planned Club Center Road. to Elkhorn Boulevard.		$3,076,000	2010
SAC18580	East Commerce Way	Extend as a four-lane road, from planned Natomas Crossing Drive to San Juan Road.		$1,895,000	2010
SAC18570	East Commerce Way	Extend as a six-lane road, from Arena Boulevard to the planned Natomas Crossing Drive.		$1,796,000	2008
SAC18470	East Commerce Way	Widen two to six lanes, from Club Center Drive to Del Paso Road.		$8,000,000	2015
SAC18740	El Centro Road	Extend northeasterly over I-5 and east to East Commerce Way.		$2,167,000	2020
SAC18610	El Centro Road	Widen from two to four lanes, from Del Paso Road to Arena Boulevard.		$3,390,000	2011
SAC23330	El Centro Road	Widen to four lanes, from Arena Boulevard to San Juan Road.		$4,200,000	2012
SAC23680	Elder Creek Road	Widen to four lanes, from Florin Perkins to South Watt Avenue.		$6,100,000	2019
SAC23690	Elder Creek Road	Widen to four lanes, from Power Inn to Florin Perkins Road.		$6,133,000	2023
SAC18510	Elkhorn Boulevard	Widen from four to six lanes, from Route 99 to East City Limits.		$7,000,000	2015
SAC18500	Elkhorn Boulevard	Widen to four lanes, from Route 99 east to the City limits (related interchange widening listed under Route 99).		$11,367,000	2010
SAC16000	Exposition Boulevard at Route 160	Construct split-diamond interchange.		$34,050,000	2020
SAC23350	F Street	Extend as a two-lane road, from 7th to 3rd Street.		$1,400,000	2006
SAC16010	Florin-Perkins Road	Widen to six lanes, from Folsom Boulevard to Fruitridge Road.		$12,148,000	2020
SAC22610	Folsom Boulevard	Widen to four lanes, from Hornet Drive to 67th Street.	$1,600,000	$16,228,000	2009
SAC22110	Fruitridge Road	Streetscape and traffic improvements between 65th Street Expressway and Power Inn Road.		$869,279	2003
SAC23370	Fruitridge Road	Widen to six lanes, from Florin Perkins Road to South Watt Avenue.		$6,663,000	2017
SAC17620	Garden Highway	Widen to four lanes, from the western terminus of the Arden Garden Connector to 300 feet east of I-5 ramps.		$34,756,000	2025
SAC23390	Gateway Boulevard	Construct a new road, from North 12th to North 7th Street (two lanes).		$16,500,000	2008
SAC22080	Gateway Park Boulevard	Widen from two to four lanes, from Truxel Road to Arena Boulevard.		$1,767,000	2006

SACOG #	Location	Project Description	Pre-2006 Funding	Total Cost	Year
(in current year dollars)					
SAC18540	Gateway Park Drive	Widen from two to four lanes, from Del Paso Road to Arena Boulevard.		$3,103,000	2006
SAC20800	Howe at Power Inn Road	Widen from four to six lanes with operational improvements and U.S. 50 ramp access improvements, from College Town Drive to Folsom Boulevard.	$7,136,000	$7,236,000	2003
SAC18640	I-5	Add a second auxiliary lane, from I-80 to the Arena Boulevard interchange (formerly North Market Boulevard).		"$1,191,000"	2004
SAC20010	I-5 at Arena Boulevard Interchange	Construct six-lane Arena Boulevard (formerly North Market Boulevard) interchange and single auxiliary lane in each direction on I-5 from I-80 to Del Paso Road.		$13,490,000	2004
SAC20670	I-5 at I-80 Interchange	Reconstruct ramp from eastbound to northbound traffic.		$13,000,000	2016
SAC18170	I-5 at Richards Boulevard Interchange	Widen from five to eight lanes and improve I-5 ramp terminals through the interchange; reconstruct the intersections at Jibboom Street and Bercut Drive to improve capacity.		$2,918,000	2008
SAC18670	I-5 at Route 99 Interchange	Add a second southbound on-ramp lane from Route 99 to I-5.		$216,000	2010
SAC23400	I-5 at West El Camino	Construct a northbound entrance ramp and southbound exit ramp. Modify the northbound I-5 to I-80 ramp to accommodate the proposed interchange ramps.		$18,263,000	2015
SAC22530	I-5 Decking	Provide connection over I-5 between river esplanade and Crocker District, Capitol Avenue to O Street.		$13,800,000	2008
SAC18700	I-80 at Northgate Boulevard Interchange	Extend the existing westbound off-ramp onto Northgate Boulevard for safety reasons, add auxiliary lane to westbound on-ramp.		$3,732,000	2015
SAC18650	I-80 at West El Camino Interchange	Expand to four lanes and modify ramps.		$5,417,000	2012
SAC20811	Jed Smith Drive	Realign and extend as a two-lane connection between California State University, Sacramento and Folsom Boulevard.		$4,000,000	2008
SAC23430	Main Avenue	Widen from two to four lanes from Norwood Avenue to Rio Linda Boulevard.		$4,524,000	2018
SAC18150	Metro Air Parkway Interchange at I-5	Construct new interchange near Sacramento International Airport	$2,694,000	$11,507,000	2006
SAC23480	Natomas Boulevard	Widen from two to four lanes, Elkhorn Boulevard to Club Center Drive.		$2,805,000	2015
SAC23470	Natomas Boulevard	Widen from two to six lanes, from Club Center Drive to North Park Drive.		$1,099,000	2012
SAC23460	Natomas Boulevard	Widen to six lanes, from North Park Drive to Del Paso Road.		$2,063,000	2015
SAC18560	Natomas Crossing Drive	Build as four-lane road from I-5 westward to El Centro Road.		$3,646,000	2016
SAC18720	Natomas Crossing Drive at I-5	Construct overcrossing of I-5.		$1,597,000	2016
SAC16060	Northgate Boulevard	Elevate existing two-lane roadway, from Route 160 to Garden Highway.		$1,202,685	2007
SAC23820	Northgate Boulevard	Widen to four lanes, from Route 160 to Garden Highway.		$8,000,000	2013
SAC16070	Power Inn Road	Widen to six lanes, from Fruitridge Road to 14th.		$13,931,000	2015

SACOG #	Location	Project Description	[illegible] Funding	[illegible]	[illegible]
(in current year dollars)					
SAC20820	Power Inn Road	Widen from four to six lanes with expanded intersection along Power Inn Road from Folsom Boulevard to 14th Avenue, from Folsom Boulevard to 14th Avenue.	$6,535,000	$6,535,000	2004
SAC23520	Rail yards Access Road	Improve Jibboom Street between Richards Boulevard and the rail yards site to provide access to the site from the north.		$6,407,000	2008
SAC20780	Ramona Avenue	Extend two-lane roadway and center turn lane from 4th Avenue to 14th Avenue and from 14th Avenue to Folsom Boulevard with bike lanes.		$3,000,000	2008
SAC16092	Richards Boulevard	Widen from two to five lanes with bike lanes, from north 7th Street to North 12th Street.	$3,870,049	$3,970,049	2003
SAC23840	Richards Boulevard	Widen to six lanes, from Route 160 to Bercut Drive.		$10,000,000	2008
SAC23530	Roseville Road	Widen from two to four lanes, from Connie Drive to Sacramento City Limits		$3,353,000	2021
SAC16040	Route 16 (Jackson Road)	Realign as a four-lane roadway, from Power Inn Road to South Watt Avenue.		$15,000,000	2015
SAC21540	Route 160 at Northgate Interchange	Add an eastbound on-ramp and a westbound off-ramp.	$1,130,625	$18,000,000	2007
SAC22660	Route 160 at Richards Boulevard	Install signalized intersection.	$900,000	$900,000	2003
CAL16900	Route 99	Add a lane in each direction from I-5 to Elkhorn Boulevard.		$1,733,000	2024
SAC18690	Route 99 at Elkhorn Boulevard Interchange	Expand the interchange to accommodate the widening of Elkhorn Boulevard from two to six lanes.		$2,762,000	2015
SAC23810	Route 99 at Meister Way overcrossing	Construct freeway overcrossing, South of Elkhorn Boulevard; Meister Way.		$1,006,000	2025
SAC23540	South Watt	Widen to six lanes, between Elder Creek Road and Fruitridge Road.		$18,637,000	2020
SAC20350	Sacramento Intermodal Terminal	Develop intermodal transportation terminal for heavy rail, light rail, and bus services.		$10,000,000	2009
SAC18600	Snowy Egret Way	Construct as a four-lane road south of Del Paso Road, from El Centro Road to Commerce Way.		$2,237,000	2021
SAC18710	Snowy Egret Way at I-5	Construct overcrossing of I-5 for the planned Snowey Egret Way that will run east-west from El Centro Road to Commerce Way.		$2,580,000	2022
SAC23850	South Watt Avenue	Widen to four lanes, from Jackson Road to Elder Creek.		$10,000,000	2012
SAC23860	South Watt Avenue	Widen to six lanes, from Fruitridge Road to Folsom Boulevard.		$10,000,000	2025
SAC20390	Southern Pacific Depot	Renovate historic Southern Pacific Depot and undertake public improvements on the surrounding site to redefine the Depot as a true intermodal depot by improving coordination between Amtrak and Capital Corridor service, light rail transit and bus service.		$2,180,058	2003
SAC20380	Southern Pacific Depot	Depot acquisition.		$875,000	2003

SACOG #	Location	Project Description	Pre-2004 Funding	Total Cost	Year
(in current year dollars)					
SAC22550	Stockton Boulevard	Install streetscaping improvements, Broadway to Fruitridge Road.		$2,995,034	2004
SAC21460	Stockton Boulevard	Provide minor curb, gutter and sidewalk improvements, and streetscaping from Fruitridge Road to El Parisio Avenue.		$749,500	2003
SAC22650	Sutterville Road at 23rd Street	Realign Sutterville Bypass/23rd Street and Sutterville Road and install new traffic signal.		$1,700,000	2006
SAC20761	Traffic Operations Center	Connect 100 traffic signals, including Intelligent Transportation Systems technology that are located outside of the Central City to the City's existing transportation operations center.		$8,500,000	2006
SAC20762	Traffic Operations Center	Connect 100 traffic signals, including Intelligent Transportation Systems technology that are located outside of the Central City to the City's existing transportation operations center.		$9,900,000	2010
SAC20763	Traffic Operations Center	Connect 100 traffic signals, including Intelligent Transportation Systems technology that are located outside of the Central City to the City's existing transportation operations center.		$11,100,000	2015
SAC20764	Traffic Operations Center	Connect 100 traffic signals, including Intelligent Transportation Systems technology that are located outside of the Central City to the City's existing transportation operations center.		$10,000,000	2020
SAC16120	West El Camino Avenue	Widen from two to four lanes and add bike lanes, from I-5 to I-80.	$800,000	$8,700,000	2003
CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS / *TIER 2*					
SAC23630	65th Street	Widen to six lanes, from Highway 50 to Broadway.		$4,000,000	2025
SAC22850	Bell Avenue	Widen from two to four lanes, from Raley Boulevard to Winters Street.		$1,647,000	2010
SAC18660	I-5 road	Add a northbound auxiliary lane, between Del Paso Road to Route 99.		$714,000	2008
SAC23410	Kiefer Boulevard	Widen from two to four lanes, between Florin-Perkins Road to South Watt Avenue.		$3,393,000	2020
SAC19550	Raley Boulevard	Widen to four lanes, from Santa Ana Avenue to Ascot Avenue.		$3,961,000	2008
SAC20000	Route 51 (Capital City Freeway) at Exposition Boulevard	Add eastbound on-ramps.		$3,000,000	2015
SAC16100	Sutter's Landing Parkway (Richards Boulevard)	Construct from its eastern terminus at Route 160 to Route 51 including interchanges at Route 51 (Capital City Freeway) and Route 160.		$50,000,000	2008
SAC22540	Various Locations	Install SMART Traffic Calming in south Midtown area.		$225,913	2004
SAC16130	West El Camino	Widen from four to six lanes and add bike lanes, I-80 to Natomas Main Drainage Canal.		$6,000,000	2025
SACRAMENTO COUNTY DEPARTMENT OF AIRPORTS / *TIER 1: PUBLICLY FUNDED*					
SAC22940	Airport Loop Road	Construct a two-lane, three-mile roadway with the following alignment: Elkhorn Boulevard at Lone Tree Road, Elkhorn southwest towards Power Line Road, along the north side of I-5, and loop into the airport, merging with Airport Boulevard.		$19,327,000	2019

SACOG #	Location	Project Description	PE, ENV, ROW Funding	Total Cost	Year of Expenditure
(in current year dollars)					
SACRAMENTO COUNTY DEPARTMENT OF TRANSPORTATION / *TIER 1: PUBLICLY FUNDED*					
SAC22330	American River	Reserve flexible funds for improved access across the American River between Howe Avenue and Hazel Avenue.		$80,000,000	2025
SAC22750	Countywide	Perform Sacramento County Circulation Congestion Relief Study, and follow-up engineering and environmental studies.		$4,000,000	2004
SAC15230	Elkhorn Boulevard	Widen from four to six lanes, from Watt Avenue to Don Julio Boulevard.	$970,000	$3,916,000	2004
SAC19570	Fair Oaks Boulevard	Widen from two to four lanes, from Sunset Avenue to Madison Avenue.		$3,595,000	2009
SAC20141	Florin Road	Implement Phase 2 of the economic revitalization master plan for the Florin Road area by improving the safety, infrastructure and appearance of the corridor from Franklin to Stockton.		$3,804,700	2003
SAC18080	Folsom Boulevard	Grade separation of Watt Avenue and the light rail tracks south of the Folsom Boulevard intersection and Watt Avenue.	$2,230,000	$10,456,000	2006
SAC15260	Folsom Boulevard	Widen to four or five lanes, from Sunrise Boulevard to Aerojet Road.	$6,323,000	$6,323,000	2004
SAC21470	Folsom Boulevard	Project development to install landscaping and streetscaping on Folsom Boulevard between Rod Beaudry Drive and Sunrise Boulevard.		$3,405,000	2007
SAC21480	Franklin Boulevard	Project development to provide landscaping and streetscaping between Fruitridge Road and Florin Road, and along Martin Luther King Jr. Boulevard, Fruitridge Road, and 47th Avenue.	$4,288,000	2006	
SAC21510	Fulton Avenue	Implement Phase 1 of the improvements specified in the Fulton Avenue Conceptual Beautification Master Plan from Arden Way to Auburn Boulevard.		$4,662,025	2003
SAC22710	Fulton Avenue	Provide aesthetic enhancements for Fulton Avenue, Arden Way to Auburn Boulevard (Phase 2).		$6,000,000	2005
SAC23300	Greenback and Hazel	Build tunnels to underground the intersection of Greenback and Hazel.		$20,000,000	2025
SAC18070	Greenback Lane at I-80 Interchange	Widen the overcrossing by two lanes (one lane each direction), modify freeway ramps for ramp metering, and add auxiliary lanes.	$14,769,000	$14,769,000	2003
SAC22770	Greenback at Sunrise Boulevard	Smart Corridor.		$7,600,000	2009
SAC21500	Hazel Avenue	Widen American River Bridge and approaches from four to six lanes and widen Hazel from American River Bridge to Madison from four to six lanes with bike lanes and signals.	$2,996,320	$44,000,000	2008
SAC23080	Hazel Avenue	Widen from four to six lanes from Madison to Sacramento/Placer County line.		$51,786,000	2015
SAC16500	Madison Avenue	Widen from four to six lanes, from Sunrise Boulevard to Hazel Avenue.		$5,650,000	2007
SAC19370	Madison Avenue at I-80	Upgrade interchange.	$11,989,000	$11,989,000	2004
SAC21445	McClellan Commuter Center	Construct a commute center facility at former McClellan Air Force Base.		$3,000,000	2005

SACOG #	Location	Project Description	Pre-2004 Funding	Total Cost	Year
(in current year dollars)					
SAC19711	Sunrise Boulevard	Widen from two to four lanes, from Route 16 to north of Douglas Road.		$9,053,430	2006
SAC20840	Various Locations	Traffic Operations System.		$16,000,000	2006
SAC22200	Watt Avenue	Install curbs, gutters, sidewalks, pedestrian signals, street lighting, and landscaping, From Capital City Freeway to Route 16. Phase 2 of master plan.		$7,500,000	2007
SAC22720	Watt Avenue	Provide aesthetic enhancements, from Antelope Road to Capitol City Freeway.		$3,000,000	2007
SAC22070	Watt Avenue	Implement Phase 3 priority and mobility enhancement demonstration project. Watt Avenue Smart Corridor (Phase 3 intelligent transportation systems project).		$3,010,000	2004
SAC22100	Watt Avenue	Watt Avenue Transit Priority and Mobility Enhancement Demonstration Phase 1 and 2.		$3,995,000	2003
SAC21610	Watt Avenue	Provide streetscape enhancements from Route 51 to State Route 16.		$3,096,000	2006
SAC19350	Watt/Folsom at U.S. 50 Interchange	Modify the freeway interchange.	$1,650,000	$15,402,000	2006

SACRAMENTO COUNTY DEPARTMENT OF TRANSPORTATION / *TIER 1: DEVELOPER- OR PARTIALLY DEVELOPER-FUNDED*

SAC22980	Alta Sunrise Boulevard	Construct a six-lane roadway from U.S. 50 to International Drive extension. This includes a south only interchange with U.S. 50 and pedestrian and bicycle facilities.		$45,000,000	2015
SAC22020	Antelope North Road	Widen from two to four lanes, from Poker Lane to Olive Avenue.		$438,000	2005
SAC19790	Antelope Road	Widen from four to six lanes, from Don Julio Boulevard to Roseville Road.		$735,000	2010
SAC19310	Bradshaw Road	Widen from two lanes to four lanes, from Calvine Road to Florin Road.	$7,162,000	$7,162,000	2006
SAC19320	Bradshaw Road	Widen from two to four lanes, from Florin to Morrison Creek.	$3,125,000	$8,705,000	2004
SAC19040	Calvine Road	Widen from two to four lanes, from 1000 feet east of Kingsbridge Drive to Vineyard Road.	$1,341,000	$7,363,000	2004
SAC19060	Don Julio Boulevard	Widen from two to four lanes, from Antelope Road to North Loop Boulevard.		$759,000	2007
SAC22410	Douglas Road	Widen from two to four lanes, from Excelsior Road to Sunrise Boulevard.		$11,067,000	2006
SAC22420	Douglas Road	Widen from two to four lanes, from Sunrise Boulevard to Grant Line Road.		$6,320,000	2007
[illegible]	Eagles Nest Road	Widen from two to four lanes, from Kiefer Boulevard to Douglas Road.		$4,630,050	2018
SAC15170	Elk Grove-Florin Road	Widen from two to four lanes, from Gerber Road to Florin Road.		$2,210,000	2007
SAC15180	Elkhorn Boulevard	Widen from two to four lanes, from Rio Linda Boulevard to Route 99.		$14,000,000	2007
SAC15220	Elkhorn Boulevard	Widen from four to six lanes, from Don Julio Boulevard to Diablo Drive.	$7,140,000	$7,140,000	2003
SAC22300	Elverta Road	Widen from two to four lanes, from Rio Linda Boulevard to connection to north side of the Sacramento International Airport. Includes bicycle and pedestrian facilities.		$26,000,000	2017
SAC19620	Elverta Road	Widen from two to four lanes including Dry Creek Bridge to six lanes, from Rio Linda Boulevard to Watt Avenue.	$340,000	$7,455,000	2008

SACOG #	Location	Project Description	[illegible] Funding	[illegible]	[illegible]
(in current year dollars)					
SAC19630	Fair Oaks Boulevard	Widen from two to four lanes, from Greenback Lane to Old Auburn Road.		$1,088,000	2020
SAC16800	Fair Oaks Boulevard	Widen from four to six lanes including signal modifications at Marconi, Stanley, Grant, and Engle Road, from Marconi Avenue to Engle Road.		$5,739,000	2007
SAC15250	Folsom Boulevard	Widen from four to six lanes, from Mather Field Road to Coloma Road.		$5,000,000	2012
SAC19640	Franklin Boulevard	Widen from four to six lanes, from Martin Luther King, Jr. Boulevard to Florin Road.		$4,000,000	2010
SAC19690	Gerber Road	Widen from two to four lanes, from Elk Grove-Florin Road to Vineyard Road.		$6,688,000	2015
SAC19670	Grant Line Road	Widen from two to four lanes, from Bond Road to Sloughhouse Road.		$11,000,000	2008
SAC19660	Grant Line Road	Widen from two to four lanes, from Sloughhouse Road to Sunrise Boulevard.		$4,000,000	2008
SAC19090	Greenback Lane	Widen from four to six lanes, from Sunrise to Hazel Avenue.		$5,000,000	2006
SAC15360	Hazel Avenue	Widen from two to four lanes, from Oak Avenue to Old Auburn Road in Placer County.	$7,852,067	$7,852,067	2003
SAC22990	International Drive	Construct a six-lane roadway from current terminus to Alta Sunrise Boulevard. Includes bicycle and pedestrian facilities.		$6,000,000	2010
SAC22900	Kammerer Road	Construct a six-lane roadway from Grant Line at Route 99 interchange to I-5 at Hood Franklin Boulevard. Can be changed to widening of existing streets.		$18,443,980	2015
SAC22905	Kammerer Road	Enhance as a four-lane parkway connecting I-5 and Route 99. (Upgrade of Kammerer Road project)		$31,556,020	2021
SAC22320	Kiefer Boulevard	Construct a four-lane roadway from Bradshaw Road to Sunrise Boulevard. Includes bicycle and pedestrian facilities.		$10,000,000	2025
SAC16510	Madison Avenue	Widen from four to six lanes, from Hazel Avenue to Greenback Lane.		$3,445,000	2007
SAC18160	Metro Air Parkway	Construct new road to four lanes, from I-5 to Elverta Road.		$6,500,000	2006
SAC23160	Sacramento County	Construct a new four-lane, limited-access road from Grant Line Road/ White Rock Road through Aerojet's property to U.S. 50 near Hazel Avenue.		$9,335,000	2015
SAC19120	North Loop Boulevard	Widen from two to four lanes, from Elverta Road to Don Julio Boulevard.	$222,000	$1,975,000	2004
SAC19680	Roseville Road	Widen from two to four lanes, from Watt Avenue to Antelope Road.		$3,000,000	2015
SAC19170	South Watt Avenue	Widen from two to four lanes with left turn lanes, from Alderson Avenue to Route 16.	$396,000	$3,090,000	2006
SAC19290	South Watt Avenue	Widen from two to four lanes, from Florin Road to Route 16.		$6,530,000	2008
SAC19700	Stockton Boulevard	Widen from four to six lanes, from Elsie to Florin Road.		$3,464,000	2010
SAC19710	Sunrise Boulevard	Widen from two to four lanes, from north of Douglas Road to Grant Line Road.		$10,000,000	2009
SAC15750	Watt Avenue	Widen from four to six lanes, from Don Julio Boulevard to Elkhorn Boulevard.		$2,674,397	2007
SAC15720	Watt Avenue	Widen from four to six lanes, from Elkhorn Boulevard to Antelope Road.		$1,080,000	2006
SAC20240	Zinfandel Road	Construct new road to six lanes, from Douglas Road to south terminus.		$4,790,000	2006

SACOG #	Location	Project Description			
(in current year dollars)					
SACRAMENTO COUNTY DEPARTMENT OF TRANSPORTATION / *TIER 2*					
SAC19300	Dwight Road	Construct new road to four lanes, from Laguna Boulevard to Franklin Boulevard.		$1,300,000	2010
SAC20360	McClellan Commuter Rail Station	Construct a rail station at former McClellan Air Force Base.		$5,000,000	2008
CAL15410	Route 16 (Jackson Road)	Widen from two to four lanes and add continuous left turn lane, from South Watt Avenue to Excelsior Road.		$6,000,000	2008
SACRAMENTO REGIONAL TRANSIT DISTRICT / *TIER 1: PUBLICLY FUNDED*					
REG15600	29th Street Light Rail Station	Build transit center.		$750,000	2015
REG16460	4th Avenue at Wayne Hultgren Light Rail Station	Construct a light rail station.	$1,080,000	$1,080,000	2003
REG16170	Antelope Road at I-80	Park-and-ride lot.		$1,000,000	2006
REG17380	Arden at Oxford Crossing	Install automatic crossing gates and related equipment.		$225,000	2003
REG15590	CNG Fueling Facility	Funding supplement for the expansion of the existing compressed natural gas fuel facility to install two additional compressors and associated equipment.		$400,000	2003
REG17325	Downtown-Natomas -Airport Corridor	Light rail extension from Natomas Town Center to Sacramento International Airport.		$101,000,000	2015
REG17320	Downtown-Natomas-Airport Light Rail Corridor	Light rail extension from Downtown Sacramento to Natomas Town Center.	$5,000,000	$270,000,000	2012
REG17290	Florin Road at Light Rail Intersection	Construct grade separation.		$6,500,000	2004
REG15040	Folsom Light Rail Corridor	Downtown Sacramento Folsom—light rail extension (including vehicle purchase).	$191,323,008	$206,678,000	2005
REG17350	I-5 at Elk Grove Boulevard	Build a new park-and-ride lot.		$500,000	2004
REG17340	I-5 at Laguna Boulevard	Build new park-and-ride lots.		$500,000	2004
REG17221	I-80 Light Rail Corridor	Extend light rail from Watt Ave. to Antelope Road.		$290,000,000	2023
REG17020	Metro Heavy Repair Facility	Design and construct a new light rail vehicle heavy repair facility at the existing Regional Transportation Metro property in Sacramento.		$10,655,000	2004
REG17060	Midtown Dispatch Facility	Acquire and remodel a facility for light rail operator dispatch near the 13th Street light rail station.		$1,650,000	2003

SACOG #	Location	Project Description			
(in current year dollars)					
REG16470	Northeast Light Rail Corridor	Double-track all existing single track sections and make various improvements to implement express service from Watt/I-80 to Downtown Sacramento.	$5,100,000	$36,100,000	2007
REG15303	RT District	Purchase compressed natural gas buses for fleet expansion and replacement—2010 to 2023.		$45,000,000	2015
REG15900	RT District	Construct off-street bus transfer facilities, park and ride lots, and related facilities at key locations in the region, including future light rail stations.		$5,000,000	2025
REG15310	RT District	Expand the CNG bus fleet by 150 buses by 2010 to provide increased bus service.		$55,000,000	2010
REG15940	RT District	Implement ITS and demand response communication systems.		$4,200,000	2021
REG15220	RT District	Lump sum of engineering to assess social, economic and environmental effects of projects.		$7,200,000	2025
REG15890	RT District	Lump sum of rehabilitation and replacement of paratransit vehicles and expansion of the fleet.		$50,225,000	2025
REG17120	RT District	Make final certificate of participation payments on the original compressed natural gas fleet of 75 buses.		$2,500,000	2003
REG15411	RT District	Phase 2: Replace damaged bicycle lockers and provide additional lockers throughout the system from 2006 to 2015.		$250,000	2015
REG17160	RT District	Purchase computerized train tracking system that will provide automatic train locations and a public address system to advise customers of train approaches and service delays.		$3,036,900	2003
REG17300	Satellite Bus Maintenance Facility	Site and build satellite bus maintenance facility in Sacramento.		$67,500,000	2008
REG17190	South Line Light Rail Corridor	Extend light rail from Cosumnes River College/Calvine-Auberry to Elk Grove. (Phase 3)		$182,000,000	2019
REG15052	South Line Light Rail Corridor	Extend light rail, Downtown Sacramento to Meadowview. (Phase 1)	$222,000,000	$222,000,000	2003
REG15053	South Line Light Rail Corridor	Extend light rail from Meadowview Road to Cosumnes River College/Calvine-Auberry. (Phase 2)	$4,000,000	$144,000,000	2009
REG17670	Stockton Boulevard	Construct Bus Rapid Transit improvements, Cosumnes College to Downtown Sacramento.		$6,070,000	2004
REG17430	Sunrise Boulevard	Implement Bus Rapid Transit.		$20,000,000	2009
REG17330	Watt Avenue	Implement Bus Rapid Transit.		$20,000,000	2006
SACRAMENTO REGIONAL TRANSIT DISTRICT / *TIER 2*					
REG17220	Northeast Light Rail Corridor	Extend light rail from Antelope Road to the City of Roseville.		$130,000,000	2025
REG15304	RT District	Compressed natural gas bus acquisition for expansion (89 buses).		$32,930,000	2025
REG17230	South Light Rail Corridor	Extend light rail line from Meadowview Road Laguna West.		$91,470,000	2019

SACOG #	Location	Project Description		
(in current year dollars)				
SACRAMENTO TRANSPORTATION AUTHORITY / *TIER 1: PUBLICLY FUNDED*				
SAC16310	Sacramento and Yolo Counties	Provide motorist assistance and towing of disabled vehicles during a.m. and p.m. commute periods on various highways in Sacramento County and a portion of I-80 in Yolo County. (Freeway Service Patrol)	$3,570,000	2005
SACOG / *TIER 1: PUBLICLY FUNDED*				
The following are placeholders projects for multi-modal connectors, for the purpose of modeling. Studies will determine the final projects.				
SAC20510	Grant Line Road	Add frontage roads to connect various local access roads that intersect Grant Line Road between Elk Grove Boulevard and Sloughhouse Road.	$25,000,000	2012
SAC20530	Grant Line Road	Widen from two to four lanes, Route 99 to Bond Road.	$12,000,000	2008
SAC15370	Hazel Avenue	Add carpool and transit capacity between Madison Avenue and U.S. 50.	$30,000,000	2019
SAC15380	Hazel Avenue	Add grade separation, ramps, and frontage connections at Gold River Road.	$20,000,000	2018
SAC15390	Hazel Avenue	Add undercrossing, turn ramps, and community enhancements at Greenback Lane.	$20,000,000	2021
SAC15400	Hazel Avenue	Improve Madison Avenue intersection.	$20,000,000	2017
SAC19720	Sunrise Boulevard	Add overcrossing and ramps at Route 16.	$20,000,000	2014
SAC23220	White Rock Road	Realign and widen with shoulders from Sunrise Park Drive to El Dorado County Line.	$20,000,000	2017