

Table 1
Daily Vehicle Miles of Travel (VMT) within Region for PSR Alignments

Development Scenario	General PSR Alignment	Termini		Watt Avenue Connection ?	Daily Vehicle Miles of Travel Within Region ¹			Percent Change from No Build		
		SR 70/99	SR 65		Freeways	Other	Total	Freeways	Other	Total
2025	No Build				29,895,000	37,898,000	67,792,000			
	North	North of Sankey	Whitney	No	30,111,000	37,832,000	67,943,000	0.7%	-0.2%	0.2%
				Yes	30,110,000	37,833,000	67,943,000	0.7%	-0.2%	0.2%
	Central	Sankey	Whitney	No	30,144,000	37,809,000	67,953,000	0.8%	-0.2%	0.2%
				Yes	30,175,000	37,797,000	67,972,000	0.9%	-0.3%	0.3%
		North of Riego	Whitney	No	30,233,000	37,811,000	68,043,000	1.1%	-0.2%	0.4%
				Yes	30,177,000	37,789,000	67,967,000	0.9%	-0.3%	0.3%
	South	North of Riego	Sunset	No	30,104,000	37,820,000	67,924,000	0.7%	-0.2%	0.2%
				Yes	30,209,000	37,755,000	67,964,000	1.1%	-0.4%	0.3%
		South of Riego	Sunset	No	30,179,000	37,806,000	67,985,000	1.0%	-0.2%	0.3%
Yes				30,285,000	37,756,000	68,040,000	1.3%	-0.4%	0.4%	
Cumulative Development Scenario A ¹	No Build				30,482,000	40,424,000	70,906,000			
	North	North of Sankey	Whitney	No	30,872,000	40,298,000	71,170,000	1.3%	-0.3%	0.4%
				Yes	30,959,000	40,277,000	71,236,000	1.6%	-0.4%	0.5%
	Central	Sankey	Whitney	No	30,927,000	40,219,000	71,146,000	1.5%	-0.5%	0.3%
				Yes	31,085,000	40,182,000	71,268,000	2.0%	-0.6%	0.5%
		North of Riego	Whitney	No	30,953,000	40,175,000	71,127,000	1.5%	-0.6%	0.3%
				Yes	31,101,000	40,150,000	71,251,000	2.0%	-0.7%	0.5%
	South	North of Riego	Sunset	No	30,867,000	40,204,000	71,071,000	1.3%	-0.5%	0.2%
				Yes	31,079,000	40,117,000	71,195,000	2.0%	-0.8%	0.4%
		South of Riego	Sunset	No	30,982,000	40,158,000	71,140,000	1.6%	-0.7%	0.3%
Yes				31,181,000	40,025,000	71,207,000	2.3%	-1.0%	0.4%	
Cumulative Development Scenario B ²	No Build				30,468,000	40,341,000	70,809,000			
	North	North of Sankey	Whitney	No	30,781,000	40,195,000	70,976,000	1.0%	-0.4%	0.2%
				Yes	30,851,000	40,178,000	71,029,000	1.3%	-0.4%	0.3%
	Central	Sankey	Whitney	No	30,877,000	40,146,000	71,023,000	1.3%	-0.5%	0.3%
				Yes	30,972,000	40,112,000	71,084,000	1.7%	-0.6%	0.4%
		North of Riego	Whitney	No	30,898,000	40,165,000	71,063,000	1.4%	-0.4%	0.4%
				Yes	31,016,000	40,093,000	71,109,000	1.8%	-0.6%	0.4%
	South	North of Riego	Sunset	No	30,786,000	40,173,000	70,959,000	1.0%	-0.4%	0.2%
				Yes	30,972,000	40,074,000	71,046,000	1.7%	-0.7%	0.3%
		South of Riego	Sunset	No	30,912,000	40,143,000	71,055,000	1.5%	-0.5%	0.3%
Yes				31,104,000	39,997,000	71,101,000	2.1%	-0.9%	0.4%	

¹ "Region" represents area covered by SACOG's regional model

Source: DKS Associates, 2003

Table 2**Daily Vehicle Miles of Travel (VMT) within Traffic Study Area for PSR Alignments**

Development Scenario	General PSR Alignment	Termini		Watt Avenue Connection ?	Daily Vehicle Miles of Travel Within Traffic Analysis Study Area ¹			Percent Change from No Build		
		SR 70/99	SR 65		Freeways	Other	Total	Freeways	Other	Total
2025	No Build				6,349,000	9,479,000	15,828,000			
	North	North of Sankey	Whitney	No	6,543,000	9,407,000	15,950,000	3.1%	-0.8%	0.8%
				Yes	6,555,000	9,408,000	15,963,000	3.2%	-0.8%	0.9%
	Central	Sankey	Whitney	No	6,601,000	9,390,000	15,992,000	4.0%	-0.9%	1.0%
				Yes	6,622,000	9,389,000	16,011,000	4.3%	-1.0%	1.2%
		North of Riego	Whitney	No	6,643,000	9,389,000	16,032,000	4.6%	-1.0%	1.3%
				Yes	6,634,000	9,387,000	16,021,000	4.5%	-1.0%	1.2%
	South	North of Riego	Sunset	No	6,547,000	9,400,000	15,947,000	3.1%	-0.8%	0.7%
				Yes	6,656,000	9,346,000	16,002,000	4.8%	-1.4%	1.1%
		South of Riego	Sunset	No	6,626,000	9,387,000	16,012,000	4.4%	-1.0%	1.2%
Yes				6,725,000	9,339,000	16,063,000	5.9%	-1.5%	1.5%	
Cumulative Development Scenario A	No Build				6,772,000	11,917,000	18,689,000			
	North	North of Sankey	Whitney	No	7,124,000	11,761,000	18,885,000	5.2%	-1.3%	1.0%
				Yes	7,193,000	11,743,000	18,937,000	6.2%	-1.5%	1.3%
	Central	Sankey	Whitney	No	7,209,000	11,713,000	18,922,000	6.5%	-1.7%	1.2%
				Yes	7,331,000	11,656,000	18,987,000	8.3%	-2.2%	1.6%
		North of Riego	Whitney	No	7,257,000	11,676,000	18,933,000	7.2%	-2.0%	1.3%
				Yes	7,374,000	11,628,000	19,002,000	8.9%	-2.4%	1.7%
	South	North of Riego	Sunset	No	7,161,000	11,707,000	18,868,000	5.7%	-1.8%	1.0%
				Yes	7,358,000	11,608,000	18,965,000	8.6%	-2.6%	1.5%
		South of Riego	Sunset	No	7,257,000	11,642,000	18,899,000	7.2%	-2.3%	1.1%
Yes				7,460,000	11,507,000	18,967,000	10.2%	-3.4%	1.5%	
Cumulative Development Scenario B	No Build				6,756,000	11,788,000	18,544,000			
	North	North of Sankey	Whitney	No	7,072,000	11,637,000	18,709,000	4.7%	-1.3%	0.9%
				Yes	7,127,000	11,616,000	18,743,000	5.5%	-1.5%	1.1%
	Central	Sankey	Whitney	No	7,150,000	11,599,000	18,749,000	5.8%	-1.6%	1.1%
				Yes	7,253,000	11,549,000	18,801,000	7.3%	-2.0%	1.4%
		North of Riego	Whitney	No	7,182,000	11,595,000	18,778,000	6.3%	-1.6%	1.3%
				Yes	7,283,000	11,535,000	18,818,000	7.8%	-2.1%	1.5%
	South	North of Riego	Sunset	No	7,086,000	11,626,000	18,712,000	4.9%	-1.4%	0.9%
				Yes	7,255,000	11,516,000	18,771,000	7.4%	-2.3%	1.2%
		South of Riego	Sunset	No	7,165,000	11,574,000	18,740,000	6.1%	-1.8%	1.1%
Yes				7,380,000	11,451,000	18,831,000	9.2%	-2.9%	1.5%	

¹ See Figure 1 for Traffic Analysis Study Area.

Source: DKS Associates, 2003

Table 3
Peak Period Vehicle Miles of Travel (VMT) by Speed Range within Traffic Study Area
for PSR Alignments

Development Scenario	General PSR Alignment	Termini		Watt Avenue Connection ?	Vehicle Miles of Travel during AM 3 Hour and PM 3 Hour Commute Periods							
					Within Traffic Analysis Study Area ¹							
		SR 70/99	SR 65		1-10 mph	11-20 mph	21-30 mph	31-40 mph	41-50 mph	51-60 mph	> 60 mph	Total
2025	No Build				41,000	603,000	1,067,000	2,421,000	1,865,000	1,046,000	164,000	7,208,000
	North	North of Sankey	Whitney	No	41,000	594,000	1,066,000	2,323,000	1,905,000	1,061,000	289,000	7,279,000
				Yes	42,000	600,000	1,040,000	2,342,000	1,906,000	1,059,000	297,000	7,285,000
	Central	Sankey	Whitney	No	44,000	603,000	1,037,000	2,308,000	1,893,000	1,097,000	320,000	7,301,000
				Yes	42,000	602,000	1,032,000	2,310,000	1,901,000	1,091,000	330,000	7,309,000
		North of Riego	Whitney	No	44,000	602,000	1,041,000	2,308,000	1,898,000	1,092,000	332,000	7,318,000
				Yes	41,000	610,000	1,026,000	2,274,000	1,929,000	1,095,000	338,000	7,313,000
	South	North of Riego	Sunset	No	42,000	600,000	1,051,000	2,334,000	1,880,000	1,071,000	302,000	7,281,000
				Yes	41,000	594,000	1,041,000	2,311,000	1,878,000	1,078,000	362,000	7,305,000
		South of Riego	Sunset	No	43,000	599,000	1,059,000	2,304,000	1,891,000	1,063,000	351,000	7,310,000
				Yes	43,000	593,000	1,039,000	2,285,000	1,920,000	1,049,000	405,000	7,335,000
	Cumulative Development Scenario A	No Build				62,000	851,000	1,553,000	3,008,000	1,984,000	938,000	135,000
North		North of Sankey	Whitney	No	63,000	808,000	1,536,000	2,897,000	2,076,000	945,000	314,000	8,639,000
				Yes	55,000	803,000	1,495,000	2,926,000	2,089,000	982,000	315,000	8,664,000
Central		Sankey	Whitney	No	63,000	807,000	1,508,000	2,900,000	2,059,000	964,000	350,000	8,653,000
				Yes	57,000	795,000	1,484,000	2,914,000	2,073,000	1,118,000	244,000	8,684,000
		North of Riego	Whitney	No	60,000	815,000	1,505,000	2,868,000	2,059,000	1,033,000	322,000	8,661,000
				Yes	53,000	797,000	1,468,000	2,892,000	2,074,000	1,169,000	237,000	8,690,000
South		North of Riego	Sunset	No	60,000	816,000	1,505,000	2,861,000	2,081,000	941,000	363,000	8,627,000
				Yes	57,000	808,000	1,462,000	2,898,000	2,045,000	1,058,000	348,000	8,675,000
		South of Riego	Sunset	No	59,000	805,000	1,501,000	2,903,000	2,024,000	955,000	396,000	8,644,000
				Yes	60,000	802,000	1,450,000	2,865,000	2,055,000	1,089,000	347,000	8,668,000
Cumulative Development Scenario B		No Build				61,000	851,000	1,554,000	2,960,000	2,002,000	896,000	139,000
	North	North of Sankey	Whitney	No	62,000	822,000	1,515,000	2,871,000	2,056,000	926,000	305,000	8,557,000
				Yes	54,000	804,000	1,525,000	2,841,000	2,077,000	983,000	292,000	8,576,000
	Central	Sankey	Whitney	No	60,000	812,000	1,525,000	2,870,000	2,003,000	974,000	330,000	8,575,000
				Yes	54,000	810,000	1,512,000	2,856,000	2,014,000	1,054,000	302,000	8,601,000
		North of Riego	Whitney	No	58,000	822,000	1,519,000	2,872,000	1,999,000	977,000	344,000	8,592,000
				Yes	56,000	808,000	1,498,000	2,850,000	2,024,000	1,052,000	317,000	8,604,000
	South	North of Riego	Sunset	No	60,000	814,000	1,515,000	2,896,000	2,020,000	926,000	330,000	8,562,000
				Yes	56,000	813,000	1,496,000	2,793,000	2,078,000	974,000	379,000	8,588,000
		South of Riego	Sunset	No	62,000	819,000	1,503,000	2,908,000	1,971,000	949,000	361,000	8,573,000
				Yes	61,000	807,000	1,506,000	2,797,000	2,034,000	1,058,000	344,000	8,607,000

¹ See Figure 1 for Traffic Analysis Study Area.
Source: DKS Associates, 2003

Table 3A**Percent of Peak Period VMT by Speed Range within Traffic Study Area for PSR Alignments**

Development Scenario	General PSR Alignment	Termini		Watt Avenue Connection ?	Percent of VMT during AM 3 Hour and PM 3 Hour Commute Periods Within Traffic Analysis Study Area ¹							
		SR 70/99	SR 65		1-10 mph	11-20 mph	21-30 mph	31-40 mph	41-50 mph	51-60 mph	> 60 mph	Total
2025	No Build				0.6%	8.4%	14.8%	33.6%	25.9%	14.5%	2.3%	100.0%
	North	North of Sankey	Whitney	No	0.6%	8.2%	14.7%	31.9%	26.2%	14.6%	4.0%	100.0%
				Yes	0.6%	8.2%	14.3%	32.1%	26.2%	14.5%	4.1%	100.0%
	Central	Sankey	Whitney	No	0.6%	8.3%	14.2%	31.6%	25.9%	15.0%	4.4%	100.0%
				Yes	0.6%	8.2%	14.1%	31.6%	26.0%	14.9%	4.5%	100.0%
		North of Riego	Whitney	No	0.6%	8.2%	14.2%	31.5%	25.9%	14.9%	4.5%	100.0%
				Yes	0.6%	8.3%	14.0%	31.1%	26.4%	15.0%	4.6%	100.0%
	South	North of Riego	Sunset	No	0.6%	8.2%	14.4%	32.1%	25.8%	14.7%	4.2%	100.0%
				Yes	0.6%	8.1%	14.3%	31.6%	25.7%	14.8%	4.9%	100.0%
		South of Riego	Sunset	No	0.6%	8.2%	14.5%	31.5%	25.9%	14.5%	4.8%	100.0%
Yes				0.6%	8.1%	14.2%	31.2%	26.2%	14.3%	5.5%	100.0%	
Cumulative Development Scenario A	No Build				0.7%	10.0%	18.2%	35.3%	23.3%	11.0%	1.6%	100.0%
	North	North of Sankey	Whitney	No	0.7%	9.4%	17.8%	33.5%	24.0%	10.9%	3.6%	100.0%
				Yes	0.6%	9.3%	17.3%	33.8%	24.1%	11.3%	3.6%	100.0%
	Central	Sankey	Whitney	No	0.7%	9.3%	17.4%	33.5%	23.8%	11.1%	4.0%	100.0%
				Yes	0.7%	9.2%	17.1%	33.5%	23.9%	12.9%	2.8%	100.0%
		North of Riego	Whitney	No	0.7%	9.4%	17.4%	33.1%	23.8%	11.9%	3.7%	100.0%
				Yes	0.6%	9.2%	16.9%	33.3%	23.9%	13.4%	2.7%	100.0%
	South	North of Riego	Sunset	No	0.7%	9.5%	17.4%	33.2%	24.1%	10.9%	4.2%	100.0%
				Yes	0.7%	9.3%	16.9%	33.4%	23.6%	12.2%	4.0%	100.0%
		South of Riego	Sunset	No	0.7%	9.3%	17.4%	33.6%	23.4%	11.1%	4.6%	100.0%
Yes				0.7%	9.3%	16.7%	33.1%	23.7%	12.6%	4.0%	100.0%	
Cumulative Development Scenario B	No Build				0.7%	10.0%	18.4%	35.0%	23.7%	10.6%	1.6%	100.0%
	North	North of Sankey	Whitney	No	0.7%	9.6%	17.7%	33.5%	24.0%	10.8%	3.6%	100.0%
				Yes	0.6%	9.4%	17.8%	33.1%	24.2%	11.5%	3.4%	100.0%
	Central	Sankey	Whitney	No	0.7%	9.5%	17.8%	33.5%	23.4%	11.4%	3.9%	100.0%
				Yes	0.6%	9.4%	17.6%	33.2%	23.4%	12.3%	3.5%	100.0%
		North of Riego	Whitney	No	0.7%	9.6%	17.7%	33.4%	23.3%	11.4%	4.0%	100.0%
				Yes	0.6%	9.4%	17.4%	33.1%	23.5%	12.2%	3.7%	100.0%
	South	North of Riego	Sunset	No	0.7%	9.5%	17.7%	33.8%	23.6%	10.8%	3.9%	100.0%
				Yes	0.7%	9.5%	17.4%	32.5%	24.2%	11.3%	4.4%	100.0%
		South of Riego	Sunset	No	0.7%	9.5%	17.5%	33.9%	23.0%	11.1%	4.2%	100.0%
Yes				0.7%	9.4%	17.5%	32.5%	23.6%	12.3%	4.0%	100.0%	

¹ See Figure 1 for Traffic Analysis Study Area.

Source: DKS Associates, 2003

Table 4**Peak Period Vehicle Hours of Travel (VHT) within Traffic Study Area for PSR Alignments**

Development Scenario	General PSR Alignment	Termini		Watt Avenue Connection ?	Vehicle Hours of Travel AM 3 Hour and PM 3 Hour Commute Periods Within Traffic Analysis Study Area ¹			Percent Change from No Build		
					Freeways	Other	Total	Freeways	Other	Total
		SR 70/99	SR 65							
2025	No Build				58,109	150,966	209,075			
	North	North of Sankey	Whitney	No	59,455	149,301	208,756	2.3%	-1.1%	-0.2%
				Yes	59,433	149,149	208,582	2.3%	-1.2%	-0.2%
	Central	Sankey	Whitney	No	59,744	148,967	208,711	2.8%	-1.3%	-0.2%
				Yes	59,768	148,788	208,556	2.9%	-1.4%	-0.2%
		North of Riego	Whitney	No	60,137	149,079	209,216	3.5%	-1.2%	0.1%
				Yes	59,899	148,811	208,710	3.1%	-1.4%	-0.2%
	South	North of Riego	Sunset	No	59,503	149,126	208,629	2.4%	-1.2%	-0.2%
				Yes	60,270	148,075	208,345	3.7%	-1.9%	-0.3%
		South of Riego	Sunset	No	60,001	148,890	208,891	3.3%	-1.4%	-0.1%
				Yes	60,780	148,060	208,840	4.6%	-1.9%	-0.1%
	Cumulative Development Scenario A	No Build				64,232	196,596	260,828		
North		North of Sankey	Whitney	No	66,963	192,983	259,946	4.3%	-1.8%	-0.3%
				Yes	67,743	191,672	259,415	5.5%	-2.5%	-0.5%
Central		Sankey	Whitney	No	67,446	192,215	259,661	5.0%	-2.2%	-0.4%
				Yes	68,773	189,972	258,745	7.1%	-3.4%	-0.8%
		North of Riego	Whitney	No	67,814	191,662	259,476	5.6%	-2.5%	-0.5%
				Yes	69,043	189,612	258,655	7.5%	-3.6%	-0.8%
South		North of Riego	Sunset	No	67,101	191,794	258,895	4.5%	-2.4%	-0.7%
				Yes	68,938	189,484	258,422	7.3%	-3.6%	-0.9%
		South of Riego	Sunset	No	67,740	191,468	259,208	5.5%	-2.6%	-0.6%
				Yes	69,311	188,769	258,080	7.9%	-4.0%	-1.1%
Cumulative Development Scenario B		No Build				64,419	195,729	260,148		
	North	North of Sankey	Whitney	No	66,644	192,244	258,888	3.5%	-1.8%	-0.5%
				Yes	67,250	190,649	257,899	4.4%	-2.6%	-0.9%
	Central	Sankey	Whitney	No	67,207	191,307	258,514	4.3%	-2.3%	-0.6%
				Yes	68,192	189,456	257,648	5.9%	-3.2%	-1.0%
		North of Riego	Whitney	No	67,278	191,881	259,159	4.4%	-2.0%	-0.4%
				Yes	68,343	189,255	257,598	6.1%	-3.3%	-1.0%
	South	North of Riego	Sunset	No	66,847	191,953	258,800	3.8%	-1.9%	-0.5%
				Yes	68,113	189,341	257,454	5.7%	-3.3%	-1.0%
		South of Riego	Sunset	No	67,180	191,460	258,640	4.3%	-2.2%	-0.6%
				Yes	68,969	189,039	258,008	7.1%	-3.4%	-0.8%

¹ See Figure 1 for Traffic Analysis Study Area.

**Table 5
Comparison of Daily Traffic Volumes on Key Roadway Segments for PSR Alignments**

Development Scenario	General PSR Alignment	Termini		Wat Avenue Connection ?	Placer Parkway					Riego Road		Baseline Road			I-80		SR 65		SR 70/99	
		SR 70/99	SR 65		East of SR 70/99	East of Pleasant Grove Road	West of Fiddymen Road	West of Foothill Blvd	East of Foothill Blvd	East of SR 70/99	West of Pleasant Grove Road	West of Watt Avenue	West of Fiddymen t Road	West of Foothills Boulevard	West of Riverside Avenue	East of Northgate	North of I-80	South of Sunset Boulevard	North of I-5	South of Howsley Road
2025	No Build									13,400	14,300	28,900	38,100	30,800	242,600	178,800	122,600	89,200	60,100	27,800
	North	North of Sankey	Whitney	No	12,700	12,100	12,100	15,600	21,100	10,600	12,400	27,000	36,100	30,900	240,300	178,000	121,200	87,100	65,300	26,800
				Yes	13,300	12,700	18,700	17,700	22,600	10,300	12,000	27,500	33,000	30,900	239,500	177,400	120,700	86,500	65,500	26,800
	Central	Sankey	Whitney	No	16,500	17,000	17,000	18,800	24,000	10,500	12,100	26,300	35,200	30,800	238,700	176,200	120,200	86,600	68,400	26,500
				Yes	16,300	16,400	24,800	21,900	26,300	10,400	11,600	27,100	31,700	30,900	238,600	176,300	120,100	85,600	68,100	26,400
		North of Riego	Whitney	No	19,000	19,500	19,500	20,100	25,000	9,000	13,400	25,800	34,400	30,800	239,700	176,200	120,200	86,300	71,600	26,200
				Yes	18,700	18,400	26,300	22,900	27,200	9,000	12,500	26,900	31,500	30,800	238,100	175,800	119,600	85,500	69,500	26,300
	South	North of Riego	Sunset	No	13,000	11,900	11,900	18,000	20,700	9,300	12,700	26,400	35,300	31,000	240,400	177,300	121,500	86,700	65,200	26,600
				Yes	16,600	16,600	26,300	26,200	27,600	7,000	8,300	25,200	29,800	30,900	239,200	177,400	120,700	86,400	65,000	26,900
		South of Riego	Sunset	No	29,000	18,400	18,400	20,900	21,800	1,000	14,700	26,100	34,900	30,900	238,100	175,300	120,200	86,900	71,600	26,300
				Yes	29,600	22,400	30,600	30,500	29,200	900	10,000	24,500	31,200	30,900	237,200	175,400	119,900	85,400	71,900	26,300
	Cumulative Development Scenario A	No Build									48,300	52,300	64,500	60,300	41,000	245,300	181,600	131,000	94,200	91,000
North		North of Sankey	Whitney	No	16,400	22,100	22,100	32,600	45,000	45,400	48,100	62,400	58,100	41,100	243,300	179,500	129,800	92,700	96,400	28,700
				Yes	17,500	23,300	36,300	39,100	49,600	44,600	47,800	62,600	55,900	41,000	243,700	179,700	129,600	91,700	96,200	28,900
Central		Sankey	Whitney	No	20,600	30,400	30,400	37,500	49,600	44,800	47,700	61,200	57,000	40,900	241,500	178,000	129,300	92,600	98,700	28,500
				Yes	24,900	35,500	49,500	45,600	56,300	42,700	45,400	60,700	53,500	41,100	241,800	177,900	128,600	90,700	99,500	28,700
		North of Riego	Whitney	No	24,700	36,000	36,000	41,600	53,100	41,300	46,800	59,900	55,600	40,900	240,300	177,400	129,000	92,700	99,400	28,000
				Yes	28,700	40,800	52,700	48,100	58,300	39,300	44,200	59,200	52,200	40,800	240,800	177,800	128,700	90,800	100,500	28,400
South		North of Riego	Sunset	No	17,300	24,600	24,600	41,700	56,500	42,700	46,800	60,600	56,400	41,000	242,300	179,200	130,500	95,000	95,700	29,700
				Yes	25,400	36,500	39,400	49,300	61,800	37,800	39,200	56,500	52,100	41,200	242,400	178,600	129,900	93,300	96,600	30,100
		South of Riego	Sunset	No	61,100	29,400	29,400	44,400	58,400	9,400	47,500	60,300	55,800	40,700	240,800	177,500	129,900	94,900	102,700	28,400
				Yes	63,400	48,100	42,700	51,000	62,800	8,400	33,100	50,500	52,300	41,000	241,200	176,900	129,600	93,100	103,100	28,400
Cumulative Development Scenario B		No Build									33,400	37,300	56,300	56,400	39,100	248,300	182,900	132,200	97,000	76,800
	North	North of Sankey	Whitney	No	16,800	18,900	18,900	32,200	44,100	29,800	33,800	53,700	54,400	39,400	245,800	180,300	131,200	95,600	82,800	28,100
				Yes	17,300	19,600	33,700	39,100	49,300	29,000	32,800	53,900	51,900	39,300	245,600	180,300	131,100	94,700	82,300	28,400
	Central	Sankey	Whitney	No	22,000	25,500	25,500	35,700	48,100	29,100	33,600	52,800	53,600	39,200	244,000	179,200	130,400	95,000	85,600	27,900
				Yes	25,500	29,100	45,800	44,800	55,700	27,100	30,500	52,100	49,700	39,200	243,400	178,600	129,800	93,400	86,100	28,400
		North of Riego	Whitney	No	25,700	29,700	29,700	38,400	50,500	26,500	34,200	51,900	52,600	39,000	243,100	178,900	130,200	94,600	87,000	27,600
				Yes	29,100	32,500	47,900	46,600	57,000	24,100	30,400	51,100	49,100	39,100	242,900	178,800	129,600	93,200	87,300	28,000
	South	North of Riego	Sunset	No	17,700	19,300	19,300	38,600	52,100	27,500	33,500	52,700	53,200	39,000	245,200	180,100	131,500	96,600	82,800	28,900
				Yes	25,100	27,600	35,800	48,000	57,900	21,300	24,600	49,100	48,500	39,200	244,800	179,700	130,900	95,000	82,600	29,700
		South of Riego	Sunset	No	49,300	24,500	24,500	41,800	54,300	5,500	35,500	53,000	53,000	39,100	243,400	178,200	131,100	96,300	88,700	27,700
				Yes	51,400	38,600	40,800	51,000	60,200	5,200	21,900	45,200	48,700	39,300	243,900	178,400	130,700	94,800	89,600	28,000

Source: DKS Associates, 2003

Table 6
Peak Period Vehicle Miles of Travel (VMT) by LOS within Traffic Study Area for PSR Alignments

Development Scenario	General PSR Alignment	Termini		Watt Avenue Connection ?	Vehicle Miles of Travel during AM 3 Hour and PM 3 Hour Commute Periods Within Traffic Analysis Study Area ¹														
		SR 70/99	SR 65		A-E			F 1 Hour			F 2 Hour			F 3 or more Hours			Total		
					Freeways	Other	Total	Freeways	Other	Total	Freeways	Other	Total	Freeways	Other	Total	Freeways	Other	Total
2025	No Build				1,636,000	3,785,000	5,421,000	651,000	410,000	1,061,000	222,000	92,000	314,000	188,000	226,000	413,000	2,697,000	4,512,000	7,210,000
	North	North of Sankey	Whitney	No	1,777,000	3,758,000	5,534,000	716,000	391,000	1,108,000	185,000	90,000	275,000	142,000	220,000	362,000	2,820,000	4,459,000	7,279,000
				Yes	1,782,000	3,769,000	5,551,000	721,000	380,000	1,100,000	167,000	95,000	261,000	156,000	217,000	373,000	2,825,000	4,461,000	7,285,000
	Central	Sankey	Whitney	No	1,766,000	3,762,000	5,528,000	765,000	373,000	1,139,000	181,000	97,000	278,000	140,000	217,000	357,000	2,852,000	4,449,000	7,301,000
				Yes	1,790,000	3,787,000	5,577,000	755,000	360,000	1,115,000	190,000	82,000	271,000	126,000	220,000	346,000	2,861,000	4,448,000	7,309,000
		North of Riego	Whitney	No	1,780,000	3,756,000	5,535,000	773,000	387,000	1,160,000	187,000	87,000	275,000	130,000	218,000	348,000	2,869,000	4,448,000	7,318,000
				Yes	1,789,000	3,765,000	5,554,000	768,000	380,000	1,148,000	178,000	85,000	263,000	132,000	216,000	347,000	2,867,000	4,446,000	7,313,000
	South	North of Riego	Sunset	No	1,791,000	3,764,000	5,554,000	718,000	376,000	1,094,000	159,000	96,000	255,000	159,000	219,000	377,000	2,826,000	4,455,000	7,281,000
				Yes	1,863,000	3,751,000	5,614,000	690,000	371,000	1,061,000	175,000	85,000	260,000	154,000	216,000	370,000	2,882,000	4,423,000	7,305,000
		South of Riego	Sunset	No	1,792,000	3,758,000	5,550,000	732,000	381,000	1,112,000	200,000	90,000	291,000	141,000	216,000	357,000	2,865,000	4,445,000	7,310,000
				Yes	1,876,000	3,753,000	5,629,000	708,000	369,000	1,077,000	193,000	90,000	283,000	139,000	207,000	346,000	2,916,000	4,419,000	7,335,000
	Cumulative Development Scenario A	No Build				1,599,000	4,279,000	5,878,000	720,000	746,000	1,466,000	244,000	189,000	433,000	314,000	439,000	753,000	2,877,000	5,653,000
North		North of Sankey	Whitney	No	1,812,000	4,308,000	6,121,000	734,000	662,000	1,396,000	255,000	192,000	447,000	268,000	406,000	675,000	3,071,000	5,569,000	8,639,000
				Yes	1,846,000	4,325,000	6,171,000	739,000	668,000	1,408,000	264,000	174,000	438,000	260,000	387,000	647,000	3,109,000	5,555,000	8,664,000
Central		Sankey	Whitney	No	1,841,000	4,288,000	6,129,000	749,000	707,000	1,457,000	267,000	143,000	409,000	252,000	405,000	658,000	3,110,000	5,543,000	8,653,000
				Yes	1,902,000	4,285,000	6,187,000	714,000	691,000	1,405,000	268,000	179,000	446,000	288,000	358,000	646,000	3,171,000	5,513,000	8,684,000
		North of Riego	Whitney	No	1,873,000	4,288,000	6,161,000	710,000	682,000	1,392,000	295,000	162,000	457,000	254,000	397,000	652,000	3,132,000	5,529,000	8,661,000
				Yes	1,932,000	4,287,000	6,219,000	707,000	684,000	1,391,000	299,000	178,000	476,000	252,000	352,000	604,000	3,189,000	5,501,000	8,690,000
South		North of Riego	Sunset	No	1,813,000	4,298,000	6,111,000	784,000	688,000	1,472,000	211,000	159,000	370,000	276,000	398,000	674,000	3,084,000	5,543,000	8,627,000
				Yes	1,917,000	4,295,000	6,212,000	745,000	656,000	1,401,000	240,000	168,000	408,000	279,000	375,000	654,000	3,180,000	5,495,000	8,676,000
		South of Riego	Sunset	No	1,845,000	4,273,000	6,118,000	740,000	676,000	1,416,000	218,000	176,000	394,000	313,000	403,000	716,000	3,116,000	5,528,000	8,644,000
				Yes	1,952,000	4,265,000	6,216,000	716,000	641,000	1,357,000	218,000	174,000	392,000	314,000	388,000	702,000	3,199,000	5,469,000	8,668,000
Cumulative Development Scenario B		No Build				1,580,000	4,215,000	5,795,000	691,000	748,000	1,439,000	279,000	204,000	484,000	315,000	431,000	746,000	2,866,000	5,598,000
	North	North of Sankey	Whitney	No	1,778,000	4,221,000	5,999,000	729,000	675,000	1,404,000	251,000	208,000	458,000	283,000	413,000	696,000	3,040,000	5,517,000	8,557,000
				Yes	1,821,000	4,231,000	6,052,000	702,000	685,000	1,387,000	268,000	206,000	474,000	283,000	380,000	663,000	3,074,000	5,503,000	8,576,000
	Central	Sankey	Whitney	No	1,817,000	4,192,000	6,009,000	717,000	709,000	1,426,000	274,000	193,000	467,000	271,000	403,000	674,000	3,079,000	5,496,000	8,575,000
				Yes	1,873,000	4,208,000	6,082,000	703,000	708,000	1,411,000	286,000	178,000	464,000	269,000	376,000	645,000	3,132,000	5,469,000	8,601,000
		North of Riego	Whitney	No	1,828,000	4,220,000	6,048,000	725,000	682,000	1,407,000	286,000	195,000	481,000	252,000	404,000	656,000	3,091,000	5,501,000	8,592,000
				Yes	1,890,000	4,206,000	6,096,000	669,000	692,000	1,361,000	329,000	198,000	527,000	253,000	367,000	620,000	3,142,000	5,463,000	8,605,000
	South	North of Riego	Sunset	No	1,776,000	4,221,000	5,997,000	748,000	695,000	1,443,000	230,000	199,000	429,000	293,000	399,000	692,000	3,048,000	5,514,000	8,562,000
				Yes	1,877,000	4,216,000	6,093,000	751,000	658,000	1,408,000	216,000	195,000	411,000	286,000	390,000	676,000	3,130,000	5,457,000	8,588,000
		South of Riego	Sunset	No	1,825,000	4,214,000	6,038,000	699,000	682,000	1,381,000	250,000	191,000	441,000	304,000	409,000	713,000	3,078,000	5,495,000	8,573,000
				Yes	1,931,000	4,201,000	6,132,000	683,000	652,000	1,334,000	228,000	192,000	420,000	327,000	393,000	720,000	3,169,000	5,438,000	8,607,000

¹ See Figure 1 for Traffic Analysis Study Area.
Source: DKS Associates, 2003

Table 6A
Percent of Peak Period Vehicle Miles of Travel (VMT) by LOS within Traffic Study Area for PSR Alignments

Development Scenario	General PSR Alignment	Termini		Watt Avenue Connection ?	Vehicle Miles of Travel during AM 3 Hour and PM 3 Hour Commute Periods Within Traffic Analysis Study Area ¹														
		SR 70/99	SR 65		A-E			F 1 Hour			F 2 Hour			F 3 or more Hours			Total		
					Freeways	Other	Total	Freeways	Other	Total	Freeways	Other	Total	Freeways	Other	Total	Freeways	Other	Total
2025	No Build				60.7%	83.9%	75.2%	24.1%	9.1%	14.7%	8.2%	2.0%	4.4%	7.0%	5.0%	5.7%	100.0%	100.0%	100.0%
	North	North of Sankey	Whitney	No	63.0%	84.3%	76.0%	25.4%	8.8%	15.2%	6.5%	2.0%	3.8%	5.0%	4.9%	5.0%	100.0%	100.0%	100.0%
				Yes	63.1%	84.5%	76.2%	25.5%	8.5%	15.1%	5.9%	2.1%	3.6%	5.5%	4.9%	5.1%	100.0%	100.0%	100.0%
	Central	Sankey	Whitney	No	61.9%	84.6%	75.7%	26.8%	8.4%	15.6%	6.3%	2.2%	3.8%	4.9%	4.9%	4.9%	100.0%	100.0%	100.0%
				Yes	62.6%	85.1%	76.3%	26.4%	8.1%	15.3%	6.6%	1.8%	3.7%	4.4%	4.9%	4.7%	100.0%	100.0%	100.0%
		North of Riego	Whitney	No	62.0%	84.4%	75.6%	26.9%	8.7%	15.9%	6.5%	2.0%	3.8%	4.5%	4.9%	4.8%	100.0%	100.0%	100.0%
				Yes	62.4%	84.7%	75.9%	26.8%	8.6%	15.7%	6.2%	1.9%	3.6%	4.6%	4.9%	4.8%	100.0%	100.0%	100.0%
	South	North of Riego	Sunset	No	63.4%	84.5%	76.3%	25.4%	8.4%	15.0%	5.6%	2.2%	3.5%	5.6%	4.9%	5.2%	100.0%	100.0%	100.0%
				Yes	64.6%	84.8%	76.8%	23.9%	8.4%	14.5%	6.1%	1.9%	3.6%	5.3%	4.9%	5.1%	100.0%	100.0%	100.0%
		South of Riego	Sunset	No	62.5%	84.5%	75.9%	25.5%	8.6%	15.2%	7.0%	2.0%	4.0%	4.9%	4.9%	4.9%	100.0%	100.0%	100.0%
Yes				64.3%	84.9%	76.7%	24.3%	8.3%	14.7%	6.6%	2.0%	3.9%	4.8%	4.7%	4.7%	100.0%	100.0%	100.0%	
Cumulative Development Scenario A	No Build				55.6%	75.7%	68.9%	25.0%	13.2%	17.2%	8.5%	3.3%	5.1%	10.9%	7.8%	8.8%	100.0%	100.0%	100.0%
	North	North of Sankey	Whitney	No	59.0%	77.4%	70.8%	23.9%	11.9%	16.2%	8.3%	3.4%	5.2%	8.7%	7.3%	7.8%	100.0%	100.0%	100.0%
				Yes	59.4%	77.9%	71.2%	23.8%	12.0%	16.2%	8.5%	3.1%	5.1%	8.4%	7.0%	7.5%	100.0%	100.0%	100.0%
	Central	Sankey	Whitney	No	59.2%	77.4%	70.8%	24.1%	12.8%	16.8%	8.6%	2.6%	4.7%	8.1%	7.3%	7.6%	100.0%	100.0%	100.0%
				Yes	60.0%	77.7%	71.2%	22.5%	12.5%	16.2%	8.4%	3.2%	5.1%	9.1%	6.5%	7.4%	100.0%	100.0%	100.0%
		North of Riego	Whitney	No	59.8%	77.6%	71.1%	22.7%	12.3%	16.1%	9.4%	2.9%	5.3%	8.1%	7.2%	7.5%	100.0%	100.0%	100.0%
				Yes	60.6%	77.9%	71.6%	22.2%	12.4%	16.0%	9.4%	3.2%	5.5%	7.9%	6.4%	7.0%	100.0%	100.0%	100.0%
	South	North of Riego	Sunset	No	58.8%	77.5%	70.8%	25.4%	12.4%	17.1%	6.8%	2.9%	4.3%	9.0%	7.2%	7.8%	100.0%	100.0%	100.0%
				Yes	60.3%	78.2%	71.6%	23.4%	11.9%	16.2%	7.5%	3.1%	4.7%	8.8%	6.8%	7.5%	100.0%	100.0%	100.0%
		South of Riego	Sunset	No	59.2%	77.3%	70.8%	23.8%	12.2%	16.4%	7.0%	3.2%	4.6%	10.1%	7.3%	8.3%	100.0%	100.0%	100.0%
Yes				61.0%	78.0%	71.7%	22.4%	11.7%	15.7%	6.8%	3.2%	4.5%	9.8%	7.1%	8.1%	100.0%	100.0%	100.0%	
Cumulative Development Scenario B	No Build				55.1%	75.3%	68.5%	24.1%	13.4%	17.0%	9.7%	3.6%	5.7%	11.0%	7.7%	8.8%	100.0%	100.0%	100.0%
	North	North of Sankey	Whitney	No	58.5%	76.5%	70.1%	24.0%	12.2%	16.4%	8.3%	3.8%	5.4%	9.3%	7.5%	8.1%	100.0%	100.0%	100.0%
				Yes	59.2%	76.9%	70.6%	22.8%	12.5%	16.2%	8.7%	3.7%	5.5%	9.2%	6.9%	7.7%	100.0%	100.0%	100.0%
	Central	Sankey	Whitney	No	59.0%	76.3%	70.1%	23.3%	12.9%	16.6%	8.9%	3.5%	5.4%	8.8%	7.3%	7.9%	100.0%	100.0%	100.0%
				Yes	59.8%	76.9%	70.7%	22.5%	12.9%	16.4%	9.1%	3.2%	5.4%	8.6%	6.9%	7.5%	100.0%	100.0%	100.0%
		North of Riego	Whitney	No	59.1%	76.7%	70.4%	23.4%	12.4%	16.4%	9.3%	3.5%	5.6%	8.2%	7.3%	7.6%	100.0%	100.0%	100.0%
				Yes	60.2%	77.0%	70.9%	21.3%	12.7%	15.8%	10.5%	3.6%	6.1%	8.0%	6.7%	7.2%	100.0%	100.0%	100.0%
	South	North of Riego	Sunset	No	58.3%	76.6%	70.0%	24.6%	12.6%	16.9%	7.5%	3.6%	5.0%	9.6%	7.2%	8.1%	100.0%	100.0%	100.0%
				Yes	60.0%	77.2%	70.9%	24.0%	12.0%	16.4%	6.9%	3.6%	4.8%	9.2%	7.1%	7.9%	100.0%	100.0%	100.0%
		South of Riego	Sunset	No	59.3%	76.7%	70.4%	22.7%	12.4%	16.1%	8.1%	3.5%	5.1%	9.9%	7.4%	8.3%	100.0%	100.0%	100.0%
Yes				60.9%	77.3%	71.2%	21.5%	12.0%	15.5%	7.2%	3.5%	4.9%	10.3%	7.2%	8.4%	100.0%	100.0%	100.0%	

¹ See Figure 1 for Traffic Analysis Study Area.

Source: DKS Associates, 2003

Table 7
Peak Period Vehicle Hours of Delay (VHD) within Traffic Study Area for PSR Alignments

Development Scenario	General PSR Alignment	Termini		Watt Avenue Connection ?	Vehicle-Hours of Delay ≥ LOS F1 during AM 3 Hour and PM 3 Hour Commute Periods Within Traffic Analysis Study Area			Percent Change from No Build			Vehicle-Hours of Delay ≥ LOS F3 during AM 3 Hour and PM 3 Hour Commute Periods Within Traffic Analysis Study Area			Percent Change from No Build			Difference from No-Build		
					Freeways	Other	Total	Freeways	Other	Total	Freeways	Other	Total	Freeways	Other	Total	VHT	VHD ≥ F1	VHD ≥ F3
		SR 70/99	SR 65																
2025	No Build				9,024	15,491	24,515				2,232	7,508	9,740						
	North	North of Sankey	Whitney	No	8,411	15,153	23,564	-6.8%	-2.2%	-3.9%	1,826	7,345	9,171	-18.2%	-2.2%	-5.8%	-319	-951	-569
				Yes	8,319	15,042	23,361	-7.8%	-2.9%	-4.7%	1,788	7,338	9,126	-19.9%	-2.3%	-6.3%	-493	-1154	-614
	Central	Sankey	Whitney	No	8,165	15,012	23,177	-9.5%	-3.1%	-5.5%	1,668	7,311	8,979	-25.3%	-2.6%	-7.8%	-364	-1338	-761
				Yes	8,060	14,939	22,999	-10.7%	-3.6%	-6.2%	1,630	7,325	8,955	-27.0%	-2.4%	-8.1%	-519	-1516	-785
		North of Riego	Whitney	No	8,276	15,143	23,419	-8.3%	-2.2%	-4.5%	1,724	7,436	9,160	-22.8%	-1.0%	-6.0%	141	-1096	-580
				Yes	8,094	14,987	23,081	-10.3%	-3.3%	-5.8%	1,638	7,400	9,038	-26.6%	-1.4%	-7.2%	-365	-1434	-702
	South	North of Riego	Sunset	No	8,375	15,064	23,439	-7.2%	-2.8%	-4.4%	1,853	7,317	9,170	-17.0%	-2.5%	-5.9%	-446	-1076	-570
				Yes	8,239	14,850	23,089	-8.7%	-4.1%	-5.8%	1,787	7,248	9,035	-19.9%	-3.5%	-7.2%	-730	-1426	-705
		South of Riego	Sunset	No	8,280	15,020	23,300	-8.2%	-3.0%	-5.0%	1,750	7,339	9,089	-21.6%	-2.3%	-6.7%	-184	-1215	-651
Yes				8,200	14,921	23,121	-9.1%	-3.7%	-5.7%	1,709	7,381	9,090	-23.4%	-1.7%	-6.7%	-235	-1394	-650	
Cumulative Development Scenario A	No Build				11,712	27,564	39,276				3,539	13,986	17,525						
	North	North of Sankey	Whitney	No	11,335	26,179	37,514	-3.2%	-5.0%	-4.5%	3,150	13,298	16,448	-11.0%	-4.9%	-6.1%	-882	-1762	-1077
				Yes	11,434	25,305	36,739	-2.4%	-8.2%	-6.5%	3,229	12,678	15,907	-8.8%	-9.4%	-9.2%	-1413	-2537	-1618
	Central	Sankey	Whitney	No	11,138	26,039	37,177	-4.9%	-5.5%	-5.3%	3,022	13,302	16,324	-14.6%	-4.9%	-6.9%	-1167	-2099	-1201
				Yes	11,350	24,660	36,010	-3.1%	-10.5%	-8.3%	3,182	12,213	15,395	-10.1%	-12.7%	-12.2%	-2083	-3266	-2130
		North of Riego	Whitney	No	11,122	25,849	36,971	-5.0%	-6.2%	-5.9%	3,025	13,192	16,217	-14.5%	-5.7%	-7.5%	-1352	-2305	-1308
				Yes	11,301	24,570	35,871	-3.5%	-10.9%	-8.7%	3,142	12,223	15,365	-11.2%	-12.6%	-12.3%	-2173	-3405	-2160
	South	North of Riego	Sunset	No	11,293	25,848	37,141	-3.6%	-6.2%	-5.4%	3,154	13,155	16,309	-10.9%	-5.9%	-6.9%	-1933	-2135	-1216
				Yes	11,458	24,839	36,297	-2.2%	-9.9%	-7.6%	3,253	12,631	15,884	-8.1%	-9.7%	-9.4%	-2406	-2979	-1641
		South of Riego	Sunset	No	11,437	26,159	37,596	-2.3%	-5.1%	-4.3%	3,245	13,429	16,674	-8.3%	-4.0%	-4.9%	-1620	-1680	-851
Yes				11,523	25,058	36,581	-1.6%	-9.1%	-6.9%	3,349	12,922	16,271	-5.4%	-7.6%	-7.2%	-2748	-2695	-1254	
Cumulative Development Scenario B	No Build				12,173	28,139	40,312				3,779	14,552	18,331						
	North	North of Sankey	Whitney	No	11,597	26,809	38,406	-4.7%	-4.7%	-4.7%	3,314	13,989	17,303	-12.3%	-3.9%	-5.6%	-1260	-1906	-1028
				Yes	11,617	25,612	37,229	-4.6%	-9.0%	-7.6%	3,349	13,078	16,427	-11.4%	-10.1%	-10.4%	-2249	-3083	-1904
	Central	Sankey	Whitney	No	11,494	26,341	37,835	-5.6%	-6.4%	-6.1%	3,297	13,633	16,930	-12.8%	-6.3%	-7.6%	-1634	-2477	-1401
				Yes	11,519	25,249	36,768	-5.4%	-10.3%	-8.8%	3,326	12,806	16,132	-12.0%	-12.0%	-12.0%	-2500	-3544	-2199
		North of Riego	Whitney	No	11,392	26,694	38,086	-6.4%	-5.1%	-5.5%	3,251	13,972	17,223	-14.0%	-4.0%	-6.0%	-989	-2226	-1108
				Yes	11,517	25,199	36,716	-5.4%	-10.4%	-8.9%	3,345	12,844	16,189	-11.5%	-11.7%	-11.7%	-2550	-3596	-2142
	South	North of Riego	Sunset	No	11,717	26,642	38,359	-3.7%	-5.3%	-4.8%	3,396	13,897	17,293	-10.1%	-4.5%	-5.7%	-1348	-1953	-1038
				Yes	11,591	25,567	37,158	-4.8%	-9.1%	-7.8%	3,312	13,256	16,568	-12.4%	-8.9%	-9.6%	-2694	-3154	-1763
		South of Riego	Sunset	No	11,583	26,699	38,282	-4.8%	-5.1%	-5.0%	3,443	13,935	17,378	-8.9%	-4.2%	-5.2%	-1508	-2030	-953
Yes				11,771	25,815	37,586	-3.3%	-8.3%	-6.8%	3,594	13,493	17,087	-4.9%	-7.3%	-6.8%	-2140	-2726	-1244	

¹ See Figure 1 for Traffic Analysis Study Area.

Source: DKS Associates, 2003

Table 8
Peak Period Travel Times (in minutes) for PSR Alignments
Between SR 65/Whitney Interchange and Sacramento International Airport

Development Scenario	General PSR Alignment	Termini		Watt Avenue Connection ?	AM Eastbound			PM Eastbound			AM Westbound			PM Westbound		
		SR 70/99	SR 65		via Placer Parkway	via I-80	via Baseline-Riego	via Placer Parkway	via I-80	via Baseline-Riego	via Placer Parkway	via I-80	via Baseline-Riego	via Placer Parkway	via I-80	via Baseline-Riego
2025	No Build					41.7	37.4		47.7	40.1		44.5	39.1		43.9	38.6
	North	North of Sankey	Whitney	No	28.6	41.5	37.1	30.4	46.8	39.4	30.6	43.9	38.7	29.0	43.4	38.3
				Yes	28.5	41.4	36.9	30.5	46.7	39.3	30.5	43.8	38.7	28.8	43.2	37.9
	Central	Sankey	Whitney	No	27.4	41.5	37.0	29.0	46.5	39.4	29.4	43.5	38.9	27.8	43.2	38.3
				Yes	27.4	41.4	36.8	29.0	46.5	39.3	29.3	43.6	38.7	27.9	43.0	38.0
		North of Riego	Whitney	No	26.9	41.5	37.0	28.7	46.7	39.4	29.2	43.5	38.9	27.4	43.2	38.1
				Yes	26.9	41.4	36.9	28.7	46.5	39.3	29.1	43.5	38.8	27.4	43.0	38.1
	South	North of Riego	Sunset	No	30.1	41.4	37.0	32.2	47.0	39.6	32.0	43.8	38.9	30.3	43.2	38.3
				Yes	30.0	41.3	36.7	32.2	46.9	39.3	32.2	43.9	38.7	30.3	43.1	37.8
		South of Riego	Sunset	No	28.4	41.4	37.1	30.5	46.9	39.7	30.6	43.7	39.1	28.5	43.1	38.2
				Yes	28.6	41.3	36.7	30.9	46.7	39.4	30.8	43.7	38.8	28.7	39.0	37.8
	Cumulative Development Scenario A	No Build					42.6	41.4		50.3	48.2		46.4	45.4		45.7
North		North of Sankey	Whitney	No	29.3	42.5	40.9	32.1	49.3	46.4	31.7	45.7	43.9	29.9	45.4	44.0
				Yes	29.4	42.5	39.9	32.4	49.0	45.6	32.0	45.7	43.6	30.1	45.4	42.2
Central		Sankey	Whitney	No	28.2	42.6	40.9	30.8	48.9	46.5	30.4	45.2	44.1	28.8	45.2	44.0
				Yes	28.4	42.4	39.9	31.4	48.9	45.4	30.9	45.3	43.3	29.2	45.0	42.8
		North of Riego	Whitney	No	27.6	42.5	40.7	30.4	48.8	46.5	30.0	45.1	43.8	28.3	44.9	43.6
				Yes	27.9	42.4	39.6	31.2	49.0	45.3	30.6	45.1	43.0	28.8	44.9	42.4
South		North of Riego	Sunset	No	30.9	42.5	40.3	34.7	49.3	46.6	33.3	45.8	44.2	31.4	45.3	43.5
				Yes	31.4	42.5	39.2	35.7	49.4	44.9	34.3	45.8	42.8	32.0	45.2	42.2
		South of Riego	Sunset	No	30.0	42.5	40.4	33.9	49.3	46.7	33.2	45.7	44.0	31.4	45.5	43.5
				Yes	30.3	42.4	39.1	34.8	49.4	44.5	33.8	45.7	42.2	31.9	45.3	42.0
Cumulative Development Scenario B		No Build					43.5	40.7		50.1	45.2		46.4	42.9		46.5
	North	North of Sankey	Whitney	No	29.0	43.1	40.3	32.3	49.1	44.4	32.2	45.8	42.3	29.6	45.7	43.1
				Yes	29.1	43.0	39.8	32.3	49.2	43.8	32.2	45.8	41.9	29.7	45.6	41.7
	Central	Sankey	Whitney	No	27.8	43.0	40.3	31.1	49.4	45.0	30.8	45.3	42.4	28.4	45.7	44.6
				Yes	28.1	42.9	39.4	31.4	49.1	43.8	31.1	45.4	41.8	28.7	45.4	41.6
		North of Riego	Whitney	No	27.2	42.9	40.3	30.6	49.0	44.9	30.3	45.2	42.4	27.9	45.4	43.3
				Yes	27.6	42.8	39.3	31.0	48.9	43.7	30.7	45.3	41.9	28.3	45.1	41.4
	South	North of Riego	Sunset	No	30.6	43.0	40.3	34.5	49.2	44.6	33.5	46.0	42.5	31.1	45.8	42.6
				Yes	31.3	42.9	39.2	35.2	49.4	43.7	34.1	45.7	41.4	31.9	45.8	41.3
		South of Riego	Sunset	No	29.5	42.9	40.2	33.5	49.1	44.6	33.2	45.9	42.2	30.5	45.8	42.8
				Yes	30.0	42.9	39.0	34.2	49.2	43.3	33.8	45.9	41.3	31.2	45.7	41.2

Source: DKS Associates, 2003

Table 8A
Peak Period Travel Times (in minutes) for PSR Alignments
Between SR 65/Whitney Interchange and Sacramento International Airport

Development Scenario	General PSR Alignment	Termini		Watt Avenue Connection ?	AM Eastbound			PM Eastbound			AM Westbound			PM Westbound		
		SR 70/99	SR 65		via Placer Parkway	via I-80	via Baseline-Riego	via Placer Parkway	via I-80	via Baseline-Riego	via Placer Parkway	via I-80	via Baseline-Riego	via Placer Parkway	via I-80	via Baseline-Riego
2025	No Build					35.1	39.3		42.7	44.4		39.1	41.4		37.9	41.0
	North	North of Sankey	Whitney	No	30.6	34.8	39.1	34.9	41.8	43.9	33.1	38.5	41.3	31.4	37.4	40.7
				Yes	30.5	34.8	38.9	35.0	41.9	43.9	33.0	38.3	41.2	31.3	37.3	40.4
	Central	Sankey	Whitney	No	29.4	34.8	39.1	33.5	41.6	43.9	31.9	38.1	41.4	30.3	37.2	40.8
				Yes	29.4	34.7	38.8	33.5	41.5	43.8	31.9	38.2	41.3	30.4	37.0	40.5
		North of Riego	Whitney	No	28.9	34.8	39.1	33.3	41.8	44.0	31.8	38.2	41.4	29.9	37.2	40.6
				Yes	28.9	34.7	38.9	33.3	41.5	43.9	31.7	38.1	41.4	29.9	37.0	40.6
	South	North of Riego	Sunset	No	32.1	34.8	39.0	36.7	42.1	44.1	34.5	38.4	41.4	32.8	37.2	40.7
				Yes	32.0	34.7	38.7	36.7	42.0	43.8	34.7	38.5	41.1	32.7	37.2	40.2
		South of Riego	Sunset	No	30.4	34.7	39.1	35.2	41.9	44.3	33.2	38.3	41.6	31.0	37.1	40.7
				Yes	30.6	34.6	38.7	35.6	41.9	44.0	33.4	38.3	41.4	31.2	37.1	40.4
	Cumulative Development Scenario A	No Build					36.0	44.1		44.9	53.0		40.5	48.1		39.7
North		North of Sankey	Whitney	No	32.0	35.8	43.6	37.2	44.0	51.5	34.6	39.8	46.8	33.5	39.4	47.5
				Yes	32.1	35.8	42.6	37.5	43.7	50.7	34.9	39.8	46.5	33.6	39.3	45.7
Central		Sankey	Whitney	No	30.9	35.8	43.6	35.8	43.6	51.6	33.2	39.3	46.9	32.4	39.2	47.5
				Yes	31.1	35.6	42.6	36.7	43.5	50.6	33.9	39.5	46.3	32.7	38.9	46.4
		North of Riego	Whitney	No	30.2	35.8	43.4	35.6	43.5	51.6	32.9	39.3	46.7	31.8	38.9	47.0
				Yes	30.6	35.7	42.3	36.4	43.7	50.5	33.6	39.3	46.0	32.2	38.8	45.8
South		North of Riego	Sunset	No	33.6	35.7	43.0	39.8	43.9	51.7	36.2	40.0	47.1	34.9	39.2	47.0
				Yes	34.1	35.7	41.8	40.8	44.1	50.0	37.3	40.0	45.8	35.5	39.1	45.7
		South of Riego	Sunset	No	32.7	35.8	43.1	39.1	43.9	51.9	36.1	39.9	46.9	35.0	39.5	47.1
				Yes	33.0	35.6	41.9	40.0	44.0	49.7	36.9	39.8	45.3	35.5	39.2	45.6
Cumulative Development Scenario B		No Build					36.7	43.1		44.7	50.0		40.5	45.9		40.3
	North	North of Sankey	Whitney	No	31.4	36.2	42.7	37.2	43.8	49.3	35.1	39.9	45.2	32.8	39.5	46.3
				Yes	31.5	36.1	42.3	37.4	44.0	48.9	35.1	39.8	44.7	32.9	39.4	44.8
	Central	Sankey	Whitney	No	30.3	36.1	42.7	36.2	44.2	50.1	33.7	39.5	45.3	31.6	39.4	47.8
				Yes	30.5	36.0	41.8	36.4	43.9	48.9	34.0	39.5	44.8	32.1	39.3	44.9
		North of Riego	Whitney	No	29.7	36.0	42.8	35.8	43.8	50.0	33.2	39.4	45.2	31.1	39.1	46.5
				Yes	30.0	35.9	41.8	36.1	43.6	48.8	33.7	39.4	44.8	31.6	38.9	44.7
	South	North of Riego	Sunset	No	33.1	36.2	42.7	39.5	43.9	49.5	36.5	40.0	45.4	34.3	39.7	45.8
				Yes	33.8	36.0	41.7	40.1	44.1	48.6	37.0	39.9	44.4	35.0	39.6	44.4
		South of Riego	Sunset	No	32.0	36.1	42.7	38.5	43.8	49.7	36.1	40.0	45.1	33.9	39.6	46.2
				Yes	32.5	36.0	41.6	39.4	43.9	48.4	36.8	40.0	44.3	34.5	39.5	44.5

Source: DKS Associates, 2003