



County of Sacramento comments to Bay Delta Conservation Plan/California WaterFix

Department of Transportation

Physical Characteristics of Delta Roads



- Narrow pavement width, limited or nonexistent shoulder, often drainage ditches on one or both sides of the roadway.
- Built on levees that were constructed from native soils.
- Many roads that are not on the levees are at or below sea level. The ground moves with the tides.
- Roadways are old and in poor condition.
- Bridges are at capacity and too narrow for constant truck traffic.

Traffic Operation Analysis

- The roadway segment traffic analysis does not fully consider the physical characteristics of Delta roads in determining the Level of Service (LOS) during project construction.
- The Traffic Operations Analysis has left out an intersection-level analysis citing insufficient information regarding construction traffic patterns.
- Intersection operations in the study area within the commercial centers of the Delta and at the bridges, especially the draw bridges, pose a real concern during construction of the project.
- It is highly expected that the project's impacts will be greater than what has been determined by the Project Roadway Traffic Operations Analysis.

Physical Impacts of Construction

- Pavement Conditions Index (PCI) is used as a metric to describe the surface condition of the roadway.
- The analysis deems existing pavement conditions as acceptable if the PCI is greater than 55.
- The PCI does not take into account the pavement structure or pavement structural section strength.
- A PCI 55 for an engineered roadway has a vastly different capacity to withstand truck loading impacts compared to a PCI 55 for a rural farm road built on poor soil with no engineered structural section.

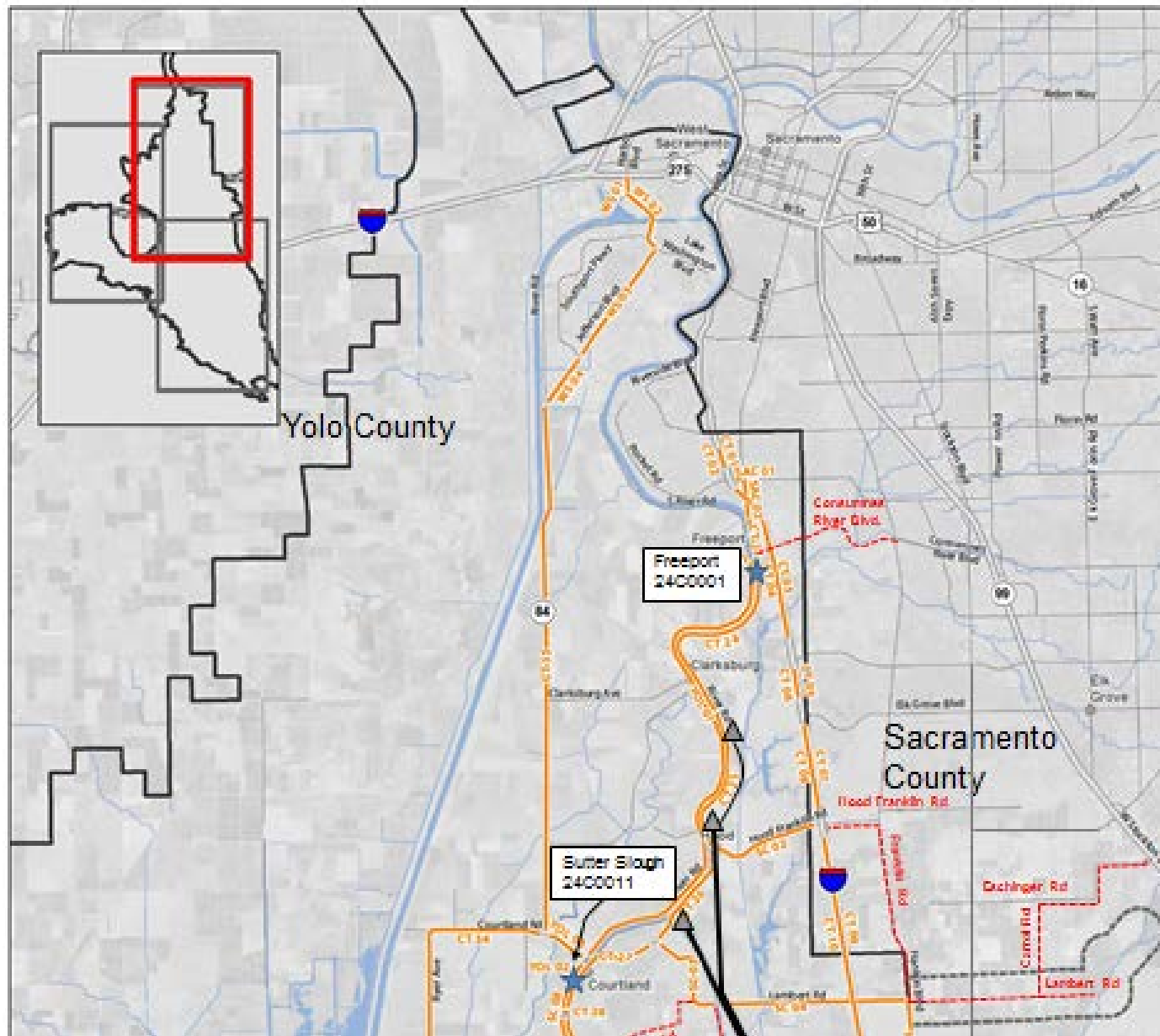
Existing Pavement Condition

The Pavement Condition Index (PCI) is expressed as a number from 0 to 100, with 100 being new pavement. A PCI of 55 represents the threshold between “Fair/Good” condition. A PCI greater than 70 is considered “Very Good”.

Table 19-5. Existing Pavement Conditions in the Study Area

Segment ID	Segment	From	To	Condition	Extent of Deficiency	Notes
SC 01	Freeport Bridge	River Road	SR 160	N/A		Bridge
SC 02	Hood Franklin Road	SR 160	I-5	Deficient	Majority	PCI 45 to 67
SC 03	Lambert Road	SR 160	Herzog Road	Acceptable		PCI 56
SC 04	Lambert Road	Herzog Road	Franklin Blvd.	Deficient	Majority	PCI 35 to 59
SC 05	Franklin Blvd.	Lambert Road	Twin Cities Road	Deficient	All	PCI 32
SC 06	Twin Cities Road	River Road	I-5	Acceptable		PCI 84
SC 07	Twin Cities Road	I-5	Franklin Blvd.	Deficient	All	PCI 45
SC 08	Sutter Slough Bridge Rd	Sac. Co./Yolo Co.	Paintersville Bridge	Deficient	All	PCI 24
SC 09	River Road	Paintersville Bridge	Twin Cities Road	Deficient	Majority	PCI 43 to 54
SC 10	River Road	Twin Cities Road	Walnut Grove Bridge	Deficient	Minority	PCI 48 to 64
SC 11	Walnut Grove/River Rd	Walnut Grove Bridge	Sac. Co./SJ Co.	Acceptable		PCI 64
SC 12	Isleton Road	River Road	1.5 miles w/o Isleton Rd.	Acceptable		PCI 85
SC 13	Race Track/Tyler Island Rd	Walnut Grove Road	Southern end of Tyler Isl.	Deficient	Minority	PCI 36 to 94
SC 14	Tyler Island Road	Southern end of Tyler Isl.	SR 160	Deficient	All	PCI 20 to 36
SC 15	Jackson Slough Road	Isleton City Limits	SR 12	Acceptable		PCI 86 to 94
SC 16	Jackson Slough Road	Brannan Island	SR 12	Acceptable		PCI 86

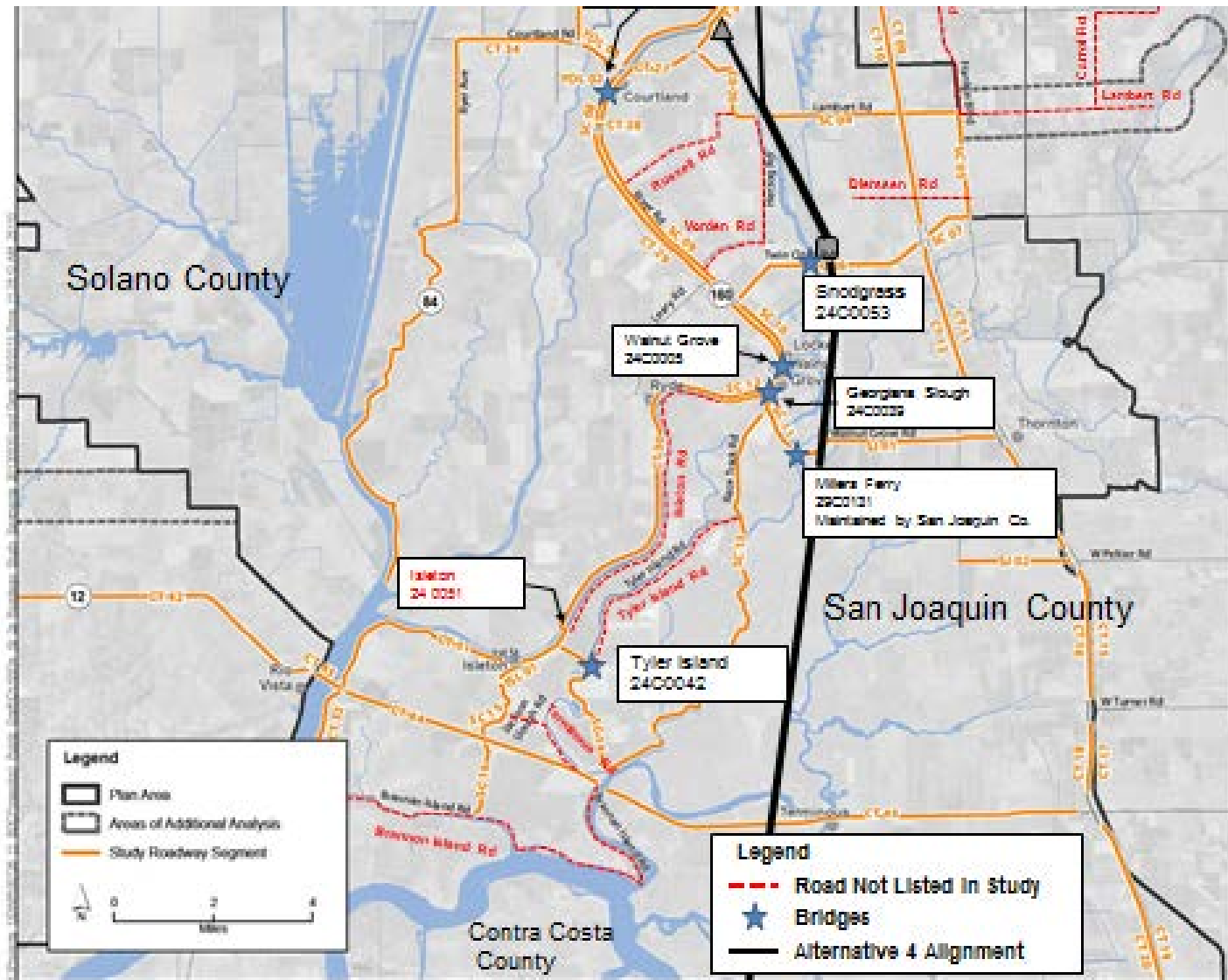
Roadways Not Considered For Impacts



Roadways Not Considered For Impacts

Consumnes River Blvd.	I-5	SR-160/Freeport Blvd.
Hood Franklin Road	I-5	Franklin Blvd.
Franklin Blvd.	Hood Franklin Road	Lambert Road
Lambert Road	Franklin Blvd.	Carrol Road
Carrol Road	Lambert Road	Eschinger Road
Eschinger Road	Lambert Road	SR-160
Dierssen Road	Franklin Blvd.	to the west end
Russell Road	Lambert Road	River Road
Herzog Road	Lambert Road	Vorden Road
Vorden Road	Herzog Road	Sac. Co./SJ Co.
Isleton Road	Isleton Bridge	Walnut Grove Road
Tyler Island Road	Tyler Island Bridge Road	Race Track Road
Terminus Road	Hwy 12	Jackson Slough Road
Brannon Island Road	SR-12	SR-160

Roadways Not Considered For Impacts



Source: Plan Area, ICF 2010; Area of Additional Analysis, ICF 2012; Roadway Segment, Fehr & Peers 2013

Figure 19-2a
Roadway Segments

Sacramento County Affected Roadways Segments

Roadway Impacts



Truck traffic during construction projects is difficult to control. Truckers do not stay on designated routes, cut across islands on peripheral roads, ignore bridge weight limits, and tear up intersections by making unauthorized U-turns.

Traffic Impacts on Delta Way of Life

County Roads such as Hood Franklin, Lambert, Twin Cities, Sutter Slough, River, Walnut Grove, Isleton and Race Track will all experience significant hourly volume increases during construction.

Current emergency response times to communities of Locke, Hood, Isleton and many recreational sloughs and islands will increase from 25 minutes to more than 60 minutes.

