

**APPENDIX B**

**TRAFFIC ANALYSIS FOR NO PROJECT  
ALTERNATIVE (1983 GENERAL PLAN)**

3-16-09

## Fehr &amp; Peers Updated Analysis Results (Based on Changes to Woodland Gateway)

Table V.C-2: No Project Alternative (1983 General Plan) AM Peak Hour Traffic Forecasts and LOS

Roadway	Segment	No Project Alternative - 1983 General Plan		Proposed Project - Draft 2030 General Plan	
		AM Peak Hour Volume	LOS <sup>a</sup>	AM Peak Hour Volume	LOS
<b>Interstate 5 Northbound</b>					
	1. Colusa County Line to Interstate 505	1,070	A	2,230	C
	2. Interstate 505 to County Road 13	750	A	1,410	B
	3. County Road 13 to State Route 113 (East)	1,880	B	2,240	C
	4. State Route 113 (East) to County Road 102	1,840	B	2,030	C
	5. County Road 102 to Sacramento County Line	3,040	D	3,500	D
<b>Interstate 5 Southbound</b>					
	1. Colusa County Line to Interstate 505	1,800	B	4,010	E
	2. Interstate 505 to County Road 13	1,440	B	2,790	C
	3. County Road 13 to State Route 113 (East)	2,170	C	3,010	D
	4. State Route 113 (East) to County Road 102	2,740	C	3,290	D
	5. County Road 102 to Sacramento County Line	3,090	D	3,550	D
<b>Interstate 505 Northbound</b>					
	1. Solano County Line to State Route 128	1,030	A	1,230	B
	2. State Route 128 to State Route 16	610	A	780	A
	3. State Route 16 to County Road 14	340	A	800	A
	4. County Road 14 to Interstate 5	320	A	820	A
<b>Interstate 505 Southbound</b>					
	1. Solano County Line to State Route 128	1,570	B	2,000	B
	2. State Route 128 to State Route 16	780	A	1,340	B
	3. State Route 16 to County Road 14	420	A	1,230	B
	4. County Road 14 to Interstate 5	360	A	1,210	B
<b>Interstate 80 Eastbound</b>					
	1. Solano County Line to Mace Boulevard	4,960	D	4,970	D
	2. County Road 32A to U.S. 50	5,980	E	6,070	F
<b>Interstate 80 Westbound</b>					
	1. Solano County Line to Mace Boulevard	4,510	D	4,320	C
	2. County Road 32A to U.S. 50	6,090	F	5,900	E
<b>State Route 113 Northbound</b>					
	1. Solano County Line to Covell Boulevard	1,960	B	1,940	B
	2. Covell Boulevard to Gibson Road	1,540	B	1,570	B
	3. Gibson Road to Interstate 5	640	A	790	A

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**Fehr & Peers Updated Analysis Results (Based on Changes to Woodland Gateway)**

Roadway	Segment	No Project Alternative - 1983 General Plan		Proposed Project - Draft 2030 General Plan	
		AM Peak Hour Volume	LOS <sup>a</sup>	AM Peak Hour Volume	LOS
<b>State Route 113 Southbound</b>					
	1. Solano County Line to Covell Boulevard	3,090	D	3,150	D
	2. Covell Boulevard to Gibson Road	2,330	C	2,580	C
	3. Gibson Road to Interstate 5	930	A	1,240	B

<sup>a</sup> LOS (Level of Service) based on peak hour roadway segment thresholds developed using the Highway Capacity Manual methodology.

Source: Fehr & Peers, 2009.

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**Fehr & Peers Updated Analysis Results (Based on Changes to Woodland Gateway)**

**Table V.C-3: No Project Alternative (1983 General Plan) PM Peak Hour Traffic Forecasts and LOS**

Roadway	Segment	No Project Alternative - 1983 General Plan		Draft 2030 General Plan	
		PM Peak Hour Volume	LOS <sup>a</sup>	PM Peak Hour Volume	LOS
<b>Chiles Road/County Road 32B</b>					
	1. Mace Boulevard to Webster Road	380	C	390	C
<b>Clarksburg Road</b>					
	1. State Route 84 to South River Road	260	C	310	C
<b>County Road 6</b>					
	1. County Road 86 to Dunnigan SP	20	A	60	A
	2. Dunnigan SP to Interstate 5	700	D	2,370	D
<b>County Road 12A</b>					
	1. County Road 85 to Interstate 505	20	A	20	A
<b>County Road 12A/92/12</b>					
	1. Interstate 505 to County Road 99W	20	A	20	A
<b>County Road 13</b>					
	1. Interstate 5 to State Route 113	340	C	530	C
<b>County Road 14</b>					
	1. County Road 85 to Interstate 505	100	A	170	B
	2. Interstate 505 to Interstate 5	300	C	240	B
<b>County Road 16A</b>					
	1. Interstate 5 to State Route 113	110	B	220	C
<b>County Road 17</b>					
	1. State Route 113 to County Road 102	120	B	120	B
<b>County Road 19</b>					
	1. County Road 87 to Interstate 505	210	C	440	C
	2. Interstate 505 to County Road 94B	210	C	250	C
<b>County Road 21A</b>					
	1. County Road 85B to State Route 16	420	C	660	C
<b>County Road 23</b>					
	1. County Road 85B to County Road 89	340	C	440	C
<b>County Road 24</b>					
	1. County Road 90 to County Road 95	140	B	670	C
	2. County Road 95 to County Road 98	470	C	750	D
<b>County Road 27</b>					
	1. Interstate 505 to County Road 95	340	C	390	C
	2. County Road 95 to County Road 98	380	C	350	C
	3. County Road 98 to State Route 113	660	C	730	D

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**Fehr & Peers Updated Analysis Results (Based on Changes to Woodland Gateway)**

Roadway	Segment	No Project Alternative - 1983 General Plan		Draft 2030 General Plan	
		PM Peak Hour Volume	LOS <sup>a</sup>	PM Peak Hour Volume	LOS
<b>County Road 28H</b>					
	1. County Road 102 to County Road 105	300	C	490	C
<b>County Road 29A/92E/29</b>					
	1. Interstate 505 to County Road 95	70	A	70	A
<b>County Road 29</b>					
	1. County Road 95 to County Road 98	160	B	260	C
	2. County Road 98 to State Route 113	290	C	430	C
	3. State Route 113 to County Road 102	460	C	570	C
<b>County Road 31</b>					
	1. County Road 93A to County Road 95	710	C	730	C
	2. County Road 95 to County Road 98	770	C	820	D
<b>County Road 32A</b>					
	1. Mace Boulevard to County Road 105	370	C	350	C
	2. County Road 105 to Webster Road	590	C	770	D
<b>County Road 85B</b>					
	1. County Road 23 to County Road 21A	310	C	420	C
	2. County Road 21A to State Route 16	690	D	620	C
<b>County Road 85</b>					
	1. State Route 16 to County Road 12	60	A	200	B
<b>County Road 85/8/86</b>					
	1. County Road 12 to County Road 6	70	A	100	B
<b>County Road 87</b>					
	1. State Route 16 to County Road 14	60	A	60	A
<b>County Road 89</b>					
	1. County Road 29A to County Road 27	540	C	1,030	D
	2. County Road 27 to County Road 24A	540	C	1,430	E
	3. County Road 24A to State Route 16	210	C	1,630	E
<b>County Road 94B</b>					
	1. State Route 16 to County Road 19	80	A	120	B

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Roadway	Segment	No Project Alternative - 1983 General Plan		Draft 2030 General Plan	
		PM Peak Hour Volume	LOS <sup>a</sup>	PM Peak Hour Volume	LOS
<b>County Road 98</b>					
	1. Solano County Line to County Road 31	490	C	470	C
	2. County Road 31 to County Road 29	670	C	700	C
	3. County Road 29 to County Road 27	730	C	800	D
	4. County Road 27 to County Road 24	690	C	790	C
	5. County Road 24 to State Route 16	850	C	920	C
<b>County Road 99</b>					
	1. County Road 31 to County Road 27	200	B	210	C
	2. County Road 27 to Gibson Road	270	C	270	C
<b>County Road 99W</b>					
	1. County Road 8 to County Road 6	130	B	930	C
	2. County Road 6 to County Road 2	360	C	450	C
<b>County Road 101A</b>					
	1. Covell Boulevard to County Road 29	680	C	720	C
<b>County Road 102</b>					
	1. Covell Boulevard to County Road 29	1,110	D	1,140	D
	2. County Road 29 to County Road 27	1,390	D	1,490	D
	3. County Road 27 to Gibson Road	1,780	E	1,800	E
	4. Gibson Road to Interstate 5	2,930	D	2,890	D
	5. Interstate 5 to County Road 17	1,480	D	1,760	E
	6. County Road 17 to State Route 113	1,210	D	1,290	D
<b>County Road 105</b>					
	1. County Road 32A to County Road 28H	300	C	490	C
<b>Covell Boulevard</b>					
	1. County Road 98 to State Route 113	2,190	F	2,210	F
	2. State Route 113 to County Road 102	2,770	E	2,790	E
	3. County Road 102 to Mace Boulevard	1,830	D	1,870	D
<b>East Street</b>					
	1. Gibson Road to Interstate 5	930	C	1,140	C
<b>Gibson Road</b>					
	1. County Road 98 to State Route 113	2,660	D	2,690	D
<b>Harbor Boulevard</b>					
	1. U.S. 50 to Reed Avenue	1,620	C	1,730	C
<b>Jefferson Boulevard</b>					
	1. Gregory Avenue to U.S. 50	3,580	F	3,540	F

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Fehr & Peers Updated Analysis Results (Based on Changes to Woodland Gateway)

Roadway	Segment	No Project Alternative - 1983 General Plan		Draft 2030 General Plan	
		PM Peak Hour Volume	LOS <sup>a</sup>	PM Peak Hour Volume	LOS
<b>Mace Boulevard</b>					
	1. County Road 35 to County Road 32D	350	C	360	C
	2. County Road 32D to Interstate 80	1,700	C	1,760	D
<b>Main Street</b>					
	1. County Road 98 to State Route 113	2,860	E	2,800	E
<b>Old River Road</b>					
	1. County Road 127 to County Road 118	960	D	1,520	D
<b>Railroad Avenue</b>					
	1. State Route 128 to Winters City Limits	470	C	420	C
<b>Reed Avenue</b>					
	1. Interstate 80 to Jefferson Boulevard	2,740	D	2,840	E
<b>Russell Boulevard</b>					
	1. Interstate 505 to County Road 31	700	C	670	C
	2. County Road 98 to State Route 113	2,110	D	2,170	D
<b>South River Road</b>					
	1. Clarksburg Road to Freeport Bridge	630	C	680	C
	2. Freeport Bridge to Burrows Avenue	990	D	980	D
<b>Willow Point Road</b>					
	1. State Route 84 to South River Road	270	C	300	C
<b>Interstate 5 Northbound</b>					
	1. Colusa County Line to Interstate 505	2,150	C	4,370	F
	2. Interstate 505 to County Road 13	1,660	B	2,870	C
	3. County Road 13 to State Route 113 (East)	2,510	C	3,360	D
	4. State Route 113 (East) to County Road 102	2,870	C	3,400	D
	5. County Road 102 to Sacramento County Line	3,090	D	3,880	E
<b>Interstate 5 Southbound</b>					
	1. Colusa County Line to Interstate 505	1,310	B	2,780	C
	2. Interstate 505 to County Road 13	930	A	1,690	B
	3. County Road 13 to State Route 113 (East)	2,110	C	2,600	C
	4. State Route 113 (East) to County Road 102	2,780	C	2,980	D
	5. County Road 102 to Sacramento County Line	3,760	E	4,630	F

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## Fehr &amp; Peers Updated Analysis Results (Based on Changes to Woodland Gateway)

Roadway	Segment	No Project Alternative - 1983 General Plan		Draft 2030 General Plan	
		PM Peak Hour Volume	LOS <sup>a</sup>	PM Peak Hour Volume	LOS
<b>Interstate 505 Northbound</b>					
	1. Solano County Line to State Route 128	1,910	B	2,410	C
	2. State Route 128 to State Route 16	940	A	1,670	B
	3. State Route 16 to County Road 14	510	A	1,540	B
	4. County Road 14 to Interstate 5	490	A	1,500	B
<b>Interstate 505 Southbound</b>					
	1. Solano County Line to State Route 128	1,450	B	1,620	B
	2. State Route 128 to State Route 16	950	A	1,130	B
	3. State Route 16 to County Road 14	540	A	1,100	A
	4. County Road 14 to Interstate 5	380	A	1,080	A
<b>Interstate 80 Eastbound</b>					
	1. Solano County Line to Mace Boulevard	4,630	D	4,610	D
	2. County Road 32A to U.S. 50	6,200	F	6,120	F
<b>Interstate 80 Westbound</b>					
	1. Solano County Line to Mace Boulevard	5,480	E	5,620	E
	2. County Road 32A to U.S. 50	6,330	F	6,580	F
<b>State Route 113 Northbound</b>					
	1. Solano County Line to Covell Boulevard	2,820	C	2,980	D
	2. Covell Boulevard to Gibson Road	2,550	C	2,850	C
	3. Gibson Road to Interstate 5	860	A	1,280	B
<b>State Route 113 Southbound</b>					
	1. Solano County Line to Covell Boulevard	2,060	C	2,190	C
	2. Covell Boulevard to Gibson Road	1,900	B	2,130	C
	3. Gibson Road to Interstate 5	1,540	B	1,770	B
<b>State Route 113</b>					
	4. Interstate 5 to County Road 17	1,260	D	1,580	D
	5. County Road 17 to County Road 13	460	C	520	C
	6. County Road 13 to County Road 102	710	C	940	D
	7. County Road 102 to State Route 45	1,750	D	2,060	F
<b>State Route 128</b>					
	1. Napa County Line to County Road 86	200	B	200	B
	2. County Road 86 to Railroad Avenue	1,010	D	930	D
	3. Railroad Avenue to Interstate 505	1,380	D	1,250	D

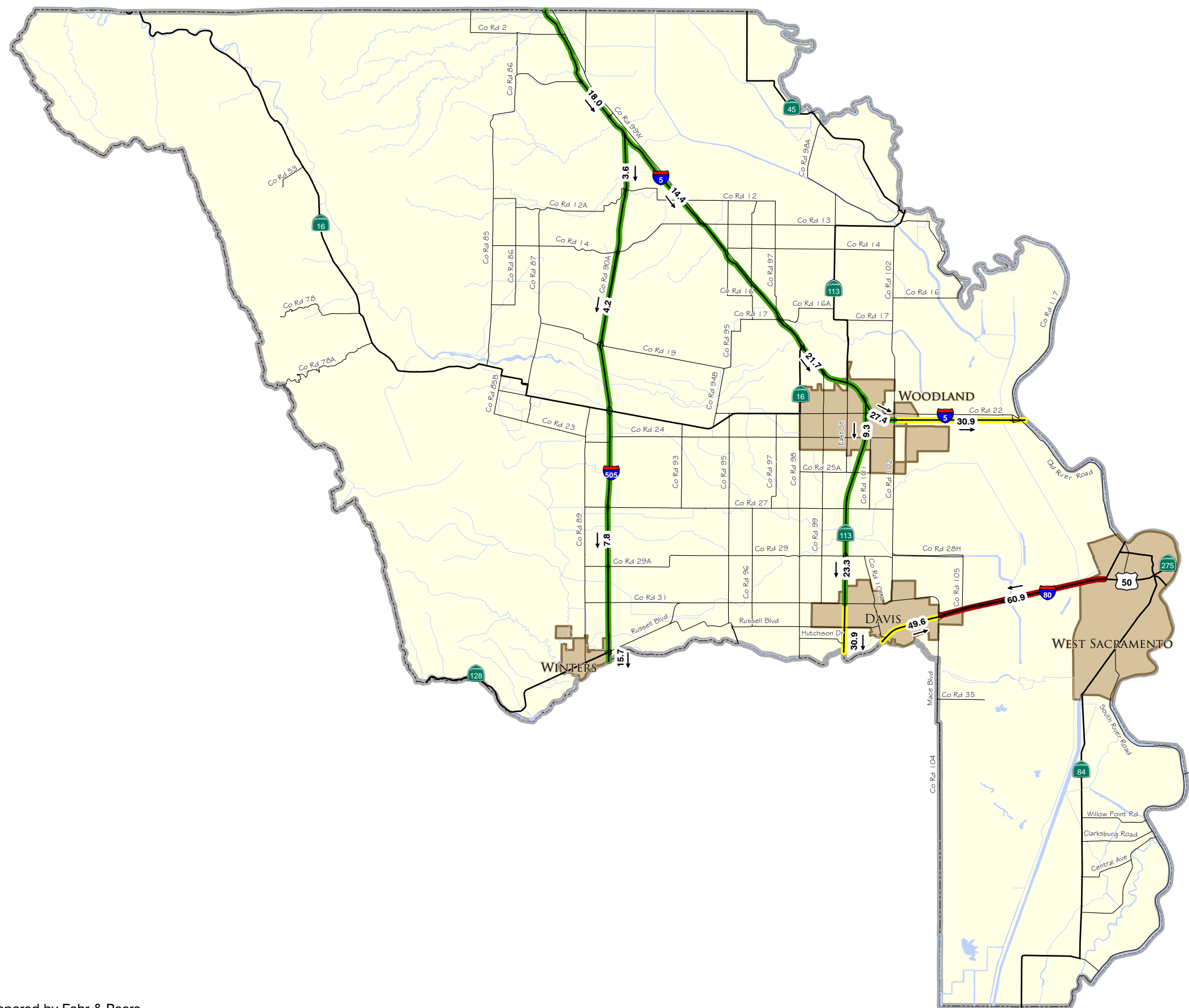


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**Fehr & Peers Updated Analysis Results (Based on Changes to Woodland Gateway)**

Roadway	Segment	No Project Alternative - 1983 General Plan		Draft 2030 General Plan	
		PM Peak Hour Volume	LOS <sup>a</sup>	PM Peak Hour Volume	LOS
<b>State Route 16</b>					
	1. Arbuckle Road to County Road 78	220	B	220	B
	2. County Road 78 to County Road 85B	1,910	E	2,000	E
	3. County Road 85B to County Road 87	1,170	D	1,210	D
	4. County Road 87 to County Road 21A	1,290	D	1,580	D
	5. County Road 21A to Madison	2,040	E	2,300	D
	6. Madison to Interstate 505	1,950	E	3,390	D
	7. Interstate 505 to County Road 94B	1,110	D	1,390	D
	8. County Road 94B to County Road 98	1,430	D	1,640	E
	9. Main Street to Interstate 5	610	C	930	D
<b>State Route 45</b>					
	1. State Route 113 to County Road 98A	130	B	130	B
<b>State Route 84</b>					
	1. Clarksburg Road to Gregory Avenue	430	C	450	C

<sup>a</sup> LOS (Level of Service) based on peak hour roadway segment thresholds developed using the Highway Capacity Manual methodology  
 Source: Fehr & Peers, 2009.



**LEGEND**

-  Incorporated Cities
-  Yolo County Line
- Level of Service**
-  A - C
-  D
-  E
-  F

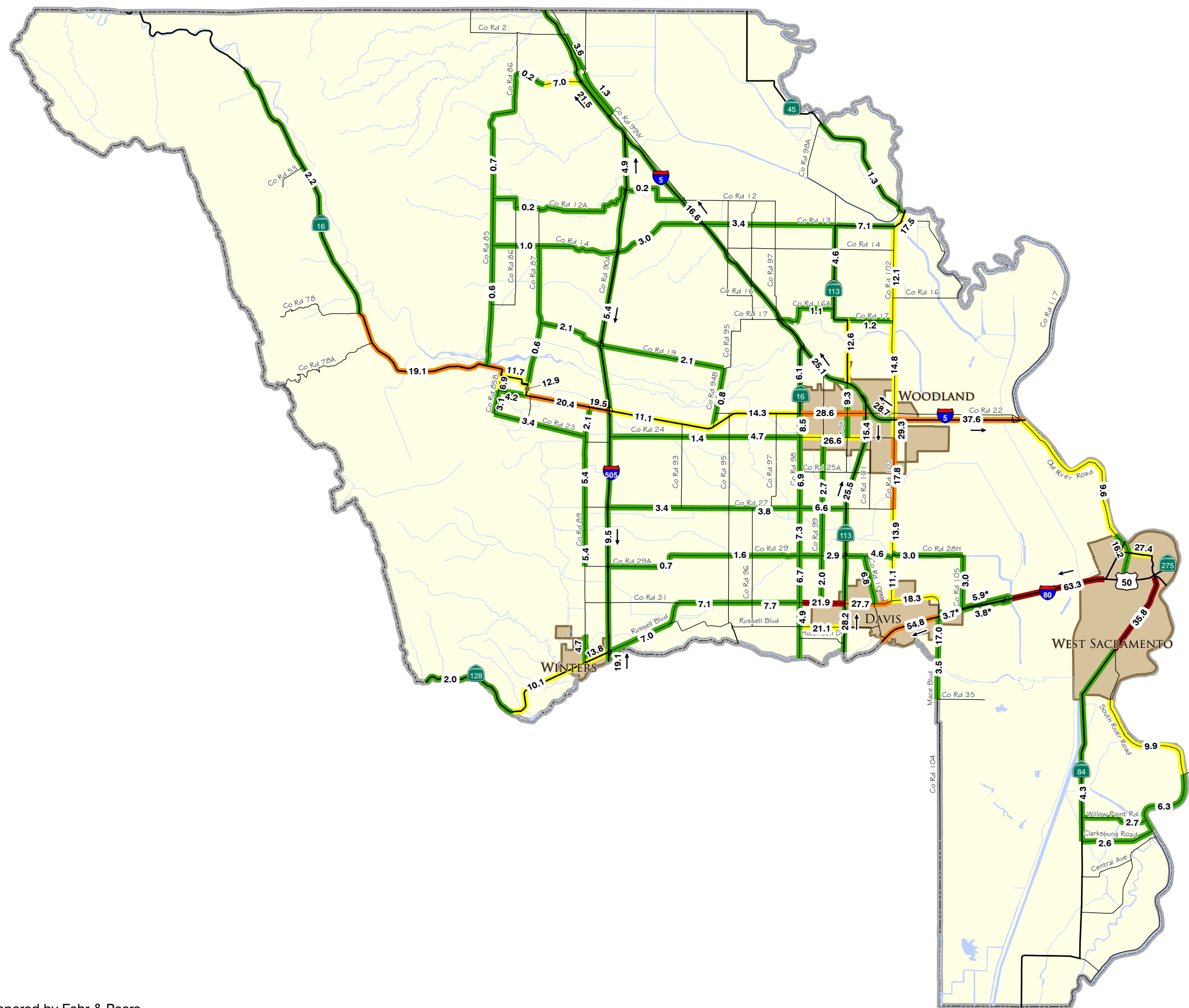
11.2 Traffic Volume (x 100)

Notes:  
Traffic volume and LOS on freeways reported for peak direction (→)



NOT TO SCALE

Figure V. C-1  
No Project Alternative (1983 General Plan) AM Peak Hour  
Roadway Traffic Volumes and LOS  
YOLO COUNTY GENERAL PLAN



**LEGEND**

- Incorporated Cities
- Yolo County Line

**Level of Service**

- A - C
- D
- E
- F

11.2 Traffic Volume (x 100)

**Notes:**

\* LOS for frontage roadways.  
LOS for freeway segment  
not displayed

Traffic volume and LOS  
on freeways reported for  
peak direction ( → )



NOT TO SCALE

Figure V. C-2  
No Project Alternative (1983 General Plan) PM Peak Hour  
Roadway Traffic Volumes and LOS