

APPENDIX K

Current Traffic Data & Performance Measures

Location	Percent Trucks	Peak Directional Split	Peak Hour Traffic	Average Daily Traffic	Annual Traffic	Volume Over Capacity	Level of Service	Hours of			Minutes of Delay			of Delay per Person			Vehicle Travel Time (minutes) Peak Hour	Distressed Pavement (Lane Miles)	Reported Collision Rate Percent
								Daily	Peak Hour	Peak Daily	Peak Hour	Peak Hour	Peak Hour	Peak Hour	Peak Hour	Peak Hour			
Sacramento/Placer County Line to SR65	6%	56%	13,700	170,000	1.22	F	4,849	727	395,652	48,002	3.19	2.90	7.35	11.00	-24%				
SR65 Junction to Sierra College Blvd Interchange	6%	60%	10,800	122,000	1.06	F	393	79	32,046	5,184	0.44	0.40	3.70	4.00	-57%				
I-80 to Washington Blvd to Washington Blvd to Industrial Ave	4%	56%	8,200	108,000	0.9	F	909	182	74,155	11,996	1.33	1.21	4.73	8.26	-56%				
Industrial Ave to Ferrari Ranch Road	5%	58%	5,500	69,000	0.88	D	452	90	36,921	5,973	0.99	0.90	4.64	12.90	-34%				
Ferrari Ranch Road to Gladding Road	7%	61%	4,450	55,000	NA	D	236	47	19,252	3,114	0.64	0.58	1.90	12.96	108%				
Gladding Road to Riosa Road	10%	61%	2,650	22,800	NA	F	364	73	29,728	4,809	1.65	1.50	4.17	14.43	23%				
I-80/SR49 Interchange to Bell Road	12%	61%	1,900	18,700	0.65	E	88	35	7,180	2,323	1.11	1.01	9.90	21.75	-49%				
Bell Road to Placer/Nevada County Line	3%	68%	5,900	51,000	NA	D	985	325	80,386	21,456	3.31	3.01	8.06	9.00	25%				
SR174 Junction at I-80 in Colfax to Main Street	3%	66%	2,750	29,000	0.46	C	92	30	7,480	1,997	0.66	0.60	5.38	20.00	25%				
Main Street in Colfax to Placer/Nevada County Line	4%	60%	1,500	14,000	0.56	D	-	-	-	-	-	-	-	-	-27%				
	4%	60%	600	5,300	0.24	D	-	-	-	-	-	-	-	-	12%				

Notes:

1. Peak Direction Split: the percentage of total traffic in the heaviest traveled direction during the peak hour.
2. Average Annual Daily Traffic (AADT): the average number of vehicles per day in both directions.
3. Volume over Capacity (V/C): the volume of traffic compared to the capacity of the roadway.
4. Reported Level of Service (LOS) is for the typical most congested daily peak travel period.
5. Delay is the average additional travel time by vehicles or persons traveling under 60 mph.
6. Peak Hour is during PM.
7. Distressed pavement is categorized as major (severe cracking and likely poor ride) or minor (moderate cracking and have poor ride) structural distress.
8. Reported Collision Rate: percentage above or below the statewide average for fatal, injury and property damage only collisions on comparable facilities.

Sources:

1. Interstate 80 and Capital City Freeway Corridor System Management Plan, Caltrans District 3, May 2009.
2. State Route 65 Corridor System Management Plan, Caltrans District 3, May 2009.
3. State Route 49 Corridor System Management Plan, Caltrans District 3, May 2009.
4. Draft Transportation Corridor Concept Report State Route 174, Caltrans District 3, February 2010.

Travel Mode Shares by Placer County Community Area - 2005						
Community Area	Work Mode Share (%)			Non-Work Mode Share (%)		
	Auto Share	Transit Share	Bike / Walk Share	Auto Share	Transit Share	Bike / Walk Share
Auburn	95.4	0.9	3.8	92.8	0.1	7.1
Colfax	97.1	0.6	2.3	97.4	0.0	2.6
Foresthill	98.2	0.5	1.3	99.0	0.0	1.0
Granite Bay	97.7	1.0	1.3	96.8	0.0	3.2
Lincoln	97.5	0.7	1.8	94.0	0.0	5.9
Loomis	97.6	0.9	1.5	96.6	0.0	3.3
North Auburn	96.2	0.7	3.1	95.3	0.0	4.6
Placer County - High Country	31.7	0.1	68.2	80.7	0.0	19.3
Rocklin	96.9	1.0	2.1	94.5	0.1	5.5
Roseville East	94.1	1.9	4.0	92.0	0.6	7.4
Roseville West	96.5	1.3	2.2	94.2	0.2	5.6
Sheridan	98.5	0.9	0.6	98.3	0.0	1.7
West Placer	97.1	2.1	0.8	98.3	0.0	1.7

Source: SACSIM07 regional Travel Demand Simulation Model, SACOG, 2009.

Note: Community Area refers to SACOG's 2007 Regional Analysis District.