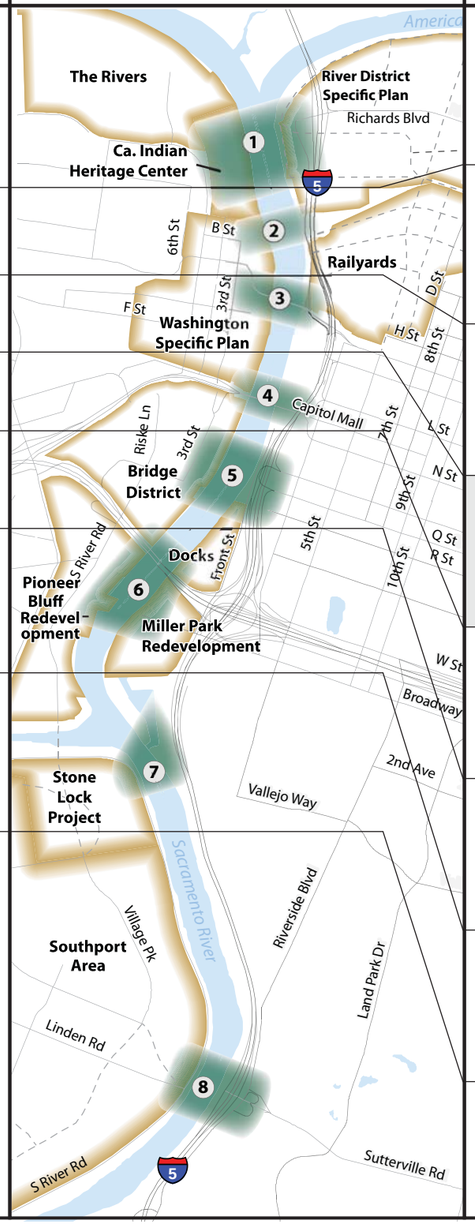
Destinations/Crossing Connections	Key Map	2035 Population Plus Employment within 1/2 mile	2035 Population Plus Employment within 5 min. Drive	Market Area	2035 Regional Daily VMT Change (1)	2035 Total River Crossing Daily Volume Change (1)	2035 Lane-Miles of Congestion Change (1, 2)	2035 Annual GHG Emission Change (1, 3)	Potential Residential Neighborhoods Affected by Traffic Volume Changes	
									Sacramento	West Sacramento
1. Richards Boulevard - California Indian Heritage Center/ The Rivers to River District		7,171	41,359	North	-95,760 (-0.114%)	16,090 (5.55%)	-2.00 (-0.55%)	-15,850 MT	3	3
2. C Street - Washington Specific Plan to River District / Railyards		22,941	68,342	North	-90,920 (-0.108%)	5,790 (2.00%)	-3.70 (-1.02%)	-15,050 MT	5	4
3. I Street (Modified) - Washington Specific Plan to Railyards										
4. Tower Bridge - Washington Specific Plan / Bridge District to Downtown Sacramento		33,674	100,996	North	NC	NC	NC	NC	NC	NC
5. R Street - Bridge District to R St. Corridor		44,425	95,981	Central	NC	NC	NC	NC	NC	NC
6. Broadway - Bridge District/Pioneer Bluff to Docks/Miller Park		36,449	106,097	Central	-90,300 (-0.107%)	11,360 (3.92%)	-5.30 (-1.47%)	-14,950 MT	5	3
7. Marina View - Stone Lock to Miller Park		12,799	50,915	South	-82,440 (-0.098%)	13,400 (4.62%)	1.90 (0.53%)	-13,650 MT	5	2
8. Sutterville Road - Southport to I-5/Sutterville Rd.		5,684	24,503	South	-92,880 (-0.110%)	11,840 (4.09%)	-7.50 (-2.07%)	-15,370 MT	5	2
		3,660	19,377	South	-92,830 (-0.110%)	21,930 (7.57%)	-14.60 (-4.04%)	-15,370 MT	7	3

Notes: Shaded cells denote highest value.
(1) [2035 with new bridge] - [2035 no project]
(2) Change within study area during PM peak period.
(3) MT = Metric ton. Assumes one vehicle mile of travel generates approx. 1 lb. of CO2 equivalent.
NC - No change compared to No Project.