APPENDIX B1

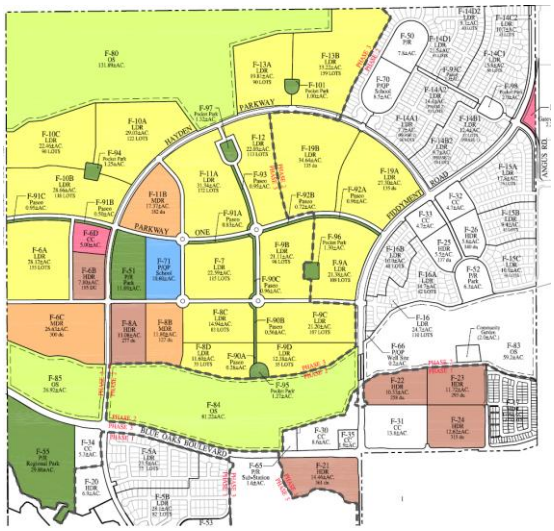
Transportation Impact Analysis, DKS Associates, 2011

REVISED DRAFT

TRANSPORTATION ANALYSIS

FIDDYMENT RANCH

SPECIFIC PLAN AMENDMENT 3 PROJECT



prepared for

NORTH FORK ASSOCIATES and

THE CITY OF ROSEVILLE

prepared by

DKS Associates

8950 Cal Center Drive, Suite 340

Sacramento, CA 95826

(916) 368-2000

July 1, 2011

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

TRANSPORTATION AND CIRCULATION

1. INTRODUCTION

The City of Roseville's Capital Improvement Program (CIP) defines the roadway improvements that would be needed to meet its adopted level of service (LOS) policy under full build-out of all vacant land within the City (plus some potential redevelopment of properties within the City's Downtown area) and 2025 "market levels" of development in the rest of the region. This report evaluates the effects of the proposed Fiddyment Ranch Specific Plan Amendment 3 Project under 2025 CIP conditions, as well as under 2025 Cumulative conditions to be consistent with the recently approved Sierra Vista EIR. The Proposed Project consists of an intensification of land uses within Fiddyment Ranch Phase 1, Phase 2, and Phase 3, including an increase of 1,905 residential units and 7.3 acres of community commercial use. **Figure 1** shows the location of the Proposed Project within the City of Roseville. The Proposed Project site is within the West Roseville Specific Plan area.

An initial review of the project determined that implementation of the project would not affect air traffic patterns or result in inadequate parking capacity. Therefore, these issues are not addressed in this EIR.

The traffic associated with development of the Proposed Project has been evaluated under existing and future conditions. The following conditions and scenarios have been defined and evaluated in detail:

- **Existing Conditions**
    - No Project (reflects existing traffic counts conducted in late 2007/ early 2008, consistent with recent City of Roseville environmental documents and representing a reasonable "existing conditions" scenario, as local and regional growth has been minimal since late 2007)
    - Existing Plus Project (Fiddyment Ranch Specific Plan Amendment 3 Project)
- **2025 CIP Conditions**
    - 2025 CIP No Project (current CIP with current entitlement on Fiddyment Ranch site)
    - 2025 CIP Plus Project (Fiddyment Ranch Specific Plan Amendment 3 Project)
- **2025 Cumulative Conditions** (2025 CIP plus reasonably foreseeable projects in Placer Co. as well as construction of Placer Parkway from SR 65 to the Watt Avenue extension)

- Cumulative No Project (with current entitlement on Fiddyment Ranch site)
- Cumulative Plus Project (Fiddyment Ranch Specific Plan Amendment 3 Project)
- Cumulative Plus Project (Without Placer Parkway)

2. ENVIRONMENTAL SETTING

The evaluation of the operating characteristics of the existing circulation system in the City of Roseville is the initial task in defining impacts of the Fiddyment Ranch Specific Plan Amendment 3 on the circulation system. In order to understand existing travel patterns and conditions, major aspects of transportation in Roseville were inventoried and analyzed.

The following sections briefly discuss roadway functions, traffic volumes, and traffic levels of service, as well as transit, truck and rail services, and bicycle routes.

Study Area Roadways and Intersections

The existing street network in the City of Roseville is a product both of roadways that have provided access to the older portions of the City for decades and of roadways that were designed to serve newer specific plan areas. In each of the City's specific plan areas and the North Industrial Plan Area, arterial and collector roadway classifications have been defined and most of these roadways have been constructed. In the older portions of the City, roadways were classified as arterial or collector roadways in the 1992 General Plan Update.

The primary function of arterial roadways is to move large volumes of traffic through the City to other sections and beyond. In the specific plan areas, the right-of-way for arterials varies from 76 feet to 100 feet and generally incorporates four to six travel lanes, bicycle lanes, and a landscaped median. On-street parking on existing arterials in the specific plan areas is prohibited, and access is limited to minimize cross traffic turning movements in order to improve traffic safety and allow more efficient traffic flow. Outside the specific plan areas, some roadways function as arterials due to the current high traffic volumes and their key linkages between one section of the City and another. For these roadways, current right-of-way widths vary, but most contain more than two traffic lanes.

Collector streets generally link local residential streets and the commercial and office parking areas to the arterials. In the specific plan areas, the right-of-way for these streets varies from 54 feet to 60 feet and contains two traffic lanes and bicycle lanes. Outside the specific plan areas, a number of roadways

function as collector roadways due to moderate traffic volumes and their linkage to the arterial roadway system. The right-of-way widths for these roadways vary, but most contain two traffic lanes.

The existing state highway and arterial systems within the City of Roseville are described below.

State Highway System

Roseville is served by an interstate highway (I-80) and a state highway, State Route 65 (SR 65). I-80 is a transcontinental highway that links Roseville not only to Sacramento and the Bay Area, but to the rest of the United States via its crossing of the Sierra Nevada. It carries commute traffic between Placer and Sacramento counties, as well as interregional and interstate business, freight, tourist, and recreational travel. Roseville is connected to I-80 by five interchanges: Riverside Avenue, Douglas Boulevard, Eureka Road/Atlantic Street, Taylor Road, and SR 65. This freeway has eight lanes west of Riverside Avenue and six lanes through the remainder of Roseville. High Occupancy Vehicle (HOV) lanes currently exist on I-80 in Sacramento County but terminate at the Placer County line.

SR 65 is generally a north–south trending State Route that connects Roseville with the cities of Lincoln and Marysville (via Highway 70). In Roseville, this highway is a four-lane freeway with access provided by four interchanges: I-80, Galleria Boulevard/Stanford Ranch Road, Pleasant Grove Boulevard and Blue Oaks Boulevard.

Arterial Street System

The arterial network may be the most important system of roads within the overall street system. It links residential areas to both commercial and employment centers and links all of these uses to the regional freeway system. The existing arterial network in the western portion of the City of Roseville is described below.

Baseline Road is an east–west arterial that links Roseville with the Dry Creek Area and SR-70/99. From the city limits east, Baseline Road provides two westbound lanes and one eastbound lane until it becomes Main Street at Foothills Boulevard.

Blue Oaks Boulevard is an east–west arterial that links the cities of Roseville and Rocklin to each other and to SR 65. Between SR 65 and Crocker Ranch Road it has four lanes. From Crocker Ranch Road to west of Fiddyment Road it has six lanes. Blue Oaks Boulevard has recently been extended west of Fiddyment Road as part of the WRSP/ Fiddyment Ranch development.

Fiddyment Road is a north/ south arterial connecting western Roseville with Placer County and the City of Lincoln. Fiddyment Road has recently been widened and realigned as part of the West Roseville Specific Plan. It is currently 4 lanes between Pleasant Grove Boulevard and the north Roseville city limit.

Foothills Boulevard is the major north–south arterial in Roseville west of I-80. It extends as far south as Cirby Way, where it becomes Roseville Road and continues south into Sacramento. North of Cirby Way it traverses portions of the City's Infill Area, Northwest Specific Plan and North Industrial Plan Area and currently ends at Duluth Avenue at the northern city limits. This roadway (along with Washington Boulevard, Harding Boulevard and SR 65) provides one of only four grade-separated crossings of the Union Pacific railroad mainline.

Junction Boulevard is an east–west arterial in west Roseville that has four lanes from Washington Boulevard to Baseline Road.

Pleasant Grove Boulevard is an east/west arterial that extends from the West Roseville Specific Plan area to the City of Rocklin where it becomes Park Drive and connects the WRSP, the Del Webb Specific Plan, the Northwest Roseville Specific Plan, the North Central Roseville Specific Plan and the Highland Reserve Specific Plan to each other and to SR-65. It has four lanes from its current western terminus at Market Drive to west of Foothills Boulevard. It has six lanes from east of Foothills Boulevard to SR-65.

Washington Boulevard is a major north–south arterial. It connects SR 65 and Blue Oaks Boulevard on the north to Oak Street in downtown Roseville. Most of Washington Boulevard has four lanes, except a two-lane segment north and south of where it crosses under the Union Pacific railroad north-south tracks.

Woodcreek Oaks Boulevard is a north–south arterial that extends from Baseline Road to Blue Oaks Boulevard. This arterial has four lanes from Baseline Road to north of Pleasant Grove Boulevard and two lanes north to Blue Oaks Boulevard.

Existing Traffic Levels of Service

The evaluation of traffic volumes on the roadway network provides an understanding of the general nature of travel conditions in the City of Roseville. However, traffic volumes do not indicate the quality of service provided by the street facilities or the ability of the street network to carry additional traffic. To accomplish this, the concept of "level of service" has been developed.

"Levels of service" describe roadway-operating conditions. Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to

maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of service (LOS) A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced conditions.

The City revised its level of service policy with the update of the Capital Improvement Program (CIP), which was adopted in September 2002 and updated in 2006. The current level of service policy calls for the City to maintain a LOS C standard at a minimum of 70 percent of all signalized intersections in the City during the p.m. peak hour. The evaluation of this policy is based on buildout of currently entitled land within the City and 2020 market rate development outside of the City.

The traffic flow and capacity of Roseville's arterial/collector system is principally controlled by the capacity of its signalized intersections. Intersection operations were evaluated using a modified version of the Transportation Research Board Circular 212 (critical movement) method that was adopted for Roseville's CIP. **Table 1** presents the level of service categories for signalized intersections considered in this analysis and provides a definition of each category with the corresponding volume-to-capacity ratios. **Table 2** shows the different critical volume capacities used for the Circular 212 Critical Volume analyses in this document. While the p.m. peak hour has typically been used in the operational analysis of the City's roadway system since it generally represents the highest hour for overall traffic volumes during the day, the City has decided that a.m. peak hour analysis should now be conducted as well.

While a.m. and p.m. peak hour LOS at intersections have been used for analysis within the City of Roseville, daily LOS on roadway segments has been used for analysis in other jurisdictions, including State highway facilities and roadways within the Cities of Rocklin and Lincoln. **Table 3** shows the volume thresholds used to determine segment-based level of service on State highway facilities and Rocklin and Lincoln roadways. These daily traffic volume thresholds were used by Placer County to identify traffic impacts in the EIR with the 1994 General Plan. These same volume thresholds were used by Sacramento County to determine traffic impacts in the EIRs on 1993 and 2009 General Plan updates. These counties have used these daily volume thresholds, along with peak hour intersection level of service analyses, to evaluate traffic impacts of proposed development and infrastructure projects over the last 16-years.

Figure 2 shows the signalized intersections analyzed for existing conditions within the City of Roseville. **Table 4** and **Figure 3** show the level of service at currently signalized intersections Citywide. These LOS calculations are based on the most recent intersection turning movement counts available, conducted in

late 2007 and early 2008. The traffic counts being used for the existing conditions analysis are a number of years old; however traffic volumes regionally have changed very little, and actually decreased in most locations, due to the recent economic downturn. There are currently 165 signalized intersections in the City of Roseville; however 8 of these intersections are within the City's recently adopted Pedestrian Overlay Zone, where vehicular level of service is subordinated to pedestrian safety and mobility. **Table 5** and **Figure 3** show all intersections Citywide currently operating at LOS D or worse during the a.m. and p.m. peak periods. During the a.m. peak period, one intersection currently operates at LOS D or worse. The intersection of Taylor Road and I-80 Eastbound Off ramp currently operates at LOS E during the AM peak hour. Five intersections currently operate at LOS D or worse during the p.m. peak hour. Of these, three operate at LOS D, one operates at LOS E, and one operates at LOS F. These levels of service include geometric improvements implemented at a number of intersections since 2008. **Figure 4** shows daily traffic volumes on roadways within and adjacent to the City of Roseville, based on 2007 and 2008 24-hour counts..

Existing Transit Service

Transit service is currently provided to the residents of the City of Roseville by two transit providers: Roseville Transit Services, and Placer County Transit. Their current transit routes in the vicinity of the Proposed Project are shown on **Figure 5**. Other systems which compliment the current transit services in Roseville include taxicab services, Greyhound Bus Lines, and Amtrak. These existing transit services are described below.

City of Roseville Transit Services

The City of Roseville operates Roseville Transit, which has a local fixed route service, a peak hour commuter service, and a dial a ride service. Roseville Transit provides approximately 435,000 trips annually. **Figure 5** shows the transit routes within the City.

Roseville Transit's Commuter Service is a fixed-route scheduled transit system operated by the City of Roseville. It provides weekday commute period service between Roseville and downtown Sacramento.
Roseville Transit local service (a.ka. fixed route service) is a fixed-route scheduled transit system operated by the City of Roseville within the city limits. There are currently ten scheduled routes that operate Monday through Friday. There are five transfer points: Sierra Gardens, Galleria Mall, City Hall, Auburn/Whyte, and Woodcreek Oaks/Junction. The Roseville Transit system connects to both Placer

County Transit (at Galleria Mall and Auburn/Whyte) and Sacramento Regional Transit (at Auburn/Whyte).

There are currently no Roseville Transit routes directly serving the project site. The closest routes are Route M and Route R. Route M currently travels within about three miles of the project site, with its closest access being at the intersection of Pleasant Grove Boulevard and Woodcreek Oaks Boulevard. Route R currently travels within about two miles of the project site, with its closest access being at the intersection of Blue Oaks Boulevard and Foothills Boulevard.

Roseville Area Dial-a-Ride (RADAR) is a curb-to-curb system operated by the City of Roseville within its city limits, seven days a week. As a "dial-a-ride" service, it does not operate on fixed-route schedules; most of its ridership is seniors or persons with disabilities.

Placer County Transit Services

Placer County Transit (PCT) operates fixed-route, commuter and dial a ride services adjacent to and connecting with Roseville Transit. PCT is operated by Placer County. PCTP principally serves the I-80, Highway 49 and SR 65 corridors. Placer County Transit has an Auburn to Light Rail express route that stops at the Auburn/Whyte transfer point and connects to Sacramento Regional Transit there before proceeding to the Watt/I-80 light rail station. Placer County Transit also has a Lincoln to Galleria to Sierra College route. Placer County also operates a commuter service between Colfax and Downtown Sacramento with stops in Rocklin and Roseville (4 daily runs Monday through Friday during peak hours).

Sacramento Regional Transit

Sacramento Regional Transit is a fixed-route scheduled transit system operated by Sacramento County that principally serves the city and county of Sacramento. Within the City of Roseville, Sacramento Regional Transit has a stop at the Auburn/Whyte transfer station (near Orlando Avenue and Louis Lane) providing service to Sacramento County and to the light rail station at Watt and I-80.

Other Transit Services

Greyhound Bus Lines has a station at the inter-modal facility (the Amtrak station) in Roseville. This station is a stop on the Sacramento to Auburn route and offers six to seven trips to Sacramento per day. From Sacramento, passengers can continue to destinations in any direction.

Taxi service is provided by several private companies.

Existing Pedestrian Facilities

The City of Roseville has an extensive network of pedestrian facilities. Most residential streets contain improved sidewalk facilities and crosswalks at intersections. Arterial roadways adjacent to existing residential development have wide sidewalks, often flanked by landscaping corridors. Adjacent to the project site, there are currently sidewalk facilities along all arterial roadways, with the exception of Fiddyment Road from about 500 feet north of Blue Oaks Boulevard.

Existing Bicycle Facilities

Bikeways are defined as specific routes and classes that meet minimum design standards. Roseville generally follows Caltrans' design standards for the following classes of bikeways:

- Class I bikeways, which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized. Class I bikeways are a minimum of 10 feet wide. A 2-foot improved shoulder should parallel the bikeway on both sides, and the bikeway should be a minimum of 5 feet from an adjacent roadway.

- Class II bikeways are frequently referred to as on-street bike lanes. They provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with cross-flows by pedestrians and motorists permitted. Class II bikeways range between 4 and 6 feet wide in Roseville and separated from vehicle traffic by a solid white stripe.

- Class III bikeways, which provide a right-of-way designated by signs or permanent markings, are shared with motorists.

  In addition, Roseville has an additional classification for bikeways.

- Class IA facilities are sidewalks that have been developed as parallel bike routes along major roadways and are separated from the roadway by a landscape strip. Class IA sidewalks are a minimum of 8 feet wide. Caltrans does not consider sidewalk facilities to be Class I facilities, and does not recommend that they be signed as bicycle routes. However, Class IA facilities are still desirable for bicyclists of lower skill levels, such as children, as well as others who are hesitant to utilize on-street routes.

The City of Roseville has an adopted Bicycle Master Plan, which provides guidelines for the development of a city-wide network of Class I, II, and III bicycle facilities and design standards (based on Caltrans standards) for new bicycle facilities within Roseville.

Figure 6 shows the existing bikeways within Roseville city limits in the vicinity of the Proposed Project. Each of the specific plan areas contains significant bikeway elements within the plan areas.

Class II bike lanes currently exist adjacent to the Proposed Project on Blue Oaks Blvd east of Fiddyment Road and on Fiddyment Road south and north of Blue Oaks Blvd. The City's recommended bicycle network includes future Class II bike lanes on all of Hayden Parkway through the project area and on Blue Oaks Blvd west of Fiddyment Road. The recommended network also includes Class I bike paths running north/ south and east/ west through the project site.

Truck Routes

Truck routes within the Roseville City limits include the following:

- I-80
- SR 65
- Baseline Road west of Foothills Boulevard
- Foothills Boulevard south of Baseline Road
- Cirby Way between Foothills Boulevard and Sunrise Avenue
- Roseville Road south of Cirby Way
- Riverside Avenue/Auburn Boulevard south of Cirby Way
- Sunrise Avenue south of Cirby Way
- Douglas Boulevard between Eureka Road and Sierra College Boulevard
- Eureka Road between Douglas Boulevard and I-80
- Sierra College Boulevard

- Fiddyment Road between Baseline and Blue Oaks Boulevard
- Blue Oaks Boulevard west of SR 65

These truck routes link with Sacramento County's designated truck routes on Roseville Road, Auburn Boulevard, Sunrise Boulevard, and Hazel Avenue.

Rail

Union Pacific's transcontinental rail line and its switching yard and maintenance facilities have played a major role in Roseville's history. The railroad facilities in the City have and will continue to have a significant effect on the area's economy. However, the railroad tracks and yard create a substantial barrier to both pedestrian and automobile circulation. The tracks and railroad yard concentrate vehicle traffic into a limited number of crossings and, thereby, have a large influence on travel patterns through Roseville.

The main line of the Union Pacific tracks crosses under SR 65 adjacent to Taylor Road; it then follows I-80 south to Atlantic Street, which it follows into downtown Roseville. The main line then connects with a northern spur and enters the Roseville switching yard. Adjacent land use in this vicinity is a mixture of commercial, industrial, and residential land use. The switching yard then continues south past the Roseville city limits. The only two at-grade crossings in the city limits are at Yosemite Street and Tiger Street. The main line crosses under Harding Boulevard, over Washington Boulevard, and under Foothills Boulevard, which together with SR 65 are the only four grade-separated crossings of the Union Pacific main line tracks within Roseville.

The northern spur of the Union Pacific rail line crosses under Blue Oaks Boulevard, adjacent to Industrial Avenue. The rail continues south and crosses over Washington Boulevard under Pleasant Grove Boulevard and under Sierra Boulevard before it joins the main line near the downtown area. There are no at-grade crossings of this spur line. The four grade-separated crossings are at Blue Oaks Boulevard, Pleasant Grove Boulevard, Washington Boulevard, and Sierra Boulevard.

Amtrak provides interstate rail service via stations in Roseville, Auburn and Colfax. The "California Zephyr" provides east–west service between Chicago and Oakland with one Roseville stop in each direction daily. Placer County residents can also access the California Zephyr at Truckee in Nevada County. Other Amtrak trains can be accessed at Sacramento, or by using the Amtrak Thruway Bus Connections to Roseville.

Capital Corridor provides Intercity Rail links between the Bay Area, the City of Sacramento, and Placer County. At present, one round trip train accesses Roseville daily. However, feeder bus service is provided to additional trains in Sacramento. In the City of Roseville, all Capitol Corridor services occur at the City's inter-modal facility near the intersection of Church Street and Pacific Street, in the Historic Downtown area of Roseville.

Aviation

There are no existing aviation facilities within the Roseville City limits. Lincoln Airport is located roughly 10 miles north of Roseville along SR 65. Other general aviation airports in the vicinity are McClellan Airport, approximately 7 miles southwest; Auburn Airport, located approximately 20 miles northeast of Roseville near Highway 49, north of I-80; Rio Linda Airport, approximately 11 miles southwest of Roseville; and the Sacramento International Airport, located approximately 17 miles, by roadway, southwest of Roseville along I-5 north of I-80.

3. REGULATORY SETTING

Federal

There are no known federal standards that would directly affect the transportation and circulation aspects of the Proposed Project.

State

The California Department of Transportation's (Caltrans') Transportation Concept Report (TCR) serves as the long-range transportation planning document to evaluate project impacts based on changes to a facility's LOS in comparison to the concept LOS identified in the TCR. The TCR defines Caltrans' goal for the development of the transportation corridor in terms of LOS and type of facilities, and broadly identifies the improvements needed to reach those goals. The TCR for SR 65 indicates that this state highway has an LOS E standard and the TCR for I-80 indicates an LOS E standard.

Senate Bill 375

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional greenhouse gas (GHG) reduction targets, and land use and housing allocations. SB 375 requires each metropolitan planning organization (MPO) such as the Sacramento Area Council of Governments (SACOG) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). The California Air Resources Board (ARB), in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every 8 years but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets. ARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects will not be eligible for funding programmed after January 1, 2012.

This law also extends the minimum time period for the regional housing needs allocation cycle from 5 years to 8 years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or APS). However, new provisions of CEQA would incentivize

(through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects."

The SACOG Blueprint Plan, discussed in Chapter 4.1, *Land Use*, provides an indication of the planning principles that are likely to be incorporated into the Sustainable Communities Strategy for the Sacramento region.

Complete Streets

In 2008, the State of California enacted the Complete Streets Act of 2008. The new law requires cities and counties, when updating their general plans, to ensure that local streets and roads meet the needs of all users, including bicyclists, pedestrians, transit riders, children, elderly, people with disabilities and motorists. The law takes effect in January 2011, when the Governor's Office of Planning and Research issues new general plan update guidelines that reflect Complete Streets planning principles.

Regional

SACOG is responsible for preparing the Metropolitan Transportation Plan (MTP). The Metropolitan Transportation Plan is a 28-year plan for transportation improvements in the six-county region, based on projections for growth in population, housing and jobs.

Ensuring convenient access to jobs, school, entertainment, recreation and critical services such as banking, medical care and shopping will require a transportation system of roads, transit, bikeways and sidewalks to manage our diverse needs.

SACOG is the Metropolitan Planning Organization (MPO) responsible for developing the state and federally required MTP every four years in coordination with the 22 cities and six counties in the greater Sacramento region. Under memoranda of understanding, long-range transportation plans in El Dorado and Placer Counties are also incorporated into the MTP.

Regardless of city or county designated transportation projects, local improvements must be included in the regional MTP to receive state and federal funding. The current MTP for 2035 proposes using $41.7 billion in transportation funds to operate, maintain and expand the region's transportation system. Expenditures included:

- $14.3 billion to transit investments

- $4.2 billion in capital investment
- $10.1 billion in operation

- $2.9 billion to state highway improvement
- $8.3 billion to local road improvement
- $1.4 billion to exclusively bike/pedestrian improvement
- $2.3 billion in other improvements for the region (programs)

Federal law requires the MTP to conform to air quality goals for the region, satisfy financial constraints such that all Proposed Projects can be reasonably funded, and undergo extensive public review. State law further requires the MTP process include careful environmental analysis and review.

The MTP2035 is the first MTP for the Sacramento region to pro-actively link land use, air quality, and transportation needs. Development of the MTP2035 included an 18-month public priority setting process to identify a list of transportation improvement projects to best meet the needs of our region as a whole.

Local

City of Roseville General Plan Level of Service (LOS) Policy

It is the underlying goal of the entire Circulation Element that the City's circulation system promotes 1) the safe, efficient, and reliable movement of people and goods; 2) shift from the single occupant automobile to other modes of transportation; and 3) provide an adequate level of transportation service for all persons traveling in and through Roseville.

The City of Roseville level of service policy calls for maintenance of a level of service (LOS) C standard at a minimum of 70 percent of all signalized intersections in the City during the p.m. peak hour. The determination of project consistency with this policy is based on build out of currently entitled land within the City and 2025 market rate development outside of the City. The City does not currently have a level of service policy for the a.m. peak hour.

This level of service policy embodies the City's commitment to an efficient, functional transportation system, but reflects an acknowledgement that some amount of congestion beyond LOS C during peak commute conditions is inevitable in an area supporting urban land use densities and intensities of use.

The City believes the policy strikes an appropriate balance, given the adverse environmental and social consequences that are often associated with constructing these kinds of road improvements, such as additional lanes, that would be needed to maintain LOS C at all times. The creation of new pavement for such improvements can translate into biological and cultural resource impacts, or even lost homes and businesses.

The City's Circulation Element explains how the City arrived at this balanced policy result after conducting the traffic modeling needed to ascertain what traffic levels will be at City build out and year 2025 development levels outside of the City (calculated using "market based" land use growth projections). The text explains that the City has established level of service "C" as the goal for both the General Plan and the development of citywide traffic impact fees, but that the policy has been structured to allow the City, on a case-by-case basis, to allow exceptions to the LOS "C" standard.

The modeling showed that the planned number of lanes for most new roadways in the Specific Plan areas should be adequate to accommodate projected year 2025 p.m. peak hour traffic flows and provide a level of service "C." In some cases, extraordinary at-grade improvements have been identified that will improve the level of service at specific intersections. However, even with these extraordinary improvements, there will remain 39 intersections within the City that will function at less than LOS "C". In some cases extraordinary improvements could provide acceptable traffic operations, however those improvements were deemed infeasible based on potential impacts on the surrounding areas.

For these reasons, although the City should continue to strive to provide LOS C at all locations in Roseville, there may be locations where the City may decide that the impacts and/or costs of the required improvements exceed the benefits of having LOS "C" for all hours of the day. At these locations, existing adjacent development and right-of-way limitations may make certain improvements infeasible or undesirable. General Plan policy has been structured to allow the City some flexibility to identify any case where LOS "C" might not be able to be maintained or the identified major improvements (such as grade separations) are determined to be undesirable. While this could lead to some intersections operating at worse than LOS "C" conditions for a limited amount of time per day, it is still intended that the City strive to maintain an overall high level of service standard for the City's roadway system.

Based on these considerations, the "Implementation Measures" portion of the Circulation Element, under the heading, "Capital Improvement Program/LOS Criteria," includes the following language:

The City Council, following a public hearing, may determine, on a case-by-case basis that "extraordinary" improvements are not feasible or desirable and may relax the LOS "C" standard for a particular

intersection. In considering exceptions to the LOS "C" standard, the City Council shall weigh the following overriding factors:

- The number of hours per day that the intersection or roadway segment would operate below LOS "C."
- The ability of the improvement to reduce peak hour delay and improve traffic operations.
- The impact on accessibility to surrounding properties.
- The right-of-way needs and the physical impacts on surrounding properties.
- The visual aesthetics of the required improvements and their impact on community identity and character.
- Environmental impacts including air quality, climate change and noise impacts.
- Construction and right-of-way acquisition costs.
- The impacts on pedestrian and bicycle accessibility and safety.
- The impacts on general safety.
- The impacts of the required construction phasing and traffic maintenance.
- The impacts on quality of life as perceived by residents.
- Consideration of other environmental, social or economic factors on which the City Council may base findings to allow for exceeding LOS "C."
- Allow exceptions to the LOS "C" standard only after all feasible measures and options are explored, including alternative forms of transportation.
- Base the CIP on a 20-year horizon and update the CIP a minimum of every 5 years, or concurrently with the approval of any significant modification to the land use allocation assumed in the citywide travel model as determined by the Public Works Director. *(Policy 1)*

Transportation Systems Management Ordinance

The purpose of the TSM program is to develop an integrated and cooperative approach between the City and the business community to promote alternative transportation options to reduce traffic congestion and to improve the air quality in the Roseville area. The TSM Ordinance applies to businesses or common work locations (such as office building/complex, commercial/retail center, or industrial building/park) including the requirement for a TSM Plan when the work phase or work location has 50 or more employees. The City's TSM requirements are located in Chapter 11.33 of the Roseville Municipal Code.

The goals and intent of the TSM Program are to:

- Reduce total vehicle emissions in the City of Roseville by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting.
- Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and the vehicular miles traveled that might otherwise be generated by home-to-work commuting by a minimum of twenty percent (20%).
- Increase the efficiency of the existing transportation network in the City of Roseville.
- Promote an integrated and cooperative approach between the City and the business community to promote alternative transportation opportunities and improve the air quality in Roseville.
- Cooperate and coordinate with other cities, counties, communities, and regional agencies in these endeavors.

Development within the Specific Plan area would be subject to the provisions of the TSM Ordinance. In addition, the Specific Plan has provided a park and ride location in the proposed commercial center on the northeast corner of Blue Oaks and Westbrook Boulevards. This site will provide parking in addition to the number of parking spaces required for the development, in accordance with the City's Zoning Ordinance. The additional parking spaces will be used for park and ride purposes to promote carpooling, vanpooling, bicycling and transit use within the specific plan area.

Design and Construction Standards

Adopted by Resolution in 2007, and updated in 2010, the Design and Construction standards require that roadway improvements within the City of Roseville, conform to a set of standard plans that detail City

standards for pavement width, lighting, drainage, sewer, and other roadside facilities. Roadway facilities associated with the Proposed Project must meet or exceed these standards.

Capital Improvement Programs (CIP)

The City of Roseville currently participates in four traffic mitigation fee programs to fund Capital Improvement Projects (CIP) in Roseville and South Placer. The funding for those improvements are nexus based and are designed to fully fund each of the improvements included within the CIP programs listed below.

- Roseville Traffic Mitigation Fee – structured to fund improvements within the City of Roseville to meet the City's adopted level of service standard based on 2025 market rate development in region and buildout of existing City.

- Highway 65 Joint Powers Authority – structured to construct interchanges along Highway 65 at Galleria/Stanford Ranch, Pleasant Grove Boulevard, Blue Oaks Boulevard, and Sunset Boulevard based on 2025 development levels.

- South Placer Regional Transportation Authority –structured to fund improvements along Sierra College Boulevard from Highway 193 to the Sacramento County line, portions of Auburn/Folsom Road, Douglas/I80 Interchange, Placer Parkway, and $50 million for the widening of Highway 65 based on 2025 development levels.

- City/County Baseline Road Fee Program – structured to fund the City of Roseville's impacts on Placer County's portion of Baseline Road and Walerga Road based on City buildout and 2025 development levels.

- The City's local CIP identifies roadway improvements that are needed to meet the City's level of service standard at year 2025 and includes build out of currently entitled City land, plus some potential redevelopment of properties within the City's Downtown.

- The General Plan calls for the CIP to be updated a minimum of every 5 years or with the approval of a significant development. The CIP has been amended several times over the last 10 years as specific plans have been approved. As part of the Fiddyment Ranch Specific Plan Amendment 3, the City of Roseville will amend its CIP to include the project.

Long Range Transit Master Plan

The City has coordinated with the Placer County Transportation Planning Agency (PCTPA) and surrounding jurisdictions to develop the Transit Master Plan for South Placer County. The Transit Master Plan is intended to guide the long term growth of transit services within the City of Roseville and the surrounding jurisdictions in Placer County.

Short Range Transit Plan

The SRTP is a state and federally mandated planning document that describes the plans, programs and goals of the transit operator. The SRTP was last adopted in 2005 and it has a 7-year planning horizon. The SRTP focuses on the characteristics of the existing system and addresses operational, capital and financial needs for future transit services during the 7-year planning horizon. The SRTP was last amended in June 2009 to add a bus rehabilitation and remanufacturing project to program federal stimulus funds to improve the existing transit fleet.

Bicycle Master Plan

The General Plan calls for the development of a comprehensive bikeway system that would provide connections between the City's major employment and housing areas and between existing and planned bikeways. The Bicycle Master Plan was updated in 2008. It provides guidelines for the development of a city-wide network of bicycle facilities and design standards for new bicycle facilities in Roseville.

City of Rocklin

The City of Rocklin General Plan (April 1991) stipulates the following:

- To maintain a minimum traffic LOS C for all streets and intersections, except for intersections located within ½ mile from direct access to an interstate freeway where a LOS of D will be acceptable. Exceptions may be made for peak hour traffic where not all movements exceed the acceptable LOS.

Placer County

The Placer County General Plan (August 1994, as amended in 2005, 2007, and 2008) stipulates the following:

3.A7. The County shall develop and manage its roadway system to maintain the following minimum level of service (LOS), or as otherwise specified in a Community or Specific Plan:

- LOS C on rural roadways, except within one-half mile of state highways where the standard shall be LOS D.
- LOS C on urban/suburban roadways except within one-half mile of state highways were the standard shall be LOS D.
- A LOS no worse than specified in the Placer County Congestion Management Program (CMP) for the State highway system.

The County may allow exceptions to these LOS standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exceptions to the standards, the County shall consider the following factors:

- The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard;
- The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations;
- The right-of-way needs and the physical impacts on surrounding properties;
- The visual aesthetics of the required improvement and its impact on community identity and character;
- Environmental impacts including air quality and noise impacts;
- Construction and right-of-way acquisition costs;
- The impacts on general safety;
- The impacts of the required construction phasing and traffic maintenance,
- The impacts on quality of life as perceived by residents; and

- Other environmental, social, or economic factors on which the County may base findings to allow standards to be exceeded.

Exceptions to the standards will be allowed only after all feasible measures and options are explored, including alternative forms of transportation.

3.A9. The County shall work with neighboring jurisdictions to provide acceptable and compatible levels of service and joint funding on the roadways that may occur on the circulation network in the Cities and the unincorporated area.

3.A10. The County shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile.

3.A11. The County shall plan and implement a complete road network to serve the needs of local traffic. This road network shall include roadways parallel to regional facilities so that the regional roadway system can function effectively and efficiently. Much of this network will be funded and/or constructed by new development.

3.A.12. The County shall require an analysis of the effects of traffic from all land development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project consistent with Policy 3.A.7. Such improvements may include a fair share of improvements that provide benefits to others.

3.A.13. The County shall secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.

3.A.14. The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system. Exceptions may be made when new development generates significant public benefits (e.g., low income housing, needed health facilities) and when alternative sources of funding can be identified to offset foregone revenues.

3.A.15. Placer County shall participate with other jurisdictions and Caltrans in the planning and programming of improvements to the State Highway system, in accordance with state and federal transportation planning and programming procedures, so as to maintain acceptable levels of service for Placer County residents on all State Highways in the County. Placer County shall

participate with Caltrans and others to maintain adopted level of service (LOS) standards as follows:

a. For State Highways 49, 65, and 267 Placer County's participation shall be in proportion to traffic impacts from its locally-generated traffic.

b. The funding of capacity-increasing projects on I-80 shall utilize state and federal sources intended for the improvement of the regional and interstate system such as Flexible Congestion Relief (FCR). Placer County and local development shall not be required to participate financially in the upgrading of I-80 to provide additional capacity for through traffic.

c. Placer County assumes no responsibility for funding roadway improvements to the street system within other jurisdictions. Each local jurisdiction shall be responsible for improvements necessary to sustain adopted LOS standards within its jurisdiction limits. Placer County may negotiate participation agreements with other jurisdictions for transportation improvement projects that provide mutual benefit.

In 2005, as shown above, the Placer County Board of Supervisors amended General Plan Policy 3.A.7 to allow the establishment of LOS potentially inconsistent with the General Plan standard to apply within specific plan and community plan areas. (Placer County Resolution 2005-149, June 28, 2005.) These plans can establish their own LOS thresholds within the plan boundaries. The Placer Vineyard Specific Plan established LOS D or better conditions for the plan area and its boundaries. Consequently, LOS D applies to Baseline Road (Pleasant Grove Road [south] to Walerga Road) and Watt Avenue (Baseline Road to Dyer Lane) in Placer County. These roadways provided direct access to the Placer Vineyards Specific Plan along its frontage.

Sacramento County

The Sacramento County General Plan (December 1993) stipulates the following:

CI-22. Policy: Sacramento County shall apply the following LOS standards for planning roads in the unincorporated area:

1. Rural collectors: LOS D

2. Urban area roads: LOS E

Sutter County

The Sutter County General Plan (November 1996) stipulates the following:

2.A-4 The County shall strive to develop and manage its roadway system to maintain a minimum LOS D.

4. IMPACTS

Significance Criteria

The baseline for the analysis in this section is 2025/CIP build out conditions without the Proposed Project.

For the purposes of this EIR, a significant impact would occur if development of the Proposed Project would:

City of Roseville

- Cause a signalized intersection previously identified in the CIP as functioning at LOS C or better to function at LOS D or worse during the p.m. peak hour;
- Cause a signalized intersection previously identified in the CIP as functioning at LOS D or E to degrade by one or more LOS category (i.e. from LOS D to LOS E) during the p.m. peak hour;
- Cause the overall percentage of intersections Citywide meeting LOS C during the p.m. peak hour to fall below 70 percent
- Not meet the policies and guidelines of Roseville's Bicycle Master Plan;
- Have a negative impact on transit operations, travel times, and/or circulation

Placer County

- Cause a signalized intersection previously identified as functioning at LOS C or better (D or better within or adjacent to the Placer Vineyards Specific Plan) to function at LOS D or worse (E or worse within or adjacent to the Placer Vineyards Specific Plan);
- Cause an intersection or segment already functioning at LOS D or worse (E or worse within or adjacent to the Placer Vineyards Specific Plan) to experience a V/C increase of more than 0.01;

Sacramento County

- Cause an intersection or roadway segment previously identified as functioning at LOS E or better to function at LOS F;

- Cause an intersection or roadway segment already functioning at LOS F to experience a V/C increase of 0.05 or more;

Sutter County

- Cause an intersection or roadway segment previously identified as functioning at LOS D or better to function at LOS E or worse;

City of Rocklin

- Cause an intersection or roadway segment previously identified as functioning at LOS C or better (D or better within ½ mile of direct access to a freeway ramp) to function at LOS D or worse (E or worse within ½ mile of direct access to a freeway ramp);

State Highway Facilities

- Increase congestion to the extent that operations on a state highway would deteriorate to levels below those identified in Caltrans' Transportation Concept Report (TCR). The TCRs for Hwy 65, Hwy 70/99 and I-80 indicate that these state highways have a LOS "E" standard.

- Cause a segment of Interstate 80 or State Route 65 to degrade to LOS F, based on daily volumes.

- Increase traffic on a segment of Interstate 80 or State Route 65 that already would operate at LOS F without the Project

Placer, Sacramento, and Sutter Counties and the Cities of Rocklin and Lincoln use a combination of peak hour intersection analysis, plus roadway segment analysis based on daily traffic volumes, to assess their roadway networks. As noted above, in assessing the significance of project effects on already impacted or unacceptable intersection and roadway segments in Sacramento and Placer Counties, the City has used a significance threshold requiring a volume to capacity ratio increase of 0.05 or more. In using this "five percent" increase threshold, the City has relied on the expert opinions of its traffic consultants and engineering staff, who advised that if an intersection or roadway segment is already operating at an

unsatisfactory level of service, an increase of 5 percent (addition of 0.05) to the volume-to-capacity (v/c) ratio would constitute a significant project impact. Given that traffic volumes can typically fluctuate by 10% or more from day to day, the recognition that a significant impact would occur when the volume-to-capacity ratio increases by 5% (or 0.05) is not unreasonable, because such a change would typically represent less than half of the normal daily (weekday) fluctuation in traffic volumes. This degree of change also represents a threshold that would be noticeable to the average driver. Thus, an increase of 0.05 in the v/c ratio is significant, as it reflects what would be considered a *measurable* worsening of the intersection or roadway operations and therefore would constitute a significant project impact. More specifically, if an un-signalized intersection is already operating at unsatisfactory level of service, then an increase in v/c of 0.05 would be considered a significant project impact. This threshold is applied even where project traffic will be added to existing or projected conditions that are already unacceptable or are projected to be unacceptable under Cumulative conditions even without the project.

In other communities in which this approach has been used, lead agencies have sometimes received comments questioning the use of this threshold, and arguing that under CEQA, where a roadway is already functioning at "unacceptable" levels during certain periods, the addition of *any* additional traffic is per se a significant environmental effect. The City disagrees with this opinion, in part because of the nature of traffic impacts compared with other categories of environmental impacts, which often involve public health or ecological concerns. Unlike most other types of environmental effects addressed in EIRs, traffic impacts, viewed in terms of service level changes, often are without health or ecological consequences but rather translate only into human inconvenience (e.g., waiting longer to make turning movements or to get through intersections). Worsened congestion might cause irritation or inconvenience to people, but not any adverse effects on public health or ecosystems. Thus, while the addition of relatively small amounts of air pollution in a polluted air basin might worsen the adverse health effects of air pollution, no similar health effects result from additional congestion. Similarly, while the loss of relatively small amounts of the habitat of an endangered or threatened species might cause ecological consequences of note, worsened congestion has no such consequence to biological resources.

Furthermore, and ironically, the "mitigation" for the "environmental" effect of worsened congestion often requires worsened impacts on other environmental or natural resources. Notably, roadway widenings could translate into the creation of more ecologically damaging pavement, which could destroy wildlife habitat or cultural or historical resources. While the 0.05 threshold, by allowing small amounts of traffic without triggering additional mitigation, might require drivers to endure minor additional delays during peak periods, this purely human inconvenience is not by itself, in the City's view, a "significant effect on the environment."

Methodology

The development of transportation system needs and impacts is based on the travel demand model which was originally developed by DKS Associates in 1992 for the City of Roseville and Placer County, and has since been updated and recalibrated multiple times, most recently in 2008. The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and descriptions of the roadway and transit systems. The model covers not only the City of Roseville, but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model maintains a general consistency with the trip distribution and mode choice estimates from the regional model used by the Sacramento Area Council of Governments (SACOG).

The travel demand model was used to estimate future traffic volumes with and without the Proposed Project under various conditions. The outputs of the travel demand model include average daily, a.m., and p.m. peak hour traffic volume forecasts on roadway segments as well as for turning movements at intersections. The level of service of Roseville's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For this Traffic Impact Analysis, levels of service were evaluated at existing and planned signalized intersections throughout the City of Roseville, as well as a number of intersections and roadway segments in other jurisdictions.

Levels of service at intersections have been evaluated using the Circular 212 methodology. For the last 15 to 20 years, Placer County, Sacramento County and the cities of Roseville, Rocklin and Lincoln have all used the Circular 212 methodology to evaluate intersection levels of service for traffic impact studies. Over that time, they have independently adjusted the capacities used in that methodology to match the calculated LOS level with their field observations of an observed LOS.

They provided to their decision-makers a list of intersections that meet and don't meet their LOS policy based on the calculated LOS. Thus each of these jurisdictions has independently tailored the Circular 212 methodology to match their desired LOS policy. The staffs of these jurisdictions have also compared the Highway Capacity Manual (HCM) method with the Circular 212 method and have each concluded that they should continue to use Circular 212 method since it meets their policies, needs and expectations. Unlike the Circular 212 method, the HCM method requires a substantial amount of input data, including signal timing information.

The HCM method can provide a good estimate of the delay incurred by motorists under existing conditions when traffic signal timing is known. However, when one is analyzing new intersections under

conditions 20 years into the future, a large number of assumptions are required to use the HCM method. It is thus debatable whether this method is more accurate or useful to the public and decision makers than the Circular 212 method that has been tailored to a jurisdiction's LOS policy.

The model distributes future trips based on a future development scenario. Thus the model does the same redistribution of non-project trips due to the project in the same way the model redistributes non-project trips due to background growth between today and future conditions. **Figure 7** shows the modeled trip distribution for the project.

Given the location Fiddyment Ranch and proximity to both I-80 and SR-65, the traffic modeling, as shown in Figure 7, indicates that relatively few project trips would use I-80 in Roseville. The model does show that vehicles heading into Sacramento County are more likely to use Watt Avenue or Walerga Road to access Business 80 or Baseline/ Riego Road to access SR 70/99. There are very few destinations where I-80 in Roseville would be a preferred route to use.

The model also shows that fewer than one percent of the project trips would travel north to the City of Lincoln. As such, no further impact analysis was evaluated as these additional trips were deemed to be less than significant. Although Figure 7 shows 12% of the project traffic heading north on Fiddyment, Foothills, Industrial and Hwy 65, the majority of that is dispersed to the east and west prior to Lincoln and some is passing through to points beyond.

Traffic volume forecasts are not based on a simple layering/adding of assumed project-generated traffic volumes onto the existing traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the Proposed Project is added to buildout land uses within the City. The travel model redistributes trips and can cause traffic on some roadways to increase or decrease and cause changes in "critical" traffic movements at intersections. Due to this re-distribution process, changes in level of service at intersections some distance from the Proposed Project can take place.

The City of Roseville's level of service policy is based solely on intersection operations during the p.m. peak hour, which is generally considered the busiest part of the day on local roadways. For the Creekview EIR, the DEIR considered both the a.m. peak hour and p.m. peak hour volumes in evaluating traffic impacts within the plan area, even though the City of Roseville level of service policy is based on the p.m. peak hour only.

In order to be conservative under CEQA, the City is treating an unacceptable a.m. peak hour condition as a significant impact, even if such a result is not directly relevant under the City's level of service policy.

Analysis Scenarios

The traffic associated with development of the Proposed Project has been evaluated under existing and future conditions. The following conditions and scenarios have been defined and evaluated in detail:

- **Existing Conditions**
    - No Project (reflects existing traffic counts conducted in late 2007/ early 2008)
    - Existing Plus Project (Fiddyment Ranch Specific Plan Amendment 3 Project)
    - Existing Plus Project (Fiddyment Ranch Specific Plan Amendment 3 Project) with build out of the rest of the West Roseville Specific Plan (WRSP)
- **2025 CIP Conditions**
    - 2025 CIP No Project (current CIP with current entitlement on Fiddyment Ranch site)
    - 2025 CIP Plus Project (Fiddyment Ranch Specific Plan Amendment 3 Project)
- **2025 Cumulative Conditions** (2025 CIP plus reasonably foreseeable projects in Placer Co.)
    - Cumulative No Project (with current entitlement on Fiddyment Ranch site)
    - Cumulative Plus Project (Fiddyment Ranch Specific Plan Amendment 3 Project)
    - Cumulative Plus Project (Fiddyment Ranch Specific Plan Amendment 3 Project) - without Placer Parkway

Development Assumptions for 2025 CIP Conditions

The City's adopted CIP Update and level of service standard considers traffic levels expected to occur under 2025 development levels, which was defined as build out of currently entitled City land plus some potential redevelopment of properties within the City's Downtown area and 2025 market rate development outside of the City. The build out development forecasts within Roseville are based on the forecasts developed for the City's adopted CIP update.

Development assumptions outside the City of Roseville, particularly in adjacent communities, also have an important impact on the forecasts of travel patterns within the City. The current CIP was based on 2025 development forecasts for each jurisdiction in Placer County. This forecast included build out of "Phase 1" of the proposed Placer Vineyards project in west Placer County. A portion of the City of Lincoln's recently approved sphere of influence (SOI) expansion was included as well. Outside of Placer County, the current CIP assumed 2025 land use and trip generation estimates prepared by the Sacramento

Area Council of Governments (SACOG) for the most recent Metropolitan Transportation Plan (MTP), except in South Sutter County where build out of Phase 1 of the Sutter Pointe Specific Plan was assumed.

For this EIR, the City has determined that 2025 be the forecast timeframe for the City's CIP analysis. The following land use assumptions are included in the 2025 CIP scenarios:

- Buildout of the City of Roseville (existing City)
- Buildout of the West Roseville Specific Plan
- Buildout of the Sierra Vista Specific Plan
- Buildout of the Creekview Specific Plan
- Buildout of Regional University (Placer County)
- Placer Vineyards Phase 1 (Placer County)
- City of Lincoln at 2025 market absorption
- Buildout of City of Rocklin residential and 2025 absorption of non-residential
- Forecast SACOG 2025 development outside of Placer County

The Placer Vineyards Specific Plan area is located immediately south of Baseline Road and was approved by Placer County in July 2007 and includes development on 5,230 acres. At buildout, Placer Vineyards would include 14,132 dwelling units, 274 acres of commercial development, 1,560 acres of parks, open space, schools, and roadways. Development has not yet commenced due to the need to obtain federal approvals needed for filling wetlands and impacting the habitat of endangered and threatened species.

The Regional University Specific Plan is located immediately west of the West Roseville Specific Plan area. Access to the site would be through an extension of Watt Avenue, through the SVSP area. Regional University and Community Specific Plan is 1,157 acres. It will include a 600-acre private university campus on the western portion of the plan area, and a 557 urban community on the eastern portion of the site. Approximately 3,232 residential units and a private high school for 1,200 students would be included in the development. It was approved by Placer County in December 2008.

Development has not yet commenced due to the need to obtain federal approvals needed for filling wetlands and impacting the habitat of endangered and threatened species.

The Riolo Vineyard Specific Plan is proposed as a residential community with open-space, recreational, and commercial components and encompasses approximately 525 acres. The development would include a total of 933 residential units consisting of low-, medium- and high-density as well as rural and agricultural residences. A tentative subdivision map with 285 residential lots has been submitted by the project proponent to be processed concurrently with the specific plan application.

Sutter Pointe was approved by Sutter County in June 2009. It consists of approximately 7,500 acres of land located in the southeast corner of Sutter County, adjacent to the Placer County line. It is proposed as a new community with a heavy emphasis on jobs, with approximately 3,600 acres of commercial and industrial uses, 2,900 acres for residential uses, and 1,000 acres of parks, recreation and open space.

The Elverta Specific plan includes 1,744 acres in the north-central portion of Sacramento County, approximately seven miles southwesterly of the project site. Approximately 881 acres would accommodate 4,950 residential units, and 552 acres would include agricultural/rural land use. It also would include 19 acres of commercial and office professional units. It was approved by Sacramento County in August 2008.

The City has also requested that a number of roadway improvements are included for the 2025 CIP scenarios, including:

- All roadway and intersection improvements included in Roseville's Capital Improvement Program (CIP)
- I-80 improvements, including HOV lanes and auxiliary lanes in Placer County
- SR 65 improvements, including widening to six lanes between I-80 and Blue Oaks Boulevard

Other regional roadway improvements have been assumed for the 2025 CIP scenarios, including:

- Widening of Baseline Road to six lanes from Fiddyment Road to the Sutter County line (consistent with the Placer Vineyards Specific Plan, Sierra vista Specific Plan and current City of Roseville and Placer County Fee programs for Baseline Road)

- Widening of Baseline Road to four lanes from the Sutter County Line to SR 70/99 (consistent with Phase one of the Sutter Pointe Specific Plan)

- Widening of Watt Avenue to six lanes between Baseline Road and the Sacramento County line (consistent with the Placer Vineyards Specific Plan)

- Widening of Walerga Road to four lanes between Baseline Road and the Sacramento County line (consistent with Placer County CIP)

- Widening of Riego Road to six lanes from Sutter County Line to SR 70/99 (consistent with MTP and Sutter Pointe Specific Plan.)

- Construction of an interchange at SR 70/99 and Riego Road.

- Construction of Santucci Boulevard from Baseline Road to Blue Oaks Boulevard (consistent with Regional University Specific Plan and Sierra Vista Specific Plan)

For purposes of the 2025 CIP analysis, Placer Parkway is not assumed because it is currently going through the Tier II environmental review process and construction has not been funded. Projects listed within the MTP have identified funding programs and therefore are reasonably foreseeable as viable transportation improvements.

Development Assumptions for 2025 Cumulative Conditions

The Cumulative Conditions scenarios represent the 2025 CIP Conditions plus other reasonably foreseeable projects. In addition to the land use and roadway network assumptions included in the 2025 CIP scenarios, the City has requested that the following projects be added to the Cumulative scenarios:

- Buildout of Amoruso Ranch Specific Plan (formerly Brookfield Specific Plan)

- Partial buildout of Placer Ranch (Buildout of Sacramento State University Campus, 50% of residential buildout and 25% of non-residential buildout)

- Partial construction of Placer Parkway (4 lanes from SR 65 to Watt Avenue/ Blue Oaks Boulevard with interchanges at Foothills Boulevard, Fiddyment Road, and Blue Oaks Boulevard/ Santucci Boulevard)

- Extension of Santucci Boulevard (Watt Avenue) to Blue Oaks Boulevard (necessary to provide access to Placer Parkway)

The Placer Ranch Specific Plan includes 2,213 acres in unincorporated Placer County. The project could include 6,793 residential dwelling units, 527 acres of business park and light industrial uses, 150 acres of office, 99 acres of commercial uses and a 300-acre branch campus for the California State University Sacramento. The university campus could accommodate up to 25,000 students. Originally proposed in the County, a development application was submitted to the City of Roseville in 2007. The project has been on hold since early 2008. While inactive at this time, it is likely that some development will occur in the future, and therefore, a portion of it (50% of residential, 25% of non-residential, and 8,000 university students) is included in the cumulative analysis.

Due to some land owners dropping out of the Sierra Vista Specific Plan, a portion of that plan area has been designated as Urban Reserve. In the Sierra Vista EIR, those parcels were assumed to be developed under Cumulative conditions, and not under 2025 CIP conditions. The same assumption is being made for this document.

The Amoruso Ranch Specific Plan (formerly Brookfield) is currently undergoing a feasibility study process and will likely be proposed for annexation into the City of Roseville at some point in the future. Therefore, it has been assumed under Cumulative conditions in this study.

Trip Generation of Proposed Project

Fiddyment Ranch, along with WestPark, is part of the West Roseville Specific Plan (WRSP) which was adopted by the City in 2005. Portions of Fiddyment Ranch and WestPark have already been developed and other parts remain to be developed. The Proposed Project consists of portions of Fiddyment Ranch Phase 1, Phase 2, and Phase 3, which are currently undeveloped. Construction has begun in portions of Phase 1 and Phase 2, while Phase 3 is currently completely undeveloped. Fiddyment Ranch is currently entitled under the WRSP for 4,207 dwelling units, approximately 425,000 square feet of commercial development, two elementary schools, a high school, and approximately 200 acres of parkland. The Proposed Project would add 1,905 dwelling units, for a total of 6,112 dwelling units. The project would

also add approximately 79,200 square feet of commercial development and approximately 3 acres of parkland.

Table 6 provides a summary of the proposed trip generation and summarizes the additional trip ends associated with the Proposed Project under both of the scenarios discussed above. The table shows that the Proposed Project would increase trip generation by approximately 17,000 daily trip ends when compared to the currently approved project. Daily trip ends include both trips originating in and terminating in the Proposed Project.

It should be noted that since the Proposed Project contains both residential and non-residential uses, some internalization of trips can be expected. For example, some residents living within the Proposed Project could do their shopping or work within the project site, and thus their shopping or work trips might remain within the project site. A "select zone" assignment was performed with the travel demand model to estimate the internalization of trips.

Trip Distribution of Proposed Project

The travel demand model was used to determine the distribution of trips to and from the Proposed Project. "Select zone" analyses were run for Existing Plus Project, 2025 CIP Plus Project, and Cumulative Plus Project conditions in order to isolate project-related trips and determine estimated project trip distribution. **Figure 7** shows the estimated trip distribution for the three scenarios. The figure shows that, under all three scenarios, a majority of project trips are projected to remain within Roseville's city limits.

Project Impacts

Existing Plus Project Conditions

Existing Plus Project Conditions represents a scenario as if the Proposed Project were instantaneously built and added to existing conditions. This scenario differs from the 2020 CIP and Cumulative scenarios in that the project site is currently undeveloped. Therefore, unlike the future scenarios, where the Proposed Project is *replacing* entitled land uses, the Existing Plus Project scenario compares full build of the Proposed Project to "bare" earth. The travel demand model has been used to determine volume changes at Study Area intersections and these model "deltas" have been added to recent traffic counts to

determine Existing Plus Project volumes and resulting level of service impacts. **Figure 8** shows Existing and Existing Plus Project daily volumes on Roseville Roadways.

Existing Plus Project Conditions – Roseville

IMPACT NO. 1:	The Proposed Project would increase traffic volumes on **City of Roseville** roadways under **Existing** Conditions.
APPLICABLE POLICIES AND REGULATIONS	City of Roseville General Plan City of Roseville Level of Service Policy
SIGNIFICANCE:	Significant
MITIGATION:	*Mitigation Measure 1:* Pay fair share costs for intersection improvements identified in the City's current CIP
RESIDUAL SIGNIFICANCE:	Less than Significant

AM Peak Hour

Table 7 shows the projected a.m. peak hour levels of service at all City of Roseville intersections under existing conditions with and without buildout of the Proposed Project. The City does not have an established Level of Service Policy for a.m. peak hour traffic demand. Under Existing conditions, 156 of the City's 157 currently signalized intersections (which exclude those signals identified in the "pedestrian Overlay District") operate at LOS C or better. This equates to 99.4 percent of the City's signalized intersections functioning at LOS C or better during the a.m. peak period which is significantly higher than the City's PM peak hour requirement that 70 percent of the City's signalized intersections function at LOS C or better. The Proposed Project would add two signalized intersections within the City. Under the Plus Project scenario, 158 of the City's 159 signalized intersections would operate at LOS C or better. This means that 99.4 percent of the City's intersection would function at LOS C or better during the a.m. peak hour which is significantly higher than the City's PM peak hour requirement of 70 percent. As such, this impact is considered to be **less than significant**.

As noted in Table 7, one intersection would operate at LOS E with or without the project under the Existing Scenario during the a.m. peak hour. This intersection is:

- Taylor & Eureka I-80 EB Off Ramp (LOS E to LOS E)

Improvements to this intersection are currently included within the City of Roseville's Capital Improvement program which includes the collection of fee's for this element of the program. Construction of the second eastbound through lane will be addressed with future implementation of the CIP program. Development within the Fiddyment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for this improvement. As such, this impact is considered to be **less than significant**.

PM Peak Hour

Table 8 shows the projected p.m. peak hour levels of service at all City of Roseville intersections under existing conditions with and without buildout of the Proposed Project. Under Existing conditions during the p.m. peak hour, 149 of the City's 157 currently signalized intersections (which exclude those signals identified in the "pedestrian Overlay District") operate at LOS C or better. This equates to 94.9 percent of the City's signalized intersections functioning at LOS C or better during the p.m. peak period which is significantly higher than the City requirement that a minimum of 70 percent of the City's signalized intersections to function at LOS C or better during the peak period. The Proposed Project would add 2 signalized intersections within the City. Under the Plus Project Conditions during the p.m. peak hour, 152 of the City's 159 signalized intersections would operate at LOS C or better. This means that 95.6 percent of the City's signalized intersections would function at LOS C or better during the p.m. peak hour, which is significantly higher than the City requirement of 70 percent. As such, this impact is considered to be **less than significant**.

PM Peak Mitigation

As noted in **Table 9**, three intersections would degrade from LOS C or better under the Existing Scenario to less than LOS C under the Existing Plus Project scenario during the p.m. peak hour. These include:

- Baseline Road & Fiddyment Road (LOS C to LOS D)
- Galleria Boulevard & Roseville Parkway (LOS C to LOS D)
- Lead Hill Boulevard & North Sunrise Avenue (LOS C to LOS D)

Baseline Road and Fiddyment Road – The p.m. peak hour level of service at this location would degrade from acceptable LOS C to unacceptable LOS D. This represents a **significant** impact. Construction of the following improvements would improve the operation of this intersection in the existing Plus Project scenario to LOS A conditions:

- Construction of a third southbound and northbound through lane
- Construction of a eastbound and westbound through lane
- Construction of a second eastbound and westbound left turn lane
- Construction of a second northbound and southbound left turn lane

These improvements are currently included within the City of Roseville's Capital Improvement Program which includes the collection of fees for this element of the program. Construction of these improvements will be addressed with future implementation of the CIP program. Development within the Fiddyment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for these improvements. Implementation of *Mitigation Measure 1*, which requires the development under the proposed Fiddyment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to **Less then Significant**.

Galleria Boulevard and Roseville Parkway - The p.m. peak hour level of service at this location would degrade from acceptable LOS C to unacceptable LOS D. This represents a **significant** impact. Construction of the following improvements would improve the operation of this intersection to LOS C:

- Construction of fourth eastbound through lane
- Construction of fourth westbound through lane
- Construction of 3rd southbound through lane

These improvements are currently included within the City of Roseville's Capital Improvement Program. Development within the Fiddyment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for these improvements. Implementation of *Mitigation Measure 1*, which requires the development under the proposed Fiddyment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to **Less then Significant**.

Lead Hill Boulevard and North Sunrise Avenue - The p.m. peak hour level of service at this location would degrade from acceptable LOS C to unacceptable LOS D. This represents a **significant** impact. Construction of the following improvements would improve the operation of this intersection in the existing Plus Project scenario to LOS A conditions:

- Construction of third northbound through lane

- Construction of third southbound through lane
- Construction of second southbound left turn lane

Implementation of *Mitigation Measure 1*, which requires the development under the proposed Fiddyment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to **Less then Significant**.

IMPACT NO. 2:	The Proposed Project would increase demand for **transit** within the City of Roseville
APPLICABLE POLICIES AND REGULATIONS	City of Roseville General Plan Short and Long Range Transit Plans
SIGNIFICANCE:	Potentially Significant
MITIGATION:	*Mitigation Measure 2:* Provide DAR (Dial-A-Ride) services to the Proposed Project under the City's current policies and other routes in conformance with City's adopted transit plan.
RESIDUAL SIGNIFICANCE:	Less than Significant

Traditionally, Roseville Transit has been funded primarily by local Transportation Development Act (TDA) funding sources, which are derived from a statewide one-quarter cent sales tax. Secondary and tertiary historical funding sources have been Federal Transit Administration (FTA) funds and local transit fares. General funds have not historically been used to support Roseville Transit and would not be expected to be used to support transit services for the CSP. As TDA revenues rise or fall during various economic conditions, transit services are expected to reflect the amount of funding available versus the unmet needs which are evaluated annually by the Placer County Transportation Planning Agency (PCTPA). Currently, Roseville Transit is facing reduced revenues and is making adjustments to reduce its services to align itself with increased costs and reduced revenues. Accordingly, if TDA revenues increase in the years ahead, Roseville Transit will have an opportunity to expand its services to best meet the unmet transit needs within the City of Roseville, which may include the Proposed Project area. The current policy is to provide DAR services citywide. Thus, DAR services would provide a minimum level of transit services to the Proposed Project upon development under the City's current policies."

The addition of residential units and commercial square footage would increase the demand for transit within the City of Roseville. There are currently no Roseville Transit routes directly serving the project

site. Transit needs within the Proposed Project would not be met by current transit lines. This would result in a potentially significant impact on transit demand.

As mitigation, the project would be required to develop transit stops at key arterial intersections and at other locations as determined by the Public Works Director, in accordance with the City's Improvement Standards. Roseville Transit shall provide transit services in accordance with the SRTP and LRTP as funding allows. Although the Roseville Transit System is currently facing funding problems, the requirement that the Project develop transit stops at key arterial intersections and other locations determined by Public Works will be sufficient to allow service to be extended to the Project area. Notably, nothing about the inclusion of such transit stops will worsen the current funding problems of the Roseville Transit system, which should improve as the national and regional economies recover from the recent recession. Because development in the Project area is not expected to occur to any significant degree until economic conditions improve, the City expects system revenues to increase as demand for transit service in the Project area arises. For these reasons, the proposed mitigation would reduce impacts to a **less than significant** level.

IMPACT NO. 3:	The Proposed Project would increase demand for **bicycle facilities** within the City of Roseville
APPLICABLE POLICIES AND REGULATIONS	City of Roseville General Plan City of Roseville Bicycle Master Plan City of Roseville Design/ Construction Standards Caltrans Highway Design Manual CA MUTCD
SIGNIFICANCE:	Less than Significant
MITIGATION:	*None required*
RESIDUAL SIGNIFICANCE:	Less than Significant

The Proposed Project would result in demand for safe and convenient pedestrian/bicycle facilities by residents and employees of the site for primarily transportation-related purposes. The CSP project proposal includes Class I trails, Class II bike lanes and the Class IA facilities (paseos, etc.). These are connected within the project and to the existing City bikeway system. The Class II bike lanes for collectors have been modified to accommodate slower vehicular speeds and narrower street sections; this is a deviation from current City of Roseville Design/Construction Standards. However, they do comply

with the minimum requirements of the Highway Design Manual. Thus, this impact is considered to be **less than significant**.

Existing Plus Project Conditions – Rocklin

IMPACT NO. 4:	The Proposed Project would increase traffic volumes on **Rocklin roadways** under **Existing** Conditions.
APPLICABLE POLICIES AND REGULATIONS	City of Rocklin General Plan
SIGNIFICANCE:	Les than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

Table 10 shows the change in traffic volume on roadway segments within the City of Rocklin. Under the No Project scenario all of these segments will operate at better than LOS C. Under the existing Plus Project scenario all of these segments will continue to function at better than LOS C. As such, this impact is considered to be **less than significant**.

Existing Plus Project Conditions – Placer County

IMPACT NO. 5:	The Proposed Project would increase traffic volumes on **Placer County intersections** under **Existing** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Placer County General Plan Placer Vineyards Specific Plan Regional University Specific Plan
SIGNIFICANCE:	Significant
MITIGATION:	*Mitigation Measure 3:* Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities
RESIDUAL SIGNIFICANCE:	Significant and Unavoidable

The Proposed Project would result in traffic volume increases on a number of roadways in Placer County. **Table 11** shows the projected a.m. and p.m. peak hour levels of service at a number of Placer County intersections in the vicinity of the Proposed Project.

AM Peak Hour

As shown in that table, one Placer County intersection would be significantly impacted during the a.m. peak hour under existing conditions plus project conditions:

- Walerga Road and PFE Road (LOS E to LOS F)

The following are recommended mitigation measures for the a.m. peak hour impacted intersection.

Walerga and PFE Road – This intersection is currently stop controlled and functions at LOS E. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a second northbound and southbound through lane would improve the operation of this intersection to LOS C. The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements, with the intention of achieving within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation from the proposed Fiddyment Ranch Specific Plan Amendment 3 project for impacts on Placer County roadways. This share shall be calculated by determining impacts on projects identified within the CIP's for Placer County Benefit Districts west of SR 65, excluding Placer Vineyards and Regional University. However, since this intersection is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at this intersection is considered to be ***significant and unavoidable***.

PM Peak Hour

Three Placer County intersections would be significantly impacted during the p.m. peak hour under existing conditions plus project conditions. Those intersections are:

- Watt Avenue and Baseline Road (LOS D to LOS E)
- Locust Road and Baseline Road (LOS E to LOS F)
- Walerga Road and PFE Road (LOS D to LOS E)

The following are recommended mitigation measures for the three p.m. peak hour impacted intersections.

Watt Avenue and Baseline Road – This intersection is currently signal controlled and operates at LOS D during the p.m. peak hour. Under the Existing Plus Project scenario, this intersection would function at LOS E. The provision of a second eastbound through lane would improve the operation of this intersection to LOS A. The City of Roseville currently participates in a joint fee program with Placer

County for improvements along Baseline Road, including the construction of this improvement. Development within the proposed project will be required to participate in this fee program and pay fair share costs for this improvement. As such, this impact would be reduced to ***less than significant***.

Locust Road and Baseline Road – This intersection is currently stop-controlled and functions at LOS E. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of additional eastbound and westbound thru-lanes would improve the operation of this intersection to LOS B, which meets the County's LOS policy. This intersection could also be signalized, along with the widening of Baseline Road to four lanes in order to operate at LOS A under Existing Plus Project conditions. Signalization of this intersection, along with the widening of Baseline Road to four lanes, was identified in the Sutter Pointe Specific Plan adopted by Sutter County. The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements, with the intention of achieving within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation from the proposed Fiddyment Ranch Specific Plan Amendment 3 project for impacts on Placer County roadways. This share shall be calculated by determining impacts on projects identified within the CIP's for Placer County Benefit Districts west of SR 65, excluding Placer Vineyards and Regional University. However, since this intersection is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at this intersection is considered to be ***significant and unavoidable***.

Walerga and PFE Road – This intersection is currently stop controlled and functions at LOS E. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a second northbound and southbound through lane would improve the operation of this intersection to LOS C.

The City of Roseville shall negotiate in good faith with Placer County to enter into fair and reasonable arrangements, with the intention of achieving within a reasonable time period after approval of the proposed project, commitment for the provision of adequate fair share mitigation from the proposed Fiddyment Ranch Specific Plan Amendment 3 project for impacts on Placer County roadways. This share shall be calculated by determining impacts on projects identified within the CIP's for Placer County Benefit Districts west of SR 65, excluding Placer Vineyards and Regional University. However, since this intersection is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at this intersection is considered to be ***significant and unavoidable***.

Implementation of Mitigation Measure 3 will facilitate the construction of such improvements by requiring the City of Roseville negotiate in good faith with Placer County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Fiddyment Ranch Specific Plan Amendment 3 commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Placer County roadways.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, because the City of Roseville does not have control over improvements on Placer County roadways, the City must conservatively assume that, at the time of project approval by the City, this impact will be is considered **significant and unavoidable**, despite the City's own commitment to work with Placer County. Consistent with CEQA Guidelines section 15091, subdivision (a)(2), the City concludes that Placer County can and should cooperate with the City in implementing a fair share fee program to mitigate the impacts occurring in areas under the County's control. The City is committed to and will initiate contact with Placer County officials to explore the feasibility of such a program, wherein the effects of development across jurisdictional boundaries are addressed. If adopted, the Fiddyment Ranch Specific Plan Amendment 3area will be made part of such a fee program.

IMPACT NO. 6:	The Proposed Project would increase traffic volumes on **Placer County roadway segments** under **Existing** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Placer County General Plan Placer Vineyards Specific Plan Regional University Specific Plan
SIGNIFICANCE:	Significant
MITIGATION:	*Mitigation Measure 3:* Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities
RESIDUAL SIGNIFICANCE:	Significant and Unavoidable

Table 12 shows the changes in daily traffic volume on Placer County roadways under existing and existing Plus Project conditions. The table shows that there would be significant volume increases on Walerga Road if the project were instantaneously built out.

Walerga Road south of Baseline Road – Under the existing scenario this segment currently carries 16,100 vehicles per day and operates at LOS D. Under the Plus Project scenario, traffic volumes would increase along this segment to 17,500 vehicles per day and operate at LOS E. The construction of a second northbound and southbound through lane would improve the LOS along this segment of roadway to LOS A. However, since this segment is not under the jurisdiction of the City and the City cannot guarantee that improvements will be constructed, the impact at this intersection is considered to be ***significant and unavoidable***.

Construction of the improvements noted above would reduce the project impacts. However, since the City of Roseville does not have control over improvements on Placer County roadways, the City must conservatively assume that, at the time of project approval by the City, those impacts that cannot be mitigated by an existing inter-jurisdictional funding program (i.e., impacts to Watt Avenue south of Baseline Road) are considered **significant and unavoidable,** despite the City's own commitment to work with Placer County. Consistent with CEQA Guidelines section 15091, subdivision (a)(2), the City concludes that Placer County can and should cooperate with the City in implementing the mitigation required for impacts occurring in areas under the County's control and not subject to an existing inter-jurisdictional funding program.

The conservative conclusion here that the impact is significant and unavoidable reflects the realities (i) that the City will be acting first without certain knowledge of Placer County actions and (ii) that the City cannot force Placer County to enter into an agreement against its will. The conclusion should not be understood to diminish the mandatory character of proposed Mitigation Measure 3, which requires the City to attempt to enter into an agreement with the County to require the applicant to pay its fair share for mitigation in the unincorporated area necessitated in part by the Proposed Project, including impacts on Placer County segments. The City anticipates cooperation with the County and successful implementation in light of actions by the Placer County Board of Supervisors in July 2007, December 2008, and May 2009 approving mitigation measures for the Placer Vineyards, Riolo Vineyard, and Regional University Specific Plans requiring the County to approach the City about entering into an agreement to address inter-jurisdictional traffic impacts and mitigation obligations.

Existing Plus Project Conditions – Sacramento County

IMPACT NO. 7:	The Proposed Project would increase traffic volumes on **Sacramento County intersections** under **Existing** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Sacramento County General Plan
SIGNIFICANCE:	Less than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

The Proposed Project would result in traffic volume increases on a number of roadways in Sacramento County. **Table 13** shows the changes in a.m. and p.m. peak hour intersection level of service at a number of Sacramento County intersections. The table shows that all of the intersections currently meet the County's policy of LOS E or better. The addition of the Proposed Project would increase the volume-to-capacity ratio at some of these intersections, but not enough to result in a significant degradation in level of service.

IMPACT NO. 8:	The Proposed Project would increase traffic volumes on **Sacramento County roadway segments** under **Existing** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Sacramento County General Plan
SIGNIFICANCE:	Significant
MITIGATION:	*Mitigation Measure 4:* Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sacramento County facilities
RESIDUAL SIGNIFICANCE:	Significant and Unavoidable

Table 14 shows the changes in daily traffic volume on Sacramento County roadways under existing and existing Plus Project conditions. The table shows that there would be significant volume increases on Walerga Road if the project were instantaneously built out.

Walerga Road south of Elverta Road - Under the existing scenario Walerga Road South of Elverta currently carries 35,800 vehicles per day and operates at LOS E. Under the Plus Project scenario, traffic volumes would increase along this segment to 36,300 vehicles per day and operate at LOS F. The construction of a second northbound and southbound through lane would improve the LOS along this segment of roadway to LOS B.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, since the City of Roseville does not have control over improvements on Sacramento County roadways, the City must conservatively assume that, at the time of project approval by the City, this impact is considered will be **significant and unavoidable,** despite the City's own commitment to work with Sacramento County. Consistent with CEQA Guidelines section 15091, subdivision (a)(2), the City concludes that Sacramento can and should cooperate with the City in implementing a fair share fee program to mitigate the impacts occurring in areas under the County's control. The City is committed to and will initiate contact with Sacramento County officials to explore the feasibility of such a program, wherein the effects of development across jurisdictional boundaries are addressed. If adopted, the Fiddyment Ranch Specific Plan Amendment 3 area will be made part of such a fee program.

The conservative conclusion here that the impact is significant and unavoidable reflects the realities (i) that the City will be acting first without certain knowledge of Sacramento County actions and (ii) that the City cannot force Sacramento County to enter into an agreement against its will. The conclusion should not be understood to diminish the mandatory character of proposed Mitigation Measure 4.3-5, which requires the City to attempt to enter into an agreement with the County to require the applicant to pay its fair share for mitigation in the unincorporated area necessitated in part by the Proposed Project.

Existing Plus Project Conditions – Sutter County

IMPACT NO. 9:	The Proposed Project would increase traffic volumes on **Sutter County intersections** under **Existing** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Sutter County General Plan
SIGNIFICANCE:	Significant
MITIGATION:	*Mitigation Measure 5:* Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sutter County facilities
RESIDUAL SIGNIFICANCE:	Significant and Unavoidable

Table 15 shows the change in Level of Service at two key intersections within Sutter County. Under the existing scenario these intersections currently operate at LOS D or better during the a.m. peak hour and at LOS E or worse during the p.m. peak hour. The addition of the Proposed Project would result in increases at these intersections.

The Proposed Project would result in a change in Level of Service at both study intersections in Sutter County during the p.m. peak hour. Table 15 shows the changes in p.m. peak hour levels of service intersection level of service at the following Sutter County intersection. Those intersections are;

- Pleasant Grove N. and Riego Road (LOS D to E)
- Pleasant Grove S. and Riego Road (LOS E to F)

This would be a **significant and unavoidable** impact.

The following outlines recommended mitigation measures for the p.m. peak hour impacted intersections.

Riego Road and Pleasant Grove North – This intersection is currently stop controlled and functions at LOS D. Under the Existing Plus Project scenario, this intersection would function at LOS E. Construction of a separate eastbound and westbound turn lane would improve the operation of this

intersection to LOS D or better, which would meet the County's LOS policy. The widening of Baseline Road to four lanes, was identified in the Sutter Pointe Specific Plan adopted by Sutter County.

Riego Road and Pleasant Grove South – This intersection is currently stop controlled and functions at LOS E. Under the Existing Plus Project scenario, this intersection would function at LOS F. Construction of a separate eastbound and westbound turn lane would improve the operation of this intersection to LOS E, which does not meet the County's LOS policy. This intersection would need to be signalized in order to operate at LOS C or better under Existing Plus Project conditions. This improvement, along with the widening of Baseline Road to four lanes, was identified in the Sutter Pointe Specific Plan adopted by Sutter County.

Mitigation Measure 5 would facilitate the construction of such improvements by requiring the City of Roseville negotiate in good faith with Sutter County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Proposed Project commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Sutter County roadways.

Construction of the improvements noted above would reduce the project impacts to less than significant levels. However, since the City of Roseville does not have control over improvements on Sutter County roadways, the City must conservatively assume that, at the time of project approval by the City, this impact will be is considered **significant and unavoidable**, despite the City's own commitment to work with Sutter County. Consistent with CEQA Guidelines section 15091, subdivision (a)(2), the City concludes that Sutter County can and should cooperate with the City in implementing a fair share fee program to mitigate the impacts occurring in areas under the County's control. The City is committed to and will initiate contact with Sutter County officials to explore the feasibility of such a program, wherein the effects of development across jurisdictional boundaries are addressed. If adopted, the Fiddyment Ranch Specific Plan Amendment 3 area will be made part of such a fee program.

The conservative conclusion here that the impact is significant and unavoidable reflects the realities (i) that the City will be acting first without certain knowledge of Sutter County actions and (ii) that the City cannot force Sutter County to enter into an agreement against its will. The conclusion should not be understood to diminish the mandatory character of proposed Mitigation Measure 4.3-9, which requires the City to attempt to enter into an agreement with the County to require the CSP to pay its fair share for mitigation in the unincorporated area necessitated in part by the CSP. The City anticipates cooperation with the County and successful implementation in light of actions by the Sutter County Board of

Supervisors in July 2009 approving mitigation measures for the Sutter Pointe Specific Plan and direction to address inter-jurisdictional traffic impacts and mitigation obligations (though not Roseville specifically).

IMPACT NO. 10:	The Proposed Project would increase traffic volumes on **Sutter County roadway segments** under **Existing** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Sutter County General Plan
SIGNIFICANCE:	Less than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

Table 16 shows the change in traffic volume on Riego Road in Sutter County. Under the existing scenario this segment currently carries 8,100 vehicles per day and operates at LOS C. Under the Plus Project scenario, traffic volumes would increase along this segment to 9,000 vehicles per day and operate at LOS C. As such, his impact is considered to be **less than significant**.

Existing Plus Project Conditions – State Facilities

IMPACT NO. 11:	The Proposed Project would increase traffic volumes at **State Interchanges** under **Existing** Conditions.
APPLICABLE POLICIES AND REGULATIONS	CALTRANS Policies
SIGNIFICANCE:	Significant
MITIGATION:	*Mitigation Measure 6:* Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Federal or State facilities if and when Caltrans and the City enter into an enforceable agreement
RESIDUAL SIGNIFICANCE:	Less than Significant

The addition of the Proposed Project to existing conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. It should be noted that the project site is a number of miles from any State highway, therefore, impacts are expected to be minimal.

Table 17 shows the existing and existing Plus Project levels of service at a number of interchanges providing access to State highways including State Route 65, Interstate 80, and State Route 70/99. The State's Transportation Concept Reports (TCR's) for these three highways designate a level of service standard of E or better. During the a.m. peak hour, all of these interchanges will continue to function at LOS E or better. During the p.m. peak period one interchange will function at less than LOS E during the p.m. peak period. That interchange is:

- I-80 Eastbound off at Taylor Road/Eureka Boulevard

I-80 Eastbound off at Taylor Road/Eureka Boulevard - Under the existing scenario, this interchange currently operates at LOS F with a volume to capacity ratio of 1.08. Under the Plus Project scenario this interchange will continue to operate at LOS F with an increased volume to capacity ratio of 1.09. Since there is an increase in volume and V/C ratio, this impact is considered to be significant. However, Caltrans and the City of Roseville are currently moving forward with the design for improvements at this interchange that will improve the operation of the interchange under the existing Plus Project scenario to LOS C with a volume-to-capacity ratio of 0.74. Those improvements include:

- Construction of a fourth westbound through lane on Eureka Road
- Construction of a second eastbound to northbound left turn lane from Eureka Road to Taylor Road
- Construction of a second northbound through lane from the eastbound off ramp to Taylor Road

These improvements are currently included within the City of Roseville's Capital Improvement Program and the City is currently working with Caltrans to develop improvement plans. Caltrans has given every indication of receptivity to these improvements, so their construction is not in doubt. Development within the Proposed Project will be required to pay fair share costs for these improvements. As such, impacts to this interchange are considered **less than significant**.

IMPACT NO. 12:	The Proposed Project would increase traffic volumes on **State Highways** under **Existing** Conditions.
APPLICABLE POLICIES AND REGULATIONS	CALTRANS Policies
SIGNIFICANCE:	Significant
MITIGATION:	*Mitigation Measure 6:* Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Federal or State facilities if and when Caltrans and the City enter into an enforceable agreement
RESIDUAL SIGNIFICANCE:	Significant and Unavoidable

While the project site is several miles from any State highway, the addition of the proposed project to existing conditions would cause changes in traffic volumes on State highways providing access to the site. **Table 18** shows the existing and existing Plus Project volumes on State highway segments. The table shows that I-80 currently operates at LOS F and the addition of the Proposed Project would add one percent or less to some of these already deficient facilities. These segments are:

- Douglas Boulevard to Eureka Road – 0.3 percent increase in ADT
- Eureka Road to Taylor Road – 0.9 percent increase in ADT
- Taylor Road to SR 65 – 1.0 percent increase in ADT

The table also shows that SR 65 currently operates at LOS F between I-80 and Blue Oaks Boulevard and the Proposed Project would add less than five percent to these already deficient facilities. These segments are:

- I-80 to Galleria Boulevard – 2.3 percent increase in ADT
- Galleria Boulevard to Pleasant Grove Boulevard – 3.8% increase in ADT

- Pleasant Grove Boulevard to Blue Oaks Boulevard – 5.0% increase in ADT

Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a **significant** impact. Caltrans is currently moving forward with Phases 2 and 3 of the Interstate 80 widening project in Placer County that will add High Occupancy Vehicle lanes and Auxiliary lanes from the Sacramento County line to 1,000 feet east of the Highway 65 Interchange. This is an ongoing, federally funded project that is fully funded. These improvements will significantly improve the operation of these segments of Interstate 80 and reduce the impacts from the project to less than significant levels. However, since the City of Roseville does not have control over improvements on State facilities, this impact is considered **significant and unavoidable**.

No specific improvements have been identified to mitigate project impacts on I-80 over than what is described above; however, the City is working with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, § 66000 et seq.). The SPRTA fees are currently collecting $67 million for the widening of SR 65.

The City recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

The City is working with the Placer County Transportation Planning Agency (PCTPA), the South Placer Regional Transportation Authority (SPRTA) and their member jurisdictions to develop a strategic "Transportation Expenditure Plan" that includes funding for improvements for State highways in Placer County. The Expenditure Plan includes a number of critical transportation projects and programs including construction of the Placer Parkway, improvements to I-80 and SR 65, and construction of SR 65 Lincoln Bypass.

The proposed funding components for the Expenditure Plan are as follows:

- Additional development fees

- Tier 2 Fee
- Transportation Uniform Mitigation Fee

- Transportation sales tax
- Existing and future State and Federal funds

The Tier 2 fees for Placer parkway have been adopted in Roseville, Rocklin, Lincoln, and Placer County and will be applied to all new growth areas. The Tier 2 fees are intended to generate $476 million dollars towards the construction of the Placer Parkway. The Fiddyment Ranch Specific Plan Amendment 3 will be required to participate in this fee program. In addition, the CSP will be required to participate in the South Placer Regional Transportation Authority Fee Program (SPRTA) and the Highway 65 Joint Powers Authority to fund improvements along Highway 65. The additional development fees will need to be adopted by each of the jurisdictions in South Placer County. The City supports implementation of the Transportation Expenditure Plan to fund regional improvements in South Placer County. The City will support Caltrans and regional agencies efforts to:

- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by the voters in 2006.
- Establish impact fees so that development throughout South Placer County pays their fair share of the unfunded cost of regional improvements, including improvements to SR 65

Because the City of Roseville does not have jurisdiction over State Highway facilities, this impact is considered **significant and unavoidable**.

2025 CIP Conditions

The 2025 CIP Conditions analysis considers estimated market rate development of currently entitled land within Placer County and the surrounding area plus buildout of the City of Roseville with and without the Fiddyment Ranch Specific Plan Amendment 3.

Table 19 and **Table 20** show the a.m. and p.m. peak hour level of service at signalized intersections Citywide under 2025 CIP conditions without and with buildout of the Proposed Project. It should be noted that this analysis includes a number of intersections that either currently are not signalized or currently do not exist.

These tables have been divided into the following categories:

- Existing Signalized Intersections (157 intersections that are currently signalized)
- Future Signals in CIP (19 existing and future intersections that will be signalized by 2025)
- Signalized Intersections Added to CIP with Sierra Vista (23 additional signalized intersections to be constructed as part of the recently approved Sierra Vista Specific Plan)
- Signalized Intersections Added with Creekview (3 additional signalized intersections to be constructed in the Creekview Specific Plan)
- Intersections in Sierra Vista Urban Reserve (3 additional signalized intersections are planned to be constructed when the Urban reserve area is entitled and developed and only assumed under Cumulative and Super-Cumulative conditions)
- Intersections in Pedestrian Overlay Zone (8 intersections excluded from the City's level of service policy where worse vehicular levels of service are accepted to promote pedestrian mobility and safety)

The addition of these signalized intersections brings the total number of signalized intersections considered in the 2025 CIP No Project scenario to 205.

It should be noted that mitigation measures identified in the Creekview Specific Plan EIR have been added to the City's CIP and are assumed at the following intersections:

- Westbrook Boulevard and Parkway One

- Westbrook Boulevard and Nobo Drive
- Blue Oaks Boulevard and Nobo Drive

It should be noted that the City's General Plan excludes a number of signalized intersections included in the City's recently adopted Pedestrian Overlay Zone from consideration in the City's Level of Service Policy. The Pedestrian Overlay Zone represents an area in the older part of the City where worse vehicular levels of service are accepted to promote pedestrian mobility and safety. Therefore, the following eight intersections are excluded from Roseville's level of service policy:

- Riverside Avenue/ Darling Way
- Vernon Street/ Riverside Avenue/ Douglas Boulevard
- Vernon Street/ Grant Street
- Vernon Street/ Judah Street
- Vernon Street/ Lincoln Street
- Washington Boulevard/ Main Street
- Washington Boulevard/ Oak Street
- Oak Street/ Grant Street

With the elimination of these intersections, the total number of signalized intersections considered in the 2025 CIP No Project analysis is 199.

Table 21 shows a summary of conditions under 2025 CIP conditions without the Proposed Project and shows that under 2025 CIP conditions without the Proposed Project, the City meets its 70% LOS C or better policy during the p.m. peak hour. The table shows that in the a.m. peak hour 90.6% of the City's intersections operate at LOS C or better and in the p.m. peak hour 79.7% of the City's intersections operate at LOS C or better. The table also shows that 19 intersections operate at LOS D or worse in the a.m. peak hour and 41 intersections operate at LOS D or worse in the p.m. peak hour.

2025 CIP Plus Project Conditions - Roseville

This section discusses traffic-related impacts on the City's roadway system under the 2025 CIP Plus Proposed Project scenario. The impacts of the Proposed Project on transit and bikeways are covered under the Existing Plus Project Conditions analysis. The City's travel demand model has been used to estimate the change in daily, a.m. and p.m. peak hour traffic volumes on City of Roseville roadways due to development of the Proposed Project under 2025 CIP conditions. **Figure 9** shows 2025 CIP and 2025 CIP Plus Project daily volumes on Roseville Roadways.

Traffic volume forecasts are not based on a simple layering/ adding of assumed project-generated traffic volumes onto the No Project traffic volumes. Rather, the City's travel demand model is used to predict how travel patterns would change if the Proposed Project is added to buildout land uses within the City. The travel model redistributes trips and can cause traffic on some roadways to increase or decrease and cause changes in "critical" traffic movements at intersections. Due to this re-distribution process, changes in level of service at intersections some distance from the Proposed Project can take place.

IMPACT NO. 13:	The Proposed Project would increase traffic volumes on **City of Roseville** roadways under **2025CIP** Conditions.
APPLICABLE POLICIES AND REGULATIONS	City of Roseville General Plan City of Roseville Level of Service Policy
SIGNIFICANCE:	Significant
MITIGATION:	*Mitigation Measure 7:* Modify City's CIP to provide for the intersection improvements
RESIDUAL SIGNIFICANCE:	Significant and Unavoidable

The Proposed Project would increase traffic volumes on City of Roseville roadways under 2025 CIP Conditions and result in significant LOS impacts at one intersection during the a.m. peak and four intersections during the p.m. peak:

A.M. Peak Hour Impacts

- Cirby/Foothills

P.M. Peak Hour Impacts

- Blue Oaks & Diamond Creek
- Douglas & Sunrise
- Pleasant Grove & Washington
- Industrial & Alantown

Table 19 identifies the a.m. peak hour levels of service at all current and future signalized intersections citywide under 2025 CIP conditions with and without buildout of the Proposed Project.

AM Peak Hour

Table 22 shows the percentage of intersections forecast to operate at LOS C or better during the a.m. peak hour under 2025 CIP conditions with and without buildout of the Proposed Project. Under No Project conditions, 183 of the City's 202 intersections would operate at LOS C or better. This equates to 90.6 percent of the City's signalized intersections functioning at LOS C or better during the a.m. peak period which is significantly higher than City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. Under the Plus Project scenario, 183 of the City's 202 intersections would operate at LOS C or better. This means that 90.6 percent of the City's signalized intersection would function at LOS C or better during the a.m. peak hour which is significantly higher than the City requirement of 70 percent. As such, this impact is considered to be **less than significant**.

Table 24 identifies the one intersection that would be significantly impacted during the a.m. peak hour. That intersections is:

- Cirby Way and Foothills Boulevard (LOS E to LOS F)

Implementation of mitigation measure **7** would modify City's CIP to provide for intersection improvements that would reduce impacts, but not to a less than significant level. The following summarizes the specific intersection improvements that would be needed.

Cirby Way and Foothills Boulevard – Under the 2025 CIP scenario, this intersection would operate at LOS E during the a.m. peak hour. The addition of the project would cause the intersection to degrade to LOS F. The level of service at this intersection could be improved to LOS E with the construction of a third northbound thru lane. However, due to right-of-way constraints on the adjacent Union Pacific railyard and the proximity of other adjacent businesses, this improvement is not feasible as it would place undue burden on those adjacent businesses. As such, this impact is deemed **significant and unavoidable**.

PM Peak Hour

Table 23 shows the percentage of intersections forecast to operate at LOS C or better during the p.m. peak hour under 2025 CIP conditions with and without buildout of the Proposed Project. Under 2025 conditions, 161 of the City's 202 intersections would operate at LOS C or better. This equates to 79.7 percent of the City's signalized intersections functioning at LOS C or better during the p.m. peak hour which is significantly higher than City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. Under the Plus Project scenario, 160 of the City's 202 intersections would operate at LOS C or better. This means that 79.2 percent of the City's signalized intersection would function at LOS C or better during the p.m. peak hour which is significantly higher than the City requirement of 70 percent. As such, this impact is considered to be **less than significant**.

Table 24 identifies the four intersections that would be significantly impacted during the p.m. peak hour. Those intersections are:

- Blue Oaks Boulevard and Diamond Creek Boulevard (LOS E to LOS F)
- Douglas Boulevard and Sunrise Avenue (LOS D to LOS E)
- Pleasant Grove Boulevard and Washington Boulevard (LOS D to LOS E)
- Industrial Avenue and Alantown Drive (LOS C to LOS D)

Implementation of mitigation measure **7** would modify City's CIP to provide for intersection improvements that would reduce impacts, but not to a less than significant level. The following summarizes the specific intersection improvements that would be needed.

Blue Oaks Boulevard and Diamond Creek Boulevard – Under the 2025 CIP Plus Project scenario, this intersection would degrade from LOS E to LOS F. This level of service change is based on an increase in p.m. peak hour volume of about 115 vehicles. This represents an approximately 2.2% increase in intersection approach volume. This intersection currently has a southbound left turn lane and a southbound shared left/thru/right lane. It could be mitigated by changing the southbound shared left/thru/right lane to a shared thru/right lane and adding a separate southbound right turn lane. This would improve the intersection operation from LOS F to LOS E. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Proposed Project will be required to pay fair share costs for this improvement. As such, with this mitigation, the project impact is deemed to be **less than significant**.

Douglas Boulevard and Sunrise Avenue - Under the 2025 CIP Plus Project scenario, this intersection would degrade from LOS D to LOS E. This change in level of service is based not on an overall increase in volume at the intersection, but on a slight shift of volumes from one movement to another. No mitigation measure has been identified at this intersection. Therefore this impact is considered **significant and unavoidable**.

Pleasant Grove Boulevard and Washington Boulevard - Under the 2025 CIP Plus Project scenario, this intersection would degrade from LOS D to LOS E. This level of service change is based on a change in volume of less than 1%. This intersection could be mitigated by adding a 4th E/B through lane. This would improve the intersection operation from LOS E to LOS C. However, due to the close proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible. As such, this impact would be deemed **significant and unavoidable**.

Industrial Avenue and Alantown Drive - Under the 2025 CIP Plus Project scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on a very small change in volume (0.4%). This intersection could be mitigated by adding a 2nd S/B through lane. This would improve the intersection operation from LOS D to LOS C. However, due to Union Pacific Railroad right-of-way constraints and drainage issues in this area, this improvement is not feasible. As such, without feasible mitigation, the project impact is deemed to be **significant and unavoidable**.

IMPACT NO. 14:	Consistency of Project with City's policy of 70 percent of intersections operating at LOS C or better under **2025 CIP** conditions.
APPLICABLE POLICIES AND REGULATIONS	City of Roseville General Plan City of Roseville Level of Service Policy
SIGNIFICANCE:	Less than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

With the FR SPA 3 project under 2025 conditions, the City of Roseville would maintain 90.6 percent of its intersections at Level of Service C or better during the am peak hour, and 79.2 percent of its intersections at Level of Service C or better, during the pm peak hour. This meets the City of Roseville's 70 percent level of service policy. Therefore, this is a **less than significant** impact.

2025 CIP Plus Project Conditions – Placer County

This section discusses traffic-related impacts on the Placer County's roadway system under the 2025 CIP Plus Proposed Project scenario. The travel demand model has been used to estimate the change in daily, a.m. and p.m. peak hour traffic volumes on Placer County roadways due to development of the Proposed Project under 2025 CIP conditions.

IMPACT NO. 15:	The Proposed Project would increase traffic volumes at **Placer County intersections** under **2025 CIP** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Placer County General Plan Policies
SIGNIFICANCE:	Significant
MITIGATION:	*Mitigation Measure 3:* Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities
RESIDUAL SIGNIFICANCE:	Significant and Unavoidable

The Proposed Project would result in traffic volume increases on a number of roadways in Placer County under 2025 CIP conditions. **Table 25** shows the changes in a.m. and p.m. peak hour intersection level of service at a number of Placer County intersections. The table shows that several Placer County intersections would operate below acceptable levels of service during the a.m. and p.m. peak hours without the project. Of the five study intersections in Placer County, one (Walerga Road and PFE Road) is projected to continue to operate at the same unacceptable LOS but have an increase in V/C of 0.02. This is a **significant** impact.

A potential mitigation measure would be to widen Walerga Road to six lanes, which would provide additional northbound and southbound through lanes at this location. Should Placer County determine that the widening of Walerga to six lanes along this segment is feasible, the City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Proposed Project commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Walerga Road. However, since the City of Roseville does not have control over improvements on Placer County roadways, this impact is considered **significant and unavoidable**.

IMPACT NO. 16:	The Proposed Project would increase traffic volumes at **Placer County roadway segments** under **2025 CIP** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Placer County General Plan Policies
SIGNIFICANCE:	Less than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

Table 26 shows the changes in daily traffic volume on Placer County roadways under 2025 CIP and 2025 CIP Plus Project conditions. The table shows that there would be a small volume increase on Walerga Road south of Baseline which is projected to operate at LOS F with or without the project. It should be noted that the County has approved a LOS D policy for roadways within and adjacent to Placer Vineyards. The table shows that under 2025 CIP conditions, no segments would be significantly impacted under the 2025 CIP Plus Project scenario.

2025 CIP Plus Project Conditions – Sacramento County

IMPACT NO. 17:	The Proposed Project would increase traffic volumes at **Sacramento County intersections** under **2025 CIP** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Sacramento County General Plan Policies
SIGNIFICANCE:	Less than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

The Proposed Project would result in some traffic volume increases on roadways in Sacramento County. **Table 27** shows the changes in a.m. and p.m. peak hour intersection level of service at a number of Sacramento County intersections. The table shows that one intersection is projected to operate at LOS F during the a.m. peak hour and three intersections are projected to operate at LOS F during the p.m. peak hour. None of the Sacramento County intersections experience a significant level of service degradation with the addition of the Proposed Project. One LOS F intersection shows a V/C increase of 0.01, which is less than the 0.05 increase needed to trigger an impact. This is considered a **less than significant** impact.

IMPACT NO. 18:	The Proposed Project would increase traffic volumes at **Sacramento County roadway segments** under **2025 CIP** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Sacramento County General Plan Policies
SIGNIFICANCE:	Less than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

As shown in **Table 28** Walerga Road south of PFE would operate at LOS F with or without the project. The project would add less than .01 V/C to this segment. Therefore, impacts from the project are considered **less than significant**.

2025 CIP Plus Project Conditions – Sutter County

IMPACT NO. 19:	The Proposed Project would increase traffic volumes on **Sutter County intersections** under **2025 CIP** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Sutter County General Plan Policies
SIGNIFICANCE:	Less than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

The 2025 CIP No Project scenario assumed land use and implementation of Phase 1 of the Sutter Point Specific Plan area, including the widening of Baseline Road to 4 lanes. **Table 29** shows the changes in a.m. and p.m. peak hour intersection level of service at a number of Sutter County intersections. While traffic would increase in 2025 with the Fiddyment Ranch Specific Plan Amendment 3 project, the intersections of Pleasant Grove and Riego Road would operate at acceptable levels of service with and without the project. Therefore, this is a **less than significant** impact.

IMPACT NO. 20:	The Proposed Project would increase traffic volumes on **Sutter County roadway segments** under **2025 CIP** Conditions.
APPLICABLE POLICIES AND REGULATIONS	Sutter County General Plan Policies
SIGNIFICANCE:	Less than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

The 2025 CIP No Project scenario assumed land use and implementation of Phase 1 of the Sutter Point Specific Plan area, including the widening of Baseline Road to 4 lanes. As noted in **Table 30**, traffic volumes under the Plus Project scenario would not increase and the level of service would not degrade from LOS E. This is considered a **less than significant** impact.

2025 CIP Plus Project Conditions – Rocklin

IMPACT NO. 21:	The Proposed Project would increase traffic volumes on **Rocklin roadways** under **2025 CIP** Conditions.
APPLICABLE POLICIES AND REGULATIONS	City of Rocklin General Plan Policies
SIGNIFICANCE:	Les than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

The Proposed Project would result in traffic volume increases on some Rocklin roadways. **Table 31** shows that the addition of the Proposed Project is projected to increase daily traffic on two of the four study segments; however these increases would not result in a significant change in level of service. No level of service changes are projected at these Rocklin locations with the addition of the Proposed Project under 2025 CIP conditions. Hence, this impact is considered **less than significant**.

2025 CIP Plus Project Conditions – State Facilities

IMPACT NO. 22:	The Proposed Project would increase traffic volumes at **State Interchanges** under **2025 CIP** Conditions.
APPLICABLE POLICIES AND REGULATIONS	CALTRANS Policies
SIGNIFICANCE:	Les than Significant
MITIGATION:	*None Required*
RESIDUAL SIGNIFICANCE:	Less than Significant

The addition of the Proposed Project to 2025 CIP conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. It should be noted that the project site is a number of miles from any State highway, so impacts to State highway facilities are minimal. **Table 32** shows the 2025 CIP and 2025 CIP Plus Project levels of service at a number of interchanges providing

access to State highways including State Route 65, Interstate 80, and State Route 70/99. The State's Transportation Concept Reports (TCR's) for these three highways stipulate a level of service standard of E or better. The table shows that all intersections are projected to operate at LOS E or better both with and without the Proposed Project. As such, this is a **less than significant** impact.

IMPACT NO. 23:	The Proposed Project would increase traffic volumes at **State Highways** under **2025 CIP** Conditions.
APPLICABLE POLICIES AND REGULATIONS	CALTRANS Policies
SIGNIFICANCE:	Significant
MITIGATION:	*Mitigation Measure 6:* Contribute Project's Fair Share Costs of the construction of transportation facilities and/or improvements on Federal or State facilities if and when Caltrans and the City enter into an enforceable agreement
RESIDUAL SIGNIFICANCE:	Significant and Unavoidable

Table 33 shows the 2025 CIP and 2025 CIP Plus Project volumes and levels of service on study area State Highway segments. The table shows that portions of I-80, SR 65, and SR 70/99 are projected to operate at LOS F and the addition of the Proposed Project would add some volume (one half percent or less on I-80 and SR 65, and less than one half percent on SR 70/99) to these already deficient facilities. Those segments are:

- I-80 Eureka Road to SR 65 – 0.2 to 0.3 percent increase in ADT
- SR 65 I-80 to Sunset – 0.1 to 0.5 percent increase in ADT
- SR 70/99 Riego Rd to Elkhorn Boulevard- 0.1 to 0.2 percent increase in ADT

Because Caltrans considers any increase in volume on an already deficient facility an in impact, this represents a **significant** impact.

No specific improvements have been identified to mitigate project impacts on I-80, SR 70/99 and SR 65; however, the City is willing to work with Caltrans & the Placer County Transportation Planning Agency

(PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, § 66000 et seq.).

The City recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

The City is working with the Placer County Transportation Planning Agency (PCTPA), the South Placer Regional Transportation Authority (SPRTA) and their member jurisdictions to develop a strategic "Transportation Expenditure Plan" that includes funding for improvements for State highways in Placer County. The Expenditure Plan includes a number of critical transportation projects and programs including construction of the Placer Parkway, improvements to I-80 and SR 65, and construction of SR 65 Lincoln Bypass.

The proposed funding components for the Expenditure Plan are as follows:

- Additional development fees
    - Tier 2 Fee for construction of Placer Parkway
    - Transportation Uniform Mitigation Fee
- Transportation sales tax
- Existing and future State and Federal funds

The Tier 2 fees for Placer Parkway have been adopted in Roseville, Rocklin, Lincoln and Placer County and will be applied to all new growth areas. The Fiddyment Ranch Specific Plan Amendment 3 will be required to participate in this fee program. In addition, the Fiddyment Ranch Specific Plan Amendment 3 area will be required to participate in the South Placer Regional Transportation Authority Fee Program (SPRTA) and the Highway 65 Joint Powers Authority to fund improvements along Highway 65. The additional development fees will need to be adopted by each of the jurisdictions in South Placer County.

The City supports implementation of the Transportation Expenditure Plan to fund regional improvements in South Placer County. The City will support Caltrans and regional agencies in efforts to:

- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by voters in 2006.

- Establish impact fees so development throughout South Placer County pays fair share of the unfunded cost of regional improvements, including improvements to SR 65

Because the City of Roseville does not have jurisdiction over State Highway facilities, this impact is considered **significant and unavoidable**.

5. CUMULATIVE CONDITIONS WITH PARTIAL PLACER PARKWAY

This Cumulative impacts analysis considers the environmental effects of growth in the region, as represented by adopted planning documents and proposals currently under consideration, as well as buildout of the Proposed Project.

Other aspects considered in the Cumulative impacts analysis are development within the City, existing development and build out of the General Plan through 2025, full build out of the West Roseville Specific Plan, and infill development associated with the Downtown and Riverside Specific Plans.

The Cumulative context for many issue areas extends beyond the City boundaries. Where Cumulative impacts extend beyond the City, the Cumulative analysis is based on assumptions for growth in Rocklin, Lincoln, unincorporated Placer County, Sacramento County and a portion of Sutter County through the year 2025. The Cumulative analysis assumes the Proposed Project.

This analysis includes the Proposed Project under Cumulative conditions assuming a portion of Placer Parkway from Highway 65 to Watt Avenue has been built. Because Placer Parkway is currently being extensively studied but is not yet funded, information will also be presented without Placer Parkway following this discussion.

Placer Parkway would be a new controlled-access highway that would eventually connect Highway 65 with Highway 70/99. This new facility would decrease traffic volumes on a number of existing and planned roadways in western Placer County, including Baseline Road and numerous roadways in the City of Roseville and unincorporated Placer County.

Figure 10 shows Cumulative and Cumulative Plus Project daily volumes on Roseville Roadways.

Table 34 shows the a.m. and p.m. peak hour level of service at signalized intersections Citywide under Cumulative conditions without buildout of the Proposed Project. **Table 35** and **Table 36** show key LOS

differences between 2025 CIP No Project conditions and Cumulative No Project conditions during the a.m. peak hour and p.m. peak hour, respectively. The tables show that a number of intersections (six during the a.m. peak hour and eleven during the p.m. peak hour) actually improve when comparing the Cumulative No Project scenario to the 2025 CIP scenario. This is mainly due to the implementation of Placer Parkway. Although a number of additional large land use projects are added on the borders of Roseville, the addition of a four lane Placer Parkway from SR 65 to Blue Oaks Boulevard and a necessary extension of Watt Avenue/ Santucci Boulevard to Blue Oaks Boulevard both divert traffic from the City of Roseville. A number of north-south and east-west roadways in the western portion of the City experience decreases in peak hour and daily volume with the addition of Placer Parkway and the Watt Avenue extension.

Table 37 and **Table 38** compare the LOS breakdown and percentage of Citywide intersections operating at LOS C or better under 2025 CIP and Cumulative conditions during the a.m. and p.m. peak hours, respectively. While the 2025 CIP No Project scenario assumes 202 signalized intersections Citywide, the Cumulative No Project scenario assumes 205 signalized intersections Citywide, based on 3 additional signalized intersections in the urban reserve parcels in Sierra Vista. It should be noted that all of these new intersections are assumed with geometrics that would provide acceptable level of service (LOS C or better) under Cumulative No Project conditions. As with the 2025 CIP condition, it should be noted that the total number of intersections Citywide excludes a number of intersections that are included in the City's recently adopted Pedestrian Overlay Zone.

Cumulative Plus Project Conditions With Partial Placer Parkway

This section discusses traffic-related impacts on the study area roadway system under the Cumulative Plus Project scenario. The City's travel demand model has been used to estimate the change in daily, a.m., and p.m. peak hour traffic volumes on regional roadways due to development of the Proposed Project under Cumulative conditions. It should be noted that unlike the 2025 CIP Plus Project scenario,

the Cumulative Plus Project scenario includes build out of the Sierra Vista Specific Plan, as well as development on the properties designated as Urban Reserve. Development assumptions and trip generation are detailed in **Table 6**.

Consistency with Roseville 70% Level of Service Policy

Table 39 shows the percentage of Roseville intersections projected to operate at better than level of service C during the a.m. peak hour under Cumulative conditions with and without buildout of the Proposed Project. Under No Project conditions, 188 of the City's 205 intersections would operate at LOS C or better. This equates to 91.7 percent of the City's signalized intersections functioning at LOS C or better during the a.m. peak period which is significantly higher than City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. Under the Plus Project scenario, 188 of the City's 205 intersections would operate at LOS C or better. This means that 91.7 percent of the City's intersection would function at LOS C or better during the a.m. peak hour which is significantly higher than the City requirement of 70 percent (which only applies to the p.m. peak period, in any event).

Table 40 shows the percentage of Roseville intersections projected to operate at better than level of service C during the p.m. peak hour under Cumulative conditions with and without buildout of the Proposed Project. Under No Project conditions, 170 of the City's 205 intersections would operate at LOS C or better. This equates to 82.9 percent of the City's signalized intersections functioning at LOS C or better during the p.m. peak period which is significantly higher than City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. Under the Plus Project scenario, 170 of the City's 205 intersections would operate at LOS C or better. This means that 82.9 percent of the City's intersection would function at LOS C or better during the a.m. peak hour which is significantly higher than the City requirement of 70 percent. Therefore, this impact is considered to be **less than significant.**

Table 41 and **Table 42** show the a.m. and p.m. peak hour levels of service at all current and future signalized intersections Citywide under Cumulative conditions without and with buildout of the Proposed Project.

AM Peak Hour

Table 43 shows that no Roseville intersections are significantly impacted during the a.m. peak hour with the addition of the Proposed Project under Cumulative conditions.

PM Peak Hour

Table 43 identifies one intersection that is significantly impacted during the p.m. peak hour under Cumulative Plus Project conditions:

- Pleasant Grove Boulevard and Fiddyment Road – (LOS E to LOS F)

Pleasant Grove Boulevard and Fiddyment Road – Under the 2025 Cumulative scenario, this intersection would degrade from LOS E to LOS F with the addition of the Proposed Project. This change is based on a change in overall p.m. peak hour approach volume of less than one percent. This intersection is already assumed to have extraordinary improvements, such as three westbound left turn lanes. This impact could be mitigated by adding a shared westbound through/left-turn lane, which would also require the signal to be operated in a split-phase mode. This would improve the intersection operation from LOS F to LOS E. This mitigation is feasible and will be added to the City's CIP as a part of this project. Therefore, the impact is considered **less than significant**.

Cumulative With Partial Placer Parkway - Placer County

The Proposed Project would result in traffic volume increases on a number of roadways in Placer County under Cumulative conditions. **Table 44** shows the changes in a.m. and p.m. peak hour intersection level

of service at a number of Placer County intersections. The table shows that no intersections would be significantly impacted during the p.m. peak hour by the project.

Table 45 shows the changes in daily traffic volume on Placer County roadways under Cumulative and Cumulative Plus Project conditions. The table shows that there would be volume increases on portions of Fiddyment Road, Baseline Road, Watt Avenue, and Walerga Road. It should be noted that the County has approved a LOS D policy for roadways within and adjacent to Placer Vineyards. The table shows that under Cumulative conditions, two roadway segments would not meet the County's level of service policy with or without the Proposed Project. The Proposed Project would increase volume on Fiddyment Road south of Athens by about 2%. This represents a **significant** impact. Because the Cumulative scenario includes a portion of Placer Ranch, additional traffic is projected to utilize Fiddyment Road between Placer Ranch and the City of Roseville. However, no plan or funding is in place to further widen Fiddyment Road. A potential mitigation would be to widen Fiddyment Road to six lanes, but it is uncertain whether or not Placer County would support this widening. Therefore this impact is considered **significant and unavoidable**

Cumulative With Partial Placer Parkway - Sacramento County

Table 46 shows the changes in a.m. and p.m. peak hour intersection level of service at a number of Sacramento County intersections. The table shows that a number of intersections operate at LOS F without or with the Proposed Project, however the V/C increases are all less than 0.05. Therefore no intersections degrade substantially with the project during either the a.m. or p.m. peak hours. The impact from the Proposed Project is **less than significant** for its Cumulative contribution.

Table 47 shows that the segment of Walerga Road south of PFE Road would operate at LOS F with and without the project. The proposed project would not add any significant volume to this segment. The impact from the Proposed Project is **less than significant** for its Cumulative contribution.

Cumulative With Partial Placer Parkway - Sutter County

The Proposed project would result in traffic volume increases on some Sutter County roadways. **Table 48** shows the projected a.m. and p.m. peak hour levels of service at Sutter County intersections in the vicinity of the Proposed project under 2025 CIP Cumulative Plus Project conditions. The table shows that both intersections are projected to operate at an acceptable level of service without and with the Proposed Project.

Table 49 shows that the addition of the Proposed Project is not projected to increase daily traffic on Riego Road east of SR 70/99. Therefore the impact on Sutter County roadways is considered to be **less than significant**.

Cumulative With Partial Placer Parkway - Rocklin

The Proposed project would result in traffic volume increases on some Rocklin roadways. **Table 50** shows that the addition of the Proposed project is projected to increase daily traffic on two of the four study segments, however these increases would not result in a significant change in level of service. No level of service changes are projected at these Rocklin locations with the addition of the Proposed project under Cumulative conditions. Therefore, this impact is considered to be **less than significant**.

Cumulative With Partial Placer Parkway – State Facilities

The addition of the Proposed project to Cumulative conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. It should be noted that the project site is a number of miles from any State highway, so impacts to State highway facilities are minimal. **Table 51** shows the Cumulative and Cumulative Plus Project levels of service at a number of interchanges providing access to State highways including State Route 65, Interstate 80, and State Route 70/99. The State's Transportation Concept Reports (TCR's) for these three highways stipulate a level of service

standard of E or better. The table shows that all intersections are projected to operate at LOS E or better both without and with the Proposed project.

Table 52 shows the Cumulative and Cumulative Plus Project volumes and levels of service on study area State Highway segments. The table shows that portions of I-80, SR 65, and SR 79/99 are projected to operate at LOS F and the addition of the Proposed project would add some volume (less than one percent on I-80 and SR 65, and less than three percent on SR 70/99) to these already deficient facilities. State Highway segments impacted under the Cumulative Plus Project scenario are:

- I-80 Taylor Road to SR 65 – 0.1 percent increase in ADT
- SR 65 I-80 to Blue Oaks Boulevard – 0.1 to 0.4 percent increase in ADT
- SR 70/99 Riego Road to Elkhorn Boulevard – 0.1 to 0.2 percent increase in ADT

Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a **significant** impact. However, because the City of Roseville does not have control over improvements on State facilities, this impact is considered **significant and unavoidable**.

No specific improvements have been identified to mitigate project impacts other than what is described in Section 4.3; however, the City is working with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, § 66000 et seq.).

The City recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation

improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

The City is working with the Placer County Transportation Planning Agency (PCTPA), the South Placer Regional Transportation Authority (SPRTA) and their member jurisdictions to develop a strategic "Transportation Expenditure Plan" that includes funding for improvements for State highways in Placer County. The Expenditure Plan includes a number of critical transportation projects and programs including construction of the Placer Parkway, improvements to I-80 and SR 65, and construction of SR 65 Lincoln Bypass.

The proposed funding components for the Expenditure Plan are as follows:

- Additional development fees
    - Tier 2 Fee
    - Transportation Uniform Mitigation Fee
- Transportation sales tax
- Existing and future State and Federal funds

The Tier 2 fees for Placer Parkway have been adopted in Roseville, Rocklin, Lincoln, and Placer County and will be applied to all new growth areas. The Sierra Vista Specific Plan will be required to participate in this fee program. In addition, the SVSP will be required to participate in the South Placer Regional Transportation Authority Fee Program (SPRTA) and the Highway 65 Joint Powers Authority to fund improvements along Highway 65. The additional development fees will need to be adopted by each of the jurisdictions in South Placer County. The City supports implementation of the Transportation Expenditure Plan to fund regional improvements in South Placer County. The City will support Caltrans and regional agencies efforts to:

- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by the voters in 2006.

- Establish impact fees so that development throughout South Placer County pays their fair share of the unfunded cost of regional improvements, including improvements to SR 65

6. CUMULATIVE PLUS PROJECT WITHOUT PLACER PARKWAY

The City has requested that this document include an analysis of the Proposed project under Cumulative conditions with and without the inclusion of Placer Parkway. Because Placer Parkway is currently being extensively studied but is not yet funded, it is appropriate to include a scenario that includes at least a portion of this important regional roadway, as well as a scenario that does not include Placer Parkway.

As has been noted when comparing the 2025 CIP conditions with the 2025 Cumulative conditions, the addition of Placer Parkway to the regional roadway system greatly benefits roadways in the western portion of the City of Roseville. Removal of this roadway from the Cumulative Plus Project scenario results in an increase in volume at a number of Roseville intersections.

The Cumulative travel demand model estimates that Placer Parkway would carry about 50,400 daily vehicles between SR 65 and Foothills Boulevard, about 42,200 daily vehicles between Foothills Boulevard and Fiddyment Road, and about 20,200 daily vehicles between Fiddyment Road and Watt Avenue/ Blue Oaks Boulevard. As expected, these volumes are a result of traffic diverting from Interstate 80, SR 65, and roadways within the western portion of the City of Roseville.

Cumulative Without Placer Parkway - Roseville

Table 53 and **Table 54** identify the a.m. and p.m. peak hour level of service respectively at all Roseville intersections with and with out the project under the Cumulative without Placer Parkway scenario.

Consistency with 70% Level of Service Policy

Table 55 and **Table 56** show the percentage of Roseville intersections projected to operate at better than level of service C during the a.m. and p.m. peak hour under Cumulative Conditions without Placer Parkway with and without buildout of the Proposed project. During the a.m. peak hour under Plus Project conditions, 91.2 percent of Roseville intersections will operate at level of service C or better, which is significantly higher than City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. During the p.m. peak hour under Plus Project conditions, 80.0 percent of Roseville intersections will operate at level of service C or which is also significantly higher than City requirement that 70 percent of the City's signalized intersections function at LOS C or better during the peak period. Therefore, this impact is considered to be **less than significant.**

Table 57 identifies those intersections that would be significantly impacted under the Cumulative without Placer Parkway Plus Project scenario.

AM Peak Hour

Table 57 shows that no Roseville intersections are significantly impacted during the a.m. peak hour with the addition of the Proposed Project under Cumulative conditions without Placer Parkway.

PM Peak Hour

Table 57 identifies five intersections that are significantly impacted during the p.m. peak hour under Cumulative Plus Project conditions without Placer Parkway:

- Blue Oaks Boulevard and Diamond Creek Boulevard (LOS C to LOS D)
- Foothills Boulevard and Junction Boulevard (LOS C to LOS D)
- Foothills Boulevard and McAnally Drive (LOS C to LOS D)
- Pleasant Grove Boulevard and Gold Coast/ Hallissy (LOS C to LOS D)

- Roseville Parkway and Sierra College Boulevard

Blue Oaks Boulevard and Diamond Creek Road – Under the 2025 Cumulative plus Proposed project without Placer Parkway scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on an increase in p.m. peak hour volume of about 80 vehicles, which represents an approximately 1.6% increase in intersection approach volume. This intersection could be mitigated by adding a separate southbound right turn lane. This would improve the intersection operation from LOS D to LOS C. With this mitigation, the project impact would to be **less than significant**.

Foothills Boulevard and Junction Boulevard - Under the 2025 Cumulative plus Proposed project without Placer Parkway scenario, this intersection would degrade from LOS C to LOS D. This level of service change is based on an increase in volume of approximately 20 vehicles which represents an increase of about 0.3%. No mitigation measures have been identified for this impact. Therefore this impact is considered **significant.**

Foothills Boulevard and McAnally Drive – Under the 2025 Cumulative plus Proposed project without Placer Parkway scenario, this intersection would degrade from LOS C to LOS D. This intersection could be mitigated by adding a separate south bound right-turn lane. This would improve the intersection operation from LOS D to LOS C. This would improve the intersection operation from LOS D to LOS C. With this mitigation, the project impact would to be **less than significant**.

Pleasant Grove Boulevard and Gold Coast Drive/Hallisey Drive – Under the 2025 Cumulative plus Proposed project without Placer Parkway scenario, this intersection would degrade from LOS C to LOS D. This intersection could be mitigated by restriping the north bound thru lane to a shared thru/left-turn lane. This would improve the intersection operation from LOS D to LOS C. This would improve the intersection operation from LOS D to LOS C. With this mitigation, the project impact would to be **less than significant**.

Roseville Parkway and Sierra College Boulevard - Under the 2025 Cumulative plus Proposed project without Placer Parkway scenario, this intersection would degrade from LOS C to LOS D. No mitigation measures have been identified for this impact. Therefore this impact is considered **significant.**

Cumulative Without Placer Parkway – Placer County

Table 58 identifies the level of service for study intersections within Placer County under the Cumulative without Placer Parkway scenario. The table shows that one intersection is impacted during the a.m. peak hour and no intersections are impacted during the p.m. peak hour.

AM Peak Hour

Walerga Road and PFE Road – The addition of the Proposed Project under Cumulative conditions without Placer Parkway would result in this intersection remaining at LOS E, which is unacceptable. The V/C ratio would increase from 0.91 to 0.93, which is greater than the County's threshold of 0.01. A potential mitigation measure would be to widen Walerga Road to six lanes, which would provide additional northbound and southbound through lanes at this location. Should Placer County determine that the widening of Walerga to six lanes along this segment is feasible, the City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Proposed Project commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Walerga Road. However, since the City of Roseville does not have control over improvements on Placer County roadways, this impact is considered **significant and unavoidable**.

Table 59 identifies the level of service for roadway segments within Placer County under the Cumulative without Placer Parkway scenario. As noted in that table, several segments would continue to operate at LOS E and F conditions with or without the project, however the increase in v/c ratio is less than 0.01 at

all of the degraded segments and would not be considered a significant impact. Therefore, the Cumulative contribution to Placer County segments is considered to be **less than significant**.

Cumulative Without Placer Parkway – Sacramento County

Table 60 identifies the level of service for study intersections within Sacramento County under the Cumulative without Placer Parkway scenario. As noted in that table, the intersection of Watt and Antelope would operate at level of service F with and without the project during the a.m. peak hour, however, the v/c would increase by less than 0.05. Therefore, this impact is deemed to be less than significant at this location. Therefore, impacts during the a.m. peak hour are considered to be **less than significant**.

During the p.m. peak hour under the Plus Project scenario, four intersections would operate at LOS F, however the v/c at all of these intersections would increase by less than 0.05. Therefore, impacts during the p.m. peak hour are considered to be **less than significant**.

Table 61 shows that the segment of Walerga Road south of PFE Road would operate at LOS F with and without the project. The increase on Walerga Road south of PFE Road would degrade that segment's V/C by less than 0.01 which represents a **less than significant** impact.

Cumulative Without Placer Parkway – Sutter County

Table 62 identifies the level of service for study intersections within Sutter County under the Cumulative without Placer Parkway scenario. As noted in that Table, the project would not result in any significant traffic impacts under this scenario. Therefore, this impact is considered to be **less than significant**.

Table 63 identifies the level of service within Sutter County on the roadway segment under the Cumulative without Placer Parkway scenario. Level of service would be LOS F without or with the Proposed Project. Therefore the Cumulative contribution to Sutter County is considered **less than significant**.

Cumulative Without Placer Parkway – Rocklin

Table 64 identifies the level of service for study roadway segments within the City of Rocklin under the Cumulative without Placer Parkway scenario. As noted in that Table, the project would not result in any significant traffic impacts under this scenario. Therefore, this impact is considered to be **less than significant**.

Cumulative Without Placer Parkway – State Facilities

The addition of the Proposed Project to Cumulative without Placer Parkway conditions would cause changes in traffic volumes at State highway interchanges providing access to the site. It should be noted that the project site is a number of miles from any State highway, so impacts to State highway facilities are minimal. **Table 65** shows the Cumulative Plus Project levels of service at a number of interchanges providing access to State highways including State Route 65, Interstate 80, and State Route 70/99. The State's Transportation Concept Reports (TCR's) for these three highways stipulate a level of service standard of E or better. The table shows that all intersections are projected to operate at LOS E or better both without and with the Proposed Project. The addition of the Proposed Project would not cause traffic to back up onto State highway facilities, and therefore this impact is considered **less than significant**.

Table 66 shows the Cumulative without Placer Parkway Plus Project levels of service State highway segments. The table shows portions of I-80 and SR 65 would operate at LOS F with and without the Proposed Project. The addition of the Proposed Project would add less than one percent to some of these already deficient facilities. Because Caltrans considers any increase in volume on an already deficient

facility an impact, this represents a **significant** impact. However, since the City of Roseville does not have control over improvements on State facilities, this impact is considered **significant and unavoidable**.

No specific improvements have been identified to mitigate project impacts on SR 65, and SR70/99 other than what is described in Section 4.3; however, the City is working with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, § 66000 et seq.).

The City recognizes the magnitude of the projected growth in Placer County, its resulting increase in travel demand, and the need for a cooperative approach to plan, fund and implement transportation improvements to accommodate that growth, including improvements to the State Highway System in Placer County.

The City is working with the Placer County Transportation Planning Agency (PCTPA), the South Placer Regional Transportation Authority (SPRTA) and their member jurisdictions to develop a strategic "Transportation Expenditure Plan" that includes funding for improvements for State highways in Placer County. The Expenditure Plan includes a number of critical transportation projects and programs including construction of the Placer Parkway, improvements to I-80 and SR 65, and construction of SR 65 Lincoln Bypass.

The proposed funding components for the Expenditure Plan are as follows:

- Additional development fees
  - Tier 2 Fee

- Transportation Uniform Mitigation Fee

- Transportation sales tax

- Existing and future State and Federal funds

The Tier 2 fees for Placer parkway have been adopted in Roseville, Rocklin, Lincoln, and Placer County and will be applied to all new growth areas. The Sierra Vista Specific Plan will be required to participate in this fee program. In addition, the SVSP will be required to participate in the South Placer Regional Transportation Authority Fee Program (SPRTA) and the Highway 65 Joint Powers Authority to fund improvements along Highway 65. The additional development fees will need to be adopted by each of the jurisdictions in South Placer County. The City supports implementation of the Transportation Expenditure Plan to fund regional improvements in South Placer County. The City will support Caltrans and regional agencies efforts to:

- Secure as much Federal and State funding for improvements to the State Highway System as possible, including funds for the transportation bond measure approved by the voters in 2006.

- Establish impact fees so that development throughout South Placer County pays their fair share of the unfunded cost of regional improvements, including improvements to SR 65

Because the City of Roseville does not have jurisdiction over State Highway facilities, this impact is considered **significant and unavoidable**

7. MITIGATION MEASURES

Mitigation Measure 1: Pay Fair Share costs for intersection improvements identified in the City's current CIP at the following locations:

a. Baseline Road & Fiddyment Road

b. Galleria Boulevard & Roseville Parkway

c. Lead Hill Boulevard & North Sunrise Avenue

Mitigation Measure 2: Provide DAR (Dial-A-Ride) services to the Proposed Project under the City's current policies and other routes in conformance with City's adopted transit plan.

Mitigation Measure 3: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Proposed Project commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Placer County facilities:

a. Walerga Road and PFE Road – construct second northbound and southbound through lanes

b. Locust Road and Baseline Road – construct additional eastbound and westbound through lanes or signalize intersection

c. Walerga Road south of Baseline Road – construct additional northbound and southbound through lanes

Mitigation Measure 4: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sacramento County facilities:

a. Walerga Road south of PFE Road – construct additional northbound and southbound lanes, resulting in a six lane roadway

Mitigation Measure 5: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sutter County facilities:

a. Riego Road and Pleasant Grove North – construct separate eastbound and westbound turn lanes

b. Riego Road and Pleasant Grove South – construct separate eastbound and westbound turn lanes

Mitigation Measure 6: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Federal or State facilities if and when Caltrans and the City enter into an enforceable agreement:

a. I-80 Eastbound offramp and Taylor Road/ Eureka Boulevard – construct improvements already agreed upon by City of Roseville and Caltrans

b. Phase 2 and 3 of the Interstate 80 widening project

Mitigation Measure 7: Modify Roseville's CIP to include the following improvement:

a. Blue Oaks Boulevard and Diamond Creek Boulevard – change the southbound shared left/thru/right lane to a shared thru/right lane and adding a separate southbound right turn lane

Table 1
Level of Service Definitions at Signalized Intersections

Level of Service (LOS)	*Volume to Capacity Ratio* [1]	*Description*
A	0.00-0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red signal indication.
B	0.61-0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C[2]	0.71-0.81	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.82-0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	Greater than 1.00	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Notes:

The ratio of the traffic volume demand at an intersection to the capacity of the intersection.

The City of Roseville has established a volume-to-capacity ratio of 0.81 as the LOS C threshold.

SOURCE: Transportation Research Board, 1985

.

Table 2
Circular 212 Critical Volume Capacities

Jurisdiction	*Maximum Sum of Critical Volumes (vehicles per hour) by Number of Critical Phases*		
	Two Phases	*Three Phases*	*Four or More Phases*
City of Roseville	1,600	1,500	1,450
Placer County (Published Circular 212)	1,500	1,425	1,375

Source: Transportation Research Board, 1985, DKS Associates, 2010

Table 3
Level of Service Definitions on Roadway Segments

Facility Type	*Average Daily Traffic Volume Threshold*				
	LOS A	*LOS B*	*LOS C*	*LOS D*	*LOS E*
Two-Lane Collector	9,000	10,700	12,000	13,500	15,000
Two-Lane Arterial	10,800	12,600	14,400	16,200	18,000
Four-Lane Arterial	21,600	25,200	28,800	32,400	36,000
Six-Lane Arterial	32,400	37,800	43,200	48,600	54,000
Four-Lane Freeway	37,600	52,800	68,000	76,000	80,000
Six-Lane Freeway	56,400	79,200	102,000	114,000	120,000
Eight-Lane Freeway	75,200	105,600	136,000	152,000	160,000

Source: DKS Associates, 2010

Table 4
Level of Service at Roseville Signalized Intersections
Existing Conditions

Intersection		*Existing Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.35	A	0.36
2	Atlantic & Wills	A	0.46	A	0.49
3	Atlantic St & Yosemite St	A	0.43	A	0.50
4	Baseline Rd & Fiddyment Rd	B	0.67	C	0.80
5	Blue Oaks & Crocker Ranch	A	0.22	A	0.23
6	Blue Oaks & Del Webb	A	0.14	A	0.16
7	Blue Oaks & Fiddyment	A	0.20	A	0.18
8	Blue Oaks & New Meadow	A	0.34	A	0.38
9	Blue Oaks & Orchard View	A	0.08	A	0.09
10	Blue Oaks Bl & Diamond Creek Bl	A	0.36	A	0.30
11	Blue Oaks Bl & Foothills Bl	B	0.64	A	0.58
12	Blue Oaks Bl & Woodcreek Oaks Bl	B	0.61	A	0.53
13	Cirby & Sunrise	B	0.65	**D**	**0.85**
14	Cirby Wy & Foothills Bl	B	0.67	C	0.74
15	Cirby Wy & Melody Ln	A	0.48	B	0.68
16	Cirby Wy & Northridge Dr	A	0.58	B	0.65
17	Cirby Wy & Oak Ridge Dr	A	0.48	A	0.53
18	Cirby Wy & Orlando Av	A	0.56	C	0.74
19	Cirby Wy & Parkview Dr	A	0.54	A	0.46
20	Cirby Wy & Riverside Av	C	0.78	C	0.78
21	Cirby Wy & Rocky Ridge Dr	B	0.61	C	0.73
22	Cirby Wy & San Simeon Dr	A	0.42	A	0.53
23	Cirby Wy & Vernon St	C	0.71	**D**	**0.85**
24	Douglas & Eureka	A	0.49	A	0.57
25	Douglas & Rocky Ridge	A	0.51	C	0.74
26	Douglas & Santa Clara	A	0.49	C	0.71
27	Douglas & Sierra Gardens	A	0.44	B	0.62
28	Douglas & Sunrise	B	0.60	**E**	**0.91**
29	Douglas & Target	A	0.34	A	0.48
30	Douglas Bl & E Roseville Pw	B	0.64	C	0.75
31	Douglas Bl & Folsom Rd	A	0.38	A	0.50
32	Douglas Bl & Harding Bl	A	0.47	C	0.73
33	Douglas Bl & Judah St	A	0.36	A	0.49
34	Douglas Bl & Keehner Av	A	0.34	A	0.33
35	Douglas Bl & Park Dr	A	0.25	A	0.29
36	Douglas Bl & Sierra College Bl	B	0.68	C	0.76
37	Eureka & Lead Hill	A	0.36	A	0.41
38	Eureka & N. Sunrise	A	0.48	B	0.66

Table 4
Level of Service at Roseville Signalized Intersections
Existing Conditions

Intersection		*Existing Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
39	Eureka & Rocky Ridge	A	0.34	C	0.70
40	Eureka Rd & Ashland Dr	A	0.21	A	0.18
41	Eureka Rd & Deer Valley Apts	C	0.79	A	0.30
42	Fairway & Central Park/Lowes	A	0.24	A	0.38
43	Fairway & Cortina Circle	A	0.12	A	0.24
44	Fairway & Five Star	A	0.32	A	0.31
45	Fairway & Home Depot	A	0.38	A	0.32
46	Fairway & Target/Rosehall	A	0.43	A	0.31
47	Fiddyment & Del Webb/Village Green	A	0.26	A	0.20
48	Fiddyment & Hayden Pkwy (North)	A	0.10	A	0.09
49	Fiddyment & Hayden Pkwy (South)	A	0.22	A	0.20
50	Foothills & Baseline/Main	B	0.61	C	0.70
51	Foothills & Misty Wood/NEC	A	0.27	A	0.23
52	Foothills Bl & Albertsons Dr	A	0.28	A	0.22
53	Foothills Bl & Atkinson Rd	B	0.67	C	0.72
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.25	A	0.26
55	Foothills Bl & HP (South)	A	0.23	A	0.34
56	Foothills Bl & Junction Bl	A	0.54	C	0.74
57	Foothills Bl & McAnally Dr	A	0.35	A	0.54
58	Foothills Bl & Pleasant Grove Bl	A	0.50	B	0.67
59	Foothills Blvd & Rand/Pilgrims	A	0.37	A	0.43
60	Foothills Bl & Vineyard Rd	A	0.41	A	0.55
61	Galleria & Antelope Creek	A	0.35	A	0.54
62	Galleria & Berry	A	0.52	A	0.49
63	Galleria & Roseville Pkwy	A	0.48	C	0.81
64	Harding & Wills	B	0.62	A	0.47
65	Harding Bl & Estates Dr	A	0.36	A	0.50
66	Harding Bl & Lead Hill Bl	A	0.40	B	0.60
67	Harding Bl & Roseville Square	A	0.29	A	0.51
68	Junction & Stonecrest/Magenta	A	0.28	A	0.15
69	Junction Bl & Americana Dr	A	0.35	A	0.26
70	Junction Bl & Baseline Rd	A	0.33	A	0.46
71	Junction Bl & Country Club Dr	A	0.48	A	0.33
72	Junction Bl & Park Regency Dr	A	0.30	A	0.19
73	Junction Bl & Porter Dr	A	0.31	A	0.32
74	Junction Bl & Revere Dr	A	0.26	A	0.26
75	Junction Bl & Washington Bl	A	0.33	A	0.51
76	Junction Bl & Woodcreek Oaks Bl	A	0.34	A	0.31
77	Lead Hill Bl & N Sunrise Av	A	0.47	C	0.80

Table 4
Level of Service at Roseville Signalized Intersections
Existing Conditions

Intersection		*Existing Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
78	Lead Hill Bl & Rocky Ridge Dr	A	0.36	A	0.54
79	Lead Hill Bl & Wal-Mart	A	0.18	A	0.33
80	N Sunrise Av & Automall Dr	A	0.37	A	0.51
81	N Sunrise Av & Stone Point Dr	A	0.13	A	0.21
82	N. Sunrise & Sierra Gardens	A	0.37	B	0.60
83	Olympus Dr & Europa St	A	0.12	A	0.11
84	PFE & Hilltop	A	0.37	A	0.30
85	Pleasant Grove & Fairway	A	0.37	B	0.68
86	Pleasant Grove & Fiddyment	A	0.34	A	0.27
87	Pleasant Grove & Gold Coast/Hallissy	A	0.50	A	0.52
88	Pleasant Grove & Highland Park	A	0.23	A	0.41
89	Pleasant Grove & Market	A	0.04	A	0.04
90	Pleasant Grove & Michener	A	0.25	A	0.30
91	Pleasant Grove & Monument	A	0.06	A	0.06
92	Pleasant Grove & Rose Creek	A	0.19	A	0.30
93	Pleasant Grove & Roseville Pkwy	A	0.43	C	0.72
94	Pleasant Grove & Sun City	A	0.20	A	0.23
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.32	C	0.74
96	Pleasant Grove & Washington	A	0.46	B	0.61
97	Pleasant Grove Bl & Country Club Dr	A	0.46	A	0.47
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.45	A	0.54
99	Rocky Ridge Dr & Maidu Dr	A	0.44	A	0.49
100	Rocky Ridge Dr & Mclaren Dr	A	0.41	A	0.42
101	Rocky Ridge Dr & Professional Dr	A	0.48	B	0.62
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.15
103	Roseville Parkway & Chase	A	0.43	A	0.45
104	Roseville Parkway & Creekside Ridge	A	0.39	B	0.63
105	Roseville Parkway & Gibson	A	0.39	A	0.44
106	Roseville Parkway & N. Sunrise	A	0.49	C	0.75
107	Roseville Parkway & Reserve	A	0.42	A	0.46
108	Roseville Parkway & Secret Ravine	A	0.39	A	0.59
109	Roseville Parkway & Taylor	A	0.59	B	0.66
110	Roseville Parkway & West Mall	A	0.38	A	0.56
111	Roseville Pw & Alexandra Dr	A	0.41	A	0.53
112	Roseville Pw & Eureka Rd	A	0.33	B	0.62
113	Roseville Pw & Lead Hill/Orvietto	A	0.49	A	0.48
114	Roseville Pw & N Cirby Wy	A	0.35	A	0.45
115	Roseville Pw & Olympus Dr	A	0.51	A	0.59
116	Roseville Pw & Rocky Ridge Dr	A	0.38	A	0.48

Table 4
Level of Service at Roseville Signalized Intersections
Existing Conditions

Intersection		*Existing Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
117	Roseville Pw & Sierra College Bl	A	0.52	B	0.60
118	Roseville Pw & Trestle Rd	A	0.25	A	0.22
119	Roseville Pw & Village/Slate Creek	A	0.26	A	0.32
120	Roseville Pw & Washington Bl	A	0.15	A	0.19
121	S Cirby Wy & Champion Oaks Dr	A	0.36	A	0.38
122	S Cirby Wy & Old Auburn Rd	B	0.63	B	0.66
123	Secret Ravine & Scarborough/ Poppy Field	A	0.26	A	0.30
124	Sierra College & Miners Ravine	A	0.44	A	0.37
125	Sierra College & Secret Ravine	A	0.43	A	0.41
126	Sierra College Bl & Eureka Rd	A	0.59	B	0.64
127	Sierra College Bl & Indigo Creek Apts	A	0.35	A	0.55
128	Sierra College Bl & Old Auburn Rd	A	0.56	C	0.71
129	Sierra College Bl & Olympus Dr	A	0.48	A	0.36
130	Stanford Ranch & Fairway	A	0.37	B	0.60
131	Stanford Ranch & Five Star	A	0.47	A	0.59
132	Stanford Ranch & Highland Park	A	0.31	A	0.36
133	Sunrise & Coloma	B	0.64	B	0.62
134	Sunrise & Sandringham/Kensington	A	0.48	A	0.55
135	Sunrise & Sun Tree/Kensington	A	0.53	B	0.65
136	Sunrise Av & Frances Dr	A	0.53	A	0.59
137	Sunrise Av & Oak Ridge Dr	A	0.32	A	0.35
138	Washington & Diamond Oaks	A	0.51	C	0.71
139	Washington & Sawtell/Derek	A	0.26	A	0.44
140	Washington Bl & Hallissy Dr	A	0.42	A	0.36
141	Woodcreek Oaks & Baseline	B	0.60	B	0.65
142	Woodcreek Oaks & Canevari/Arsenault	A	0.57	A	0.52
143	Woodcreek Oaks & Horncastle	A	0.44	A	0.41
144	Woodcreek Oaks & McAnally	A	0.45	A	0.34
145	Woodcreek Oaks & Trailee	A	0.36	A	0.26
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.61	A	0.39
147	Washington Blvd & Blue Oaks Blvd	A	0.34	A	0.42
148	I-80 WB Off & Douglas Blvd	A	0.51	B	0.67
149	I-80 WB On & Atlantic St	A	0.29	A	0.41
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.35	A	0.52
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.31	A	0.42
152	I-80 WB Off & Riverside Ave	A	0.55	B	0.69
153	Stanford Ranch & Sr-65 N/B On	B	0.60	**D**	**0.84**
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.34	C	0.74
155	Taylor & Eureka I-80 EB Off	**E**	**0.97**	**F**	**1.08**

Table 4
Level of Service at Roseville Signalized Intersections
Existing Conditions

Intersection		*Existing Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
156	Fairway & Highland Park	A	0.12	A	0.27
157	I-80 EB Off/Orlando & Riverside Ave	A	0.54	B	0.69
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	A	0.53	A	0.55
P2	Vernon & Douglas/Riverside	B	0.39	A	0.48
P3	Vernon & Grant	A	0.24	A	0.38
P4	Vernon & Judah	A	0.22	A	0.33
P5	Vernon & Lincoln	B	0.62	B	0.66
P6	Washington & Main	A	0.50	A	0.59
P7	Washington & Oak	A	0.35	A	0.52

Source: DKS Associates, 2010

Table 5
Roseville Intersections Operating at LOS D or Worse
Existing Conditions

Intersection		*Existing Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
Existing Signalized Intersections					
13	Cirby & Sunrise	B	0.65	**D**	**0.85**
23	Cirby Wy & Vernon St	C	0.71	**D**	**0.85**
28	Douglas & Sunrise	B	0.60	**E**	**0.91**
153	Stanford Ranch & Sr-65 N/B On	B	0.60	**D**	**0.84**
155	Taylor & Eureka I-80 EB Off	**E**	**0.97**	**F**	**1.08**

Source: DKS Associates, 2010

Table 6
Proposed Land Use and Trip Generation
Fiddyment Ranch SPA 3

	Units					*Daily Trip Ends*			
Land Use	*Existing*	*Approved*	*Proposed Project*	*Proposed Project vs. Approved*	*Daily Trip Ends Per Unit*	*Existing*	*Approved*	*Proposed Project*	*Proposed Project vs. Approved*
Single Family	233	2,791	3,371	+ 580	9 per DU	2,097	25,119	30,339	+ 5,220
Multi-Family	156	1,416	2,741	+ 1,325	6.5 per unit	1,014	9,204	17,817	+ 8,613
Total Residential	389	4,207	6,112	+ 1,905		3,111	34,323	48,156	+ 13,833
Commercial	-	424.4	503.6	+ 79.2	35 Per KSF	-	14,853	17,624	+ 2,771
Office	-	-	-	-	17.7 Per KSF	-	-	-	-
School	3,000	3,000	3,000	3,000	1 per Per Student	-	3,000	3,000	-
Park		200.02	203.04	3.02	2.2 per Acre	-	440	447	+ 7
Total Non-Residential						-	18293	21071	2778
Total Daily Trip Ends						**3,111**	**52,616**	**69,227**	+ **16,610**

Note:

[1] Based on 0.25 FAR for Commercial, 0.3 FAR for Office
Based on 60% Commercial and 40% Office

Source: DKS Associates, 2011

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

Intersection		*Scenario*			
		Existing Conditions		*Existing Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.35	A	0.35
2	Atlantic & Wills	A	0.46	A	0.46
3	Atlantic St & Yosemite St	A	0.43	A	0.44
4	Baseline Rd & Fiddyment Rd	B	0.67	C	0.76
5	Blue Oaks & Crocker Ranch	A	0.22	A	0.31
6	Blue Oaks & Del Webb	A	0.14	A	0.27
7	Blue Oaks & Fiddyment	A	0.20	A	0.39
8	Blue Oaks & New Meadow	A	0.34	A	0.46
9	Blue Oaks & Orchard View	A	0.08	A	0.31
10	Blue Oaks Bl & Diamond Creek Bl	A	0.36	A	0.53
11	Blue Oaks Bl & Foothills Bl	B	0.64	C	0.75
12	Blue Oaks Bl & Woodcreek Oaks Bl	B	0.61	B	0.69
13	Cirby & Sunrise	B	0.65	B	0.66
14	Cirby Wy & Foothills Bl	B	0.67	C	0.70
15	Cirby Wy & Melody Ln	A	0.48	A	0.50
16	Cirby Wy & Northridge Dr	A	0.58	B	0.60
17	Cirby Wy & Oak Ridge Dr	A	0.48	A	0.48
18	Cirby Wy & Orlando Av	A	0.56	A	0.52
19	Cirby Wy & Parkview Dr	A	0.54	A	0.53
20	Cirby Wy & Riverside Av	C	0.78	C	0.77
21	Cirby Wy & Rocky Ridge Dr	B	0.61	B	0.62
22	Cirby Wy & San Simeon Dr	A	0.42	A	0.42
23	Cirby Wy & Vernon St	C	0.71	C	0.74
24	Douglas & Eureka	A	0.49	A	0.49
25	Douglas & Rocky Ridge	A	0.51	A	0.51
26	Douglas & Santa Clara	A	0.49	A	0.48
27	Douglas & Sierra Gardens	A	0.44	A	0.44
28	Douglas & Sunrise	B	0.60	B	0.60
29	Douglas & Target	A	0.34	A	0.38
30	Douglas Bl & E Roseville Pw	B	0.64	B	0.65
31	Douglas Bl & Folsom Rd	A	0.38	A	0.40
32	Douglas Bl & Harding Bl	A	0.47	A	0.49
33	Douglas Bl & Judah St	A	0.36	A	0.39
34	Douglas Bl & Keehner Av	A	0.34	A	0.35
35	Douglas Bl & Park Dr	A	0.25	A	0.26
36	Douglas Bl & Sierra College Bl	B	0.68	B	0.68
37	Eureka & Lead Hill	A	0.36	A	0.38
38	Eureka & N. Sunrise	A	0.48	A	0.50

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

Intersection		*Scenario*			
		Existing Conditions		*Existing Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
39	Eureka & Rocky Ridge	A	0.34	A	0.37
40	Eureka Rd & Ashland Dr	A	0.21	A	0.21
41	Eureka Rd & Deer Valley Apts	C	0.79	A	0.34
42	Fairway & Central Park/Lowes	A	0.24	A	0.24
43	Fairway & Cortina Circle	A	0.12	A	0.13
44	Fairway & Five Star	A	0.32	A	0.32
45	Fairway & Home Depot	A	0.38	A	0.38
46	Fairway & Target/Rosehall	A	0.43	A	0.43
47	Fiddyment & Del Webb/Village Green	A	0.26	A	0.41
48	Fiddyment & Hayden Pkwy (North)	A	0.10	A	0.20
49	Fiddyment & Hayden Pkwy (South)	A	0.22	A	0.41
50	Foothills & Baseline/Main	B	0.61	B	0.62
51	Foothills & Misty Wood/NEC	A	0.27	A	0.29
52	Foothills Bl & Albertsons Dr	A	0.28	A	0.32
53	Foothills Bl & Atkinson Rd	B	0.67	C	0.70
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.25	A	0.26
55	Foothills Bl & HP (South)	A	0.23	A	0.24
56	Foothills Bl & Junction Bl	A	0.54	A	0.53
57	Foothills Bl & McAnally Dr	A	0.35	A	0.46
58	Foothills Bl & Pleasant Grove Bl	A	0.50	A	0.55
59	Foothills Blvd & Rand/Pilgrims	A	0.37	A	0.41
60	Foothills Bl & Vineyard Rd	A	0.41	A	0.44
61	Galleria & Antelope Creek	A	0.35	A	0.37
62	Galleria & Berry	A	0.52	A	0.54
63	Galleria & Roseville Pkwy	A	0.48	A	0.49
64	Harding & Wills	B	0.62	B	0.64
65	Harding Bl & Estates Dr	A	0.36	A	0.36
66	Harding Bl & Lead Hill Bl	A	0.40	A	0.43
67	Harding Bl & Roseville Square	A	0.29	A	0.30
68	Junction & Stonecrest/Magenta	A	0.28	A	0.27
69	Junction Bl & Americana Dr	A	0.35	A	0.37
70	Junction Bl & Baseline Rd	A	0.33	A	0.33
71	Junction Bl & Country Club Dr	A	0.48	A	0.50
72	Junction Bl & Park Regency Dr	A	0.30	A	0.30
73	Junction Bl & Porter Dr	A	0.31	A	0.33
74	Junction Bl & Revere Dr	A	0.26	A	0.28
75	Junction Bl & Washington Bl	A	0.33	A	0.34
76	Junction Bl & Woodcreek Oaks Bl	A	0.34	A	0.37
77	Lead Hill Bl & N Sunrise Av	A	0.47	A	0.48

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

Intersection		*Scenario*			
		Existing Conditions		*Existing Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
78	Lead Hill Bl & Rocky Ridge Dr	A	0.36	A	0.34
79	Lead Hill Bl & Wal-Mart	A	0.18	A	0.19
80	N Sunrise Av & Automall Dr	A	0.37	A	0.37
81	N Sunrise Av & Stone Point Dr	A	0.13	A	0.13
82	N. Sunrise & Sierra Gardens	A	0.37	A	0.37
83	Olympus Dr & Europa St	A	0.12	A	0.12
84	PFE & Hilltop	A	0.37	A	0.36
85	Pleasant Grove & Fairway	A	0.37	A	0.38
86	Pleasant Grove & Fiddyment	A	0.34	A	0.41
87	Pleasant Grove & Gold Coast/Hallissy	A	0.50	A	0.51
88	Pleasant Grove & Highland Park	A	0.23	A	0.22
89	Pleasant Grove & Market	A	0.04	A	0.04
90	Pleasant Grove & Michener	A	0.25	A	0.39
91	Pleasant Grove & Monument	A	0.06	A	0.06
92	Pleasant Grove & Rose Creek	A	0.19	A	0.28
93	Pleasant Grove & Roseville Pkwy	A	0.43	A	0.45
94	Pleasant Grove & Sun City	A	0.20	A	0.31
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.32	A	0.33
96	Pleasant Grove & Washington	A	0.46	A	0.46
97	Pleasant Grove Bl & Country Club Dr	A	0.46	A	0.53
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.45	A	0.51
99	Rocky Ridge Dr & Maidu Dr	A	0.44	A	0.43
100	Rocky Ridge Dr & Mclaren Dr	A	0.41	A	0.40
101	Rocky Ridge Dr & Professional Dr	A	0.48	A	0.47
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.11
103	Roseville Parkway & Chase	A	0.43	A	0.45
104	Roseville Parkway & Creekside Ridge	A	0.39	A	0.41
105	Roseville Parkway & Gibson	A	0.39	A	0.41
106	Roseville Parkway & N. Sunrise	A	0.49	A	0.50
107	Roseville Parkway & Reserve	A	0.42	A	0.44
108	Roseville Parkway & Secret Ravine	A	0.39	A	0.39
109	Roseville Parkway & Taylor	A	0.59	B	0.60
110	Roseville Parkway & West Mall	A	0.38	A	0.39
111	Roseville Pw & Alexandra Dr	A	0.41	A	0.43
112	Roseville Pw & Eureka Rd	A	0.33	A	0.33
113	Roseville Pw & Lead Hill/Orvietto	A	0.49	A	0.50
114	Roseville Pw & N Cirby Wy	A	0.35	A	0.34
115	Roseville Pw & Olympus Dr	A	0.51	A	0.52
116	Roseville Pw & Rocky Ridge Dr	A	0.38	A	0.39

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

Intersection		*Scenario*			
		Existing Conditions		*Existing Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
117	Roseville Pw & Sierra College Bl	A	0.52	B	0.67
118	Roseville Pw & Trestle Rd	A	0.25	A	0.25
119	Roseville Pw & Village/Slate Creek	A	0.26	A	0.25
120	Roseville Pw & Washington Bl	A	0.15	A	0.20
121	S Cirby Wy & Champion Oaks Dr	A	0.36	A	0.36
122	S Cirby Wy & Old Auburn Rd	B	0.63	B	0.64
123	Secret Ravine & Scarborough/ Poppy Field	A	0.26	A	0.26
124	Sierra College & Miners Ravine	A	0.44	A	0.44
125	Sierra College & Secret Ravine	A	0.43	A	0.43
126	Sierra College Bl & Eureka Rd	A	0.59	A	0.59
127	Sierra College Bl & Indigo Creek Apts	A	0.35	A	0.35
128	Sierra College Bl & Old Auburn Rd	A	0.56	A	0.56
129	Sierra College Bl & Olympus Dr	A	0.48	A	0.48
130	Stanford Ranch & Fairway	A	0.37	A	0.37
131	Stanford Ranch & Five Star	A	0.47	A	0.47
132	Stanford Ranch & Highland Park	A	0.31	A	0.32
133	Sunrise & Coloma	B	0.64	B	0.63
134	Sunrise & Sandringham/Kensington	A	0.48	A	0.48
135	Sunrise & Sun Tree/Kensington	A	0.53	A	0.52
136	Sunrise Av & Frances Dr	A	0.53	A	0.52
137	Sunrise Av & Oak Ridge Dr	A	0.32	A	0.31
138	Washington & Diamond Oaks	A	0.51	A	0.50
139	Washington & Sawtell/Derek	A	0.26	A	0.27
140	Washington Bl & Hallissy Dr	A	0.42	A	0.42
141	Woodcreek Oaks & Baseline	B	0.60	B	0.68
142	Woodcreek Oaks & Canevari/Arsenault	A	0.57	B	0.65
143	Woodcreek Oaks & Horncastle	A	0.44	A	0.49
144	Woodcreek Oaks & McAnally	A	0.45	A	0.59
145	Woodcreek Oaks & Trailee	A	0.36	A	0.38
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.61	A	0.36
147	Washington Blvd & Blue Oaks Blvd	A	0.34	A	0.40
148	I-80 WB Off & Douglas Blvd	A	0.51	A	0.52
149	I-80 WB On & Atlantic St	A	0.29	A	0.29
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.35	A	0.38
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.31	A	0.32
152	I-80 WB Off & Riverside Ave	A	0.55	A	0.52
153	Stanford Ranch & Sr-65 N/B On	B	0.60	B	0.62
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.34	A	0.35
155	Taylor & Eureka I-80 EB Off	**E**	**0.97**	**E**	**0.97**

Table 7
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – AM Peak Hour

Intersection		*Scenario*			
		Existing Conditions		*Existing Plus Project*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
156	Fairway & Highland Park	A	0.12	A	0.15
157	I-80 EB Off/Orlando & Riverside Ave	A	0.54	A	0.53
Signalized Intersections Added With Fiddyment Amendment					
164	Blue Oaks Blvd & Hayden Pkwy	n/a	n/a	A	0.44
175	Fiddyment Rd & Fiddyment Ranch EW Rd	n/a	n/a	A	0.43
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	A	0.53	A	0.44
P2	Vernon & Douglas/Riverside	B	0.39	A	0.34
P3	Vernon & Grant	A	0.24	A	0.27
P4	Vernon & Judah	A	0.22	A	0.23
P5	Vernon & Lincoln	B	0.62	B	0.63
P6	Washington & Main	A	0.5	A	0.52
P7	Washington & Oak	A	0.35	A	0.32

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 8
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

Intersection			*Scenario*			
			Existing Conditions		*Existing Plus Project*	
ID	*Intersection Name*		*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections						
1	Atlantic & Tiger/Center		A	0.36	A	0.37
2	Atlantic & Wills		A	0.49	A	0.47
3	Atlantic St & Yosemite St		A	0.50	A	0.51
4	Baseline Rd & Fiddyment Rd		C	0.80	**D**	**0.87**
5	Blue Oaks & Crocker Ranch		A	0.23	A	0.34
6	Blue Oaks & Del Webb		A	0.16	A	0.29
7	Blue Oaks & Fiddyment		A	0.18	A	0.50
8	Blue Oaks & New Meadow		A	0.38	A	0.45
9	Blue Oaks & Orchard View		A	0.09	A	0.25
10	Blue Oaks Bl & Diamond Creek Bl		A	0.30	A	0.49
11	Blue Oaks Bl & Foothills Bl		A	0.58	C	0.73
12	Blue Oaks Bl & Woodcreek Oaks Bl		A	0.53	B	0.60
13	Cirby & Sunrise		**D**	**0.85**	**D**	**0.86**
14	Cirby Wy & Foothills Bl		C	0.74	C	0.76
15	Cirby Wy & Melody Ln		B	0.68	C	0.72
16	Cirby Wy & Northridge Dr		B	0.65	B	0.68
17	Cirby Wy & Oak Ridge Dr		A	0.53	A	0.52
18	Cirby Wy & Orlando Av		C	0.74	C	0.75
19	Cirby Wy & Parkview Dr		A	0.46	A	0.46
20	Cirby Wy & Riverside Av		C	0.78	C	0.81
21	Cirby Wy & Rocky Ridge Dr		C	0.73	C	0.73
22	Cirby Wy & San Simeon Dr		A	0.53	A	0.54
23	Cirby Wy & Vernon St		**D**	**0.85**	**D**	**0.84**
24	Douglas & Eureka		A	0.57	A	0.57
25	Douglas & Rocky Ridge		C	0.74	C	0.74
26	Douglas & Santa Clara		C	0.71	C	0.71
27	Douglas & Sierra Gardens		B	0.62	B	0.61
28	Douglas & Sunrise		**E**	**0.91**	**D**	**0.89**
29	Douglas & Target		A	0.48	B	0.62
30	Douglas Bl & E Roseville Pw		C	0.75	C	0.76
31	Douglas Bl & Folsom Rd		A	0.50	A	0.51
32	Douglas Bl & Harding Bl		C	0.73	C	0.73
33	Douglas Bl & Judah St		A	0.49	A	0.49
34	Douglas Bl & Keehner Av		A	0.33	A	0.33
35	Douglas Bl & Park Dr		A	0.29	A	0.29
36	Douglas Bl & Sierra College Bl		C	0.76	C	0.76
37	Eureka & Lead Hill		A	0.41	A	0.41
38	Eureka & N. Sunrise		B	0.66	B	0.69

Table 8
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

Intersection		*Scenario*			
		Existing Conditions		*Existing Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
39	Eureka & Rocky Ridge	C	0.70	C	0.72
40	Eureka Rd & Ashland Dr	A	0.18	A	0.18
41	Eureka Rd & Deer Valley Apts	A	0.30	A	0.29
42	Fairway & Central Park/Lowes	A	0.38	A	0.39
43	Fairway & Cortina Circle	A	0.24	A	0.25
44	Fairway & Five Star	A	0.31	A	0.31
45	Fairway & Home Depot	A	0.32	A	0.33
46	Fairway & Target/Rosehall	A	0.31	A	0.32
47	Fiddyment & Del Webb/Village Green	A	0.20	A	0.43
48	Fiddyment & Hayden Pkwy (North)	A	0.09	A	0.30
49	Fiddyment & Hayden Pkwy (South)	A	0.20	A	0.38
50	Foothills & Baseline/Main	C	0.70	C	0.71
51	Foothills & Misty Wood/NEC	A	0.23	A	0.25
52	Foothills Bl & Albertsons Dr	A	0.22	A	0.28
53	Foothills Bl & Atkinson Rd	C	0.72	C	0.74
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	0.26	A	0.28
55	Foothills Bl & HP (South)	A	0.34	A	0.33
56	Foothills Bl & Junction Bl	C	0.74	C	0.75
57	Foothills Bl & McAnally Dr	A	0.54	B	0.64
58	Foothills Bl & Pleasant Grove Bl	B	0.67	C	0.71
59	Foothills Blvd & Rand/Pilgrims	A	0.43	A	0.43
60	Foothills Bl & Vineyard Rd	A	0.55	A	0.57
61	Galleria & Antelope Creek	A	0.54	A	0.54
62	Galleria & Berry	A	0.49	A	0.51
63	Galleria & Roseville Pkwy	C	0.81	**D**	**0.85**
64	Harding & Wills	A	0.47	A	0.47
65	Harding Bl & Estates Dr	A	0.50	A	0.51
66	Harding Bl & Lead Hill Bl	B	0.60	B	0.63
67	Harding Bl & Roseville Square	A	0.51	A	0.51
68	Junction & Stonecrest/Magenta	A	0.15	A	0.20
69	Junction Bl & Americana Dr	A	0.26	A	0.28
70	Junction Bl & Baseline Rd	A	0.46	A	0.46
71	Junction Bl & Country Club Dr	A	0.33	A	0.40
72	Junction Bl & Park Regency Dr	A	0.19	A	0.19
73	Junction Bl & Porter Dr	A	0.32	A	0.37
74	Junction Bl & Revere Dr	A	0.26	A	0.28
75	Junction Bl & Washington Bl	A	0.51	A	0.56
76	Junction Bl & Woodcreek Oaks Bl	A	0.31	A	0.32
77	Lead Hill Bl & N Sunrise Av	C	0.80	**D**	**0.82**

Table 8
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

Intersection		*Scenario*			
		Existing Conditions		*Existing Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
78	Lead Hill Bl & Rocky Ridge Dr	A	0.54	A	0.55
79	Lead Hill Bl & Wal-Mart	A	0.33	A	0.33
80	N Sunrise Av & Automall Dr	A	0.51	A	0.52
81	N Sunrise Av & Stone Point Dr	A	0.21	A	0.21
82	N. Sunrise & Sierra Gardens	B	0.60	B	0.61
83	Olympus Dr & Europa St	A	0.11	A	0.11
84	PFE & Hilltop	A	0.30	A	0.29
85	Pleasant Grove & Fairway	B	0.68	B	0.69
86	Pleasant Grove & Fiddyment	A	0.27	A	0.35
87	Pleasant Grove & Gold Coast/Hallissy	A	0.52	A	0.52
88	Pleasant Grove & Highland Park	A	0.41	A	0.41
89	Pleasant Grove & Market	A	0.04	A	0.05
90	Pleasant Grove & Michener	A	0.30	A	0.37
91	Pleasant Grove & Monument	A	0.06	A	0.06
92	Pleasant Grove & Rose Creek	A	0.30	A	0.39
93	Pleasant Grove & Roseville Pkwy	C	0.72	A	0.58
94	Pleasant Grove & Sun City	A	0.23	A	0.27
95	Pleasant Grove & Wal-Mart/Highland Pointe	C	0.74	C	0.74
96	Pleasant Grove & Washington	B	0.61	B	0.69
97	Pleasant Grove Bl & Country Club Dr	A	0.47	A	0.57
98	Pleasant Grove Bl & Woodcreek Oaks Bl	A	0.54	B	0.64
99	Rocky Ridge Dr & Maidu Dr	A	0.49	A	0.49
100	Rocky Ridge Dr & Mclaren Dr	A	0.42	A	0.42
101	Rocky Ridge Dr & Professional Dr	B	0.62	B	0.61
102	Rocky Ridge Dr & Stone Point Dr	A	0.15	A	0.15
103	Roseville Parkway & Chase	A	0.45	A	0.46
104	Roseville Parkway & Creekside Ridge	B	0.63	B	0.64
105	Roseville Parkway & Gibson	A	0.44	A	0.47
106	Roseville Parkway & N. Sunrise	C	0.75	C	0.76
107	Roseville Parkway & Reserve	A	0.46	A	0.49
108	Roseville Parkway & Secret Ravine	A	0.59	B	0.61
109	Roseville Parkway & Taylor	B	0.66	B	0.68
110	Roseville Parkway & West Mall	A	0.56	A	0.59
111	Roseville Pw & Alexandra Dr	A	0.53	A	0.54
112	Roseville Pw & Eureka Rd	B	0.62	B	0.62
113	Roseville Pw & Lead Hill/Orvietto	A	0.48	A	0.48
114	Roseville Pw & N Cirby Wy	A	0.45	A	0.45
115	Roseville Pw & Olympus Dr	A	0.59	B	0.60
116	Roseville Pw & Rocky Ridge Dr	A	0.48	A	0.49

Table 8
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

Intersection		*Scenario*			
		Existing Conditions		*Existing Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
117	Roseville Pw & Sierra College Bl	B	0.60	C	0.80
118	Roseville Pw & Trestle Rd	A	0.22	A	0.24
119	Roseville Pw & Village/Slate Creek	A	0.32	A	0.34
120	Roseville Pw & Washington Bl	A	0.19	A	0.22
121	S Cirby Wy & Champion Oaks Dr	A	0.38	A	0.38
122	S Cirby Wy & Old Auburn Rd	B	0.66	B	0.67
123	Secret Ravine & Scarborough/ Poppy Field	A	0.30	A	0.30
124	Sierra College & Miners Ravine	A	0.37	A	0.37
125	Sierra College & Secret Ravine	A	0.41	A	0.42
126	Sierra College Bl & Eureka Rd	B	0.64	B	0.63
127	Sierra College Bl & Indigo Creek Apts	A	0.55	A	0.55
128	Sierra College Bl & Old Auburn Rd	C	0.71	C	0.71
129	Sierra College Bl & Olympus Dr	A	0.36	A	0.36
130	Stanford Ranch & Fairway	B	0.60	B	0.61
131	Stanford Ranch & Five Star	A	0.59	A	0.59
132	Stanford Ranch & Highland Park	A	0.36	A	0.37
133	Sunrise & Coloma	B	0.62	B	0.62
134	Sunrise & Sandringham/Kensington	A	0.55	A	0.55
135	Sunrise & Sun Tree/Kensington	B	0.65	B	0.66
136	Sunrise Av & Frances Dr	A	0.59	A	0.59
137	Sunrise Av & Oak Ridge Dr	A	0.35	A	0.36
138	Washington & Diamond Oaks	C	0.71	C	0.71
139	Washington & Sawtell/Derek	A	0.44	A	0.44
140	Washington Bl & Hallissy Dr	A	0.36	A	0.39
141	Woodcreek Oaks & Baseline	B	0.65	C	0.73
142	Woodcreek Oaks & Canevari/Arsenault	A	0.52	B	0.63
143	Woodcreek Oaks & Horncastle	A	0.41	A	0.40
144	Woodcreek Oaks & McAnally	A	0.34	A	0.51
145	Woodcreek Oaks & Trailee	A	0.26	A	0.27
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.39	A	0.42
147	Washington Blvd & Blue Oaks Blvd	A	0.42	A	0.56
148	I-80 WB Off & Douglas Blvd	B	0.67	B	0.68
149	I-80 WB On & Atlantic St	A	0.41	A	0.40
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.52	A	0.52
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.42	A	0.42
152	I-80 WB Off & Riverside Ave	B	0.69	C	0.71
153	Stanford Ranch & Sr-65 N/B On	**D**	**0.84**	**D**	**0.85**
154	Stanford Ranch/Galleria & Sr-65 S/B On	C	0.74	C	0.75
155	Taylor & Eureka I-80 EB Off	**F**	**1.08**	**F**	**1.09**

Table 8
Level of Service at Roseville Signalized Intersections
Existing Plus Project Conditions – PM Peak Hour

Intersection			*Scenario*			
			Existing Conditions		*Existing Plus Project*	
ID	***Intersection Name***		***LOS***	***V/C***	***LOS***	***V/C***
156	Fairway & Highland Park		A	0.27	A	0.28
157	I-80 EB Off/Orlando & Riverside Ave		B	0.69	C	0.70
Signalized Intersections Added With Fiddyment Amendment						
164	Blue Oaks Blvd & Hayden Pkwy		n/a		A	0.51
175	Fiddyment Rd & Fiddyment Ranch EW Rd		n/a		A	0.46
Intersections in Pedestrian Overlay Zone						
P1	Riverside Av & Darling Wy		A	0.55	A	0.54
P2	Vernon & Douglas/Riverside		A	0.48	A	0.45
P3	Vernon & Grant		A	0.38	A	0.36
P4	Vernon & Judah		A	0.33	A	0.36
P5	Vernon & Lincoln		B	0.66	B	0.66
P6	Washington & Main		A	0.59	B	0.60
P7	Washington & Oak		A	0.52	A	0.58

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 9
Significant Impacts at Roseville Signalized Intersections
Existing Plus Project Conditions

Intersection			*Scenario*			
			Existing Conditions		*Existing Plus Project*	
ID	***Intersection Name***		***LOS***	***V/C***	***LOS***	***V/C***
AM Peak Hour: No Impacts Identified						
PM Peak Hour						
4	Baseline Rd & Fiddyment Rd		C	0.80	**D**	**0.87**
63	Galleria & Roseville Pkwy		C	0.81	**D**	**0.85**
77	Lead Hill Bl & N Sunrise Av		C	0.80	**D**	**0.82**

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 10
Level of Service at Rocklin Roadway Segments
Existing Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Scenario*			
			Existing Conditions		*Existing Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Lonetree Blvd north of Blue Oaks Blvd	D*	4	21,700	B	22,100	B
Blue Oaks Blvd at Roseville City Limit	D*	4	10,800	A	11,300	A
Pleasant Grove Blvd at Roseville City Limit	C	4	20,600	A	20,500	A
Stanford Ranch Rd at Roseville City Limit	C	4	23,600	B	24,000	B

Notes:* Within ½ Mile of Freeway Ramp

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 11
Level of Service at Placer County Intersections
Existing Plus Project Conditions

Intersection	*LOS Standard*	*Scenario*			
		Existing Conditions		*Existing Plus Project*	
		LOS	*V/C or delay*	*LOS*	*V/C or delay*
AM Peak Hour					
Watt Ave & Baseline Rd	D	A	0.51	A	0.54
Locust Rd & Baseline Rd	D	C	24.6	D	29.3
Watt Ave & PFE Rd	C	C	20.8	C	24.7
Walerga Rd & PFE Rd	C	**E**	**0.98**	**F**	**1.04**
Fiddyment & Athens	C	A	9.1	A	9.5
Industrial & Athens	C	A	0.35	A	0.38
PM Peak Hour					
Watt Ave & Baseline Rd	D	D	0.86	**E**	**0.90**
Locust Rd & Baseline Rd	D	**E**	**47.2**	**F**	**75.5**
Watt Ave & PFE Rd	C	C	16.5	C	22.9
Walerga Rd & PFE Rd	C	**D**	**0.84**	**E**	**0.92**
Fiddyment & Athens	C	A	9.7	B	11.6
Industrial & Athens	C	A	0.33	A	0.34

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 12
Level of Service at Placer County Roadway Segments
Existing Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Existing Conditions*		*Existing Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Baseline Rd W/O Sierra Vista	D	2	9,700	A	10,400	A
Watt Ave S/O Baseline	D	2	5,700	A	6,800	A
Walerga Rd S/O Baseline	D	2	16,100	D	**17,500**	**E**
PFE E/O Watt Ave	C	2	3,900	A	4,100	A
Fiddyment Rd S/O Athens	C	2	6,100	A	7,400	A
Sunset E/O Foothills	C	2	3,600	A	3,700	A
Foothills Bl S/O Athens	C	2	3,700	A	3,800	A
Athens Ave E/O Fiddyment Rd	C	2	4,900	A	6,300	A
Industrial Blvd N/O Athens Ave	C	2	6,600	A	6,900	A
Philip Rd W/O Sierra Vista	C	2	100	A	100	A
Brewer Rd S/O W Sunset	C	2	200	A	200	A
W Sunset W/O Fiddyment	C	2	1,000	A	1,400	A
Dowd Rd S/O Athens	N/A	-	N/A		N/A	
Phillip Road W/O CSP	C	2	100	A	100	A

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 13
Level of Service at Sacramento County Intersections
Existing Plus Project Conditions

Intersection	*LOS Standard*	*Scenario*			
		Existing Conditions		*Existing Plus Project*	
		LOS	*V/C or delay*	*LOS*	*V/C or delay*
AM Peak Hour					
Watt Ave & Elverta Rd	E	A	0.47	A	0.45
Walerga Rd & Elverta Rd	E	C	0.76	C	0.75
Watt Ave & Antelope Rd	E	C	0.76	C	0.74
Walerga Rd & Antelope Rd	E	B	0.63	B	0.60
Watt Ave & Elkhorn	E	B	0.69	B	0.61
Walerga Rd & Elkhorn	E	B	0.62	A	0.53
PM Peak Hour					
Watt Ave & Elverta Rd	E	B	0.62	B	0.63
Walerga Rd & Elverta Rd	E	C	0.70	B	0.65
Watt Ave & Antelope Rd	E	C	0.79	C	0.78
Walerga Rd & Antelope Rd	E	D	0.87	D	0.87
Watt Ave & Elkhorn	E	B	0.69	B	0.69
Walerga Rd & Elkhorn	E	C	0.80	C	0.72

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 14
Level of Service at Sacramento County Roadway Segments
Existing Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Existing Conditions*		*Existing Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Watt Ave S/O PFE	E	2	16,300	E	17,600	E
Watt Ave S/O Elverta	E	4	25,700	C	26,500	C
Watt Ave S/O Antelope	E	4	28,400	C	29,600	D
Watt Ave S/O Elkhorn	E	4	32,600	E	33,300	E
Walerga Rd S/O PFE	E	4	23,300	B	24,200	B
Walerga Rd S/O Elverta	E	4	35,800	E	**36,300**	**F**
Walerga Rd S/O Antelope	E	4	31,800	D	32,100	D
Walerga Rd S/O Elkhorn	E	4	29,200	D	29,600	D

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 15
Level of Service at Sutter County Intersections
Existing Plus Project Conditions

Intersection	*LOS Standard*	*Scenario*			
		Existing Conditions		*Existing Plus Project*	
		LOS	*V/C or delay*	*LOS*	*V/C or delay*
AM Peak Hour					
Pleasent Grove N & Riego	D	C	21.4	C	21.4
Pleasent Grove S & Riego	D	C	21.2	D	26.0
PM Peak Hour					
Pleasent Grove N & Riego	D	D	27.7	**E**	**37.8**
Pleasent Grove S & Riego	D	E	35.0	**F**	**53.0**

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 16
Level of Service at Sutter County Roadway Segments
Existing Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*Existing Conditions*		*Existing Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Riego Rd E/O SR 70-99	D	2	8,100	C	9,000	C

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 17
Level of Service at State Highway Ramp Intersections
Existing Plus Project Conditions

Intersection	*LOS Standard*	*Scenario*			
		Existing Conditions		*Existing Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	B	0.61	A	0.36
Washington Blvd & Blue Oaks Blvd	E	A	0.34	A	0.40
I-80 WB Off & Douglas Blvd	E	A	0.51	A	0.52
I-80 WB On & Atlantic St	E	A	0.29	A	0.29
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.35	A	0.38
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.31	A	0.32
I-80 WB Off & Riverside Ave	E	A	0.55	A	0.52
Stanford Ranch & Sr-65 N/B On	E	B	0.60	B	0.62
Stanford Ranch/Galleria & Sr-65 S/B On	E	A	0.34	A	0.35
Taylor & Eureka I-80 EB Off	E	E	0.97	E	0.97
I-80 EB Off/Orlando & Riverside Ave	E	A	0.54	A	0.53
SR 99 & Riego Rd	D	**E**	**0.94**	**E**	**0.91**
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.39	A	0.42
Washington Blvd & Blue Oaks Blvd	E	A	0.42	A	0.56
I-80 WB Off & Douglas Blvd	E	B	0.67	B	0.68
I-80 WB On & Atlantic St	E	A	0.41	A	0.40
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.52	A	0.52
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.42	A	0.42
I-80 WB Off & Riverside Ave	E	B	0.69	C	0.71
Stanford Ranch & Sr-65 N/B On	E	D	0.84	D	0.85
Stanford Ranch/Galleria & Sr-65 S/B On	E	C	0.74	C	0.75
Taylor & Eureka I-80 EB Off	E	**F**	**1.08**	**F**	**1.09**
I-80 EB Off/Orlando & Riverside Ave	E	B	0.69	C	0.70
SR 99 & Riego Rd	D	D	0.85	D	0.85

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 18
Average Daily Traffic Volumes and LOS on State Highways
Existing Plus Project Conditions

Facility	*Segment*	*Lanes*	*Existing Conditions*		*Existing Plus Project*		
			ADT	*LOS*	*ADT*	*LOS*	*% Change*
I-80	Sacramento County line to Riverside Ave	8	**170,000**	**F**	**170,000**	**F**	0.0%
	Riverside Avenue to Douglas Blvd	6	**160,000**	**F**	**160,000**	**F**	0.0%
	Douglas Blvd to Eureka Rd	6	**159,000**	**F**	**159,400**	**F**	+ **0.3%**
	Eureka Rd to Taylor Rd	8	**167,000**	**F**	**168,500**	**F**	+ **0.9%**
	Taylor Rd to SR 65	8	**157,000**	**E**	**158,500**	**F**	+ **1.0%**
SR 65	I-80 to Galleria Blvd	4	**108,000**	**F**	**110,500**	**F**	+ **2.3%**
	Galleria Blvd to Pleasant Grove Blvd	4	**96,000**	**F**	**99,600**	**F**	+ **3.8%**
	Pleasant Grove Blvd to Blue Oaks Blvd	4	**82,000**	**F**	**86,100**	**F**	+ **5.0%**
	Blue Oaks Blvd to Sunset Blvd	4	69,000	D	69,000	D	0.0%
SR 70/99	Sankey Rd to Riego Rd	4	34,000	A	34,000	A	0.0%
	Riego Rd to Elverta Rd	4	39,500	B	40,600	B	+ 2.8%
	Elverta Rd to Elkhorn Blvd	4	44,000	B	45,000	B	+ 2.3%

Notes:

Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table x

Highway segments operating at LOS F are **BOLD**.

Impacts are **Shaded**

Volumes Exclude Carpool Lanes

Source: DKS Associates, 2011

Table 19
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – AM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.44	A	0.44
2	Atlantic & Wills	C	0.74	C	0.74
3	Atlantic St & Yosemite St	A	0.55	A	0.56
4	Baseline Rd & Fiddyment Rd	**D**	**0.85**	**D**	**0.87**
5	Blue Oaks & Crocker Ranch	B	0.67	B	0.69
6	Blue Oaks & Del Webb	A	0.59	B	0.60
7	Blue Oaks & Fiddyment	C	0.72	C	0.78
8	Blue Oaks & New Meadow	**C**	**0.71**	**C**	**0.73**
9	Blue Oaks & Orchard View	B	0.61	B	0.64
10	Blue Oaks Bl & Diamond Creek Bl	C	0.78	C	0.79
11	Blue Oaks Bl & Foothills Bl	**E**	**0.96**	**E**	**0.99**
12	Blue Oaks Bl & Woodcreek Oaks Bl	**E**	**0.93**	**E**	**0.95**
13	Cirby & Sunrise	**E**	**0.92**	**E**	**0.92**
14	Cirby Wy & Foothills Bl	**E**	**1.00**	**F**	**1.01**
15	Cirby Wy & Melody Ln	A	0.58	A	0.59
16	Cirby Wy & Northridge Dr	C	0.77	C	0.78
17	Cirby Wy & Oak Ridge Dr	A	0.55	A	0.55
18	Cirby Wy & Orlando Av	**E**	**0.92**	**E**	**0.92**
19	Cirby Wy & Parkview Dr	B	0.60	B	0.60
20	Cirby Wy & Riverside Av	**F**	**1.03**	**F**	**1.03**
21	Cirby Wy & Rocky Ridge Dr	A	0.43	A	0.43
22	Cirby Wy & San Simeon Dr	B	0.60	B	0.60
23	Cirby Wy & Vernon St	**E**	**0.99**	**E**	**0.99**
24	Douglas & Eureka	A	0.54	A	0.53
25	Douglas & Rocky Ridge	B	0.61	B	0.61
26	Douglas & Santa Clara	A	0.57	A	0.57
27	Douglas & Sierra Gardens	A	0.52	A	0.52
28	Douglas & Sunrise	C	0.71	C	0.70
29	Douglas & Target	A	0.44	A	0.44
30	Douglas Bl & E Roseville Pw	C	0.74	C	0.74
31	Douglas Bl & Folsom Rd	A	0.50	A	0.50
32	Douglas Bl & Harding Bl	B	0.65	B	0.65
33	Douglas Bl & Judah St	A	0.32	A	0.33
34	Douglas Bl & Keehner Av	A	0.52	A	0.52
35	Douglas Bl & Park Dr	A	0.38	A	0.38
36	Douglas Bl & Sierra College Bl	C	0.77	C	0.75
37	Eureka & Lead Hill	A	0.47	A	0.47
38	Eureka & N. Sunrise	A	0.57	A	0.57

Table 19
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – AM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
39	Eureka & Rocky Ridge	A	0.54	A	0.54
40	Eureka Rd & Ashland Dr	A	0.36	A	0.36
41	Eureka Rd & Deer Valley Apts	A	0.37	A	0.37
42	Fairway & Central Park/Lowes	A	0.44	A	0.44
43	Fairway & Cortina Circle	A	0.27	A	0.27
44	Fairway & Five Star	A	0.40	A	0.40
45	Fairway & Home Depot	A	0.51	A	0.51
46	Fairway & Target/Rosehall	A	0.57	A	0.57
47	Fiddyment & Del Webb/Village Green	B	0.61	B	0.63
48	Fiddyment & Hayden Pkwy North	A	0.43	A	0.43
49	Fiddyment & Hayden Pkwy South	A	0.54	A	0.57
50	Foothills & Baseline/Main	**E**	**0.96**	**E**	**0.95**
51	Foothills & Misty Wood/Nec	A	0.58	A	0.58
52	Foothills Bl & Albertsons Dr	A	0.52	A	0.52
53	Foothills Bl & Atkinson Rd	A	0.53	A	0.54
54	Foothills Bl & Roseville Pkwy/HP Central	C	0.80	C	0.81
55	Foothills Bl & HP South	C	0.73	C	0.74
56	Foothills Bl & Junction Bl	C	0.79	C	0.79
57	Foothills Bl & Mcanally Dr	A	0.58	B	0.60
58	Foothills Bl & Pleasant Grove Bl	**D**	**0.86**	**D**	**0.87**
59	Foothills Blvd & Rand/Pilgrims	A	0.52	A	0.51
60	Foothills Bl & Vineyard Rd	B	0.66	B	0.68
61	Galleria & Antelope Creek	A	0.44	A	0.44
62	Galleria & Berry	B	0.66	B	0.66
63	Galleria & Roseville Pkwy	C	0.79	C	0.79
64	Harding & Wills	B	0.64	B	0.64
65	Harding Bl & Estates Dr	A	0.45	A	0.45
66	Harding Bl & Lead Hill Bl	C	0.70	B	0.69
67	Harding Bl & Roseville Square	A	0.35	A	0.34
68	Junction & Stonecrest/Magenta	B	0.66	B	0.68
69	Junction Bl & Americana Dr	A	0.55	A	0.57
70	Junction Bl & Baseline Rd	C	0.70	C	0.70
71	Junction Bl & Country Club Dr	C	0.76	C	0.79
72	Junction Bl & Park Regency Dr	B	0.68	B	0.69
73	Junction Bl & Porter Dr	A	0.59	B	0.61
74	Junction Bl & Revere Dr	A	0.51	A	0.53
75	Junction Bl & Washington Bl	A	0.52	A	0.52
76	Junction Bl & Woodcreek Oaks Bl	A	0.58	A	0.58
77	Lead Hill Bl & N Sunrise Av	A	0.52	A	0.53

Table 19
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – AM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
78	Lead Hill Bl & Rocky Ridge Dr	A	0.43	A	0.43
79	Lead Hill Bl & Wal-Mart	A	0.25	A	0.25
80	N Sunrise Av & Automall Dr	A	0.36	A	0.36
81	N Sunrise Av & Stone Point Dr	A	0.43	A	0.44
82	N. Sunrise & Sierra Gardens	A	0.48	A	0.48
83	Olympus Dr & Europa St	A	0.12	A	0.12
84	PFE & Hilltop	A	0.30	A	0.30
85	Pleasant Grove & Fairway	A	0.56	A	0.55
86	Pleasant Grove & Fiddyment	C	0.77	C	0.78
87	Pleasant Grove & Gold Coast/Hallissy	C	0.70	C	0.70
88	Pleasant Grove & Highland Park	A	0.34	A	0.34
89	Pleasant Grove & Market	A	0.43	A	0.43
90	Pleasant Grove & Michener	B	0.63	B	0.65
91	Pleasant Grove & Monument	A	0.34	A	0.35
92	Pleasant Grove & Rose Creek	B	0.61	B	0.63
93	Pleasant Grove & Roseville Pkwy	**F**	**1.02**	**F**	**1.03**
94	Pleasant Grove & Sun City	B	0.63	B	0.66
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.52	A	0.52
96	Pleasant Grove & Washington	**D**	**0.86**	**D**	**0.84**
97	Pleasant Grove Bl & Country Club Dr	B	0.69	C	0.70
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.63	B	0.66
99	Rocky Ridge Dr & Maidu Dr	A	0.54	A	0.54
100	Rocky Ridge Dr & Mclaren Dr	A	0.52	A	0.52
101	Rocky Ridge Dr & Professional Dr	A	0.58	A	0.58
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.09
103	Roseville Parkway & Chase	A	0.55	A	0.56
104	Roseville Parkway & Creekside Ridge	A	0.52	A	0.52
105	Roseville Parkway & Gibson	**D**	**0.88**	**D**	**0.88**
106	Roseville Parkway & N. Sunrise	C	0.75	C	0.76
107	Roseville Parkway & Reserve	A	0.53	A	0.54
108	Roseville Parkway & Secret Ravine	A	0.57	A	0.56
109	Roseville Parkway & Taylor	**D**	**0.87**	**D**	**0.88**
110	Roseville Parkway & West Mall	A	0.47	A	0.47
111	Roseville Pw & Alexandra Dr	A	0.54	A	0.54
112	Roseville Pw & Eureka Rd	A	0.57	A	0.55
113	Roseville Pw & Lead Hill/Orvietto	B	0.60	B	0.60
114	Roseville Pw & N Cirby Wy	A	0.40	A	0.41
115	Roseville Pw & Olympus Dr	A	0.56	A	0.56
116	Roseville Pw & Rocky Ridge Dr	A	0.46	A	0.47

Table 19
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – AM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
117	Roseville Pw & Sierra College Bl	A	0.51	A	0.51
118	Roseville Pw & Trestle Rd	A	0.54	A	0.54
119	Roseville Pw & Village/Slate Creek	A	0.43	A	0.44
120	Roseville Pw & Washington Bl	B	0.65	B	0.66
121	S Cirby Wy & Champion Oaks Dr	A	0.51	A	0.51
122	S Cirby Wy & Old Auburn Rd	C	0.76	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.29	A	0.29
124	Sierra College & Miners Ravine	A	0.52	A	0.52
125	Sierra College & Secret Ravine	A	0.50	A	0.50
126	Sierra College Bl & Eureka Rd	B	0.63	B	0.63
127	Sierra College Bl & Indigo Creek Apts	A	0.46	A	0.45
128	Sierra College Bl & Old Auburn Rd	A	0.57	A	0.57
129	Sierra College Bl & Olympus Dr	B	0.63	B	0.62
130	Stanford Ranch & Fairway	A	0.50	A	0.50
131	Stanford Ranch & Five Star	A	0.40	A	0.41
132	Stanford Ranch & Highland Park	A	0.33	A	0.33
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	A	0.59	A	0.59
135	Sunrise & Sun Tree/Kensington	B	0.64	B	0.64
136	Sunrise Av & Frances Dr	B	0.66	B	0.66
137	Sunrise Av & Oak Ridge Dr	A	0.40	A	0.40
138	Washington & Diamond Oaks	B	0.67	B	0.67
139	Washington & Sawtell/Derek	A	0.55	A	0.55
140	Washington Bl & Hallissy Dr	A	0.48	A	0.50
141	Woodcreek Oaks & Baseline	**D**	**0.88**	**D**	**0.90**
142	Woodcreek Oaks & Canevari/Arsenault	A	0.45	A	0.46
143	Woodcreek Oaks & Horncastle	A	0.53	A	0.54
144	Woodcreek Oaks & Mcanally	**D**	**0.85**	**D**	**0.87**
145	Woodcreek Oaks & Trailee	B	0.60	B	0.60
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.57	A	0.57
147	Washington Blvd & Blue Oaks Blvd	A	0.50	A	0.50
148	I-80 WB Off & Douglas Blvd	C	0.70	C	0.70
149	I-80 WB On & Atlantic St	A	0.42	A	0.42
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.56	A	0.55
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.44	A	0.44
152	I-80 WB Off & Riverside Ave	C	0.73	C	0.72
153	Stanford Ranch & Sr-65 N/B On	A	0.54	A	0.53
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.44	A	0.43
155	Taylor & Eureka I-80 EB Off	**D**	**0.82**	**D**	**0.83**
156	Fairway & Highland Park	A	0.39	A	0.38

Table 19
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – AM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
157	I-80 EB Off/Orlando & Riverside Ave	C	0.76	C	0.76
Future Signals in CIP					
158	Roseville Rkwy & Old Auburn	A	0.23	A	0.24
159	Washington Blvd & Industrial	B	0.60	A	0.59
160	Foothills Blvd & HP Far South/ NEC	C	0.73	C	0.74
161	Blue Oaks Blvd & Wood Meadow	C	0.71	C	0.72
162	Gibson Rd & New Convention Center Rd	A	0.49	A	0.48
163	Blue Oaks Blvd & Westbrook Blvd	A	0.25	A	0.27
164	Blue Oaks Blvd & Hayden Pkwy	A	0.55	A	0.58
165	Fiddyment Rd & Westhills Dr	C	0.76	C	0.78
166	Pleasant Grove Blvd & Westbrook Blvd	A	0.51	A	0.46
167	Fiddyment Rd & Westlake Dr	A	0.45	A	0.44
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.32	A	0.32
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.46	A	0.48
170	Industrial Ave & Alantown Dr	**E**	**0.91**	**E**	**0.92**
171	Roseville Pkwy & Gibson West	**F**	**1.02**	**F**	**1.02**
172	Washington Blvd & All America	A	0.51	A	0.51
173	Cirby & Cottonwood	A	0.54	A	0.54
174	Secret Ravine & Alexandra	A	0.14	A	0.14
175	Fiddyment Rd & Fiddyment Ranch EW Rd	A	0.43	B	0.61
176	Douglas Bl & I-80 EB On	A	0.48	A	0.48
Signalized Intersections Added with Sierra Vista					
177	Santucci Blvd & Pleasant Grove	A	0.24	A	0.24
178	Santucci Blvd & Federico Dr	B	0.63	B	0.63
179	Santucci Blvd & Vista Glen Blvd	A	0.32	A	0.32
180	Watt Ave & Baseline Rd	B	0.68	B	0.67
181	Westbrook Blvd & Federico Dr	A	0.57	A	0.56
182	Westbrook Blvd & Vista Glen Blvd	A	0.46	A	0.48
183	Westbrook Blvd & Baseline Rd	C	0.74	C	0.75
184	Market Dr & Vista Glen Blvd	A	0.36	A	0.39
185	Market St & Baseline Rd	B	0.64	B	0.65
186	Pleasant Grove Blvd & Upland Dr	A	0.47	A	0.48
187	Upland Dr & Vista Glen Blvd	A	0.35	A	0.37
188	Upland Dr & Baseline Rd	A	0.53	A	0.54
189	Baseline Rd & CMU3 Entrance	A	0.47	A	0.47
190	Westbrook Blvd & Sierra Village Dr	A	0.38	A	0.37
191	Vista Glen Blvd & Road 2A	A	0.24	A	0.25
192	Vista Glen Blvd & SV NS Coll 5	A	0.33	A	0.34
193	Santucci Blvd & SV CC5 CC6	A	0.27	A	0.27
194	Santucci Blvd & Sierra Village Dr	A	0.43	A	0.43

Table 19
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – AM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
195	Vista Glen Blvd & Road 1	A	0.10	A	0.10
196	Westbrook Blvd & Sierra Glen Dr	A	0.23	A	0.23
197	Baseline Rd & SV CC2	A	0.46	A	0.46
198	Baseline Rd & SV CCBP2	A	0.50	A	0.50
199	Baseline Rd & SV CC4	A	0.50	A	0.50
Signalized Intersections Added with Creekview					
200	Westbrook Blvd & Parkway One	A	0.25	A	0.28
201	Westbrook Blvd & Nobo Dr	A	0.17	A	0.18
202	Blue Oaks Blvd & Nobo Dr	A	0.31	A	0.29
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	C	0.78	C	0.77
P2	Vernon & Douglas/Riverside	A	0.53	A	0.53
P3	Vernon & Grant	A	0.44	A	0.45
P4	Vernon & Judah	A	0.46	A	0.46
P5	Vernon & Lincoln	A	0.56	A	0.57
P6	Washington & Main	A	0.58	A	0.58
P7	Washington & Oak	A	0.53	A	0.54

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 20
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – PM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.48	A	0.48
2	Atlantic & Wills	C	0.77	C	0.77
3	Atlantic St & Yosemite St	B	0.68	B	0.68
4	Baseline Rd & Fiddyment Rd	**F**	**1.03**	**F**	**1.02**
5	Blue Oaks & Crocker Ranch	B	0.68	B	0.69
6	Blue Oaks & Del Webb	B	0.62	B	0.64
7	Blue Oaks & Fiddyment	C	0.75	C	0.78
8	Blue Oaks & New Meadow	C	0.70	C	0.71
9	Blue Oaks & Orchard View	B	0.61	B	0.63
10	Blue Oaks Bl & Diamond Creek Bl	**E**	**0.99**	**F**	**1.01**
11	Blue Oaks Bl & Foothills Bl	**F**	**1.33**	**F**	**1.36**
12	Blue Oaks Bl & Woodcreek Oaks Bl	B	0.68	B	0.69
13	Cirby & Sunrise	**F**	**1.08**	**F**	**1.08**
14	Cirby Wy & Foothills Bl	**F**	**1.12**	**F**	**1.11**
15	Cirby Wy & Melody Ln	B	0.62	B	0.62
16	Cirby Wy & Northridge Dr	**E**	**0.93**	**E**	**0.93**
17	Cirby Wy & Oak Ridge Dr	C	0.71	C	0.71
18	Cirby Wy & Orlando Av	**D**	**0.89**	**D**	**0.89**
19	Cirby Wy & Parkview Dr	A	0.53	A	0.53
20	Cirby Wy & Riverside Av	**F**	**1.15**	**F**	**1.16**
21	Cirby Wy & Rocky Ridge Dr	B	0.64	B	0.65
22	Cirby Wy & San Simeon Dr	B	0.64	B	0.65
23	Cirby Wy & Vernon St	**F**	**1.28**	**F**	**1.29**
24	Douglas & Eureka	B	0.67	B	0.67
25	Douglas & Rocky Ridge	**D**	**0.83**	**D**	**0.83**
26	Douglas & Santa Clara	C	0.70	C	0.70
27	Douglas & Sierra Gardens	B	0.69	B	0.69
28	Douglas & Sunrise	**D**	**0.90**	**E**	**0.91**
29	Douglas & Target	B	0.69	B	0.69
30	Douglas Bl & E Roseville Pw	C	0.74	C	0.75
31	Douglas Bl & Folsom Rd	B	0.63	B	0.63
32	Douglas Bl & Harding Bl	**E**	**0.97**	**E**	**0.97**
33	Douglas Bl & Judah St	A	0.50	A	0.50
34	Douglas Bl & Keehner Av	A	0.50	A	0.49
35	Douglas Bl & Park Dr	A	0.42	A	0.42
36	Douglas Bl & Sierra College Bl	**D**	**0.86**	**D**	**0.87**
37	Eureka & Lead Hill	A	0.54	A	0.53
38	Eureka & N. Sunrise	C	0.74	C	0.76

Table 20
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – PM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
39	Eureka & Rocky Ridge	C	0.74	C	0.74
40	Eureka Rd & Ashland Dr	A	0.45	A	0.43
41	Eureka Rd & Deer Valley Apts	A	0.41	A	0.40
42	Fairway & Central Park/Lowes	A	0.53	A	0.53
43	Fairway & Cortina Circle	A	0.46	A	0.46
44	Fairway & Five Star	A	0.44	A	0.45
45	Fairway & Home Depot	A	0.51	A	0.52
46	Fairway & Target/Rosehall	A	0.44	A	0.44
47	Fiddyment & Del Webb/Village Green	B	0.62	B	0.64
48	Fiddyment & Hayden Pkwy North	A	0.51	A	0.51
49	Fiddyment & Hayden Pkwy South	A	0.57	A	0.56
50	Foothills & Baseline/Main	**D**	**0.86**	**D**	**0.87**
51	Foothills & Misty Wood/Nec	A	0.57	A	0.57
52	Foothills Bl & Albertsons Dr	B	0.65	B	0.66
53	Foothills Bl & Atkinson Rd	A	0.56	A	0.57
54	Foothills Bl & Roseville Pkwy/HP Central	**D**	**0.85**	**D**	**0.85**
55	Foothills Bl & HP South	A	0.54	A	0.54
56	Foothills Bl & Junction Bl	**D**	**0.84**	**D**	**0.84**
57	Foothills Bl & Mcanally Dr	**D**	**0.87**	**D**	**0.89**
58	Foothills Bl & Pleasant Grove Bl	**E**	**0.99**	**E**	**1.00**
59	Foothills Blvd & Rand/Pilgrims	A	0.59	A	0.59
60	Foothills Bl & Vineyard Rd	**D**	**0.83**	**D**	**0.83**
61	Galleria & Antelope Creek	B	0.66	B	0.66
62	Galleria & Berry	**D**	**0.85**	**D**	**0.84**
63	Galleria & Roseville Pkwy	**F**	**1.01**	**F**	**1.01**
64	Harding & Wills	C	0.80	C	0.80
65	Harding Bl & Estates Dr	C	0.72	C	0.72
66	Harding Bl & Lead Hill Bl	C	0.80	C	0.79
67	Harding Bl & Roseville Square	B	0.63	B	0.62
68	Junction & Stonecrest/Magenta	A	0.50	A	0.50
69	Junction Bl & Americana Dr	A	0.57	A	0.59
70	Junction Bl & Baseline Rd	**D**	**0.86**	**D**	**0.87**
71	Junction Bl & Country Club Dr	C	0.71	C	0.73
72	Junction Bl & Park Regency Dr	B	0.60	B	0.60
73	Junction Bl & Porter Dr	B	0.67	B	0.69
74	Junction Bl & Revere Dr	B	0.60	B	0.63
75	Junction Bl & Washington Bl	**E**	**0.95**	**E**	**0.98**
76	Junction Bl & Woodcreek Oaks Bl	B	0.62	B	0.65
77	Lead Hill Bl & N Sunrise Av	C	0.75	C	0.73

Table 20
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – PM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
78	Lead Hill Bl & Rocky Ridge Dr	B	0.64	B	0.63
79	Lead Hill Bl & Wal-Mart	A	0.41	A	0.41
80	N Sunrise Av & Automall Dr	A	0.53	A	0.52
81	N Sunrise Av & Stone Point Dr	A	0.58	A	0.58
82	N. Sunrise & Sierra Gardens	B	0.63	B	0.62
83	Olympus Dr & Europa St	A	0.20	A	0.20
84	PFE & Hilltop	A	0.44	A	0.44
85	Pleasant Grove & Fairway	**E**	**0.96**	**E**	**0.97**
86	Pleasant Grove & Fiddyment	**E**	**0.95**	**E**	**0.94**
87	Pleasant Grove & Gold Coast/Hallissy	C	0.80	C	0.80
88	Pleasant Grove & Highland Park	A	0.57	A	0.57
89	Pleasant Grove & Market	A	0.53	A	0.53
90	Pleasant Grove & Michener	C	0.78	C	0.79
91	Pleasant Grove & Monument	A	0.38	A	0.39
92	Pleasant Grove & Rose Creek	C	0.79	C	0.80
93	Pleasant Grove & Roseville Pkwy	**F**	**1.20**	**F**	**1.21**
94	Pleasant Grove & Sun City	C	0.70	C	0.71
95	Pleasant Grove & Wal-Mart/Highland Pointe	**D**	**0.82**	**D**	**0.84**
96	Pleasant Grove & Washington	**D**	**0.90**	**E**	**0.92**
97	Pleasant Grove Bl & Country Club Dr	B	0.63	B	0.62
98	Pleasant Grove Bl & Woodcreek Oaks Bl	**D**	**0.85**	**D**	**0.85**
99	Rocky Ridge Dr & Maidu Dr	B	0.60	B	0.60
100	Rocky Ridge Dr & Mclaren Dr	A	0.50	A	0.50
101	Rocky Ridge Dr & Professional Dr	B	0.67	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.26	A	0.25
103	Roseville Parkway & Chase	**D**	**0.82**	**D**	**0.82**
104	Roseville Parkway & Creekside Ridge	C	0.81	C	0.79
105	Roseville Parkway & Gibson	**D**	**0.84**	**D**	**0.84**
106	Roseville Parkway & N. Sunrise	**E**	**0.91**	**E**	**0.92**
107	Roseville Parkway & Reserve	C	0.81	C	0.81
108	Roseville Parkway & Secret Ravine	C	0.74	C	0.74
109	Roseville Parkway & Taylor	**D**	**0.83**	**D**	**0.83**
110	Roseville Parkway & West Mall	A	0.59	A	0.59
111	Roseville Pw & Alexandra Dr	B	0.61	B	0.61
112	Roseville Pw & Eureka Rd	C	0.72	B	0.68
113	Roseville Pw & Lead Hill/Orvietto	B	0.65	B	0.65
114	Roseville Pw & N Cirby Wy	A	0.49	A	0.50
115	Roseville Pw & Olympus Dr	B	0.61	B	0.61
116	Roseville Pw & Rocky Ridge Dr	A	0.59	A	0.58

Table 20
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – PM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
117	Roseville Pw & Sierra College Bl	C	0.81	C	0.81
118	Roseville Pw & Trestle Rd	B	0.65	B	0.65
119	Roseville Pw & Village/Slate Creek	A	0.52	A	0.51
120	Roseville Pw & Washington Bl	C	0.75	C	0.76
121	S Cirby Wy & Champion Oaks Dr	A	0.52	A	0.53
122	S Cirby Wy & Old Auburn Rd	C	0.75	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.33	A	0.33
124	Sierra College & Miners Ravine	A	0.45	A	0.44
125	Sierra College & Secret Ravine	A	0.59	A	0.59
126	Sierra College Bl & Eureka Rd	A	0.57	A	0.58
127	Sierra College Bl & Indigo Creek Apts	C	0.79	C	0.79
128	Sierra College Bl & Old Auburn Rd	C	0.79	C	0.79
129	Sierra College Bl & Olympus Dr	A	0.55	A	0.55
130	Stanford Ranch & Fairway	B	0.66	B	0.67
131	Stanford Ranch & Five Star	B	0.63	B	0.63
132	Stanford Ranch & Highland Park	A	0.55	A	0.54
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	**D**	**0.87**	**D**	**0.87**
135	Sunrise & Sun Tree/Kensington	C	0.71	C	0.70
136	Sunrise Av & Frances Dr	B	0.61	B	0.61
137	Sunrise Av & Oak Ridge Dr	A	0.46	A	0.46
138	Washington & Diamond Oaks	C	0.75	C	0.76
139	Washington & Sawtell/Derek	C	0.80	C	0.81
140	Washington Bl & Hallissy Dr	A	0.45	A	0.46
141	Woodcreek Oaks & Baseline	**E**	**0.91**	**E**	**0.91**
142	Woodcreek Oaks & Canevari/Arsenault	B	0.67	B	0.69
143	Woodcreek Oaks & Horncastle	A	0.57	A	0.57
144	Woodcreek Oaks & Mcanally	C	0.71	C	0.71
145	Woodcreek Oaks & Trailee	A	0.48	A	0.48
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.66	B	0.67
147	Washington Blvd & Blue Oaks Blvd	B	0.69	B	0.69
148	I-80 WB Off & Douglas Blvd	C	0.79	C	0.80
149	I-80 WB On & Atlantic St	A	0.56	A	0.56
150	SR 65 N/B Off & Pleasant Grove Blvd	C	0.76	C	0.76
151	SR 65 S/B Off & Pleasant Grove Blvd	C	0.72	C	0.72
152	I-80 WB Off & Riverside Ave	B	0.63	B	0.63
153	Stanford Ranch & Sr-65 N/B On	**D**	**0.86**	**D**	**0.86**
154	Stanford Ranch/Galleria & Sr-65 S/B On	**D**	**0.83**	**D**	**0.83**
155	Taylor & Eureka I-80 EB Off	**E**	**0.96**	**E**	**0.96**
156	Fairway & Highland Park	A	0.56	A	0.57

Table 20
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – PM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
157	I-80 EB Off/Orlando & Riverside Ave	**E**	**0.91**	**E**	**0.91**
Future Signals in CIP					
158	Roseville Rkwy & Old Auburn	A	0.41	A	0.41
159	Washington Blvd & Industrial	B	0.67	B	0.67
160	Foothills Blvd & HP Far South/ NEC	C	0.71	C	0.71
161	Blue Oaks Blvd & Wood Meadow	C	0.71	C	0.72
162	Gibson Rd & New Convention Center Rd	B	0.69	B	0.69
163	Blue Oaks Blvd & Westbrook Blvd	A	0.56	A	0.54
164	Blue Oaks Blvd & Hayden Pkwy	A	0.50	B	0.65
165	Fiddyment Rd & Westhills Dr	**D**	**0.85**	**D**	**0.89**
166	Pleasant Grove Blvd & Westbrook Blvd	A	0.54	A	0.57
167	Fiddyment Rd & Westlake Dr	A	0.40	A	0.41
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.31	A	0.33
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.44	A	0.46
170	Industrial Ave & Alantown Dr	C	0.81	**D**	**0.82**
171	Roseville Pkwy & Gibson West	**D**	**0.85**	**D**	**0.85**
172	Washington Blvd & All America	A	0.56	A	0.57
173	Cirby & Cottonwood	A	0.44	A	0.44
174	Secret Ravine & Alexandra	A	0.21	A	0.21
175	Fiddyment Rd & Fiddyment Ranch EW Rd	A	0.51	C	0.73
176	Douglas Bl & I-80 EB On	C	0.73	C	0.74
Signalized Intersections Added with Sierra Vista					
177	Santucci Blvd & Pleasant Grove	A	0.50	A	0.50
178	Santucci Blvd & Federico Dr	B	0.68	B	0.68
179	Santucci Blvd & Vista Glen Blvd	A	0.45	A	0.43
180	Watt Ave & Baseline Rd	C	0.77	C	0.78
181	Westbrook Blvd & Federico Dr	C	0.73	C	0.73
182	Westbrook Blvd & Vista Glen Blvd	B	0.67	C	0.71
183	Westbrook Blvd & Baseline Rd	C	0.79	C	0.77
184	Market Dr & Vista Glen Blvd	A	0.41	A	0.41
185	Market St & Baseline Rd	B	0.64	B	0.63
186	Pleasant Grove Blvd & Upland Dr	A	0.45	A	0.46
187	Upland Dr & Vista Glen Blvd	A	0.42	A	0.42
188	Upland Dr & Baseline Rd	A	0.59	A	0.59
189	Baseline Rd & CMU3 Entrance	A	0.55	A	0.55
190	Westbrook Blvd & Sierra Village Dr	A	0.50	A	0.50
191	Vista Glen Blvd & Road 2A	A	0.27	A	0.27
192	Vista Glen Blvd & SV NS Coll 5	A	0.34	A	0.34
193	Santucci Blvd & SV CC5 CC6	A	0.30	A	0.30
194	Santucci Blvd & Sierra Village Dr	A	0.38	A	0.38

Table 20
Level of Service at Roseville Signalized Intersections
2025 CIP Plus Project Conditions – PM Peak Hour

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
195	Vista Glen Blvd & Road 1	A	0.11	A	0.10
196	Westbrook Blvd & Sierra Glen Dr	A	0.28	A	0.27
197	Baseline Rd & SV CC2	B	0.69	B	0.69
198	Baseline Rd & SV CCBP2	B	0.60	B	0.60
199	Baseline Rd & SV CC4	C	0.78	C	0.76
Signalized Intersections Added with Creekview					
200	Westbrook Blvd & Parkway One	A	0.24	A	0.24
201	Westbrook Blvd & Nobo Dr	A	0.13	A	0.13
202	Blue Oaks Blvd & Nobo Dr	A	0.46	A	0.43
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	B	0.64	B	0.63
P2	Vernon & Douglas/Riverside	B	0.66	B	0.66
P3	Vernon & Grant	A	0.57	A	0.56
P4	Vernon & Judah	B	0.6	B	0.60
P5	Vernon & Lincoln	E	0.99	E	0.98
P6	Washington & Main	D	0.84	D	0.84
P7	Washington & Oak	C	0.74	C	0.74

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 21
Number of Intersections Operating at LOS C or Better
2025 CIP Conditions

Level of Service	*AM Peak Hour*		*PM Peak Hour*	
	Number of Intersections	*Percentage*	*Number of Intersections*	*Percentage*
LOS A-C	**183**	**90.6%**	**161**	**79.7%**
LOS D	8	4.0%	22	10.9%
LOS E	8	4.0%	11	5.4%
LOS F	3	1.5%	8	4.0%
LOS D-F	**19**	**9.4%**	**41**	**20.3%**
Total	**202**	**100%**	**202**	**100%**

Source: DKS Associates, 2011

Table 22
Number of Intersections Operating at LOS C or Better
2025 CIP Plus Project Conditions - AM Peak Hour

Level of Service	*AM Peak Hour*			
	No Project		*Plus Project*	
	Number of Intersections	*Percentage*	*Number of Intersections*	*Percentage*
LOS A-C	**183**	**90.6%**	**183**	**90.6%**
LOS D	8	4.0%	8	4.0%
LOS E	8	4.0%	7	3.5%
LOS F	3	1.5%	4	2.0%
LOS D-F	**19**	**9.4%**	**19**	**9.4%**
Total	**202**	**100%**	**202**	**100%**

Source: DKS Associates, 2011

Table 23
Number of Intersections Operating at LOS C or Better
2025 CIP Plus Project Conditions - PM Peak Hour

Level of Service	PM Peak Hour			
	No Project		*Plus Project*	
	Number of Intersections	*Percentage*	*Number of Intersections*	*Percentage*
LOS A-C	**161**	**79.7%**	**160**	**79.2%**
LOS D	22	10.9%	21	10.4%
LOS E	11	5.4%	12	5.9%
LOS F	8	4.0%	9	4.5%
LOS D-F	**41**	**20.3%**	**42**	**20.8%**
Total	**202**	**100%**	**202**	**100%**

Source: DKS Associates, 2011

Table 24
Significant Impacts at Roseville Signalized Intersections
2025 CIP Plus Project Conditions

Intersection		*2025 CIP Conditions*			
		No Project		*Plus Project*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
AM Peak Hour					
14	Cirby Wy & Foothills Bl	**E**	**1.00**	**F**	**1.01**
PM Peak Hour					
10	Blue Oaks Bl & Diamond Creek Bl	**E**	**0.99**	**F**	**1.01**
28	Douglas & Sunrise	**D**	**0.90**	**E**	**0.91**
96	Pleasant Grove & Washington	**D**	**0.90**	**E**	**0.92**
170	Industrial Ave & Alantown Dr	C	0.81	**D**	**0.82**

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 25
Level of Service at Placer County Intersections
2025 CIP Plus Project Conditions

Intersection	*LOS Standard*	*2025 CIP Conditions*			
		No Project		*Plus Project*	
		LOS	*V/C [1]*	*LOS*	*V/C [1]*
AM Peak Hour					
Watt Ave & Baseline Rd	D	N/A (Roseville Intersection)			
Locust Rd & Baseline Rd	D	A	0.47	A	0.44
Watt Ave & PFE Rd	C	B	0.64	B	0.60
Walerga Rd & PFE Rd	C	**E**	**0.96**	**E**	**0.92**
Fiddyment & Athens	C	**F**	**1.05**	**F**	**1.01**
Industrial & Athens	C	D	0.82	C	0.77
PM Peak Hour					
Watt Ave & Baseline Rd	D	N/A (Roseville Intersection)			
Locust Rd & Baseline Rd	D	B	0.67	B	0.66
Watt Ave & PFE Rd	C	A	0.57	A	0.57
Walerga Rd & PFE Rd	C	**E**	**0.94**	**E**	**0.96**
Fiddyment & Athens	C	**F**	**1.20**	**F**	**1.20**
Industrial & Athens	C	**D**	**0.86**	**D**	**0.87**

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 26
Level of Service at Placer County Roadway Segments
2025 CIP Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*2025 CIP Conditions*		*2025 CIP Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Baseline Rd W/O Sierra Vista	D	6	38,900	C	38,900	C
Watt Ave S/O Baseline	D	6	23,800	A	23,900	A
Walerga Rd S/O Baseline	D	4	**38,000**	**F**	**38,100**	**F**
PFE E/O Watt Ave	C	2	7,100	A	7,200	A
Fiddyment Rd S/O Athens	C	4	24,500	B	25,000	B
Sunset E/O Foothills	C	6	23,900	A	24,100	A
Foothills Bl S/O Athens	C	4	23,200	B	23,200	B
Athens Ave E/O Fiddyment Rd	C	4	21,900	B	22,000	B
Industrial Blvd N/O Athens Ave	C	4	26,000	C	26,000	C
Philip Rd W/O Sierra Vista	C	2	1,800	A	1,800	A
Brewer Rd S/O W Sunset	C	2	400	A	500	A
W Sunset W/O Fiddyment	C	2	2,600	A	2,600	A
Dowd Rd S/O Athens	N/A		N/A		N/A	
Phillip Road W/O CSP	C	2	1,700	A	1,800	A

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 27
Level of Service at Sacramento County Intersections
2025 CIP Plus Project Conditions

Intersection	*LOS Standard*	*2025 CIP Conditions*			
		No Project		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
Watt Ave & Elverta Rd	E	D	0.86	D	0.86
Walerga Rd & Elverta Rd	E	E	0.90	E	0.91
Watt Ave & Antelope Rd	E	**F**	**1.19**	**F**	**1.19**
Walerga Rd & Antelope Rd	E	B	0.62	B	0.62
Watt Ave & Elkhorn	E	D	0.88	D	0.88
Walerga Rd & Elkhorn	E	B	0.65	B	0.65
PM Peak Hour					
Watt Ave & Elverta Rd	E	E	0.98	E	0.98
Walerga Rd & Elverta Rd	E	**F**	**1.09**	**F**	**1.10**
Watt Ave & Antelope Rd	E	**F**	**1.18**	**F**	**1.18**
Walerga Rd & Antelope Rd	E	D	0.86	D	0.86
Watt Ave & Elkhorn	E	**F**	**1.04**	**F**	**1.04**
Walerga Rd & Elkhorn	E	D	0.88	D	0.90

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 28
Level of Service at Sacramento County Roadway Segments
2025 CIP Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*2025 CIP Conditions*		*2025 CIP Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Watt Ave S/O PFE	E	6	51,000	E	51,100	E
Watt Ave S/O Elverta	E	6	40,300	C	40,400	C
Watt Ave S/O Antelope	E	6	37,500	B	37,600	B
Watt Ave S/O Elkhorn	E	6	45,200	D	45,400	D
Walerga Rd S/O PFE	E	4	**49,200**	**F**	**49,300**	**F**
Walerga Rd S/O Elverta	E	4	32,800	E	32,700	E
Walerga Rd S/O Antelope	E	4	33,100	E	33,000	E
Walerga Rd S/O Elkhorn	E	4	30,800	D	30,800	D

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 29
Level of Service at Sutter County Intersections
2025 CIP Plus Project Conditions

Intersection	*LOS Standard*	*2025 CIP Conditions*			
		No Project		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
Pleasent Grove N & Riego	D	C	0.75	C	0.73
Pleasent Grove S & Riego	D	C	0.70	B	0.67
PM Peak Hour					
Pleasent Grove N & Riego	D	C	0.74	C	0.75
Pleasent Grove S & Riego	D	C	0.77	C	0.79

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 30
Level of Service at Sutter County Roadway Segments
2025 CIP Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*2025 CIP Conditions*		*2025 CIP Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Riego Rd E/O SR 70-99	D	4	**32,800**	**E**	**32,800**	**E**

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 31
Level of Service at Rocklin Roadway Segments
2025 CIP Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*2025 CIP Conditions*			
			No Project		*Plus Proposed Project*	
			ADT	*LOS*	*ADT*	*LOS*
Lonetree Blvd north of Blue Oaks Blvd	D*	4	**36,000**	**E**	**35,900**	**E**
Blue Oaks Blvd at Roseville City Limit	D*	4	15,200	A	15,300	A
Pleasant Grove Blvd at Roseville City Limit	C	6	29,200	A	29,500	A
Stanford Ranch Rd at Roseville City Limit	C	6	29,500	A	29,700	A

Notes:* Within ½ Mile of Freeway Ramp

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 32
Level of Service at State Highway Ramp Intersections
2025 CIP Plus Project Conditions

Intersection	*LOS Standard*	*2025 CIP Conditions*			
		No Project		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.57	A	0.57
Washington Blvd & Blue Oaks Blvd	E	A	0.50	A	0.50
I-80 WB Off & Douglas Blvd	E	C	0.70	C	0.70
I-80 WB On & Atlantic St	E	A	0.42	A	0.42
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.56	A	0.55
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.44	A	0.44
I-80 WB Off & Riverside Ave	E	C	0.73	C	0.72
Stanford Ranch & Sr-65 N/B On	E	A	0.54	A	0.53
Stanford Ranch/Galleria & Sr-65 S/B On	E	A	0.44	A	0.43
Taylor & Eureka I-80 EB Off	E	D	0.82	D	0.83
I-80 EB Off/Orlando & Riverside Ave	E	C	0.76	C	0.76
SR 70/99 NB & Riego Rd	D	A	0.58	A	0.56
SR 70/99 SB & Riego Rd	D	A	0.15	A	0.13
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	B	0.66	B	0.67
Washington Blvd & Blue Oaks Blvd	E	B	0.69	B	0.69
I-80 WB Off & Douglas Blvd	E	C	0.79	C	0.80
I-80 WB On & Atlantic St	E	A	0.56	A	0.56
SR 65 N/B Off & Pleasant Grove Blvd	E	C	0.76	C	0.76
SR 65 S/B Off & Pleasant Grove Blvd	E	C	0.72	C	0.72
I-80 WB Off & Riverside Ave	E	B	0.63	B	0.63
Stanford Ranch & Sr-65 N/B On	E	D	0.86	D	0.86
Stanford Ranch/Galleria & Sr-65 S/B On	E	D	0.83	D	0.83
Taylor & Eureka I-80 EB Off	E	E	0.96	E	0.96
I-80 EB Off/Orlando & Riverside Ave	E	E	0.91	E	0.91
SR 70/99 NB & Riego Rd	D	B	0.68	B	0.68
SR 70/99 SB & Riego Rd	D	A	0.20	A	0.20

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 33
Average Daily Traffic Volumes and LOS on State Highways
2025 CIP Plus Project Conditions

Facility	*Segment*	*Lanes*	*2025 CIP Conditions*				
			No Project		*Plus Proposed Project*		
			ADT	*LOS*	*ADT*	*LOS*	*% Change*
I-80	Sacramento County line to Riverside Ave	8	**217,100**	**F**	**217,000**	**F**	0.0%
	Riverside Avenue to Douglas Blvd	6	**190,800**	**F**	**190,800**	**F**	**0.0%**
	Douglas Blvd to Eureka Rd	6	**188,900**	**F**	**188,900**	**F**	**0.0%**
	Eureka Rd to Taylor Rd	8	**203,300**	**F**	**203,700**	**F**	**+ 0.2%**
	Taylor Rd to SR 65	8	**191,900**	**F**	**192,400**	**F**	**+ 0.3%**
SR 65	I-80 to Galleria Blvd	6	**137,000**	**F**	**137,100**	**F**	**+ 0.1%**
	Galleria Blvd to Pleasant Grove Blvd	6	**139,600**	**F**	**139,800**	**F**	**+ 0.1%**
	Pleasant Grove Blvd to Blue Oaks Blvd	6	**129,300**	**F**	**130,000**	**F**	**+ 0.5%**
	Blue Oaks Blvd to Sunset Blvd	4	**124,300**	**F**	**124,400**	**F**	**+ 0.1%**
SR 70/99	Sankey Rd to Riego Rd	4	61,300	C	61,400	C	+ 0.2%
	Riego Rd to Elverta Rd	4	**88,100**	**F**	**88,300**	**F**	**+ 0.2%**
	Elverta Rd to Elkhorn Blvd	4	**87,100**	**F**	**87,200**	**F**	**+ 0.1%**

Notes:

Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table x

Highway segments operating at LOS F are **BOLD**.

Impacts are **Shaded**

Volumes Exclude Carpool Lanes

Source: DKS Associates, 2011

Table 34
Level of Service at Roseville Signalized Intersections
Cumulative Conditions

Intersection		*2025 Cumulative Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.43	A	0.44
2	Atlantic & Wills	C	0.72	C	0.77
3	Atlantic St & Yosemite St	A	0.51	B	0.63
4	Baseline Rd & Fiddyment Rd	**D**	**0.85**	**E**	**0.96**
5	Blue Oaks & Crocker Ranch	A	0.51	B	0.64
6	Blue Oaks & Del Webb	A	0.49	A	0.52
7	Blue Oaks & Fiddyment	**D**	**0.83**	C	0.75
8	Blue Oaks & New Meadow	A	0.54	A	0.58
9	Blue Oaks & Orchard View	A	0.49	A	0.51
10	Blue Oaks Bl & Diamond Creek Bl	B	0.67	C	0.76
11	Blue Oaks Bl & Foothills Bl	**D**	**0.86**	**D**	**0.89**
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.72	C	0.71
13	Cirby & Sunrise	**D**	**0.90**	**F**	**1.07**
14	Cirby Wy & Foothills Bl	**E**	**0.99**	**F**	**1.15**
15	Cirby Wy & Melody Ln	A	0.57	B	0.62
16	Cirby Wy & Northridge Dr	C	0.79	**E**	**0.92**
17	Cirby Wy & Oak Ridge Dr	A	0.54	C	0.70
18	Cirby Wy & Orlando Av	**E**	**0.94**	**D**	**0.89**
19	Cirby Wy & Parkview Dr	A	0.58	A	0.52
20	Cirby Wy & Riverside Av	**F**	**1.05**	**F**	**1.12**
21	Cirby Wy & Rocky Ridge Dr	A	0.43	B	0.64
22	Cirby Wy & San Simeon Dr	B	0.61	B	0.64
23	Cirby Wy & Vernon St	**E**	**1.00**	**F**	**1.27**
24	Douglas & Eureka	A	0.54	B	0.69
25	Douglas & Rocky Ridge	B	0.61	**D**	**0.82**
26	Douglas & Santa Clara	A	0.57	C	0.70
27	Douglas & Sierra Gardens	A	0.52	B	0.69
28	Douglas & Sunrise	B	0.68	**E**	**0.91**
29	Douglas & Target	A	0.43	B	0.69
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.72
31	Douglas Bl & Folsom Rd	A	0.48	B	0.61
32	Douglas Bl & Harding Bl	B	0.61	**E**	**0.95**
33	Douglas Bl & Judah St	A	0.29	A	0.49
34	Douglas Bl & Keehner Av	A	0.49	A	0.47
35	Douglas Bl & Park Dr	A	0.35	A	0.41
36	Douglas Bl & Sierra College Bl	C	0.77	**D**	**0.87**
37	Eureka & Lead Hill	A	0.48	A	0.54
38	Eureka & N. Sunrise	A	0.58	C	0.77

Table 34
Level of Service at Roseville Signalized Intersections
Cumulative Conditions

Intersection		*2025 Cumulative Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
39	Eureka & Rocky Ridge	A	0.54	C	0.74
40	Eureka Rd & Ashland Dr	A	0.37	A	0.44
41	Eureka Rd & Deer Valley Apts	A	0.39	A	0.42
42	Fairway & Central Park/Lowes	A	0.45	A	0.55
43	Fairway & Cortina Circle	A	0.29	A	0.49
44	Fairway & Five Star	A	0.40	A	0.46
45	Fairway & Home Depot	A	0.52	A	0.52
46	Fairway & Target/Rosehall	A	0.58	A	0.48
47	Fiddyment & Del Webb/Village Green	B	0.67	B	0.63
48	Fiddyment & Hayden Pkwy North	A	0.56	A	0.57
49	Fiddyment & Hayden Pkwy South	A	0.55	A	0.57
50	Foothills & Baseline/Main	**E**	**0.92**	**D**	**0.85**
51	Foothills & Misty Wood/Nec	A	0.54	A	0.54
52	Foothills Bl & Albertsons Dr	A	0.52	B	0.66
53	Foothills Bl & Atkinson Rd	A	0.53	A	0.56
54	Foothills Bl & Roseville Pkwy/HP Central	C	0.75	C	0.74
55	Foothills Bl & HP South	B	0.68	A	0.51
56	Foothills Bl & Junction Bl	C	0.72	**C**	**0.80**
57	Foothills Bl & Mcanally Dr	A	0.53	**C**	**0.77**
58	Foothills Bl & Pleasant Grove Bl	**D**	**0.82**	**E**	**0.91**
59	Foothills Blvd & Rand/Pilgrims	A	0.52	A	0.59
60	Foothills Bl & Vineyard Rd	B	0.67	D	0.83
61	Galleria & Antelope Creek	A	0.45	B	0.65
62	Galleria & Berry	B	0.65	**D**	**0.88**
63	Galleria & Roseville Pkwy	C	0.80	**F**	**1.02**
64	Harding & Wills	B	0.67	C	0.78
65	Harding Bl & Estates Dr	A	0.42	B	0.68
66	Harding Bl & Lead Hill Bl	B	0.66	C	0.77
67	Harding Bl & Roseville Square	A	0.33	B	0.62
68	Junction & Stonecrest/Magenta	A	0.54	A	0.48
69	Junction Bl & Americana Dr	A	0.42	A	0.45
70	Junction Bl & Baseline Rd	B	0.64	C	0.81
71	Junction Bl & Country Club Dr	B	0.61	B	0.60
72	Junction Bl & Park Regency Dr	A	0.59	A	0.54
73	Junction Bl & Porter Dr	A	0.47	A	0.55
74	Junction Bl & Revere Dr	A	0.38	A	0.46
75	Junction Bl & Washington Bl	A	0.47	**D**	**0.86**
76	Junction Bl & Woodcreek Oaks Bl	A	0.52	A	0.59
77	Lead Hill Bl & N Sunrise Av	A	0.53	C	0.71

Table 34
Level of Service at Roseville Signalized Intersections
Cumulative Conditions

Intersection		*2025 Cumulative Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
78	Lead Hill Bl & Rocky Ridge Dr	A	0.47	B	0.64
79	Lead Hill Bl & Wal-Mart	A	0.27	A	0.43
80	N Sunrise Av & Automall Dr	A	0.36	A	0.53
81	N Sunrise Av & Stone Point Dr	A	0.44	B	0.63
82	N. Sunrise & Sierra Gardens	A	0.47	B	0.62
83	Olympus Dr & Europa St	A	0.14	A	0.20
84	PFE & Hilltop	A	0.29	A	0.43
85	Pleasant Grove & Fairway	A	0.55	**D**	**0.85**
86	Pleasant Grove & Fiddyment	C	0.76	**E**	**1.00**
87	Pleasant Grove & Gold Coast/Hallissy	B	0.68	C	0.78
88	Pleasant Grove & Highland Park	A	0.32	A	0.50
89	Pleasant Grove & Market	A	0.47	A	0.52
90	Pleasant Grove & Michener	A	0.58	B	0.69
91	Pleasant Grove & Monument	A	0.41	A	0.44
92	Pleasant Grove & Rose Creek	A	0.54	C	0.70
93	Pleasant Grove & Roseville Pkwy	**E**	**0.99**	**F**	**1.12**
94	Pleasant Grove & Sun City	A	0.56	B	0.64
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.53	**C**	**0.78**
96	Pleasant Grove & Washington	**D**	**0.86**	**D**	**0.83**
97	Pleasant Grove Bl & Country Club Dr	B	0.62	A	0.58
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.62	**D**	**0.84**
99	Rocky Ridge Dr & Maidu Dr	A	0.54	B	0.60
100	Rocky Ridge Dr & Mclaren Dr	A	0.52	A	0.49
101	Rocky Ridge Dr & Professional Dr	A	0.58	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.30
103	Roseville Parkway & Chase	A	0.58	D	0.85
104	Roseville Parkway & Creekside Ridge	A	0.53	C	0.79
105	Roseville Parkway & Gibson	**D**	**0.88**	**D**	**0.84**
106	Roseville Parkway & N. Sunrise	C	0.75	**E**	**0.91**
107	Roseville Parkway & Reserve	A	0.55	C	0.78
108	Roseville Parkway & Secret Ravine	A	0.57	C	0.77
109	Roseville Parkway & Taylor	**D**	**0.86**	**D**	**0.85**
110	Roseville Parkway & West Mall	A	0.47	A	0.59
111	Roseville Pw & Alexandra Dr	A	0.54	B	0.63
112	Roseville Pw & Eureka Rd	A	0.57	C	0.72
113	Roseville Pw & Lead Hill/Orvietto	B	0.61	B	0.66
114	Roseville Pw & N Cirby Wy	A	0.41	A	0.52
115	Roseville Pw & Olympus Dr	A	0.56	B	0.64
116	Roseville Pw & Rocky Ridge Dr	A	0.47	B	0.65

Table 34
Level of Service at Roseville Signalized Intersections
Cumulative Conditions

Intersection		*2025 Cumulative Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
117	Roseville Pw & Sierra College Bl	A	0.51	C	0.81
118	Roseville Pw & Trestle Rd	A	0.54	B	0.61
119	Roseville Pw & Village/Slate Creek	A	0.45	A	0.53
120	Roseville Pw & Washington Bl	A	0.59	B	0.64
121	S Cirby Wy & Champion Oaks Dr	A	0.51	A	0.53
122	S Cirby Wy & Old Auburn Rd	C	0.76	C	0.73
123	Secret Ravine & Scarborough/ Poppy Field	A	0.29	A	0.33
124	Sierra College & Miners Ravine	A	0.52	A	0.45
125	Sierra College & Secret Ravine	A	0.50	B	0.60
126	Sierra College Bl & Eureka Rd	B	0.64	A	0.56
127	Sierra College Bl & Indigo Creek Apts	A	0.46	C	0.78
128	Sierra College Bl & Old Auburn Rd	A	0.57	C	0.78
129	Sierra College Bl & Olympus Dr	B	0.64	A	0.55
130	Stanford Ranch & Fairway	A	0.50	B	0.65
131	Stanford Ranch & Five Star	A	0.39	A	0.59
132	Stanford Ranch & Highland Park	A	0.31	A	0.52
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	B	0.60	**D**	**0.86**
135	Sunrise & Sun Tree/Kensington	B	0.64	C	0.70
136	Sunrise Av & Frances Dr	B	0.65	B	0.62
137	Sunrise Av & Oak Ridge Dr	A	0.40	A	0.46
138	Washington & Diamond Oaks	B	0.62	C	0.71
139	Washington & Sawtell/Derek	A	0.51	C	0.76
140	Washington Bl & Hallissy Dr	A	0.44	A	0.37
141	Woodcreek Oaks & Baseline	**D**	**0.85**	**E**	**0.93**
142	Woodcreek Oaks & Canevari/Arsenault	A	0.41	A	0.55
143	Woodcreek Oaks & Horncastle	A	0.55	A	0.54
144	Woodcreek Oaks & Mcanally	C	0.73	B	0.60
145	Woodcreek Oaks & Trailee	A	0.57	A	0.44
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.50	B	0.61
147	Washington Blvd & Blue Oaks Blvd	A	0.46	B	0.66
148	I-80 WB Off & Douglas Blvd	C	0.71	C	0.81
149	I-80 WB On & Atlantic St	A	0.44	A	0.57
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.54	C	0.71
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.40	B	0.66
152	I-80 WB Off & Riverside Ave	C	0.72	B	0.61
153	Stanford Ranch & Sr-65 N/B On	A	0.53	**D**	**0.83**
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.42	**D**	**0.82**
155	Taylor & Eureka I-80 EB Off	**D**	**0.84**	**E**	**0.97**

Table 34
Level of Service at Roseville Signalized Intersections
Cumulative Conditions

Intersection		*2025 Cumulative Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
156	Fairway & Highland Park	A	0.49	C	0.71
157	I-80 EB Off/Orlando & Riverside Ave	C	0.77	**E**	**0.91**
	Future Signals in CIP				
158	Roseville Rkwy & Old Auburn	A	0.23	A	0.41
159	Washington Blvd & Industrial	B	0.61	B	0.65
160	Foothills Blvd & HP Far South/ NEC	B	0.69	B	0.66
161	Blue Oaks Blvd & Wood Meadow	A	0.59	A	0.58
162	Gibson Rd & New Convention Center Rd	A	0.48	B	0.67
163	Blue Oaks Blvd & Westbrook Blvd	A	0.49	A	0.48
164	Blue Oaks Blvd & Hayden Pkwy	A	0.47	A	0.37
165	Fiddyment Rd & Westhills Dr	C	0.70	B	0.67
166	Pleasant Grove Blvd & Westbrook Blvd	C	0.79	C	0.76
167	Fiddyment Rd & Westlake Dr	A	0.49	A	0.40
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.23	A	0.17
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.51	A	0.57
170	Industrial Ave & Alantown Dr	C	0.79	C	0.74
171	Roseville Pkwy & Gibson West	**F**	**1.01**	**D**	**0.86**
172	Washington Blvd & All America	A	0.48	A	0.58
173	Cirby & Cottonwood	A	0.53	A	0.42
174	Secret Ravine & Alexandra	A	0.14	A	0.21
175	Fiddyment Rd & Fiddyment Ranch EW Rd	A	0.50	A	0.57
176	Douglas Bl & I-80 EB On	A	0.48	C	0.72
	Signalized Intersections Added with Sierra Vista				
177	Santucci Blvd & Pleasant Grove	B	0.60	C	0.77
178	Santucci Blvd & Federico Dr	A	0.52	A	0.55
179	Santucci Blvd & Vista Glen Blvd	A	0.46	A	0.48
180	Watt Ave & Baseline Rd	C	0.71	D	0.86
181	Westbrook Blvd & Federico Dr	A	0.43	A	0.52
182	Westbrook Blvd & Vista Glen Blvd	A	0.45	B	0.66
183	Westbrook Blvd & Baseline Rd	C	0.77	C	0.79
184	Market Dr & Vista Glen Blvd	A	0.27	A	0.28
185	Market St & Baseline Rd	B	0.65	B	0.63
186	Pleasant Grove Blvd & Upland Dr	A	0.51	A	0.50
187	Upland Dr & Vista Glen Blvd	A	0.28	A	0.34
188	Upland Dr & Baseline Rd	A	0.49	A	0.57
189	Baseline Rd & CMU3 Entrance	A	0.52	A	0.59
190	Westbrook Blvd & Sierra Village Dr	A	0.42	A	0.57
191	Vista Glen Blvd & Road 2A	A	0.18	A	0.19
192	Vista Glen Blvd & SV NS Coll 5	A	0.26	A	0.24
193	Santucci Blvd & SV CC5 CC6	A	0.40	A	0.56
194	Santucci Blvd & Sierra Village Dr	A	0.53	A	0.56
195	Vista Glen Blvd & Road 1	A	0.07	A	0.06

Table 34
Level of Service at Roseville Signalized Intersections
Cumulative Conditions

Intersection		*2025 Cumulative Conditions*			
		AM Peak Hour		*PM Peak Hour*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
196	Westbrook Blvd & Sierra Glen Dr	A	0.32	A	0.37
197	Baseline Rd & SV CC2	A	0.44	B	0.64
198	Baseline Rd & SV CCBP2	A	0.47	A	0.57
199	Baseline Rd & SV CC4	A	0.45	C	0.71
Signalized Intersections Added with Creekview					
200	Westbrook Blvd & Parkway One	B	0.61	B	0.61
201	Westbrook Blvd & Nobo Dr	A	0.49	A	0.59
202	Blue Oaks Blvd & Nobo Dr	A	0.25	A	0.34
Intersections in Urban Reserve Areas					
203	Santucci Blvd & Road E	A	0.47	A	0.56
204	Westbrook Blvd & Road E	A	0.43	A	0.41
205	Pleasant Grove Blvd & Road 1	A	0.22	A	0.24
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	C	0.77	B	0.62
P2	Vernon & Douglas/Riverside	A	0.52	B	0.66
P3	Vernon & Grant	A	0.40	A	0.54
P4	Vernon & Judah	A	0.45	A	0.57
P5	Vernon & Lincoln	A	0.53	D	0.87
P6	Washington & Main	A	0.57	C	0.80
P7	Washington & Oak	A	0.53	C	0.72

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 35
Roseville Intersections with Significant LOS Changes Compared to CIP
Cumulative Conditions – AM Peak Hour

Intersection		*AM Peak Hour Conditions*			
		2025 CIP		*2025 Cumulative*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
Improved Intersections					
11	Blue Oaks Bl & Foothills Bl	**E**	**0.96**	**D**	**0.86**
12	Blue Oaks Bl & Woodcreek Oaks Bl	**E**	**0.93**	**C**	**0.72**
13	Cirby & Sunrise	**E**	**0.92**	**D**	**0.90**
93	Pleasant Grove & Roseville Pkwy	**F**	**1.02**	**E**	**0.99**
144	Woodcreek Oaks & Mcanally	**D**	**0.85**	C	0.73
170	Industrial Ave & Alantown Dr	**E**	**0.91**	C	0.79
Degraded Intersections					
7	Blue Oaks & Fiddyment	C	0.72	**D**	**0.83**

Notes:

BOLD Locations Do Not Meet LOS Policy

Source: DKS Associates, 2011

Table 36
Roseville Intersections with Significant LOS Changes Compared to CIP
Cumulative Conditions – PM Peak Hour

Intersection		*PM Peak Hour Conditions*			
		2025 CIP		*2025 Cumulative*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Improved Intersections					
4	Baseline Rd & Fiddyment Rd	**F**	**1.03**	**E**	**0.96**
10	Blue Oaks Bl & Diamond Creek Bl	**E**	**0.99**	C	0.76
11	Blue Oaks Bl & Foothills Bl	**F**	**1.33**	**D**	**0.89**
54	Foothills Bl & Roseville Pkwy/HP Central	**D**	**0.85**	C	0.74
56	Foothills Bl & Junction Bl	**D**	**0.84**	C	0.80
57	Foothills Bl & McAnally Dr	**D**	**0.87**	C	0.77
70	Junction Bl & Baseline Rd	**D**	**0.86**	C	0.81
75	Junction Bl & Washington Bl	**E**	**0.95**	**D**	**0.86**
85	Pleasant Grove & Fairway	**E**	**0.96**	**D**	**0.85**
95	Pleasant Grove & Wal-Mart/Highland Pointe	**D**	**0.82**	C	0.78
165	Fiddyment Rd & Westhills Dr	**D**	**0.85**	B	0.67
Degraded Intersections					
28	Douglas & Sunrise	**D**	**0.90**	**E**	**0.91**
180	Watt Ave & Baseline Rd	C	0.77	**D**	**0.86**

Notes:

BOLD Locations Do Not Meet LOS Policy

Source: DKS Associates, 2011

Table 37
Number of Intersections Operating at LOS C or Better
Cumulative Conditions - AM Peak Hour

Level of Service	*2025 CIP Conditions*		*2025 Cumulative Conditions*	
	Number of Intersections	*Percentage*	*Number of Intersections*	*Percentage*
LOS A-C	**183**	**90.6%**	**188**	**91.7%**
LOS D	8	4.0%	10	4.9%
LOS E	8	4.0%	5	2.4%
LOS F	3	1.5%	2	1.0%
LOS D-F	**19**	**9.4%**	**17**	**8.3%**
Total	**202**	**100%**	**205**	**100%**

Source: DKS Associates, 2011

Table 38
Number of Intersections Operating at LOS C or Better
Cumulative Conditions - PM Peak Hour

Level of Service	*2025 CIP Conditions*		*2025 Cumulative Conditions*	
	Number of Intersections	*Percentage*	*Number of Intersections*	*Percentage*
LOS A-C	**161**	**79.7%**	**170**	**82.9%**
LOS D	22	10.9%	19	9.3%
LOS E	11	5.4%	10	4.9%
LOS F	8	4.0%	6	2.9%
LOS D-F	**41**	**20.3%**	**35**	**17.1%**
Total	**202**	**100%**	**205**	**100%**

Source: DKS Associates, 2011

Table 39
Number of Intersections Operating at LOS C or Better
Cumulative Plus Project Conditions - AM Peak Hour

Level of Service	AM Peak Hour			
	No Project		Plus Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	**188**	**91.7%**	**188**	**91.7%**
LOS D	10	4.9%	10	4.9%
LOS E	5	2.4%	5	2.4%
LOS F	2	1.0%	2	1.0%
LOS D-F	**17**	**8.3%**	**17**	**8.3%**
Total	**205**	**100%**	**205**	**100%**

Source: DKS Associates, 2011

Table 40
Number of Intersections Operating at LOS C or Better
Cumulative Plus Project Conditions - PM Peak Hour

Level of Service	PM Peak Hour			
	No Project		Plus Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
LOS A-C	**170**	**82.9%**	**170**	**82.9%**
LOS D	19	9.3%	21	10.2%
LOS E	10	4.9%	7	3.4%
LOS F	6	2.9%	7	3.4%
LOS D-F	**35**	**17.1%**	**35**	**17.1%**
Total	**205**	**100%**	**205**	**100%**

Source: DKS Associates, 2011

Table 41
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – AM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.43	A	0.43
2	Atlantic & Wills	C	0.72	C	0.73
3	Atlantic St & Yosemite St	A	0.51	A	0.51
4	Baseline Rd & Fiddyment Rd	**D**	**0.85**	**D**	**0.84**
5	Blue Oaks & Crocker Ranch	A	0.51	A	0.54
6	Blue Oaks & Del Webb	A	0.49	A	0.52
7	Blue Oaks & Fiddyment	**D**	**0.83**	**D**	**0.86**
8	Blue Oaks & New Meadow	A	0.54	A	0.56
9	Blue Oaks & Orchard View	A	0.49	A	0.54
10	Blue Oaks Bl & Diamond Creek Bl	B	0.67	C	0.70
11	Blue Oaks Bl & Foothills Bl	**D**	**0.86**	**D**	**0.87**
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.72	C	0.72
13	Cirby & Sunrise	**D**	**0.90**	**D**	**0.90**
14	Cirby Wy & Foothills Bl	**E**	**0.99**	**E**	**1.00**
15	Cirby Wy & Melody Ln	A	0.57	A	0.57
16	Cirby Wy & Northridge Dr	C	0.79	C	0.78
17	Cirby Wy & Oak Ridge Dr	A	0.54	A	0.54
18	Cirby Wy & Orlando Av	**E**	**0.94**	**E**	**0.93**
19	Cirby Wy & Parkview Dr	A	0.58	A	0.58
20	Cirby Wy & Riverside Av	**F**	**1.05**	**F**	**1.05**
21	Cirby Wy & Rocky Ridge Dr	A	0.43	A	0.43
22	Cirby Wy & San Simeon Dr	B	0.61	B	0.61
23	Cirby Wy & Vernon St	**E**	**1.00**	**E**	**0.99**
24	Douglas & Eureka	A	0.54	A	0.54
25	Douglas & Rocky Ridge	B	0.61	B	0.61
26	Douglas & Santa Clara	A	0.57	A	0.57
27	Douglas & Sierra Gardens	A	0.52	A	0.52
28	Douglas & Sunrise	B	0.68	B	0.68
29	Douglas & Target	A	0.43	A	0.43
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.76
31	Douglas Bl & Folsom Rd	A	0.48	A	0.48
32	Douglas Bl & Harding Bl	B	0.61	B	0.61
33	Douglas Bl & Judah St	A	0.29	A	0.29
34	Douglas Bl & Keehner Av	A	0.49	A	0.48
35	Douglas Bl & Park Dr	A	0.35	A	0.35
36	Douglas Bl & Sierra College Bl	C	0.77	C	0.76
37	Eureka & Lead Hill	A	0.48	A	0.48
38	Eureka & N. Sunrise	A	0.58	A	0.58

Table 41
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – AM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
39	Eureka & Rocky Ridge	A	0.54	A	0.54
40	Eureka Rd & Ashland Dr	A	0.37	A	0.36
41	Eureka Rd & Deer Valley Apts	A	0.39	A	0.39
42	Fairway & Central Park/Lowes	A	0.45	A	0.45
43	Fairway & Cortina Circle	A	0.29	A	0.28
44	Fairway & Five Star	A	0.40	A	0.40
45	Fairway & Home Depot	A	0.52	A	0.52
46	Fairway & Target/Rosehall	A	0.58	A	0.57
47	Fiddyment & Del Webb/Village Green	B	0.67	B	0.67
48	Fiddyment & Hayden Pkwy (North)	A	0.56	B	0.60
49	Fiddyment & Hayden Pkwy (South)	A	0.55	A	0.54
50	Foothills & Baseline/Main	**E**	**0.92**	**E**	**0.93**
51	Foothills & Misty Wood/NEC	A	0.54	A	0.54
52	Foothills Bl & Albertsons Dr	A	0.52	A	0.53
53	Foothills Bl & Atkinson Rd	A	0.53	A	0.54
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.75	C	0.75
55	Foothills Bl & HP (South)	B	0.68	B	0.68
56	Foothills Bl & Junction Bl	C	0.72	C	0.72
57	Foothills Bl & McAnally Dr	A	0.53	A	0.53
58	Foothills Bl & Pleasant Grove Bl	**D**	**0.82**	**D**	**0.82**
59	Foothills Blvd & Rand/Pilgrims	A	0.52	A	0.51
60	Foothills Bl & Vineyard Rd	B	0.67	B	0.67
61	Galleria & Antelope Creek	A	0.45	A	0.46
62	Galleria & Berry	B	0.65	B	0.66
63	Galleria & Roseville Pkwy	C	0.80	C	0.80
64	Harding & Wills	B	0.67	B	0.67
65	Harding Bl & Estates Dr	A	0.42	A	0.42
66	Harding Bl & Lead Hill Bl	B	0.66	B	0.66
67	Harding Bl & Roseville Square	A	0.33	A	0.33
68	Junction & Stonecrest/Magenta	A	0.54	A	0.56
69	Junction Bl & Americana Dr	A	0.42	A	0.43
70	Junction Bl & Baseline Rd	B	0.64	B	0.65
71	Junction Bl & Country Club Dr	B	0.61	B	0.62
72	Junction Bl & Park Regency Dr	A	0.59	B	0.60
73	Junction Bl & Porter Dr	A	0.47	A	0.48
74	Junction Bl & Revere Dr	A	0.38	A	0.39
75	Junction Bl & Washington Bl	A	0.47	A	0.47
76	Junction Bl & Woodcreek Oaks Bl	A	0.52	A	0.52
77	Lead Hill Bl & N Sunrise Av	A	0.53	A	0.53

Table 41
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – AM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
78	Lead Hill Bl & Rocky Ridge Dr	A	0.47	A	0.46
79	Lead Hill Bl & Wal-Mart	A	0.27	A	0.27
80	N Sunrise Av & Automall Dr	A	0.36	A	0.36
81	N Sunrise Av & Stone Point Dr	A	0.44	A	0.46
82	N. Sunrise & Sierra Gardens	A	0.47	A	0.47
83	Olympus Dr & Europa St	A	0.14	A	0.14
84	PFE & Hilltop	A	0.29	A	0.29
85	Pleasant Grove & Fairway	A	0.55	A	0.55
86	Pleasant Grove & Fiddyment	C	0.76	C	0.78
87	Pleasant Grove & Gold Coast/Hallissy	B	0.68	B	0.68
88	Pleasant Grove & Highland Park	A	0.32	A	0.32
89	Pleasant Grove & Market	A	0.47	A	0.48
90	Pleasant Grove & Michener	A	0.58	A	0.59
91	Pleasant Grove & Monument	A	0.41	A	0.42
92	Pleasant Grove & Rose Creek	A	0.54	A	0.55
93	Pleasant Grove & Roseville Pkwy	**E**	**0.99**	**E**	**0.99**
94	Pleasant Grove & Sun City	A	0.56	A	0.57
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.53	A	0.53
96	Pleasant Grove & Washington	**D**	**0.86**	**D**	**0.86**
97	Pleasant Grove Bl & Country Club Dr	B	0.62	B	0.62
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.62	B	0.63
99	Rocky Ridge Dr & Maidu Dr	A	0.54	A	0.54
100	Rocky Ridge Dr & Mclaren Dr	A	0.52	A	0.51
101	Rocky Ridge Dr & Professional Dr	A	0.58	A	0.58
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.09
103	Roseville Parkway & Chase	A	0.58	A	0.59
104	Roseville Parkway & Creekside Ridge	A	0.53	A	0.54
105	Roseville Parkway & Gibson	**D**	**0.88**	**D**	**0.88**
106	Roseville Parkway & N. Sunrise	C	0.75	C	0.75
107	Roseville Parkway & Reserve	A	0.55	A	0.56
108	Roseville Parkway & Secret Ravine	A	0.57	A	0.57
109	Roseville Parkway & Taylor	**D**	**0.86**	**D**	**0.86**
110	Roseville Parkway & West Mall	A	0.47	A	0.47
111	Roseville Pw & Alexandra Dr	A	0.54	A	0.54
112	Roseville Pw & Eureka Rd	A	0.57	A	0.56
113	Roseville Pw & Lead Hill/Orvietto	B	0.61	B	0.61
114	Roseville Pw & N Cirby Wy	A	0.41	A	0.42
115	Roseville Pw & Olympus Dr	A	0.56	A	0.57
116	Roseville Pw & Rocky Ridge Dr	A	0.47	A	0.49

Table 41
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – AM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
117	Roseville Pw & Sierra College Bl	A	0.51	A	0.51
118	Roseville Pw & Trestle Rd	A	0.54	A	0.54
119	Roseville Pw & Village/Slate Creek	A	0.45	A	0.45
120	Roseville Pw & Washington Bl	A	0.59	B	0.60
121	S Cirby Wy & Champion Oaks Dr	A	0.51	A	0.51
122	S Cirby Wy & Old Auburn Rd	C	0.76	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.29	A	0.29
124	Sierra College & Miners Ravine	A	0.52	A	0.51
125	Sierra College & Secret Ravine	A	0.50	A	0.50
126	Sierra College Bl & Eureka Rd	B	0.64	B	0.65
127	Sierra College Bl & Indigo Creek Apts	A	0.46	A	0.45
128	Sierra College Bl & Old Auburn Rd	A	0.57	A	0.56
129	Sierra College Bl & Olympus Dr	B	0.64	B	0.64
130	Stanford Ranch & Fairway	A	0.50	A	0.50
131	Stanford Ranch & Five Star	A	0.39	A	0.39
132	Stanford Ranch & Highland Park	A	0.31	A	0.32
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	B	0.60	A	0.59
135	Sunrise & Sun Tree/Kensington	B	0.64	B	0.64
136	Sunrise Av & Frances Dr	B	0.65	B	0.65
137	Sunrise Av & Oak Ridge Dr	A	0.40	A	0.39
138	Washington & Diamond Oaks	B	0.62	B	0.62
139	Washington & Sawtell/Derek	A	0.51	A	0.50
140	Washington Bl & Hallissy Dr	A	0.44	A	0.45
141	Woodcreek Oaks & Baseline	**D**	**0.85**	**D**	**0.86**
142	Woodcreek Oaks & Canevari/Arsenault	A	0.41	A	0.41
143	Woodcreek Oaks & Horncastle	A	0.55	A	0.54
144	Woodcreek Oaks & McAnally	C	0.73	C	0.74
145	Woodcreek Oaks & Trailee	A	0.57	A	0.57
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.50	A	0.50
147	Washington Blvd & Blue Oaks Blvd	A	0.46	A	0.46
148	I-80 WB Off & Douglas Blvd	C	0.71	C	0.71
149	I-80 WB On & Atlantic St	A	0.44	A	0.44
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.54	A	0.54
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.40	A	0.40
152	I-80 WB Off & Riverside Ave	C	0.72	C	0.71
153	Stanford Ranch & Sr-65 N/B On	A	0.53	A	0.53
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.42	A	0.42
155	Taylor & Eureka I-80 EB Off	**D**	**0.84**	**D**	**0.84**

Table 41
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – AM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
156	Fairway & Highland Park	A	0.49	A	0.49
157	I-80 EB Off/Orlando & Riverside Ave	C	0.77	C	0.76
Future Signals in CIP					
158	Roseville Rkwy & Old Auburn	A	0.23	A	0.23
159	Washington Blvd & Industrial	B	0.61	B	0.61
160	Foothills Blvd & HP Far South/ NEC	B	0.69	B	0.69
161	Blue Oaks Blvd & Wood Meadow	A	0.59	B	0.60
162	Gibson Rd & New Convention Center Rd	A	0.48	A	0.48
163	Blue Oaks Blvd & West Side Dr	A	0.49	A	0.51
164	Blue Oaks Blvd & Hayden Pkwy	A	0.47	A	0.52
165	Fiddyment Rd & Westhills Dr	C	0.70	C	0.70
166	Pleasant Grove Blvd & West Side Dr	C	0.79	C	0.78
167	Fiddyment Rd & Westlake Dr	A	0.49	A	0.49
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.23	A	0.23
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.51	A	0.52
170	Industrial Ave & Alantown Dr	C	0.79	C	0.79
171	Roseville Pkwy & Gibson West	**F**	**1.01**	**F**	**1.02**
172	Washington Blvd & All America	A	0.48	A	0.49
173	Cirby & Cottonwood	A	0.53	A	0.53
174	Secret Ravine & Alexandra	A	0.14	A	0.14
175	Fiddyment Rd & Fiddyment Ranch EW Rd	A	0.50	B	0.60
176	Douglas Blvd & I-80 EB On	A	0.48	A	0.48
Signalized Intersections Added with Sierra Vista					
177	Santucci Blvd & Pleasant Grove	B	0.60	B	0.60
178	Santucci Blvd & Federico Dr	A	0.52	A	0.52
179	Santucci Blvd & Vista Glen Blvd	A	0.46	A	0.46
180	Watt Ave & Baseline Rd	C	0.71	C	0.71
181	Westbrook Blvd & Federico Dr	A	0.43	A	0.44
182	Westbrook Blvd & Vista Glen Blvd	A	0.45	A	0.45
183	Westbrook Blvd & Baseline Rd	C	0.77	C	0.76
184	Market Dr & Vista Glen Blvd	A	0.27	A	0.27
185	Market St & Baseline Rd	B	0.65	B	0.65
186	Pleasant Grove Blvd & Upland Dr	A	0.51	A	0.51
187	Upland Dr & Vista Glen Blvd	A	0.28	A	0.29
188	Upland Dr & Baseline Rd	A	0.49	A	0.49
189	Baseline Rd & CMU3 Entrance	A	0.52	A	0.52
190	Westbrook Blvd & Sierra Village Dr	A	0.42	A	0.43
191	Vista Glen Blvd & Road 2A	A	0.18	A	0.18
192	Vista Glen Blvd & SV NS Coll 5	A	0.26	A	0.26
193	Santucci Blvd & SV CC5 CC6	A	0.40	A	0.40
194	Santucci Blvd & Sierra Village Dr	A	0.53	A	0.53
195	Vista Glen Blvd & Road 1	A	0.07	A	0.07

Table 41
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – AM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
196	Westbrook Blvd & Sierra Glen Dr	A	0.32	A	0.33
197	Baseline Rd & SV CC2	A	0.44	A	0.44
198	Baseline Rd & SV CCBP2	A	0.47	A	0.47
199	Baseline Rd & SV CC4	A	0.45	A	0.45
Signalized Intersections Added with Creekview					
200	Westbrook Blvd & Parkway One	B	0.61	B	0.61
201	Westbrook Blvd & Nobo Dr	A	0.49	A	0.49
202	Blue Oaks Blvd & Nobo Dr	A	0.25	A	0.25
Intersections in Urban Reserve Areas					
203	Santucci Blvd & Road E	A	0.47	A	0.47
204	Westbrook Blvd & Road E	A	0.43	A	0.42
205	Pleasant Grove Blvd & Road 1	A	0.22	A	0.22
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	C	0.77	C	0.77
P2	Vernon & Douglas/Riverside	A	0.52	A	0.51
P3	Vernon & Grant	A	0.40	A	0.41
P4	Vernon & Judah	A	0.45	A	0.45
P5	Vernon & Lincoln	A	0.53	A	0.53
P6	Washington & Main	A	0.57	A	0.57
P7	Washington & Oak	A	0.53	A	0.53

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 42
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – PM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.44	A	0.44
2	Atlantic & Wills	C	0.77	C	0.75
3	Atlantic St & Yosemite St	B	0.63	B	0.63
4	Baseline Rd & Fiddyment Rd	**E**	**0.96**	**E**	**0.96**
5	Blue Oaks & Crocker Ranch	B	0.64	B	0.66
6	Blue Oaks & Del Webb	A	0.52	A	0.54
7	Blue Oaks & Fiddyment	C	0.75	C	0.75
8	Blue Oaks & New Meadow	A	0.58	B	0.60
9	Blue Oaks & Orchard View	A	0.51	A	0.53
10	Blue Oaks Bl & Diamond Creek Bl	C	0.76	C	0.79
11	Blue Oaks Bl & Foothills Bl	**D**	**0.89**	**D**	**0.90**
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.71	C	0.74
13	Cirby & Sunrise	**F**	**1.07**	**F**	**1.06**
14	Cirby Wy & Foothills Bl	**F**	**1.15**	**F**	**1.14**
15	Cirby Wy & Melody Ln	B	0.62	B	0.62
16	Cirby Wy & Northridge Dr	**E**	**0.92**	**E**	**0.92**
17	Cirby Wy & Oak Ridge Dr	C	0.70	C	0.70
18	Cirby Wy & Orlando Av	**D**	**0.89**	**D**	**0.89**
19	Cirby Wy & Parkview Dr	A	0.52	A	0.52
20	Cirby Wy & Riverside Av	**F**	**1.12**	**F**	**1.13**
21	Cirby Wy & Rocky Ridge Dr	B	0.64	B	0.64
22	Cirby Wy & San Simeon Dr	B	0.64	B	0.65
23	Cirby Wy & Vernon St	**F**	**1.27**	**F**	**1.27**
24	Douglas & Eureka	B	0.69	B	0.69
25	Douglas & Rocky Ridge	**D**	**0.82**	**D**	**0.82**
26	Douglas & Santa Clara	C	0.70	C	0.70
27	Douglas & Sierra Gardens	B	0.69	B	0.68
28	Douglas & Sunrise	**E**	**0.91**	**D**	**0.90**
29	Douglas & Target	B	0.69	B	0.68
30	Douglas Bl & E Roseville Pw	C	0.72	C	0.72
31	Douglas Bl & Folsom Rd	B	0.61	B	0.61
32	Douglas Bl & Harding Bl	**E**	**0.95**	**E**	**0.95**
33	Douglas Bl & Judah St	A	0.49	A	0.49
34	Douglas Bl & Keehner Av	A	0.47	A	0.47
35	Douglas Bl & Park Dr	A	0.41	A	0.41
36	Douglas Bl & Sierra College Bl	**D**	**0.87**	**D**	**0.87**
37	Eureka & Lead Hill	A	0.54	A	0.54
38	Eureka & N. Sunrise	C	0.77	C	0.77

Table 42
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – PM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
39	Eureka & Rocky Ridge	C	0.74	C	0.75
40	Eureka Rd & Ashland Dr	A	0.44	A	0.44
41	Eureka Rd & Deer Valley Apts	A	0.42	A	0.42
42	Fairway & Central Park/Lowes	A	0.55	A	0.55
43	Fairway & Cortina Circle	A	0.49	A	0.49
44	Fairway & Five Star	A	0.46	A	0.46
45	Fairway & Home Depot	A	0.52	A	0.52
46	Fairway & Target/Rosehall	A	0.48	A	0.48
47	Fiddyment & Del Webb/Village Green	B	0.63	B	0.65
48	Fiddyment & Hayden Pkwy (North)	A	0.57	B	0.61
49	Fiddyment & Hayden Pkwy (South)	A	0.57	A	0.58
50	Foothills & Baseline/Main	**D**	**0.85**	**D**	**0.85**
51	Foothills & Misty Wood/NEC	A	0.54	A	0.53
52	Foothills Bl & Albertsons Dr	B	0.66	B	0.66
53	Foothills Bl & Atkinson Rd	A	0.56	A	0.56
54	Foothills Bl & Roseville Pkwy/HP (Central)	C	0.74	C	0.75
55	Foothills Bl & HP (South)	A	0.51	A	0.51
56	Foothills Bl & Junction Bl	C	0.80	C	0.81
57	Foothills Bl & McAnally Dr	C	0.77	C	0.80
58	Foothills Bl & Pleasant Grove Bl	**E**	**0.91**	**E**	**0.91**
59	Foothills Blvd & Rand/Pilgrims	A	0.59	A	0.59
60	Foothills Bl & Vineyard Rd	**D**	**0.83**	**D**	**0.83**
61	Galleria & Antelope Creek	B	0.65	B	0.65
62	Galleria & Berry	**D**	**0.88**	**D**	**0.87**
63	Galleria & Roseville Pkwy	**F**	**1.02**	**F**	**1.03**
64	Harding & Wills	C	0.78	C	0.78
65	Harding Bl & Estates Dr	B	0.68	B	0.68
66	Harding Bl & Lead Hill Bl	C	0.77	C	0.77
67	Harding Bl & Roseville Square	B	0.62	B	0.62
68	Junction & Stonecrest/Magenta	A	0.48	A	0.47
69	Junction Bl & Americana Dr	A	0.45	A	0.46
70	Junction Bl & Baseline Rd	C	0.81	C	0.81
71	Junction Bl & Country Club Dr	B	0.60	B	0.61
72	Junction Bl & Park Regency Dr	A	0.54	A	0.54
73	Junction Bl & Porter Dr	A	0.55	A	0.56
74	Junction Bl & Revere Dr	A	0.46	A	0.47
75	Junction Bl & Washington Bl	**D**	**0.86**	**D**	**0.86**
76	Junction Bl & Woodcreek Oaks Bl	A	0.59	B	0.60
77	Lead Hill Bl & N Sunrise Av	C	0.71	C	0.71

Table 42
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – PM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
78	Lead Hill Bl & Rocky Ridge Dr	B	0.64	B	0.65
79	Lead Hill Bl & Wal-Mart	A	0.43	A	0.43
80	N Sunrise Av & Automall Dr	A	0.53	A	0.52
81	N Sunrise Av & Stone Point Dr	B	0.63	B	0.60
82	N. Sunrise & Sierra Gardens	B	0.62	B	0.62
83	Olympus Dr & Europa St	A	0.20	A	0.20
84	PFE & Hilltop	A	0.43	A	0.43
85	Pleasant Grove & Fairway	**D**	**0.85**	**D**	**0.85**
86	Pleasant Grove & Fiddyment	**E**	**1.00**	**F**	**1.01**
87	Pleasant Grove & Gold Coast/Hallissy	C	0.78	C	0.79
88	Pleasant Grove & Highland Park	A	0.50	A	0.51
89	Pleasant Grove & Market	A	0.52	A	0.53
90	Pleasant Grove & Michener	B	0.69	C	0.70
91	Pleasant Grove & Monument	A	0.44	A	0.45
92	Pleasant Grove & Rose Creek	C	0.70	C	0.71
93	Pleasant Grove & Roseville Pkwy	**F**	**1.12**	**F**	**1.13**
94	Pleasant Grove & Sun City	B	0.64	B	0.64
95	Pleasant Grove & Wal-Mart/Highland Pointe	C	0.78	C	0.78
96	Pleasant Grove & Washington	**D**	**0.83**	**D**	**0.83**
97	Pleasant Grove Bl & Country Club Dr	A	0.58	A	0.58
98	Pleasant Grove Bl & Woodcreek Oaks Bl	**D**	**0.84**	**D**	**0.85**
99	Rocky Ridge Dr & Maidu Dr	B	0.60	B	0.60
100	Rocky Ridge Dr & Mclaren Dr	A	0.49	A	0.49
101	Rocky Ridge Dr & Professional Dr	B	0.67	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.30	A	0.27
103	Roseville Parkway & Chase	**D**	**0.85**	**D**	**0.85**
104	Roseville Parkway & Creekside Ridge	C	0.79	C	0.80
105	Roseville Parkway & Gibson	**D**	**0.84**	**D**	**0.84**
106	Roseville Parkway & N. Sunrise	**E**	**0.91**	**E**	**0.91**
107	Roseville Parkway & Reserve	C	0.78	C	0.79
108	Roseville Parkway & Secret Ravine	C	0.77	C	0.77
109	Roseville Parkway & Taylor	**D**	**0.85**	**D**	**0.85**
110	Roseville Parkway & West Mall	A	0.59	A	0.59
111	Roseville Pw & Alexandra Dr	B	0.63	B	0.63
112	Roseville Pw & Eureka Rd	C	0.72	B	0.68
113	Roseville Pw & Lead Hill/Orvietto	B	0.66	B	0.65
114	Roseville Pw & N Cirby Wy	A	0.52	A	0.51
115	Roseville Pw & Olympus Dr	B	0.64	B	0.63
116	Roseville Pw & Rocky Ridge Dr	B	0.65	B	0.63

Table 42
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – PM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
117	Roseville Pw & Sierra College Bl	C	0.81	C	0.80
118	Roseville Pw & Trestle Rd	B	0.61	B	0.61
119	Roseville Pw & Village/Slate Creek	A	0.53	A	0.52
120	Roseville Pw & Washington Bl	B	0.64	B	0.64
121	S Cirby Wy & Champion Oaks Dr	A	0.53	A	0.52
122	S Cirby Wy & Old Auburn Rd	C	0.73	C	0.73
123	Secret Ravine & Scarborough/ Poppy Field	A	0.33	A	0.33
124	Sierra College & Miners Ravine	A	0.45	A	0.45
125	Sierra College & Secret Ravine	B	0.60	B	0.60
126	Sierra College Bl & Eureka Rd	A	0.56	A	0.59
127	Sierra College Bl & Indigo Creek Apts	C	0.78	C	0.79
128	Sierra College Bl & Old Auburn Rd	C	0.78	C	0.78
129	Sierra College Bl & Olympus Dr	A	0.55	A	0.55
130	Stanford Ranch & Fairway	B	0.65	B	0.65
131	Stanford Ranch & Five Star	A	0.59	A	0.59
132	Stanford Ranch & Highland Park	A	0.52	A	0.52
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	**D**	**0.86**	**D**	**0.86**
135	Sunrise & Sun Tree/Kensington	C	0.70	C	0.70
136	Sunrise Av & Frances Dr	B	0.62	B	0.62
137	Sunrise Av & Oak Ridge Dr	A	0.46	A	0.45
138	Washington & Diamond Oaks	C	0.71	C	0.71
139	Washington & Sawtell/Derek	C	0.76	C	0.76
140	Washington Bl & Hallissy Dr	A	0.37	A	0.37
141	Woodcreek Oaks & Baseline	**E**	**0.93**	**D**	**0.90**
142	Woodcreek Oaks & Canevari/Arsenault	A	0.55	A	0.56
143	Woodcreek Oaks & Horncastle	A	0.54	A	0.55
144	Woodcreek Oaks & McAnally	B	0.60	B	0.62
145	Woodcreek Oaks & Trailee	A	0.44	A	0.45
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.61	B	0.61
147	Washington Blvd & Blue Oaks Blvd	B	0.66	B	0.66
148	I-80 WB Off & Douglas Blvd	C	0.81	C	0.81
149	I-80 WB On & Atlantic St	A	0.57	A	0.56
150	SR 65 N/B Off & Pleasant Grove Blvd	C	0.71	C	0.71
151	SR 65 S/B Off & Pleasant Grove Blvd	B	0.66	B	0.66
152	I-80 WB Off & Riverside Ave	B	0.61	B	0.61
153	Stanford Ranch & Sr-65 N/B On	**D**	**0.83**	**D**	**0.83**
154	Stanford Ranch/Galleria & Sr-65 S/B On	**D**	**0.82**	**D**	**0.82**
155	Taylor & Eureka I-80 EB Off	**E**	**0.97**	**E**	**0.97**

Table 42
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – PM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
156	Fairway & Highland Park	C	0.71	C	0.71
157	I-80 EB Off/Orlando & Riverside Ave	**E**	**0.91**	**E**	**0.91**
Future Signals in CIP					
158	Roseville Rkwy & Old Auburn	A	0.41	A	0.40
159	Washington Blvd & Industrial	B	0.65	B	0.64
160	Foothills Blvd & HP Far South/ NEC	B	0.66	B	0.66
161	Blue Oaks Blvd & Wood Meadow	A	0.58	A	0.58
162	Gibson Rd & New Convention Center Rd	B	0.67	B	0.68
163	Blue Oaks Blvd & West Side Dr	A	0.48	A	0.47
164	Blue Oaks Blvd & Hayden Pkwy	A	0.37	A	0.48
165	Fiddyment Rd & Westhills Dr	B	0.67	B	0.69
166	Pleasant Grove Blvd & West Side Dr	C	0.76	C	0.79
167	Fiddyment Rd & Westlake Dr	A	0.40	A	0.41
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.17	A	0.17
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.57	A	0.59
170	Industrial Ave & Alantown Dr	C	0.74	C	0.75
171	Roseville Pkwy & Gibson West	**D**	**0.86**	**D**	**0.86**
172	Washington Blvd & All America	A	0.58	A	0.58
173	Cirby & Cottonwood	A	0.42	A	0.42
174	Secret Ravine & Alexandra	A	0.21	A	0.21
175	Fiddyment Rd & Fiddyment Ranch EW Rd	A	0.57	C	0.72
176	Douglas Blvd & I-80 EB On	C	0.72	C	0.72
Signalized Intersections Added with Sierra Vista					
177	Santucci Blvd & Pleasant Grove	C	0.77	C	0.77
178	Santucci Blvd & Federico Dr	A	0.55	A	0.54
179	Santucci Blvd & Vista Glen Blvd	A	0.48	A	0.48
180	Watt Ave & Baseline Rd	**D**	**0.86**	**D**	**0.85**
181	Westbrook Blvd & Federico Dr	A	0.52	A	0.51
182	Westbrook Blvd & Vista Glen Blvd	B	0.66	B	0.67
183	Westbrook Blvd & Baseline Rd	C	0.79	C	0.80
184	Market Dr & Vista Glen Blvd	A	0.28	A	0.27
185	Market St & Baseline Rd	B	0.63	B	0.63
186	Pleasant Grove Blvd & Upland Dr	A	0.50	A	0.51
187	Upland Dr & Vista Glen Blvd	A	0.34	A	0.33
188	Upland Dr & Baseline Rd	A	0.57	A	0.57
189	Baseline Rd & CMU3 Entrance	A	0.59	A	0.58
190	Westbrook Blvd & Sierra Village Dr	A	0.57	A	0.57
191	Vista Glen Blvd & Road 2A	A	0.19	A	0.18
192	Vista Glen Blvd & SV NS Coll 5	A	0.24	A	0.24
193	Santucci Blvd & SV CC5 CC6	A	0.56	A	0.56
194	Santucci Blvd & Sierra Village Dr	A	0.56	A	0.55
195	Vista Glen Blvd & Road 1	A	0.06	A	0.06

Table 42
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Conditions – PM Peak Hour

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
196	Westbrook Blvd & Sierra Glen Dr	A	0.37	A	0.37
197	Baseline Rd & SV CC2	B	0.64	B	0.64
198	Baseline Rd & SV CCBP2	A	0.57	A	0.57
199	Baseline Rd & SV CC4	C	0.71	C	0.72
Signalized Intersections Added with Creekview					
200	Westbrook Blvd & Parkway One	B	0.61	B	0.61
201	Westbrook Blvd & Nobo Dr	A	0.59	A	0.59
202	Blue Oaks Blvd & Nobo Dr	A	0.34	A	0.33
Intersections in Urban Reserve Areas					
203	Santucci Blvd & Road E	A	0.56	A	0.56
204	Westbrook Blvd & Road E	A	0.41	A	0.39
205	Pleasant Grove Blvd & Road 1	A	0.24	A	0.24
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	B	0.62	B	0.62
P2	Vernon & Douglas/Riverside	B	0.66	B	0.66
P3	Vernon & Grant	A	0.54	A	0.53
P4	Vernon & Judah	A	0.57	A	0.58
P5	Vernon & Lincoln	**D**	**0.87**	**D**	**0.87**
P6	Washington & Main	C	0.80	C	0.79
P7	Washington & Oak	C	0.72	C	0.73

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 43
Significant Impacts at Roseville Signalized Intersections
Cumulative Plus Project Conditions

Intersection		*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
AM Peak Hour					
(No Significant Impacts)					
PM Peak Hour					
86	Pleasant Grove & Fiddyment	**E**	**1.00**	**F**	**1.01**

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 44
Level of Service at Placer County Intersections
Cumulative Plus Project Conditions

Intersection	*LOS Standard*	*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
		LOS	*V/C* [1]	*LOS*	*V/C* [1]
AM Peak Hour					
Watt Ave & Baseline Rd	D	N/A (Roseville Intersection)			
Locust Rd & Baseline Rd	D	A	0.53	A	0.50
Watt Ave & PFE Rd	C	C	0.72	B	0.68
Walerga Rd & PFE Rd	C	**E**	**0.96**	**E**	**0.92**
Fiddyment & Athens	C	**F**	**1.17**	**F**	**1.11**
Industrial & Athens	C	**E**	**0.96**	**E**	**0.92**
PM Peak Hour					
Watt Ave & Baseline Rd	D	N/A (Roseville Intersection)			
Locust Rd & Baseline Rd	D	C	0.73	C	0.73
Watt Ave & PFE Rd	C	B	0.61	B	0.61
Walerga Rd & PFE Rd	C	**E**	**0.97**	**E**	**0.97**
Fiddyment & Athens	C	**F**	**1.66**	**F**	**1.65**
Industrial & Athens	C	B	0.68	B	0.69

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 45
Level of Service at Placer County Roadway Segments
Cumulative Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*2025 Cumulative Conditions*		*2025 Cumulative Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Baseline Rd W/O Sierra Vista	D	6	43,100	C	43,100	C
Watt Ave S/O Baseline	D	6	31,500	A	31,300	A
Walerga Rd S/O Baseline	D	4	**39,200**	**F**	**39,300**	**F**
PFE E/O Watt Ave	C	2	8,900	A	8,900	A
Fiddyment Rd S/O Athens	C	4	**34,700**	**E**	**35,400**	**E**
Sunset E/O Foothills	C	6	34,600	B	35,500	B
Foothills Bl S/O Athens	C	4	25,800	C	26,000	C
Athens Ave E/O Fiddyment Rd	C	4	27,400	C	27,800	C
Industrial Blvd N/O Athens Ave	C	4	23,400	B	23,400	B
Philip Rd W/O Sierra Vista	C	2	400	A	400	A
Brewer Rd S/O W Sunset	C	2	100	A	100	A
W Sunset W/O Fiddyment	C	2	1,700	A	1,700	A
Dowd Rd S/O Athens	C	2	26,400	F	26,400	F
Phillip Road W/O CSP	C	2	400	A	500	A

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 46
Level of Service at Sacramento County Intersections
Cumulative Plus Project Conditions

Intersection	*LOS Standard*	*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
Watt Ave & Elverta Rd	E	D	0.90	D	0.89
Walerga Rd & Elverta Rd	E	D	0.87	D	0.88
Watt Ave & Antelope Rd	E	**F**	**1.14**	**F**	**1.15**
Walerga Rd & Antelope Rd	E	B	0.61	B	0.61
Watt Ave & Elkhorn	E	D	0.88	D	0.88
Walerga Rd & Elkhorn	E	B	0.65	B	0.66
PM Peak Hour					
Watt Ave & Elverta Rd	E	**F**	**1.01**	**F**	**1.01**
Walerga Rd & Elverta Rd	E	**F**	**1.11**	**F**	**1.11**
Watt Ave & Antelope Rd	E	**F**	**1.26**	**F**	**1.26**
Walerga Rd & Antelope Rd	E	D	0.85	D	0.85
Watt Ave & Elkhorn	E	**F**	**1.04**	**F**	**1.04**
Walerga Rd & Elkhorn	E	D	0.89	D	0.89

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 47
Level of Service at Sacramento County Roadway Segments
Cumulative Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*2025 Cumulative Conditions*		*2025 Cumulative Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Watt Ave S/O PFE	E	6	52,700	E	52,800	E
Watt Ave S/O Elverta	E	6	40,300	C	40,500	C
Watt Ave S/O Antelope	E	6	38,800	C	39,100	C
Watt Ave S/O Elkhorn	E	6	47,100	D	47,300	D
Walerga Rd S/O PFE	E	4	**51,300**	**F**	**51,300**	**F**
Walerga Rd S/O Elverta	E	4	33,000	E	33,200	E
Walerga Rd S/O Antelope	E	4	32,900	E	32,900	E
Walerga Rd S/O Elkhorn	E	4	30,600	D	30,700	D

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 48
Level of Service at Sutter County Intersections
Cumulative Plus Project Conditions

Intersection	*LOS Standard*	*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
Pleasent Grove N & Riego	D	B	0.69	B	0.67
Pleasent Grove S & Riego	D	C	0.71	B	0.67
PM Peak Hour					
Pleasent Grove N & Riego	D	B	0.67	B	0.68
Pleasent Grove S & Riego	D	C	0.78	C	0.79

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 49
Level of Service at Sutter County Roadway Segments
Cumulative Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*2025 Cumulative Conditions*		*2025 Cumulative Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Riego Rd E/O SR 70-99	D	4	**33,900**	**F**	**33,900**	**F**

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 50
Level of Service at Rocklin Roadway Segments
Cumulative Plus Project Conditions

Roadway Segment	*LOS Standard*	*Lanes*	*2025 Cumulative Conditions*			
			No Project		*Plus Proposed Project*	
			ADT	*LOS*	*ADT*	*LOS*
Lonetree Blvd north of Blue Oaks Blvd	D*	4	29,300	D	29,400	D
Blue Oaks Blvd at Roseville City Limit	D*	4	12,300	A	12,200	A
Pleasant Grove Blvd at Roseville City Limit	C	6	26,800	A	26,900	A
Stanford Ranch Rd at Roseville City Limit	C	6	27,200	A	27,200	A

Notes:* Within ½ Mile of Freeway Ramp

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 51
Level of Service at State Highway Ramp Intersections
Cumulative Plus Project Conditions

Intersection	*LOS Standard*	*2025 Cumulative Conditions*			
		No Project		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.50	A	0.61
Washington Blvd & Blue Oaks Blvd	E	A	0.46	A	0.66
I-80 WB Off & Douglas Blvd	E	C	0.71	C	0.81
I-80 WB On & Atlantic St	E	A	0.44	A	0.56
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.54	A	0.71
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.40	A	0.66
I-80 WB Off & Riverside Ave	E	C	0.72	C	0.61
Stanford Ranch & Sr-65 N/B On	E	A	0.53	A	0.83
Stanford Ranch/Galleria & Sr-65 S/B On	E	A	0.42	A	0.82
Taylor & Eureka I-80 EB Off	E	D	0.84	D	0.97
I-80 EB Off/Orlando & Riverside Ave	E	C	0.77	C	0.91
SR 70/99 NB & Riego Rd	D	B	0.67	B	0.64
SR 70/99 SB & Riego Rd	D	A	0.15	A	0.14
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	B	0.61	B	0.61
Washington Blvd & Blue Oaks Blvd	E	B	0.66	B	0.67
I-80 WB Off & Douglas Blvd	E	C	0.81	C	0.81
I-80 WB On & Atlantic St	E	A	0.57	A	0.56
SR 65 N/B Off & Pleasant Grove Blvd	E	C	0.71	C	0.71
SR 65 S/B Off & Pleasant Grove Blvd	E	B	0.66	B	0.66
I-80 WB Off & Riverside Ave	E	B	0.61	B	0.61
Stanford Ranch & Sr-65 N/B On	E	D	0.83	D	0.83
Stanford Ranch/Galleria & Sr-65 S/B On	E	D	0.82	D	0.82
Taylor & Eureka I-80 EB Off	E	E	0.97	E	0.97
I-80 EB Off/Orlando & Riverside Ave	E	E	0.91	E	0.91
SR 70/99 NB & Riego Rd	D	C	0.76	C	0.64
SR 70/99 SB & Riego Rd	D	A	0.19	A	0.14

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 52
Average Daily Traffic Volumes and LOS on State Highways
Cumulative Plus Project Conditions

Facility	*Segment*	*Lanes*	*2025 Cumulative Conditions*				
			No Project		*Plus Proposed Project*		
			ADT	*LOS*	*ADT*	*LOS*	*% Change*
I-80	Sacramento County line to Riverside Ave	8	**215,100**	**F**	**214,800**	**F**	-0.1%
	Riverside Avenue to Douglas Blvd	6	**188,400**	**F**	**188,200**	**F**	-0.1%
	Douglas Blvd to Eureka Rd	6	**187,300**	**F**	**187,300**	**F**	0.0%
	Eureka Rd to Taylor Rd	8	**202,400**	**F**	**202,500**	**F**	0.0%
	Taylor Rd to SR 65	8	**191,200**	**F**	**191,300**	**F**	**+ 0.1%**
SR 65	I-80 to Galleria Blvd	6	**137,700**	**F**	**137,800**	**F**	**+ 0.1%**
	Galleria Blvd to Pleasant Grove Blvd	6	**142,100**	**F**	**142,500**	**F**	**+ 0.3%**
	Pleasant Grove Blvd to Blue Oaks Blvd	6	**131,300**	**F**	**131,800**	**F**	**+ 0.4%**
	Blue Oaks Blvd to Sunset Blvd	4	**121,400**	**F**	**121,400**	**F**	0.0%
SR 70/99	Sankey Rd to Riego Rd	4	60,100	C	60,300	C	+ 0.3%
	Riego Rd to Elverta Rd	4	**88,300**	**F**	**88,500**	**F**	**+ 0.2%**
	Elverta Rd to Elkhorn Blvd	4	**87,200**	**F**	**87,300**	**F**	**+ 0.1%**

Notes:

Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table x

Highway segments operating at LOS F are **BOLD**.

Impacts are **Shaded**

Volumes Exclude Carpool Lanes

Source: DKS Associates, 2011

Table 53
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - AM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.43	A	0.43
2	Atlantic & Wills	C	0.72	C	0.74
3	Atlantic St & Yosemite St	A	0.52	A	0.52
4	Baseline Rd & Fiddyment Rd	**D**	**0.86**	**D**	**0.86**
5	Blue Oaks & Crocker Ranch	A	0.54	A	0.56
6	Blue Oaks & Del Webb	A	0.51	A	0.54
7	Blue Oaks & Fiddyment	**D**	**0.87**	**D**	**0.89**
8	Blue Oaks & New Meadow	A	0.57	A	0.58
9	Blue Oaks & Orchard View	A	0.51	A	0.55
10	Blue Oaks Bl & Diamond Creek Bl	C	0.70	C	0.72
11	Blue Oaks Bl & Foothills Bl	**E**	**0.91**	**E**	**0.93**
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.74	C	0.75
13	Cirby & Sunrise	**D**	**0.90**	**D**	**0.90**
14	Cirby Wy & Foothills Bl	**E**	**1.00**	**E**	**1.00**
15	Cirby Wy & Melody Ln	A	0.57	A	0.58
16	Cirby Wy & Northridge Dr	C	0.79	C	0.79
17	Cirby Wy & Oak Ridge Dr	A	0.54	A	0.54
18	Cirby Wy & Orlando Av	**E**	**0.94**	**E**	**0.93**
19	Cirby Wy & Parkview Dr	A	0.58	A	0.58
20	Cirby Wy & Riverside Av	**F**	**1.05**	**F**	**1.05**
21	Cirby Wy & Rocky Ridge Dr	A	0.42	A	0.43
22	Cirby Wy & San Simeon Dr	B	0.61	B	0.61
23	Cirby Wy & Vernon St	**E**	**1.00**	**E**	**1.00**
24	Douglas & Eureka	A	0.54	A	0.54
25	Douglas & Rocky Ridge	B	0.61	B	0.61
26	Douglas & Santa Clara	A	0.57	A	0.57
27	Douglas & Sierra Gardens	A	0.52	A	0.52
28	Douglas & Sunrise	B	0.69	B	0.69
29	Douglas & Target	A	0.43	A	0.43
30	Douglas Bl & E Roseville Pw	C	0.75	C	0.76
31	Douglas Bl & Folsom Rd	A	0.49	A	0.49
32	Douglas Bl & Harding Bl	B	0.61	B	0.61
33	Douglas Bl & Judah St	A	0.29	A	0.30
34	Douglas Bl & Keehner Av	A	0.49	A	0.49
35	Douglas Bl & Park Dr	A	0.35	A	0.36
36	Douglas Bl & Sierra College Bl	C	0.75	C	0.76
37	Eureka & Lead Hill	A	0.48	A	0.48
38	Eureka & N. Sunrise	A	0.58	A	0.58

Table 53
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - AM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
39	Eureka & Rocky Ridge	A	0.54	A	0.54
40	Eureka Rd & Ashland Dr	A	0.38	A	0.36
41	Eureka Rd & Deer Valley Apts	A	0.39	A	0.39
42	Fairway & Central Park/Lowes	A	0.45	A	0.45
43	Fairway & Cortina Circle	A	0.29	A	0.29
44	Fairway & Five Star	A	0.41	A	0.41
45	Fairway & Home Depot	A	0.52	A	0.52
46	Fairway & Target/Rosehall	A	0.58	A	0.57
47	Fiddyment & Del Webb/Village Green	B	0.69	B	0.69
48	Fiddyment & Hayden Pkwy North	A	0.59	B	0.61
49	Fiddyment & Hayden Pkwy South	A	0.56	A	0.55
50	Foothills & Baseline/Main	**E**	**0.94**	**E**	**0.95**
51	Foothills & Misty Wood/Nec	A	0.55	A	0.55
52	Foothills Bl & Albertsons Dr	A	0.53	A	0.53
53	Foothills Bl & Atkinson Rd	A	0.53	A	0.54
54	Foothills Bl & Roseville Pkwy/HP Central	C	0.78	C	0.79
55	Foothills Bl & HP South	B	0.69	C	0.70
56	Foothills Bl & Junction Bl	C	0.74	C	0.75
57	Foothills Bl & Mcanally Dr	A	0.54	A	0.54
58	Foothills Bl & Pleasant Grove Bl	**D**	**0.84**	**D**	**0.84**
59	Foothills Blvd & Rand/Pilgrims	A	0.53	A	0.52
60	Foothills Bl & Vineyard Rd	B	0.67	B	0.67
61	Galleria & Antelope Creek	A	0.45	A	0.45
62	Galleria & Berry	B	0.66	B	0.66
63	Galleria & Roseville Pkwy	C	0.80	C	0.81
64	Harding & Wills	B	0.66	B	0.67
65	Harding Bl & Estates Dr	A	0.42	A	0.42
66	Harding Bl & Lead Hill Bl	B	0.68	B	0.66
67	Harding Bl & Roseville Square	A	0.33	A	0.33
68	Junction & Stonecrest/Magenta	A	0.57	A	0.58
69	Junction Bl & Americana Dr	A	0.43	A	0.44
70	Junction Bl & Baseline Rd	B	0.66	B	0.66
71	Junction Bl & Country Club Dr	B	0.62	B	0.63
72	Junction Bl & Park Regency Dr	B	0.61	B	0.62
73	Junction Bl & Porter Dr	A	0.49	A	0.49
74	Junction Bl & Revere Dr	A	0.39	A	0.40
75	Junction Bl & Washington Bl	A	0.48	A	0.48
76	Junction Bl & Woodcreek Oaks Bl	A	0.54	A	0.54
77	Lead Hill Bl & N Sunrise Av	A	0.53	A	0.53

Table 53
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - AM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
78	Lead Hill Bl & Rocky Ridge Dr	A	0.47	A	0.46
79	Lead Hill Bl & Wal-Mart	A	0.27	A	0.27
80	N Sunrise Av & Automall Dr	A	0.36	A	0.36
81	N Sunrise Av & Stone Point Dr	A	0.45	A	0.45
82	N. Sunrise & Sierra Gardens	A	0.47	A	0.47
83	Olympus Dr & Europa St	A	0.14	A	0.14
84	PFE & Hilltop	A	0.30	A	0.30
85	Pleasant Grove & Fairway	A	0.56	A	0.56
86	Pleasant Grove & Fiddyment	C	0.76	C	0.78
87	Pleasant Grove & Gold Coast/Hallissy	B	0.68	B	0.67
88	Pleasant Grove & Highland Park	A	0.33	A	0.33
89	Pleasant Grove & Market	A	0.49	A	0.49
90	Pleasant Grove & Michener	A	0.59	B	0.60
91	Pleasant Grove & Monument	A	0.42	A	0.42
92	Pleasant Grove & Rose Creek	A	0.55	A	0.56
93	Pleasant Grove & Roseville Pkwy	**E**	**1.00**	**E**	**1.00**
94	Pleasant Grove & Sun City	A	0.57	A	0.58
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.53	A	0.53
96	Pleasant Grove & Washington	**D**	**0.87**	**D**	**0.86**
97	Pleasant Grove Bl & Country Club Dr	B	0.64	B	0.64
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.64	B	0.64
99	Rocky Ridge Dr & Maidu Dr	A	0.54	A	0.54
100	Rocky Ridge Dr & Mclaren Dr	A	0.52	A	0.52
101	Rocky Ridge Dr & Professional Dr	A	0.58	A	0.58
102	Rocky Ridge Dr & Stone Point Dr	A	0.09	A	0.09
103	Roseville Parkway & Chase	A	0.58	A	0.59
104	Roseville Parkway & Creekside Ridge	A	0.53	A	0.54
105	Roseville Parkway & Gibson	**D**	**0.88**	**D**	**0.88**
106	Roseville Parkway & N. Sunrise	C	0.75	C	0.75
107	Roseville Parkway & Reserve	A	0.55	A	0.56
108	Roseville Parkway & Secret Ravine	A	0.57	A	0.57
109	Roseville Parkway & Taylor	**D**	**0.85**	**D**	**0.85**
110	Roseville Parkway & West Mall	A	0.47	A	0.47
111	Roseville Pw & Alexandra Dr	A	0.54	A	0.54
112	Roseville Pw & Eureka Rd	B	0.63	A	0.51
113	Roseville Pw & Lead Hill/Orvietto	B	0.61	B	0.61
114	Roseville Pw & N Cirby Wy	A	0.41	A	0.42
115	Roseville Pw & Olympus Dr	A	0.57	A	0.57
116	Roseville Pw & Rocky Ridge Dr	A	0.47	A	0.48

Table 53
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - AM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
117	Roseville Pw & Sierra College Bl	A	0.51	A	0.51
118	Roseville Pw & Trestle Rd	A	0.57	A	0.57
119	Roseville Pw & Village/Slate Creek	A	0.46	A	0.45
120	Roseville Pw & Washington Bl	B	0.63	B	0.64
121	S Cirby Wy & Champion Oaks Dr	A	0.51	A	0.51
122	S Cirby Wy & Old Auburn Rd	C	0.76	C	0.75
123	Secret Ravine & Scarborough/ Poppy Field	A	0.29	A	0.29
124	Sierra College & Miners Ravine	A	0.51	A	0.51
125	Sierra College & Secret Ravine	A	0.50	A	0.50
126	Sierra College Bl & Eureka Rd	B	0.63	B	0.60
127	Sierra College Bl & Indigo Creek Apts	A	0.45	A	0.45
128	Sierra College Bl & Old Auburn Rd	A	0.57	A	0.57
129	Sierra College Bl & Olympus Dr	B	0.63	B	0.63
130	Stanford Ranch & Fairway	A	0.51	A	0.51
131	Stanford Ranch & Five Star	A	0.39	A	0.39
132	Stanford Ranch & Highland Park	A	0.32	A	0.33
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	B	0.60	A	0.59
135	Sunrise & Sun Tree/Kensington	B	0.64	B	0.64
136	Sunrise Av & Frances Dr	B	0.66	B	0.65
137	Sunrise Av & Oak Ridge Dr	A	0.40	A	0.39
138	Washington & Diamond Oaks	B	0.64	B	0.63
139	Washington & Sawtell/Derek	A	0.52	A	0.51
140	Washington Bl & Hallissy Dr	A	0.45	A	0.45
141	Woodcreek Oaks & Baseline	**D**	**0.87**	**D**	**0.87**
142	Woodcreek Oaks & Canevari/Arsenault	A	0.43	A	0.44
143	Woodcreek Oaks & Horncastle	A	0.56	A	0.57
144	Woodcreek Oaks & Mcanally	C	0.75	C	0.76
145	Woodcreek Oaks & Trailee	A	0.58	A	0.59
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.54	A	0.54
147	Washington Blvd & Blue Oaks Blvd	A	0.48	A	0.47
148	I-80 WB Off & Douglas Blvd	C	0.71	C	0.71
149	I-80 WB On & Atlantic St	A	0.44	A	0.44
150	SR 65 N/B Off & Pleasant Grove Blvd	A	0.55	A	0.54
151	SR 65 S/B Off & Pleasant Grove Blvd	A	0.42	A	0.43
152	I-80 WB Off & Riverside Ave	C	0.72	C	0.72
153	Stanford Ranch & Sr-65 N/B On	A	0.53	A	0.53
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.42	A	0.42
155	Taylor & Eureka I-80 EB Off	**D**	**0.83**	**D**	**0.84**

Table 53
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - AM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
156	Fairway & Highland Park	A	0.46	A	0.46
157	I-80 EB Off/Orlando & Riverside Ave	C	0.77	C	0.76
	Future Signals in CIP				
158	Roseville Rkwy & Old Auburn	A	0.23	A	0.23
159	Washington Blvd & Industrial	B	0.66	B	0.65
160	Foothills Blvd & HP Far South/ NEC	C	0.70	C	0.71
161	Blue Oaks Blvd & Wood Meadow	B	0.62	B	0.62
162	Gibson Rd & New Convention Center Rd	A	0.48	A	0.48
163	Blue Oaks Blvd & Westbrook Blvd	A	0.49	A	0.50
164	Blue Oaks Blvd & Hayden Pkwy	A	0.50	A	0.54
165	Fiddyment Rd & Westhills Dr	C	0.71	C	0.72
166	Pleasant Grove Blvd & Westbrook Blvd	**D**	**0.83**	**D**	**0.82**
167	Fiddyment Rd & Westlake Dr	A	0.50	A	0.50
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.23	A	0.23
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.54	A	0.56
170	Industrial Ave & Alantown Dr	C	0.80	C	0.80
171	Roseville Pkwy & Gibson West	**F**	**1.02**	**F**	**1.02**
172	Washington Blvd & All America	A	0.48	A	0.49
173	Cirby & Cottonwood	A	0.53	A	0.53
174	Secret Ravine & Alexandra	A	0.14	A	0.14
175	Fiddyment Rd & Fiddyment Ranch EW Rd	A	0.52	B	0.62
176	Douglas Bl & I-80 EB On	A	0.48	A	0.48
	Signalized Intersections Added with Sierra Vista				
177	Santucci Blvd & Pleasant Grove	A	0.42	A	0.41
178	Santucci Blvd & Federico Dr	A	0.42	A	0.43
179	Santucci Blvd & Vista Glen Blvd	A	0.34	A	0.34
180	Watt Ave & Baseline Rd	B	0.68	B	0.68
181	Westbrook Blvd & Federico Dr	A	0.48	A	0.48
182	Westbrook Blvd & Vista Glen Blvd	A	0.50	A	0.50
183	Westbrook Blvd & Baseline Rd	D	0.82	C	0.80
184	Market Dr & Vista Glen Blvd	A	0.28	A	0.28
185	Market St & Baseline Rd	B	0.62	B	0.62
186	Pleasant Grove Blvd & Upland Dr	A	0.52	A	0.52
187	Upland Dr & Vista Glen Blvd	A	0.29	A	0.29
188	Upland Dr & Baseline Rd	A	0.50	A	0.50
189	Baseline Rd & CMU3 Entrance	A	0.51	A	0.50
190	Westbrook Blvd & Sierra Village Dr	A	0.44	A	0.44
191	Vista Glen Blvd & Road 2A	A	0.19	A	0.19
192	Vista Glen Blvd & SV NS Coll 5	A	0.26	A	0.26
193	Santucci Blvd & SV CC5 CC6	A	0.37	A	0.37
194	Santucci Blvd & Sierra Village Dr	A	0.43	A	0.44
195	Vista Glen Blvd & Road 1	A	0.08	A	0.08

Table 53
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - AM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
196	Westbrook Blvd & Sierra Glen Dr	A	0.37	A	0.36
197	Baseline Rd & SV CC2	A	0.45	A	0.46
198	Baseline Rd & SV CCBP2	A	0.48	A	0.48
199	Baseline Rd & SV CC4	A	0.46	A	0.46
Signalized Intersections Added with Creekview					
200	Westbrook Blvd & Parkway One	C	0.70	C	0.71
201	Westbrook Blvd & Nobo Dr	A	0.50	A	0.50
202	Blue Oaks Blvd & Nobo Dr	A	0.28	A	0.27
Intersections in Urban Reserve Areas					
203	Santucci Blvd & Road E	A	0.37	A	0.36
204	Westbrook Blvd & Road E	A	0.46	A	0.46
205	Pleasant Grove Blvd & Road 1	A	0.21	A	0.21
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	C	0.77	C	0.77
P2	Vernon & Douglas/Riverside	A	0.52	A	0.52
P3	Vernon & Grant	A	0.41	A	0.41
P4	Vernon & Judah	A	0.45	A	0.45
P5	Vernon & Lincoln	A	0.53	A	0.53
P6	Washington & Main	A	0.59	A	0.59
P7	Washington & Oak	A	0.54	A	0.53

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 54
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - PM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
Existing Signalized Intersections					
1	Atlantic & Tiger/Center	A	0.47	A	0.47
2	Atlantic & Wills	C	0.76	C	0.77
3	Atlantic St & Yosemite St	B	0.66	B	0.66
4	Baseline Rd & Fiddyment Rd	**E**	**0.98**	**E**	**0.98**
5	Blue Oaks & Crocker Ranch	B	0.69	C	0.72
6	Blue Oaks & Del Webb	A	0.53	A	0.56
7	Blue Oaks & Fiddyment	C	0.79	C	0.77
8	Blue Oaks & New Meadow	B	0.62	B	0.63
9	Blue Oaks & Orchard View	A	0.52	A	0.54
10	Blue Oaks Bl & Diamond Creek Bl	C	0.81	**D**	**0.84**
11	Blue Oaks Bl & Foothills Bl	**D**	**0.87**	**D**	**0.88**
12	Blue Oaks Bl & Woodcreek Oaks Bl	C	0.75	C	0.75
13	Cirby & Sunrise	**F**	**1.06**	**F**	**1.07**
14	Cirby Wy & Foothills Bl	**F**	**1.15**	**F**	**1.15**
15	Cirby Wy & Melody Ln	B	0.63	B	0.63
16	Cirby Wy & Northridge Dr	**E**	**0.92**	**E**	**0.93**
17	Cirby Wy & Oak Ridge Dr	C	0.70	C	0.70
18	Cirby Wy & Orlando Av	**D**	**0.90**	**D**	**0.90**
19	Cirby Wy & Parkview Dr	A	0.52	A	0.52
20	Cirby Wy & Riverside Av	**F**	**1.14**	**F**	**1.14**
21	Cirby Wy & Rocky Ridge Dr	B	0.64	B	0.64
22	Cirby Wy & San Simeon Dr	B	0.65	B	0.66
23	Cirby Wy & Vernon St	**F**	**1.27**	**F**	**1.28**
24	Douglas & Eureka	B	0.69	B	0.68
25	Douglas & Rocky Ridge	**D**	**0.82**	**D**	**0.82**
26	Douglas & Santa Clara	C	0.70	C	0.70
27	Douglas & Sierra Gardens	B	0.69	B	0.68
28	Douglas & Sunrise	**E**	**0.91**	**E**	**0.91**
29	Douglas & Target	B	0.69	B	0.69
30	Douglas Bl & E Roseville Pw	C	0.73	C	0.72
31	Douglas Bl & Folsom Rd	B	0.62	B	0.62
32	Douglas Bl & Harding Bl	**E**	**0.96**	**E**	**0.95**
33	Douglas Bl & Judah St	A	0.50	A	0.50
34	Douglas Bl & Keehner Av	A	0.49	A	0.48
35	Douglas Bl & Park Dr	A	0.42	A	0.42
36	Douglas Bl & Sierra College Bl	**D**	**0.87**	**D**	**0.87**
37	Eureka & Lead Hill	A	0.55	A	0.54
38	Eureka & N. Sunrise	C	0.76	C	0.76

Table 54
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - PM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
39	Eureka & Rocky Ridge	C	0.74	C	0.74
40	Eureka Rd & Ashland Dr	A	0.45	A	0.45
41	Eureka Rd & Deer Valley Apts	A	0.42	A	0.42
42	Fairway & Central Park/Lowes	A	0.55	A	0.54
43	Fairway & Cortina Circle	A	0.47	A	0.47
44	Fairway & Five Star	A	0.46	A	0.46
45	Fairway & Home Depot	A	0.52	A	0.53
46	Fairway & Target/Rosehall	A	0.46	A	0.46
47	Fiddyment & Del Webb/Village Green	B	0.68	B	0.69
48	Fiddyment & Hayden Pkwy North	B	0.61	B	0.63
49	Fiddyment & Hayden Pkwy South	A	0.58	B	0.60
50	Foothills & Baseline/Main	**D**	**0.86**	**D**	**0.87**
51	Foothills & Misty Wood/Nec	A	0.54	A	0.54
52	Foothills Bl & Albertsons Dr	B	0.64	B	0.65
53	Foothills Bl & Atkinson Rd	A	0.57	A	0.57
54	Foothills Bl & Roseville Pkwy/HP Central	C	0.79	C	0.80
55	Foothills Bl & HP South	A	0.51	A	0.51
56	Foothills Bl & Junction Bl	C	0.81	**D**	**0.82**
57	Foothills Bl & Mcanally Dr	**C**	**0.80**	**D**	**0.82**
58	Foothills Bl & Pleasant Grove Bl	**E**	**0.93**	**E**	**0.93**
59	Foothills Blvd & Rand/Pilgrims	B	0.60	B	0.60
60	Foothills Bl & Vineyard Rd	**D**	**0.83**	**D**	**0.84**
61	Galleria & Antelope Creek	B	0.65	B	0.65
62	Galleria & Berry	**D**	**0.87**	**D**	**0.87**
63	Galleria & Roseville Pkwy	**F**	**1.03**	**F**	**1.04**
64	Harding & Wills	C	0.80	C	0.79
65	Harding Bl & Estates Dr	B	0.69	B	0.68
66	Harding Bl & Lead Hill Bl	C	0.78	C	0.78
67	Harding Bl & Roseville Square	B	0.62	B	0.61
68	Junction & Stonecrest/Magenta	A	0.49	A	0.49
69	Junction Bl & Americana Dr	A	0.48	A	0.48
70	Junction Bl & Baseline Rd	C	0.81	**D**	**0.82**
71	Junction Bl & Country Club Dr	B	0.65	B	0.66
72	Junction Bl & Park Regency Dr	A	0.54	A	0.56
73	Junction Bl & Porter Dr	A	0.58	A	0.59
74	Junction Bl & Revere Dr	A	0.50	A	0.50
75	Junction Bl & Washington Bl	**D**	**0.86**	**D**	**0.87**
76	Junction Bl & Woodcreek Oaks Bl	B	0.61	B	0.62
77	Lead Hill Bl & N Sunrise Av	C	0.72	C	0.71

Table 54
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - PM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
78	Lead Hill Bl & Rocky Ridge Dr	B	0.63	B	0.64
79	Lead Hill Bl & Wal-Mart	A	0.42	A	0.43
80	N Sunrise Av & Automall Dr	A	0.53	A	0.53
81	N Sunrise Av & Stone Point Dr	B	0.60	B	0.61
82	N. Sunrise & Sierra Gardens	B	0.62	B	0.62
83	Olympus Dr & Europa St	A	0.20	A	0.20
84	PFE & Hilltop	A	0.44	A	0.44
85	Pleasant Grove & Fairway	**D**	**0.86**	**D**	**0.86**
86	Pleasant Grove & Fiddyment	**F**	**1.03**	**F**	**1.04**
87	Pleasant Grove & Gold Coast/Hallissy	C	0.81	**D**	**0.82**
88	Pleasant Grove & Highland Park	A	0.53	A	0.53
89	Pleasant Grove & Market	A	0.55	A	0.55
90	Pleasant Grove & Michener	C	0.71	C	0.71
91	Pleasant Grove & Monument	A	0.46	A	0.46
92	Pleasant Grove & Rose Creek	C	0.72	C	0.72
93	Pleasant Grove & Roseville Pkwy	**F**	**1.22**	**F**	**1.23**
94	Pleasant Grove & Sun City	B	0.65	B	0.66
95	Pleasant Grove & Wal-Mart/Highland Pointe	C	0.78	C	0.79
96	Pleasant Grove & Washington	**D**	**0.86**	**D**	**0.86**
97	Pleasant Grove Bl & Country Club Dr	B	0.60	B	0.61
98	Pleasant Grove Bl & Woodcreek Oaks Bl	**D**	**0.85**	**D**	**0.87**
99	Rocky Ridge Dr & Maidu Dr	B	0.60	B	0.60
100	Rocky Ridge Dr & Mclaren Dr	A	0.49	A	0.49
101	Rocky Ridge Dr & Professional Dr	B	0.67	B	0.67
102	Rocky Ridge Dr & Stone Point Dr	A	0.27	A	0.28
103	Roseville Parkway & Chase	D	0.85	D	0.86
104	Roseville Parkway & Creekside Ridge	C	0.79	C	0.80
105	Roseville Parkway & Gibson	**D**	**0.84**	**D**	**0.85**
106	Roseville Parkway & N. Sunrise	**E**	**0.92**	**E**	**0.91**
107	Roseville Parkway & Reserve	C	0.80	C	0.81
108	Roseville Parkway & Secret Ravine	C	0.77	C	0.77
109	Roseville Parkway & Taylor	**D**	**0.85**	**D**	**0.85**
110	Roseville Parkway & West Mall	B	0.60	B	0.60
111	Roseville Pw & Alexandra Dr	B	0.63	B	0.63
112	Roseville Pw & Eureka Rd	C	0.72	C	0.73
113	Roseville Pw & Lead Hill/Orvietto	B	0.65	B	0.65
114	Roseville Pw & N Cirby Wy	A	0.50	A	0.50
115	Roseville Pw & Olympus Dr	B	0.63	B	0.63
116	Roseville Pw & Rocky Ridge Dr	B	0.62	B	0.63

Table 54
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - PM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
117	Roseville Pw & Sierra College Bl	C	0.81	**D**	**0.82**
118	Roseville Pw & Trestle Rd	B	0.68	B	0.69
119	Roseville Pw & Village/Slate Creek	A	0.53	A	0.53
120	Roseville Pw & Washington Bl	C	0.70	C	0.70
121	S Cirby Wy & Champion Oaks Dr	A	0.53	A	0.52
122	S Cirby Wy & Old Auburn Rd	C	0.74	C	0.73
123	Secret Ravine & Scarborough/ Poppy Field	A	0.33	A	0.33
124	Sierra College & Miners Ravine	A	0.45	A	0.45
125	Sierra College & Secret Ravine	B	0.60	B	0.60
126	Sierra College Bl & Eureka Rd	A	0.56	A	0.57
127	Sierra College Bl & Indigo Creek Apts	C	0.79	C	0.78
128	Sierra College Bl & Old Auburn Rd	C	0.79	C	0.78
129	Sierra College Bl & Olympus Dr	A	0.56	A	0.55
130	Stanford Ranch & Fairway	B	0.65	B	0.66
131	Stanford Ranch & Five Star	B	0.60	B	0.60
132	Stanford Ranch & Highland Park	A	0.53	A	0.53
133	Sunrise & Coloma	C	0.74	C	0.74
134	Sunrise & Sandringham/Kensington	**D**	**0.87**	**D**	**0.87**
135	Sunrise & Sun Tree/Kensington	C	0.70	C	0.70
136	Sunrise Av & Frances Dr	B	0.62	B	0.62
137	Sunrise Av & Oak Ridge Dr	A	0.45	A	0.45
138	Washington & Diamond Oaks	C	0.72	C	0.73
139	Washington & Sawtell/Derek	C	0.77	C	0.77
140	Washington Bl & Hallissy Dr	A	0.39	A	0.39
141	Woodcreek Oaks & Baseline	**E**	**0.91**	**D**	**0.90**
142	Woodcreek Oaks & Canevari/Arsenault	A	0.59	B	0.60
143	Woodcreek Oaks & Horncastle	A	0.57	A	0.59
144	Woodcreek Oaks & Mcanally	B	0.63	B	0.65
145	Woodcreek Oaks & Trailee	A	0.45	A	0.46
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.59	B	0.60
147	Washington Blvd & Blue Oaks Blvd	C	0.70	C	0.71
148	I-80 WB Off & Douglas Blvd	C	0.80	C	0.80
149	I-80 WB On & Atlantic St	A	0.56	A	0.56
150	SR 65 N/B Off & Pleasant Grove Blvd	C	0.74	C	0.75
151	SR 65 S/B Off & Pleasant Grove Blvd	C	0.70	C	0.70
152	I-80 WB Off & Riverside Ave	B	0.61	B	0.62
153	Stanford Ranch & Sr-65 N/B On	**D**	**0.83**	**D**	**0.83**
154	Stanford Ranch/Galleria & Sr-65 S/B On	**D**	**0.82**	**D**	**0.82**
155	Taylor & Eureka I-80 EB Off	**E**	**0.97**	**E**	**0.97**

Table 54
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - PM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
156	Fairway & Highland Park	B	0.67	B	0.68
157	I-80 EB Off/Orlando & Riverside Ave	**E**	**0.91**	**E**	**0.92**
	Future Signals in CIP				
158	Roseville Rkwy & Old Auburn	A	0.41	A	0.40
159	Washington Blvd & Industrial	B	0.66	B	0.66
160	Foothills Blvd & HP Far South/ NEC	B	0.68	B	0.68
161	Blue Oaks Blvd & Wood Meadow	A	0.59	B	0.60
162	Gibson Rd & New Convention Center Rd	B	0.68	B	0.68
163	Blue Oaks Blvd & Westbrook Blvd	A	0.49	A	0.49
164	Blue Oaks Blvd & Hayden Pkwy	A	0.41	A	0.54
165	Fiddyment Rd & Westhills Dr	C	0.72	C	0.73
166	Pleasant Grove Blvd & Westbrook Blvd	C	0.79	C	0.81
167	Fiddyment Rd & Westlake Dr	A	0.41	A	0.41
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.17	A	0.17
169	Woodcreek Oaks Blvd & Parkside Wy	B	0.60	A	0.59
170	Industrial Ave & Alantown Dr	C	0.76	C	0.77
171	Roseville Pkwy & Gibson West	**D**	**0.87**	**D**	**0.87**
172	Washington Blvd & All America	A	0.58	A	0.58
173	Cirby & Cottonwood	A	0.42	A	0.42
174	Secret Ravine & Alexandra	A	0.21	A	0.21
175	Fiddyment Rd & Fiddyment Ranch EW Rd	B	0.60	C	0.77
176	Douglas Bl & I-80 EB On	C	0.73	C	0.73
	Signalized Intersections Added with Sierra Vista				
177	Santucci Blvd & Pleasant Grove	B	0.63	B	0.62
178	Santucci Blvd & Federico Dr	A	0.52	A	0.50
179	Santucci Blvd & Vista Glen Blvd	A	0.42	A	0.41
180	Watt Ave & Baseline Rd	D	0.84	D	0.85
181	Westbrook Blvd & Federico Dr	A	0.52	A	0.52
182	Westbrook Blvd & Vista Glen Blvd	C	0.71	C	0.72
183	Westbrook Blvd & Baseline Rd	C	0.80	C	0.80
184	Market Dr & Vista Glen Blvd	A	0.30	A	0.30
185	Market St & Baseline Rd	B	0.64	B	0.64
186	Pleasant Grove Blvd & Upland Dr	A	0.52	A	0.53
187	Upland Dr & Vista Glen Blvd	A	0.35	A	0.35
188	Upland Dr & Baseline Rd	A	0.58	A	0.58
189	Baseline Rd & CMU3 Entrance	A	0.58	A	0.57
190	Westbrook Blvd & Sierra Village Dr	A	0.59	A	0.59
191	Vista Glen Blvd & Road 2A	A	0.21	A	0.21
192	Vista Glen Blvd & SV NS Coll 5	A	0.25	A	0.25
193	Santucci Blvd & SV CC5 CC6	A	0.50	A	0.49
194	Santucci Blvd & Sierra Village Dr	A	0.48	A	0.47
195	Vista Glen Blvd & Road 1	A	0.06	A	0.06

Table 54
Level of Service at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway - PM Peak Hour

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	*Intersection Name*	*LOS*	*V/C*	*LOS*	*V/C*
196	Westbrook Blvd & Sierra Glen Dr	A	0.37	A	0.37
197	Baseline Rd & SV CC2	B	0.66	B	0.67
198	Baseline Rd & SV CCBP2	A	0.57	A	0.57
199	Baseline Rd & SV CC4	C	0.73	C	0.73
Signalized Intersections Added with Creekview					
200	Westbrook Blvd & Parkway One	C	0.76	C	0.75
201	Westbrook Blvd & Nobo Dr	C	0.73	C	0.73
202	Blue Oaks Blvd & Nobo Dr	A	0.38	A	0.37
Intersections in Urban Reserve Areas					
203	Santucci Blvd & Road E	A	0.47	A	0.46
204	Westbrook Blvd & Road E	A	0.43	A	0.42
205	Pleasant Grove Blvd & Road 1	A	0.24	A	0.24
Intersections in Pedestrian Overlay Zone					
P1	Riverside Av & Darling Wy	B	0.63	B	0.62
P2	Vernon & Douglas/Riverside	B	0.66	B	0.67
P3	Vernon & Grant	A	0.58	A	0.57
P4	Vernon & Judah	A	0.59	A	0.59
P5	Vernon & Lincoln	**E**	**0.92**	**E**	**0.92**
P6	Washington & Main	D	0.82	D	0.82
P7	Washington & Oak	C	0.73	C	0.75

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 55
Number of Intersections Operating at LOS C or Better
Cumulative Plus Project Without Placer Parkway - AM Peak Hour

	AM Peak Hour			
	No Project		*Plus Project*	
Level of Service	***Number of Intersections***	***Percentage***	***Number of Intersections***	***Percentage***
LOS A-C	**186**	**90.7%**	**187**	**91.2%**
LOS D	11	5.4%	10	4.9%
LOS E	6	2.9%	6	2.9%
LOS F	2	1.0%	2	1.0%
LOS D-F	**19**	**9.3%**	**18**	**8.8%**
Total	**205**	**100%**	**205**	**100%**

Source: DKS Associates, 2011

Table 56
Number of Intersections Operating at LOS C or Better
Cumulative Plus Project Without Placer Parkway - PM Peak Hour

	PM Peak Hour			
	No Project		*Plus Project*	
Level of Service	***Number of Intersections***	***Percentage***	***Number of Intersections***	***Percentage***
LOS A-C	**170**	**82.9%**	**164**	**80.0%**
LOS D	19	9.3%	26	12.7%
LOS E	9	4.4%	8	3.9%
LOS F	7	3.4%	7	3.4%
LOS D-F	**35**	**17.1%**	**41**	**20.0%**
Total	**205**	**100%**	**205**	**100%**

Source: DKS Associates, 2011

Table 57
Significant Impacts at Roseville Signalized Intersections
Cumulative Plus Project Without Placer Parkway

Intersection		*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
ID	***Intersection Name***	***LOS***	***V/C***	***LOS***	***V/C***
AM Peak Hour					
(No Significant Impacts)					
PM Peak Hour					
10	Blue Oaks Bl & Diamond Creek Bl	C	0.81	**D**	**0.84**
56	Foothills Bl & Junction Bl	C	0.81	**D**	**0.82**
57	Foothills Bl & McAnally Dr	C	0.80	**D**	**0.82**
87	Pleasant Grove & Gold Coast/Hallissy	C	0.81	**D**	**0.82**
117	Roseville Pw & Sierra College Bl	C	0.81	**D**	**0.82**

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 58
Level of Service at Placer County Intersections
Cumulative Plus Project Without Placer Parkway

Intersection	*LOS Standard*	*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
		LOS	*V/C [1]*	*LOS*	*V/C [1]*
AM Peak Hour					
Watt Ave & Baseline Rd	D	N/A (Roseville Intersection)			
Locust Rd & Baseline Rd	D	A	0.38	A	0.47
Watt Ave & PFE Rd	C	B	0.54	B	0.68
Walerga Rd & PFE Rd	C	**E**	**0.91**	**E**	**0.93**
Fiddyment & Athens	C	**F**	**1.37**	**F**	**1.37**
Industrial & Athens	C	**E**	**1.00**	**F**	**1.01**
PM Peak Hour					
Watt Ave & Baseline Rd	D	N/A (Roseville Intersection)			
Locust Rd & Baseline Rd	D	B	0.56	C	0.71
Watt Ave & PFE Rd	C	A	0.51	B	0.60
Walerga Rd & PFE Rd	C	E	0.97	E	0.97
Fiddyment & Athens	C	**F**	**1.77**	**F**	**1.76**
Industrial & Athens	C	**D**	**0.84**	**D**	**0.85**

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 59
Level of Service at Placer County Roadway Segments
Cumulative Plus Project Without Placer Parkway

Roadway Segment	*LOS Standard*	*Lanes*	*No Project*		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Baseline Rd W/O Sierra Vista	D	6	42,000	C	42,000	C
Watt Ave S/O Baseline	D	6	27,400	A	27,500	A
Walerga Rd S/O Baseline	D	4	**39,300**	**F**	**39,400**	**F**
PFE E/O Watt Ave	C	2	8,600	A	8,700	A
Fiddyment Rd S/O Athens	C	4	26,300	C	27,100	C
Sunset E/O Foothills	C	6	**50,200**	**E**	**51,000**	**E**
Foothills Bl S/O Athens	C	4	28,500	C	28,400	C
Athens Ave E/O Fiddyment Rd	C	4	**36,800**	**F**	**37,000**	**F**
Industrial Blvd N/O Athens Ave	C	4	**30,200**	**D**	**30,500**	**D**
Philip Rd W/O Sierra Vista	C	2	400	A	400	A
Brewer Rd S/O W Sunset	C	2	100	A	100	A
W Sunset W/O Fiddyment	C	2	600	A	600	A
Dowd Rd S/O Athens	C	2	**32,800**	**F**	**32,700**	**F**
Phillip Road W/O CSP	C	2	500	A	500	A

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 60
Level of Service at Sacramento County Intersections
Cumulative Plus Project Without Placer Parkway

Intersection	*LOS Standard*	*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
Watt Ave & Elverta Rd	E	D	0.89	D	0.89
Walerga Rd & Elverta Rd	E	D	0.87	D	0.88
Watt Ave & Antelope Rd	E	**F**	**1.15**	**F**	**1.16**
Walerga Rd & Antelope Rd	E	B	0.62	B	0.62
Watt Ave & Elkhorn	E	D	0.88	D	0.88
Walerga Rd & Elkhorn	E	B	0.65	B	0.66
PM Peak Hour					
Watt Ave & Elverta Rd	E	**F**	**1.03**	**F**	**1.02**
Walerga Rd & Elverta Rd	E	**F**	**1.10**	**F**	**1.11**
Watt Ave & Antelope Rd	E	**F**	**1.23**	**F**	**1.24**
Walerga Rd & Antelope Rd	E	D	0.85	D	0.86
Watt Ave & Elkhorn	E	**F**	**1.05**	**F**	**1.05**
Walerga Rd & Elkhorn	E	D	0.89	D	0.89

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 61
Level of Service at Sacramento County Roadway Segments
Cumulative Plus Project Without Placer Parkway

Roadway Segment	*LOS Standard*	*Lanes*	*No Project*		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Watt Ave S/O PFE	E	6	52,500	E	52,500	E
Watt Ave S/O Elverta	E	6	40,500	C	40,500	C
Watt Ave S/O Antelope	E	6	38,700	C	38,900	C
Watt Ave S/O Elkhorn	E	6	47,000	D	47,200	D
Walerga Rd S/O PFE	E	4	**51,000**	**F**	**51,100**	**F**
Walerga Rd S/O Elverta	E	4	33,000	E	33,100	E
Walerga Rd S/O Antelope	E	4	33,000	E	33,000	E
Walerga Rd S/O Elkhorn	E	4	30,600	D	30,600	D

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 62
Level of Service at Sutter County Intersections
Cumulative Plus Project Without Placer Parkway

Intersection	*LOS Standard*	*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
Pleasent Grove N & Riego	D	B	0.53	B	0.69
Pleasent Grove S & Riego	D	B	0.65	B	0.69
PM Peak Hour					
Pleasent Grove N & Riego	D	A	0.53	B	0.70
Pleasent Grove S & Riego	D	B	0.65	C	0.76

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 63
Level of Service at Sutter County Roadway Segments
Cumulative Plus Project Without Placer Parkway

Roadway Segment	*LOS Standard*	*Lanes*	*No Project*		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Riego Rd E/O SR 70-99	D	4	**33,500**	**F**	**33,400**	**F**

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 64
Level of Service at Rocklin Roadway Segments
Cumulative Plus Project Without Placer Parkway

Roadway Segment	*LOS Standard*	*Lanes*	*Without Placer Parkway*			
			No Project		*Plus Project*	
			ADT	*LOS*	*ADT*	*LOS*
Lonetree Blvd north of Blue Oaks Blvd	D*	4	31,500	D	31,400	D
Blue Oaks Blvd at Roseville City Limit	D*	4	13,200	A	13,200	A
Pleasant Grove Blvd at Roseville City Limit	C	6	27,500	A	27,500	A
Stanford Ranch Rd at Roseville City Limit	C	6	27,700	A	27,700	A

Notes:* Within ½ Mile of Freeway Ramp

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 65
Level of Service at State Highway Ramp Intersections
Cumulative Plus Project Without Placer Parkway

Intersection	*LOS Standard*	*2025 Cumulative Conditions Without Placer Parkway*			
		No Project		*Plus Project*	
		LOS	*V/C*	*LOS*	*V/C*
AM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.54	A	0.54
Washington Blvd & Blue Oaks Blvd	E	A	0.48	A	0.47
I-80 WB Off & Douglas Blvd	E	C	0.71	C	0.71
I-80 WB On & Atlantic St	E	A	0.44	A	0.44
SR 65 N/B Off & Pleasant Grove Blvd	E	A	0.55	A	0.54
SR 65 S/B Off & Pleasant Grove Blvd	E	A	0.42	A	0.43
I-80 WB Off & Riverside Ave	E	C	0.72	C	0.72
Stanford Ranch & Sr-65 N/B On	E	A	0.53	A	0.53
Stanford Ranch/Galleria & Sr-65 S/B On	E	A	0.42	A	0.42
Taylor & Eureka I-80 EB Off	E	D	0.83	D	0.84
I-80 EB Off/Orlando & Riverside Ave	E	C	0.77	C	0.76
SR 70/99 SB & Riego Rd	E	B	0.62	B	0.62
SR 70/99 NB & Riego Rd	E	A	0.14	A	0.13
PM Peak Hour					
SR 65 N/B Off & Blue Oaks Blvd	E	A	0.59	B	0.60
Washington Blvd & Blue Oaks Blvd	E	C	0.70	C	0.71
I-80 WB Off & Douglas Blvd	E	C	0.80	C	0.80
I-80 WB On & Atlantic St	E	A	0.56	A	0.56
SR 65 N/B Off & Pleasant Grove Blvd	E	C	0.74	C	0.75
SR 65 S/B Off & Pleasant Grove Blvd	E	C	0.70	C	0.70
I-80 WB Off & Riverside Ave	E	B	0.61	B	0.62
Stanford Ranch & Sr-65 N/B On	E	D	0.83	D	0.83
Stanford Ranch/Galleria & Sr-65 S/B On	E	D	0.82	D	0.82
Taylor & Eureka I-80 EB Off	E	E	0.97	E	0.97
I-80 EB Off/Orlando & Riverside Ave	E	E	0.91	E	0.92
SR 70/99 SB & Riego Rd	E	C	0.75	C	0.75
SR 70/99 NB & Riego Rd	E	A	0.19	A	0.19

Notes:

BOLD Locations Do Not Meet LOS Policy

Shaded Locations Indicate Significant LOS Impact

Source: DKS Associates, 2011

Table 66
Average Daily Traffic Volumes and LOS on State Highways
Cumulative Plus Project Without Placer Parkway

Facility	*Segment*	*Lanes*	*2025 Cumulative Conditions Without Placer Parkway*				
			No Project		*Plus Proposed Project*		
			ADT	*LOS*	*ADT*	*LOS*	*% Change*
I-80	Sacramento County line to Riverside Ave	8	**215,900**	**F**	**215,700**	**F**	-0.09%
	Riverside Avenue to Douglas Blvd	6	**188,700**	**F**	**188,400**	**F**	-0.2%
	Douglas Blvd to Eureka Rd	6	**187,400**	**F**	**187,400**	**F**	0.0%
	Eureka Rd to Taylor Rd	8	**202,400**	**F**	**202,500**	**F**	0.0%
	Taylor Rd to SR 65	8	**191,000**	**F**	**191,100**	**F**	**+ 0.1%**
SR 65	I-80 to Galleria Blvd	6	**137,900**	**F**	**138,100**	**F**	**+ 0.1%**
	Galleria Blvd to Pleasant Grove Blvd	6	**142,200**	**F**	**142,600**	**F**	**+ 0.3%**
	Pleasant Grove Blvd to Blue Oaks Blvd	6	**131,500**	**F**	**131,800**	**F**	**+ 0.2%**
	Blue Oaks Blvd to Sunset Blvd	4	**121,700**	**F**	**121,800**	**F**	**0.1%**
SR 70/99	Sankey Rd to Riego Rd	4	61,000	C	61,100	C	+ 0.2%
	Riego Rd to Elverta Rd	4	**88,600**	**F**	**88,800**	**F**	**+ 0.2%**
	Elverta Rd to Elkhorn Blvd	4	**87,300**	**F**	**87,400**	**F**	**+ 0.1%**

Notes:

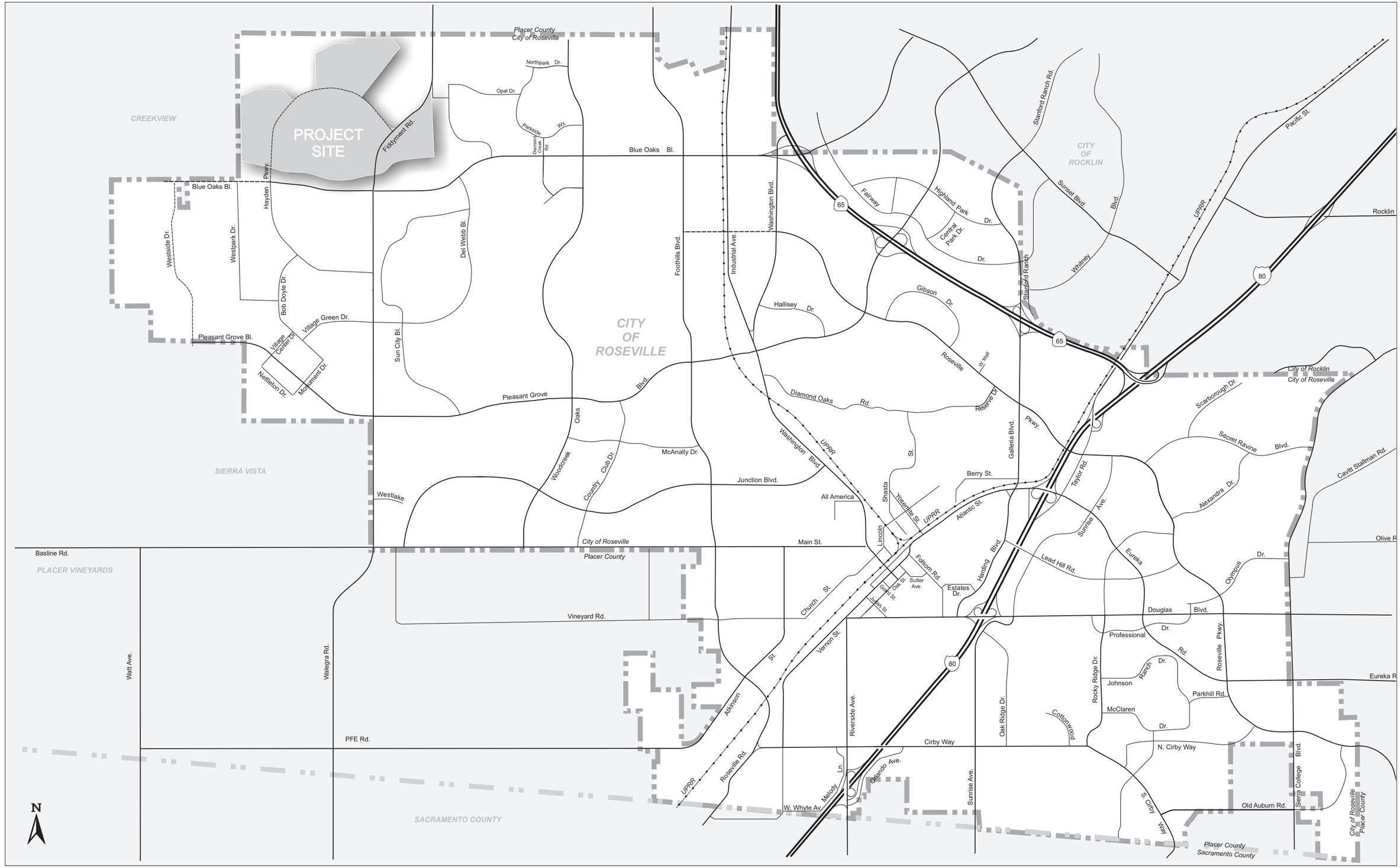
Roadway segment levels of service (LOS) are based on roadway capacities and LOS criteria in Table x

Highway segments operating at LOS F are **BOLD**.

Impacts are **Shaded**

Volumes Exclude Carpool Lanes

Source: DKS Associates, 2010



P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

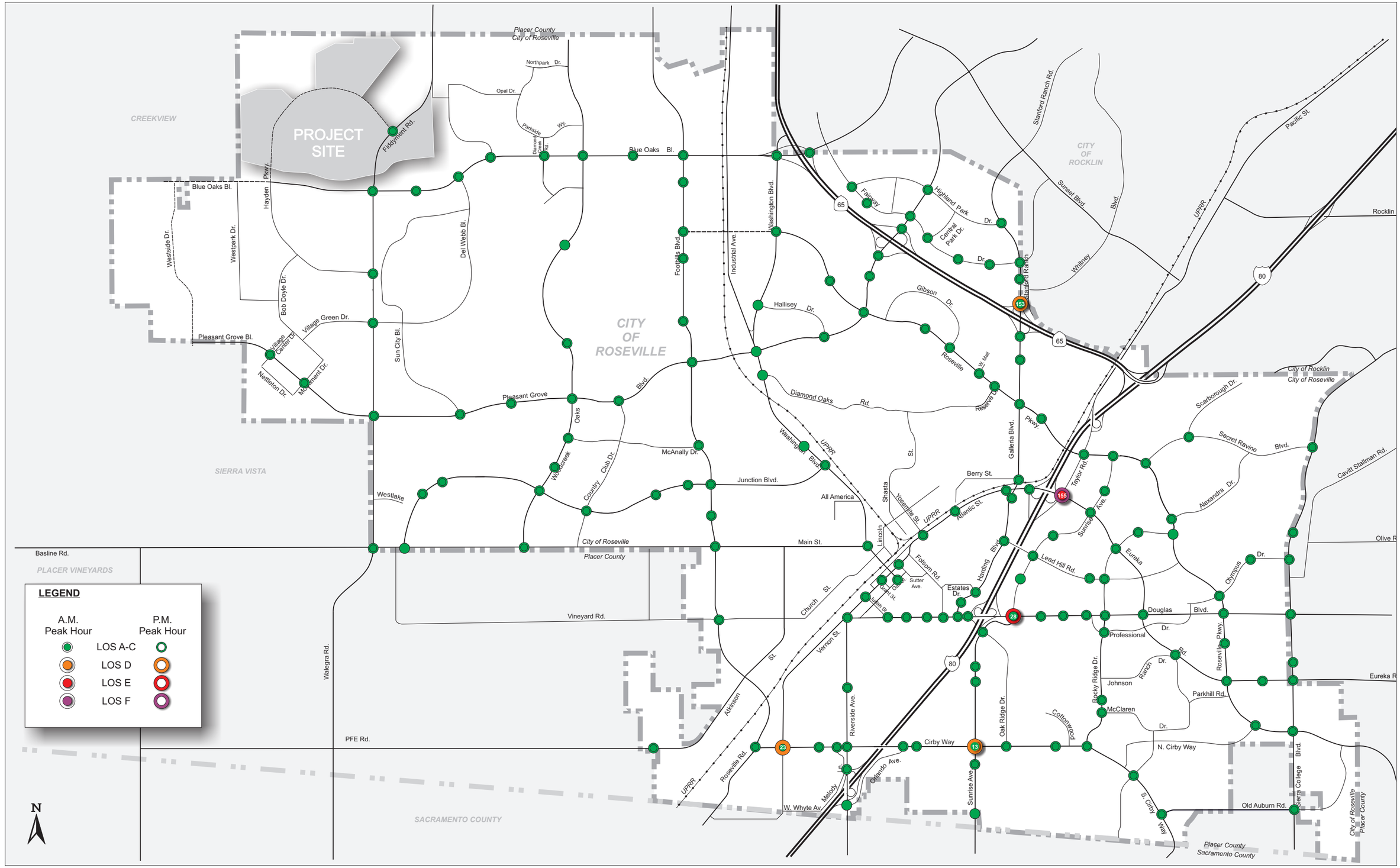
DKS *Associates*
TRANSPORTATION SOLUTIONS

FIGURE 1
Project Site Location

P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

DKS Associates
TRANSPORTATION SOLUTIONS

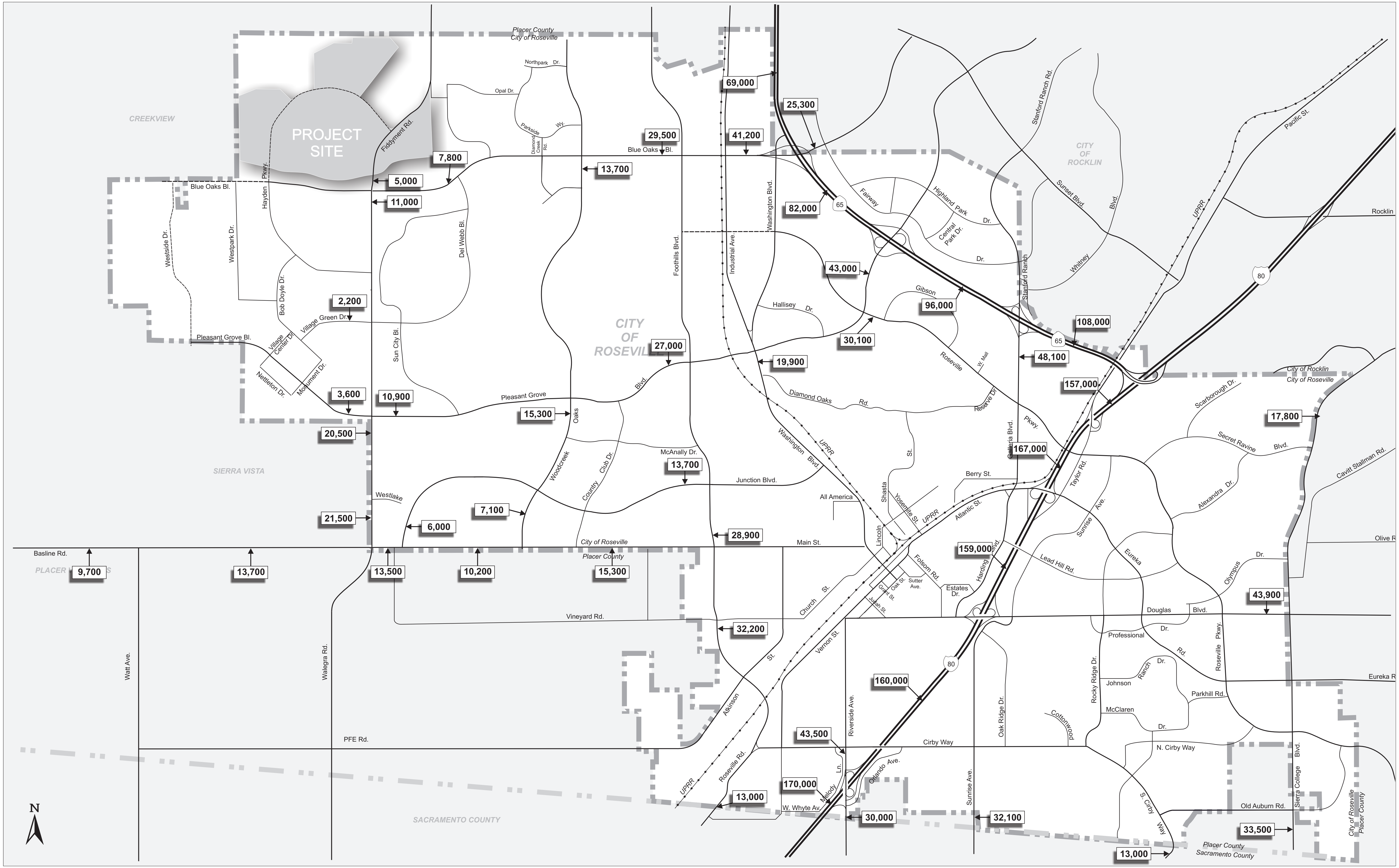
FIGURE 2
Roseville Signalized Intersections



P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

DKS *Associates*
TRANSPORTATION SOLUTIONS

FIGURE 3
Existing Level of Service at Signalized Intersections
City of Roseville



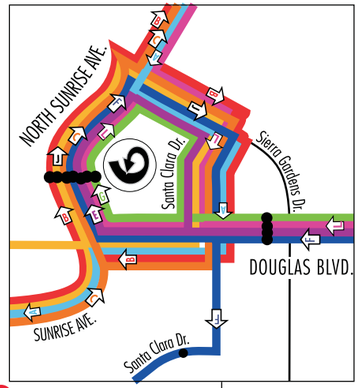
P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

DKS *Associates*
TRANSPORTATION SOLUTIONS

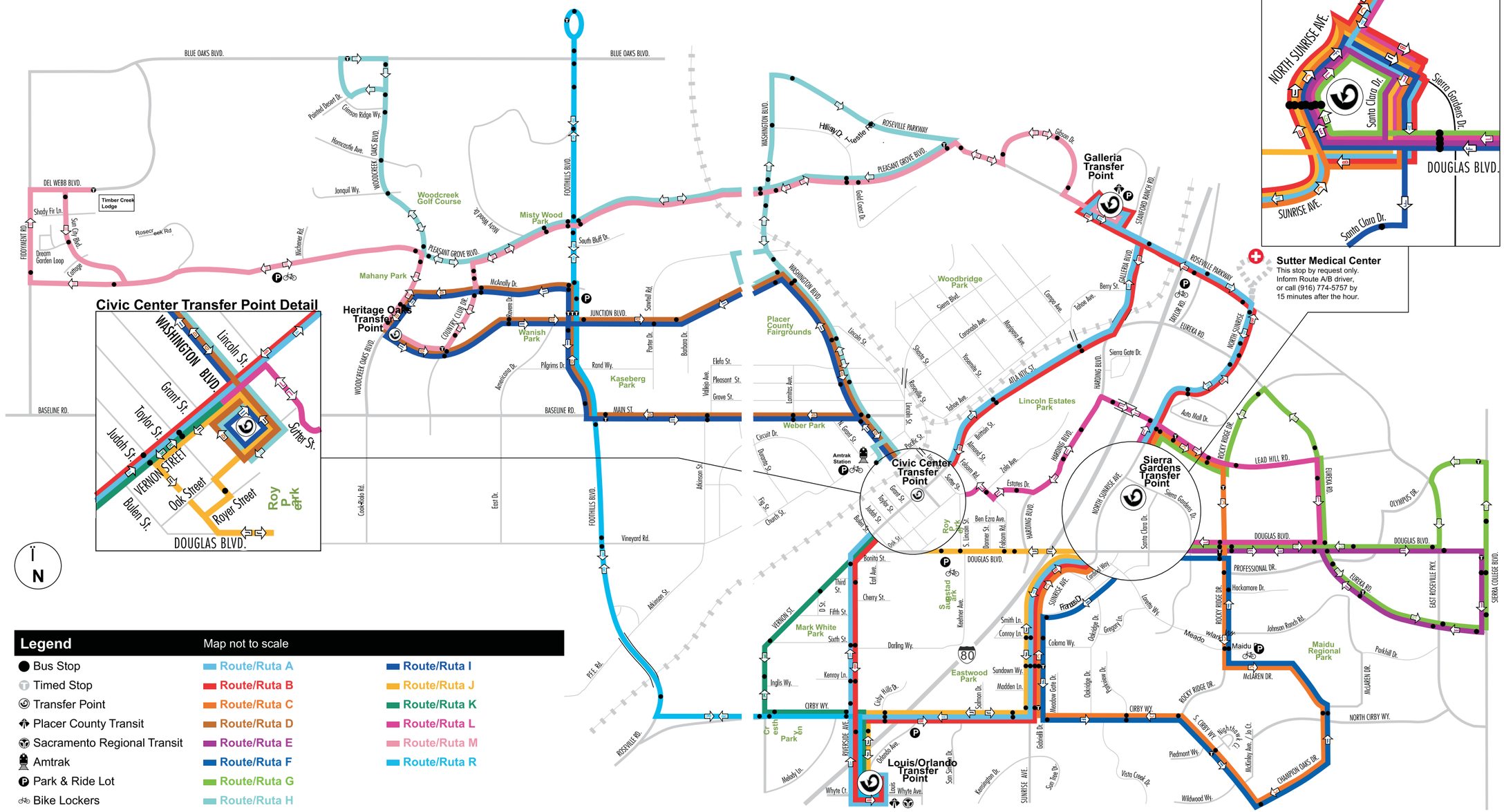
FIGURE 4
Existing Daily Traffic Volumes

Civic Center Transfer Point Detail

Sierra Gardens Transfer Point Detail



Sutter Medical Center
This stop by request only.
Inform Route A/B driver,
or call (916) 774-5757 by
15 minutes after the hour.

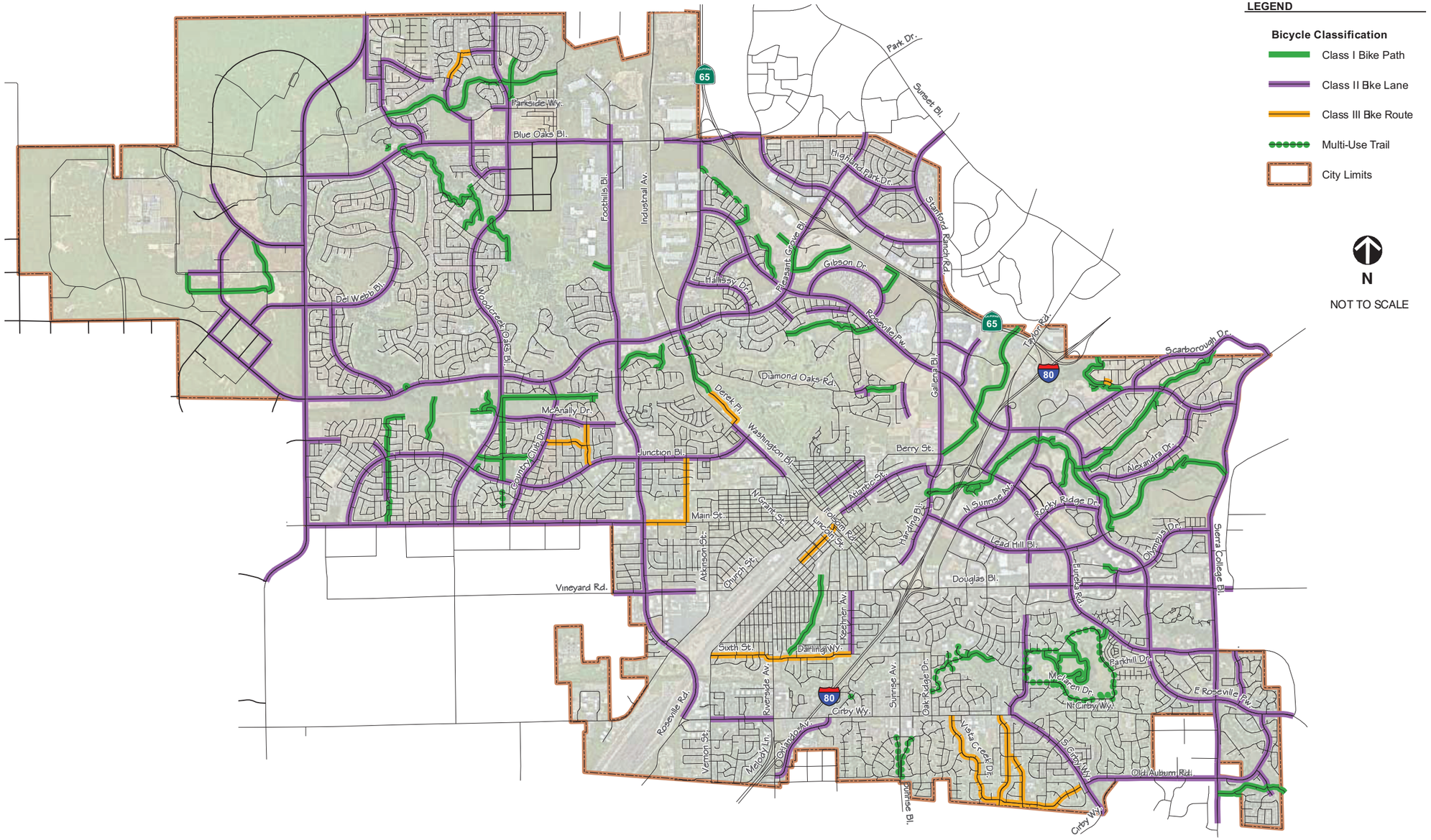


Legend	Map not to scale	
Bus Stop	Route/Ruta A	Route/Ruta I
Timed Stop	Route/Ruta B	Route/Ruta J
Transfer Point	Route/Ruta C	Route/Ruta K
Placer County Transit	Route/Ruta D	Route/Ruta L
Sacramento Regional Transit	Route/Ruta E	Route/Ruta M
Amtrak	Route/Ruta F	Route/Ruta R
Park & Ride Lot	Route/Ruta G	
Bike Lockers	Route/Ruta H	

P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

DKS Associates
TRANSPORTATION SOLUTIONS

FIGURE 5
Existing Transit Facilities
City of Roseville

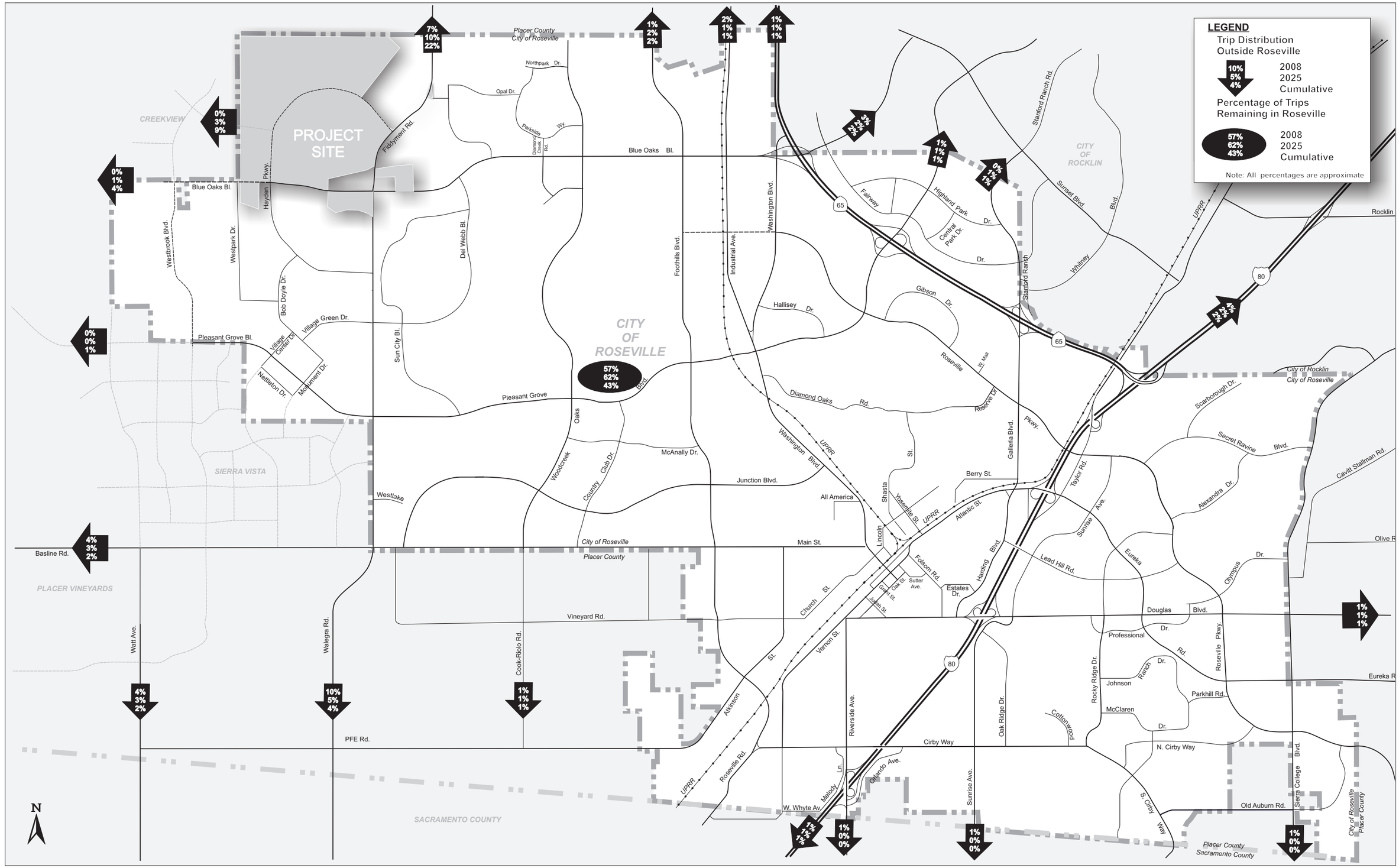


Source: City of Roseville, 2008

P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

DKS *Associates*
TRANSPORTATION SOLUTIONS

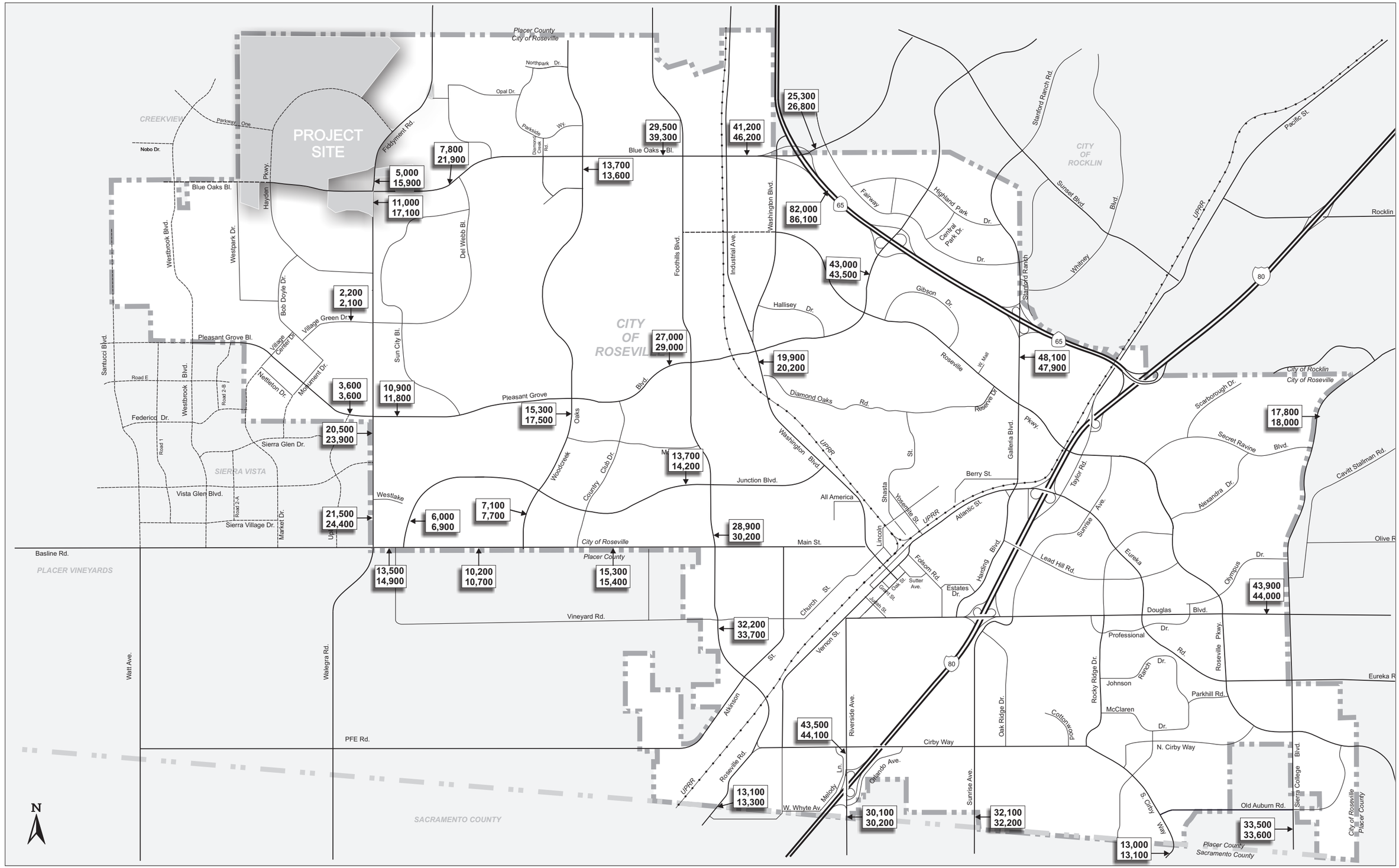
FIGURE 6
Existing Bicycle Facilities
City of Roseville



P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

DKS *Associates*
TRANSPORTATION SOLUTIONS

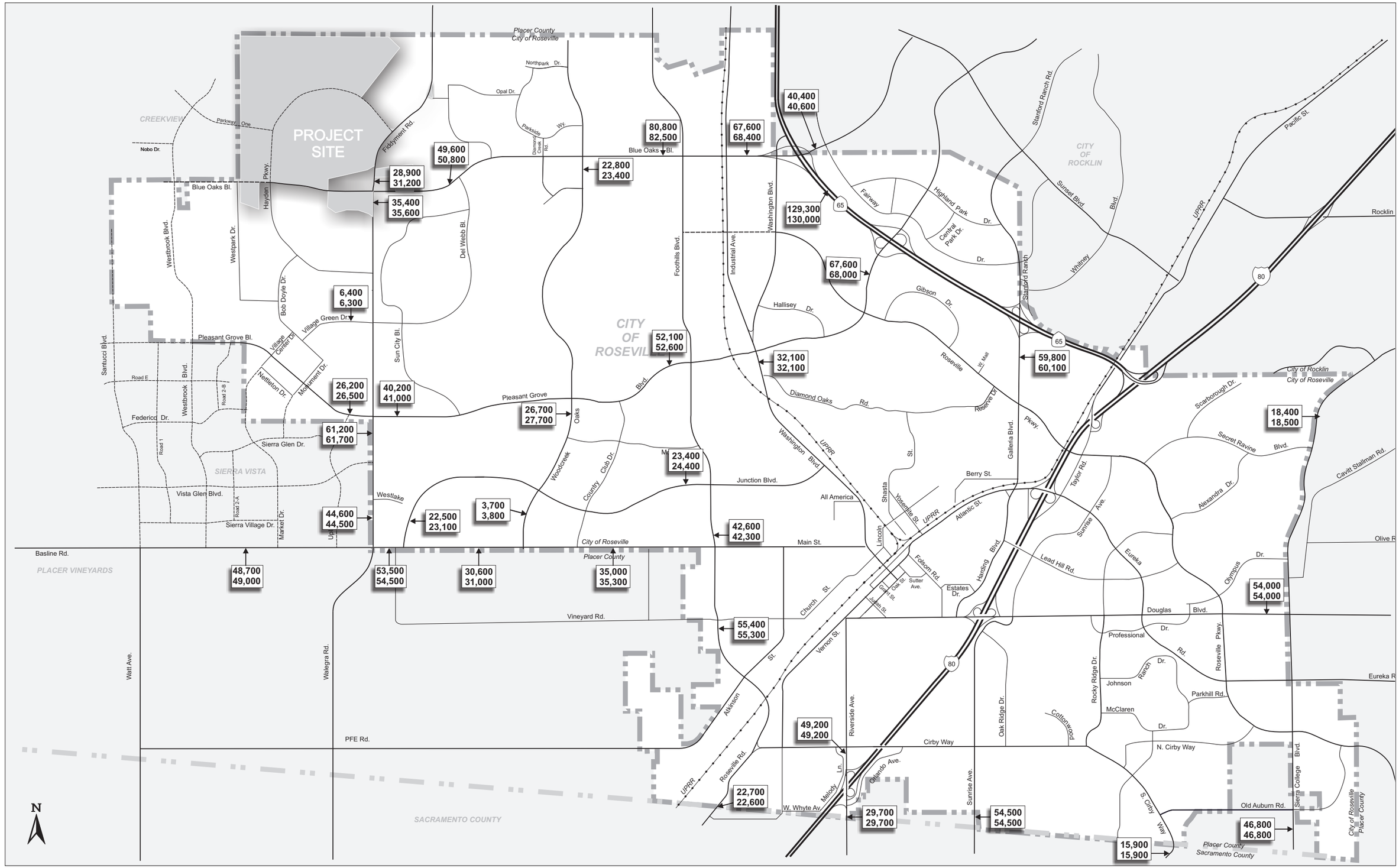
FIGURE 7
Estimated Project Trip Distribution



P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

DKS *Associates*
TRANSPORTATION SOLUTIONS

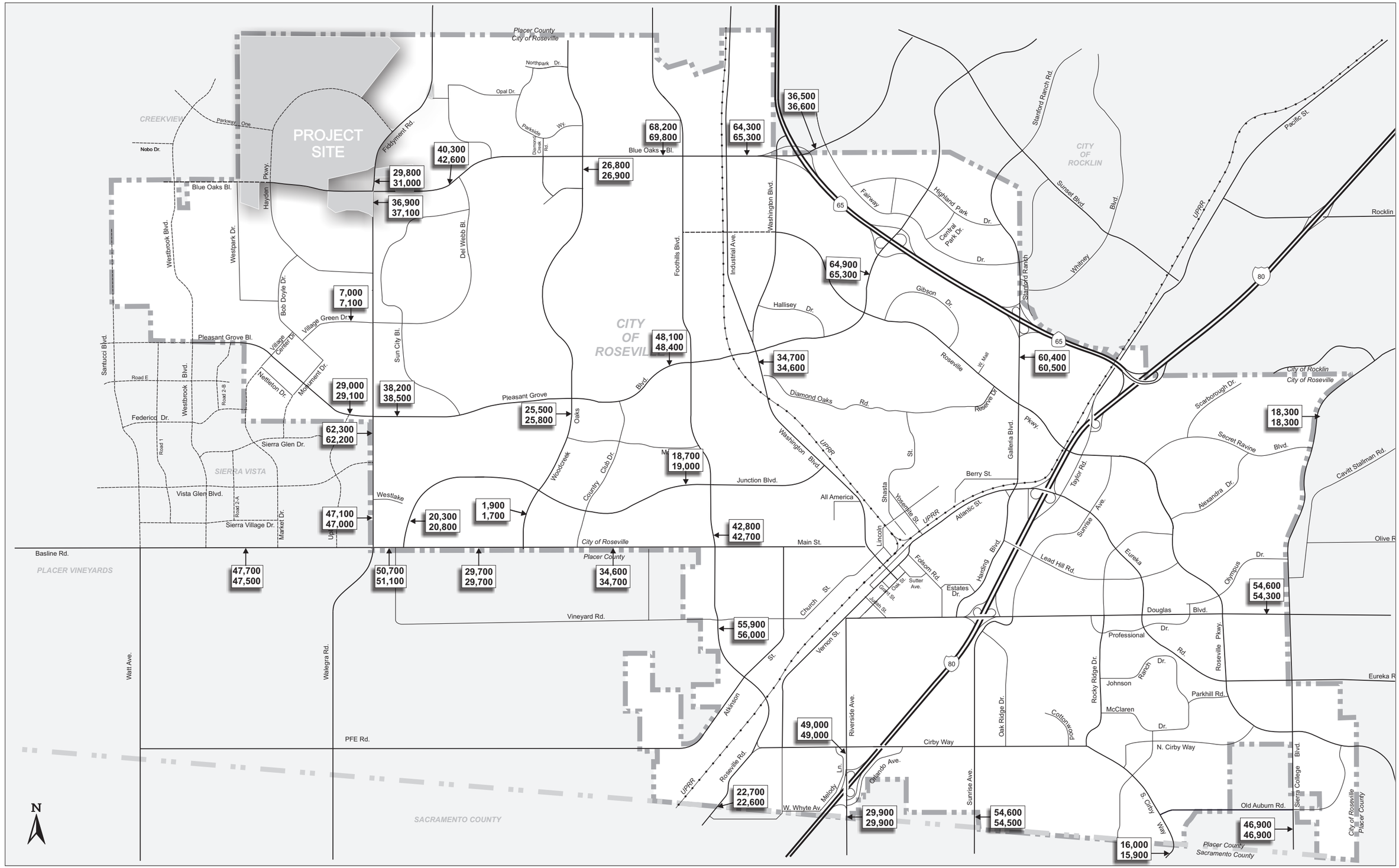
FIGURE 8
Existing and Existing Plus Project Daily Traffic Volumes on Roseville Roadways



P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

DKS *Associates*
TRANSPORTATION SOLUTIONS

FIGURE 9
2025 CIP and 2025 CIP Plus Project Daily Traffic Volumes on Roseville Roadways



P10040-000 Fiddyment Ranch Ph2 & Ph3 Amendment SIER

DKS *Associates*
TRANSPORTATION SOLUTIONS

FIGURE 10
2025 Cumulative and 2025 Cumulative Plus Project Daily Traffic Volumes on Roseville Roadways