

APPENDIX B3

**Fiddymment Ranch SPA 3
Revised Project 2025 CIP Analysis,
DKS Associates, 2013**



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MEMORANDUM

DATE: September 19, 2013
TO: Katherine Waugh, Dudek
FROM: David Tokarski and Pelle Clarke
SUBJECT: Fiddymment Ranch SPA 3 Revised Project - 2025 CIP Conditions P 13051-000

INTRODUCTION

This memorandum addresses 2025 CIP no project and 2025 CIP plus project conditions associated with a modification to the Fiddymment Ranch Specific Plan Amendment 3 (SPA3) project. The modification reduces the number of multi-family units and reduces the trip generation and buildout of the project as originally proposed and analyzed under 2025 CIP conditions in the Draft EIR.

The analysis contained in this memorandum:

- documents modifications to 2025 CIP model land use for no project and plus project conditions with the revised Fiddymment SPA3 project
- reruns the model for no project and plus project conditions for 2025 CIP conditions and post-process intersection and segment volumes for 2025 CIP conditions
- analyzes 2025 CIP no project and plus project levels of service and updates comparison tables showing intersection and segment levels of service side by side for locations in Roseville, Placer County, Sutter County and Sacramento County
- identifies significant impacts and recommends measures to mitigate 2025 CIP Plus Project impacts

PROJECT DESCRIPTION

The Fiddymment Ranch Specific Plan Amendment 3 Project would allow for the addition of 1,661 additional units within Fiddymment Ranch. Of the additional 1,661 units, 580 units are proposed as low density residential (LDR), 609 units are proposed as medium density residential (MDR), and 472 units as high density residential (HDR). This is a modification to the original Fiddymment Ranch Specific Plan Amendment 3 proposal where a total of 1,905 additional units were proposed.



TRIP GENERATION

Table 1 summarizes approved and proposed land use and daily trip generation for the Fiddymment Ranch SPA 3 project. As approved under the West Roseville Specific Plan, land uses within the project area are estimated to generate 12,224 daily trip ends. As proposed, the project is estimated to generate 27,564 daily trip ends. Compared to the planned land uses, the proposed project increases daily trip ends by 15,340.

In comparison, the previously proposed Fiddymment Ranch SPA3 project would have generated 16,610 additional trips compared to the planned land uses. The revised project would result in 1,270 fewer trips, a reduction of 7.7 percent.

STANDARDS OF SIGNIFICANCE

For the purposes of this technical memorandum, a significant impact would occur if development of the Fiddymment Ranch SPA 3 Revised Project would:

City of Roseville

- Cause a signalized intersection operating at LOS C or better to function at LOS D or worse during the p.m. peak hour;
- Cause a signalized intersection operating 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

Placer County

Standard for intersections identified in the Capital Improvement Program (CIP):

- Cause a signalized intersection 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 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 0.05 or more;

The LOS on roadways and intersections identified in the CIP shall be at LOS D. A specific exception to this standard includes the PFE Road/Walerga Road intersection that shall be LOS F as defined by Goal 6 contained within the Dry Creek/West Placer Community Plan adopted July 2011. Based on this LOS policy, a project would have an adverse impact on the PFE Road/Walerga Road intersection if the following were to occur:



- Any worsening of LOS E or F conditions as measured by increased volume-to-capacity (v/c) ratio of 0.05 or more for signalized intersections or by increased delay of 5 seconds or more for unsignalized intersections.

Sacramento County

- Cause an intersection previously identified as functioning at LOS E or better to function at LOS F;
- Cause an intersection already functioning at LOS F to experience a V/C increase of 0.05 or more;

Sutter County

- Cause an intersection already operating at LOS D or better to function at LOS E or worse;

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 TCR for Hwy 70/99 indicates this state highway has a LOS "E" standard.

METHODOLOGY

Table 1 summarizes trip generation and land use for the modification to the Fiddymment Ranch SPA3 project. DKS added the recently approved West Park Phase 4 modifications to the latest version (Westbrook Specific Plan study) of the City's 2025 CIP travel model and used the model to calculate 2025 no project conditions. The proposed project was added to the model (replacing the approved development in Fiddymment Ranch) and used to calculate 2025 CIP plus project peak hour conditions. The 2025 CIP model was also used to calculate segment volumes and turning movement volumes and levels of service within the City of Roseville as well as for the counties of Placer, Sutter and Sacramento.

Tables 2 and 3 summarize 2025 CIP no project and plus project peak hour intersection operating conditions in the City of Roseville during the a.m. and p.m. peak hours. Table 4 summarizes significant impacts at Roseville intersections, while Table 5 summarizes less than significant impacts at Roseville intersections. Table 6 compares the percentage of intersections operating at LOS C or better under 2025 CIP no project and plus project conditions. Tables 7 through 12 summarize 2025 CIP no project and plus project operating conditions in Placer County, Sacramento County, and Sutter County. Tables 13 and 14 summarize 2025 CIP no project and plus project operating conditions on State Highway facilities.



IMPACTS AND MITIGATION

Significant impacts of the proposed project were evaluated based on the thresholds of significance described above. As shown in Table 4, the proposed project would cause significant 2025 CIP impacts at five intersections in the City of Roseville.

Impacts were also evaluated that would not meet the thresholds of significance described above. Impacts at locations where the impact would not meet the City's General Plan policy were evaluated based on a threshold of 0.01 or more of added volume to capacity ratio. As shown in Table 5, the proposed project would cause less than significant impacts at 24 intersections in the City of Roseville.

2025 CIP PLUS PROJECT SIGNIFICANT IMPACTS – ROSEVILLE

A.M. Peak Hour

Table 6 shows the percentage of Roseville intersections projected to operate at LOS C or better under 2025 CIP no project and plus project conditions. The City does not have an established Level of Service Policy for a.m. peak hour traffic demand. Under 2025 CIP conditions, 186 of the City's 205 signalized intersections (which exclude those signals identified in the "pedestrian Overlay District") operate at LOS C or better. This equates to 90.7 percent of the City's signalized intersections functioning at LOS C or better during the a.m. peak period which is significantly higher than the City's PM peak hour requirement that 70 percent of the City's signalized intersections function at LOS C or better. Under the Plus Project scenario, 184 of the City's 205 signalized intersections would operate at LOS C or better. This means that 89.8 percent of the City's intersection would function at LOS C or better during the a.m. peak hour which is still significantly higher than the City's PM peak hour requirement of 70 percent.

As noted in Tables 2 and 4, the proposed project would cause significant 2025 CIP impacts at four intersections under the 2025 CIP Plus Project Scenario during the a.m. peak hour:

- Baseline Rd & Fiddymment Rd
- Junction Bl & Country Club Dr
- Woodcreek Oaks & Baseline
- Fiddymment Rd & Westhills Dr
- Baseline Rd & Fiddymment Rd

Baseline Road & Fiddymment Road – The a.m. peak hour level of service at this location would degrade from LOS D to LOS E. This represents a significant impact based upon peak hour



intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS D conditions:

- *Construction of triple southbound left turn lanes.*

While construction of this improvement could mitigate the impact, this measure is not feasible due to right of way constraints. This impact is ***significant and unavoidable***.

Junction Boulevard & Country Club Drive – The a.m. peak hour level of service at this location would degrade from LOS C to LOS D. This represents a significant impact based upon peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS C conditions:

- *Construction of an exclusive northbound right turn lane. With construction of this improvement the northbound approach would have: one left turn lane, one through lane and one right turn lane.*

This improvement will be included in the next update to the City of Roseville’s Capital Improvement Program which will include the collection of fees for this element of the program. Construction of this improvement will occur with future implementation of the CIP program. Development within the Fiddymment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for this improvement. Implementation of this Mitigation Measure, which requires the development under the proposed Fiddymment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to ***Less than Significant***.

Woodcreek Oaks & Baseline Road – The a.m. peak hour level of service at this location would degrade from LOS D to LOS E. This represents a significant impact based upon peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS D conditions:

- *Construction of double southbound left turn lanes.*

This improvement will be included in the next update to the City of Roseville’s Capital Improvement Program which will include the collection of fees for this element of the program. Construction of this improvement will occur with future implementation of the CIP program. Development within the Fiddymment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for this improvement. Implementation of this Mitigation Measure, which requires



the development under the proposed Fiddymment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to ***Less than Significant***.

Fiddymment Road & Westhills Drive – The a.m. peak hour level of service at this location would degrade from LOS C to LOS D. This represents a significant impact based upon peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS C conditions:

- *Construction of double southbound left turn lanes.*

This improvement will be included in the next update to the City of Roseville’s Capital Improvement Program which includes the collection of fees for this element of the program. Construction of this improvement will occur with future implementation of the CIP program. Development within the Fiddymment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for this improvement. Implementation of this Mitigation Measure, which requires the development under the proposed Fiddymment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to ***Less than Significant***.

P.M. Peak Hour

Table 6 shows the percentage of Roseville intersections projected to operate at LOS C or better under 2025 CIP no project and plus project conditions. Under 2025 CIP no project and plus project conditions, 162 of the City’s 205 signalized intersections (which exclude those signals identified in the “pedestrian Overlay District”) operate at LOS C or better. This equates to 79.0 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’s p.m. peak hour requirement that 70 percent of the City’s signalized intersections function at LOS C or better.

Table 3 shows the projected p.m. peak hour levels of service in the City of Roseville under 2025 CIP no project and 2025 CIP plus project conditions. Table 4 summarizes significantly impacted signalized intersections in the City of Roseville.

As noted in Tables 3 and 4, the proposed project would cause significant 2025 CIP impacts at two intersections under the 2025 CIP Plus Project Scenario during the p.m. peak hour:

- Washington & Sawtell/Derek
- Fiddymment Rd & Westhills Dr



Baseline Road & Sawtell/Derek – The p.m. peak hour level of service at this location would degrade from LOS C to LOS D. This represents a significant impact based upon p.m. peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS C conditions:

- *Construction of two southbound through lanes. With construction of this improvement the southbound approach would have: one left turn lane, two through lanes and one right turn lane.*

This improvement will be included in the next update to the City of Roseville’s Capital Improvement Program which will include the collection of fees for this element of the program. Construction of this improvement will occur with future implementation of the CIP program. Development within the Fiddymment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for this improvement. Implementation of this Mitigation Measure, which requires the development under the proposed Fiddymment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to ***Less than Significant***.

Fiddymment Road & Westhills Drive – The p.m. peak hour level of service at this location would degrade from LOS D to LOS E. This represents a significant impact based upon p.m. peak hour intersection significance criteria in the City of Roseville. Construction of the following improvement would improve the operation of this intersection in the 2025 CIP Plus Project scenario to LOS D conditions:

- *Construction of double northbound left turn lanes.*

This improvement will be included in the next update to the City of Roseville’s Capital Improvement Program which includes the collection of fees for this element of the program. Construction of this improvement will occur with future implementation of the CIP program. Development within the Fiddymment Ranch Specific Plan Amendment 3 Area will be required to pay fair share costs for this improvement. Implementation of this Mitigation Measure, which requires the development under the proposed Fiddymment Ranch Specific Plan Amendment 3 project to pay fair share costs for these improvements, reduces this impact to ***Less than Significant***.

2025 CIP PLUS PROJECT LESS THAN SIGNIFICANT IMPACTS – ROSEVILLE

Tables 2 and 3 show the projected a.m. and p.m. peak hour levels of service in the City of Roseville under 2025 CIP no project and 2025 CIP plus project conditions. Table 5 summarizes locations where the project would have an impact. The project is considered to have an impact if it would:



- Cause a signalized intersection operating at LOS D, E or F without the project to experience a v/c increase of 0.01 or more with the project, and,
 - Not cause an intersection operating at LOS C or better to operate at LOS D or worse, or,
 - Not cause a signalized intersection operating at LOS D or E to degrade by one or more LOS category (i.e. from LOS D to LOS E or LOS E to LOS F)

As summarized in Table 5, the proposed project would cause 2025 CIP plus project impacts at 24 intersections in the City of Roseville during the a.m. and p.m. peak hours.

As noted in Tables 2 and 3, and summarized in Table 5, the proposed project would cause 2025 CIP impacts at 24 intersections under the 2025 CIP Plus Project Scenario during the a.m. and p.m. peak hours:

A.M. Peak Hour

- Blue Oaks Bl & Foothills Bl
- Blue Oaks Bl & Woodcreek Oaks Bl
- Cirby Wy & Foothills Bl
- Foothills Bl & Pleasant Grove Bl
- Pleasant Grove & Roseville Pkwy
- Woodcreek Oaks & Mcanally
- Taylor & Eureka I-80 EB Off

P.M. Peak Hour

- Baseline Rd & Fiddymment Rd
- Blue Oaks Bl & Diamond Creek Bl
- Blue Oaks Bl & Foothills Bl
- Cirby Wy & Vernon St
- Foothills & Baseline/Main
- Foothills Bl & Roseville Pkwy/HP Central
- Foothills Bl & Junction Bl
- Foothills Bl & Mcanally Dr
- Foothills Bl & Vineyard Rd
- Galleria & Roseville Pkwy
- Junction Bl & Baseline Rd
- Junction Bl & Washington Bl
- Pleasant Grove & Fairway
- Pleasant Grove & Roseville Pkwy



- Pleasant Grove & Wal-Mart/Highland Pointe
- Pleasant Grove & Washington
- Roseville Parkway & Chase
- Stanford Ranch & Sr-65 N/B On
- Industrial Ave & Alantown Dr

While an added v/c of 0.01 or more to already degraded intersections is considered in this analysis as an impact, the impacts are not considered significant as they do not meet the thresholds described above in the Standards of Significance section. Therefore, no mitigation is proposed at these locations and these impacts are considered *less than significant*.

2025 CIP Plus Project Conditions – Placer County

A.M. and P.M. Peak Hours

Table 7 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. peak hour and p.m. peak hours without the project. Of the five study intersections in Placer County, two are projected to continue to operate at the same unacceptable LOS but not have an increase in v/c of 0.05 or more. This is not a significant impact. This impact considered to be *less than significant*.

Daily Volumes

Table 8 shows the changes in daily traffic volume on Placer County roadways under 2025 CIP and 2025 CIP Plus Project conditions. The table shows that under 2025 CIP conditions, no segments would be significantly impacted under the 2025 CIP Plus Project scenario. This impact considered to be *less than significant*.

2025 CIP Plus Project Conditions – Sacramento County

A.M. and P.M. Peak Hours

Table 9 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 several Sacramento County intersections would operate below acceptable levels of service during the a.m. peak hour and p.m. peak hours without the project. Of the six study intersections in Sacramento County, two are projected to continue to operate at the same unacceptable LOS but not result in degradation of LOS with the project. This is not a significant impact. This impact considered to be *less than significant*.



Daily Volumes

Table 10 shows the changes in daily traffic volume on Sacramento County roadways under 2025 CIP and 2025 CIP Plus Project conditions. The table shows that under 2025 CIP conditions, no segments would be significantly impacted under the 2025 CIP Plus Project scenario. This impact is considered to be *less than significant*.

2025 CIP Plus Project Conditions – Sutter County

A.M. and P.M. Peak Hours

Table 11 shows the changes in a.m. and p.m. peak hour intersection level of service at a number of Sutter County intersections. The table shows that no Sutter County intersections would operate below acceptable levels of service during the a.m. peak hour and p.m. peak hours without the project. Of the six study intersections in Sutter County, two are projected to continue to operate at the same unacceptable LOS but not result in degradation of LOS with the project. This is not a significant impact. This impact considered to be *less than significant*.

Daily Volumes

Table 12 shows the change in daily traffic volume on a Sutter County roadway under 2025 CIP and 2025 CIP Plus Project conditions. The table shows that under 2025 CIP conditions, the study segment would not be significantly impacted under the 2025 CIP Plus Project scenario. This impact is considered to be *less than significant*.

2025 CIP Plus Project Conditions – State Highway

A.M. and P.M. Peak Hours

The Proposed Project would increase traffic volumes at the SR 70/99 and Riego Road future interchange under 2025 CIP Conditions. 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 13 shows the 2025 CIP and 2025 CIP Plus Project levels of service at the future SR 70/99 and Riego Road interchange providing access to the project. The State's Transportation Concept Reports (TCR's) for the SR 70/99 highway stipulates a level of service standard of E or better. The table shows that SR 70/99 and Riego Road interchange 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*.



Daily Volumes

Table 14 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 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 Fiddymment Ranch Specific Plan Amendment 3 will be required to participate in this fee program. In addition, the Fiddymment 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***.

Table 1**Approved and Proposed Land Use and Daily Trip Generation
Fiddymment Ranch SPA3**

<i>Land Use</i>	<i>Units</i>			<i>Daily Trip Ends Per Unit</i>	<i>Daily Trip Ends</i>		
	<i>Approved</i>	<i>Proposed Project</i>	<i>Proposed Project vs. Approved</i>		<i>Approved</i>	<i>Proposed Project</i>	<i>Proposed Project vs. Approved</i>
Single Family	1,288	1995	+ 707	9 per DU	11,592	17,955	+ 6,363
Multi Family	0	954	+ 954	6.5 per unit	0	6,201	+ 6,201
Total Residential	1,288	2949	+ 1,661		11,592	24,156	+ 12,564
Commercial	0.0	79.2	+ 79.2	35 Per KSF	0	2,771	+ 2,771
School	approx. 600 students	approx. 600 students	+ 0 students	1 per student	600	600	-
Park	14.6	16.8	2.2	2.2 per Acre	32	37	-
Total Trips					12,224	27,564	+ 15,340

Notes:

Based on SPA3 parcels only.

Commercial based on 0.25 FAR.

Single-family includes all low density residential (LDR) and any medium density residential (MDR) under 10 dwelling units (du)per acre. Multi-family includes all high density residential (HDR) and any MDR greater than 10 du/acre.

Table 2
Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – AM Peak Hour

		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	0.75	C	0.74
3	Atlantic St & Yosemite St	A	0.56	A	0.56
4	Baseline Rd & Fiddymment Rd	D	0.89	E	0.93
5	Blue Oaks & Crocker Ranch	B	0.68	B	0.69
6	Blue Oaks & Del Webb	A	0.59	B	0.61
7	Blue Oaks & Fiddymment	C	0.74	C	0.80
8	Blue Oaks & New Meadow	C	0.72	C	0.74
9	Blue Oaks & Orchard View	B	0.61	B	0.63
10	Blue Oaks Bl & Diamond Creek Bl	C	0.77	C	0.79
11	Blue Oaks Bl & Foothills Bl	E	0.96	E	0.98
12	Blue Oaks Bl & Woodcreek Oaks Bl	E	0.94	E	0.95
13	Cirby & Sunrise	E	0.92	E	0.92
14	Cirby Wy & Foothills Bl	F	1.01	F	1.02
15	Cirby Wy & Melody Ln	A	0.59	A	0.59
16	Cirby Wy & Northridge Dr	C	0.78	C	0.79
17	Cirby Wy & Oak Ridge Dr	A	0.55	A	0.55
18	Cirby Wy & Orlando Av	E	0.92	E	0.91
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	0.53
28	Douglas & Sunrise	C	0.70	C	0.71
29	Douglas & Target	A	0.44	A	0.44
30	Douglas Bl & E Roseville Pw	C	0.74	C	0.75
31	Douglas Bl & Folsom Rd	A	0.50	A	0.50
32	Douglas Bl & Harding Bl	B	0.66	B	0.65
33	Douglas Bl & Judah St	A	0.33	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	0.75	C	0.74
37	Eureka & Lead Hill	A	0.47	A	0.46
38	Eureka & N. Sunrise	A	0.57	A	0.57

Table 2
Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – AM Peak Hour

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
39	Eureka & Rocky Ridge	A	0.53	A	0.53
40	Eureka Rd & Ashland Dr	A	0.36	A	0.37
41	Eureka Rd & Deer Valley Apts	A	0.37	A	0.38
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	Fiddymment & Del Webb/Village Green	B	0.63	B	0.66
48	Fiddymment & Hayden Pkwy North	A	0.45	A	0.44
49	Fiddymment & Hayden Pkwy South	A	0.55	A	0.57
50	Foothills & Baseline/Main	E	0.97	E	0.96
51	Foothills & Misty Wood/Nec	A	0.58	A	0.59
52	Foothills Bl & Albertsons Dr	A	0.52	A	0.52
53	Foothills Bl & Atkinson Rd	A	0.54	A	0.55
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	0.80
57	Foothills Bl & Mcanally Dr	B	0.60	B	0.60
58	Foothills Bl & Pleasant Grove Bl	D	0.87	D	0.88
59	Foothills Blvd & Rand/Pilgrims	A	0.51	A	0.50
60	Foothills Bl & Vineyard Rd	B	0.68	C	0.70
61	Galleria & Antelope Creek	A	0.44	A	0.44
62	Galleria & Berry	B	0.66	B	0.67
63	Galleria & Roseville Pkwy	C	0.80	C	0.79
64	Harding & Wills	B	0.63	B	0.64
65	Harding Bl & Estates Dr	A	0.46	A	0.45
66	Harding Bl & Lead Hill Bl	C	0.70	C	0.71
67	Harding Bl & Roseville Square	A	0.35	A	0.35
68	Junction & Stonecrest/Magenta	C	0.71	C	0.73
69	Junction Bl & Americana Dr	A	0.57	A	0.59
70	Junction Bl & Baseline Rd	C	0.70	B	0.69
71	Junction Bl & Country Club Dr	C	0.80	D	0.82
72	Junction Bl & Park Regency Dr	C	0.71	C	0.71
73	Junction Bl & Porter Dr	B	0.61	B	0.63
74	Junction Bl & Revere Dr	A	0.53	A	0.56
75	Junction Bl & Washington Bl	A	0.53	A	0.53
76	Junction Bl & Woodcreek Oaks Bl	A	0.58	A	0.59
77	Lead Hill Bl & N Sunrise Av	A	0.53	A	0.53

Table 2
Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – AM Peak Hour

		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	0.26
80	N Sunrise Av & Automall Dr	A	0.36	A	0.36
81	N Sunrise Av & Stone Point Dr	A	0.44	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 & Fiddymment	C	0.80	C	0.81
87	Pleasant Grove & Gold Coast/Hallissy	C	0.71	C	0.72
88	Pleasant Grove & Highland Park	A	0.34	A	0.34
89	Pleasant Grove & Market	A	0.52	A	0.53
90	Pleasant Grove & Michener	B	0.65	B	0.66
91	Pleasant Grove & Monument	A	0.46	A	0.46
92	Pleasant Grove & Rose Creek	B	0.63	B	0.64
93	Pleasant Grove & Roseville Pkwy	F	1.02	F	1.03
94	Pleasant Grove & Sun City	B	0.66	B	0.68
95	Pleasant Grove & Wal-Mart/Highland Pointe	A	0.52	A	0.52
96	Pleasant Grove & Washington	D	0.86	D	0.86
97	Pleasant Grove Bl & Country Club Dr	C	0.70	C	0.70
98	Pleasant Grove Bl & Woodcreek Oaks Bl	B	0.67	B	0.69
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	0.57	A	0.57
104	Roseville Parkway & Creekside Ridge	A	0.52	A	0.53
105	Roseville Parkway & Gibson	D	0.89	D	0.89
106	Roseville Parkway & N. Sunrise	C	0.76	C	0.75
107	Roseville Parkway & Reserve	A	0.54	A	0.55
108	Roseville Parkway & Secret Ravine	A	0.57	A	0.57
109	Roseville Parkway & Taylor	D	0.88	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	0.54	A	0.53
113	Roseville Pw & Lead Hill/Orvietto	B	0.60	B	0.60
114	Roseville Pw & N Cirby Wy	A	0.41	A	0.41
115	Roseville Pw & Olympus Dr	A	0.56	A	0.56
116	Roseville Pw & Rocky Ridge Dr	A	0.47	A	0.47

Table 2
Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – AM Peak Hour

		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	0.52
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	B	0.66	B	0.65
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	0.62	B	0.64
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	0.62
130	Stanford Ranch & Fairway	A	0.50	A	0.50
131	Stanford Ranch & Five Star	A	0.41	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	0.69
139	Washington & Sawtell/Derek	A	0.56	A	0.56
140	Washington Bl & Hallissy Dr	A	0.49	A	0.50
141	Woodcreek Oaks & Baseline	D	0.90	E	0.91
142	Woodcreek Oaks & Canevari/Arsenault	A	0.45	A	0.48
143	Woodcreek Oaks & Horncastle	A	0.54	A	0.54
144	Woodcreek Oaks & Mcanally	D	0.86	D	0.87
145	Woodcreek Oaks & Trailee	B	0.60	B	0.61
146	SR 65 N/B Off & Blue Oaks Blvd	A	0.56	A	0.56
147	Washington Blvd & Blue Oaks Blvd	A	0.50	A	0.50
148	I-80 WB Off & Douglas Blvd	C	0.70	B	0.69
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	0.43	A	0.44
152	I-80 WB Off & Riverside Ave	C	0.72	C	0.72
153	Stanford Ranch & Sr-65 N/B On	A	0.54	A	0.54
154	Stanford Ranch/Galleria & Sr-65 S/B On	A	0.44	A	0.44
155	Taylor & Eureka I-80 EB Off	D	0.82	D	0.83
156	Fairway & Highland Park	A	0.39	A	0.38

Table 2
Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – AM Peak Hour

		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	0.75
Future Signals in CIP					
158	Roseville Rkwy & Old Auburn	A	0.24	A	0.24
159	Washington Blvd & Industrial	A	0.59	A	0.58
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	0.48	A	0.48
163	Blue Oaks Blvd & Westbrook Blvd	A	0.26	A	0.28
164	Blue Oaks Blvd & Hayden Pkwy	A	0.57	B	0.60
165	Fiddymment Rd & Westhills Dr	C	0.81	D	0.82
166	Pleasant Grove Blvd & Westbrook Blvd	B	0.60	A	0.57
167	Fiddymment Rd & Westlake Dr	A	0.44	A	0.43
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.32	A	0.32
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.47	A	0.49
170	Industrial Ave & Alantown Dr	E	0.92	E	0.92
171	Roseville Pkwy & Gibson West	F	1.02	F	1.02
172	Washington Blvd & All America	A	0.51	A	0.52
173	Cirby & Cottonwood	A	0.54	A	0.54
174	Secret Ravine & Alexandra	A	0.14	A	0.14
175	Fiddymment Rd & Fiddymment Ranch EW Rd	A	0.43	B	0.63
176	Douglas Bl & I-80 EB On	A	0.48	A	0.48
Signalized Intersections Added with Sierra Vista					
177	Santucci Blvd & Pleasant Grove Blvd	A	0.54	A	0.53
178	Santucci Blvd & Federico Dr	A	0.41	A	0.41
179	Santucci Blvd & Vista Glen Blvd	A	0.33	A	0.33
180	Watt Ave & Baseline Rd	B	0.69	B	0.69
181	Westbrook Blvd & Federico Dr	A	0.34	A	0.35
182	Westbrook Blvd & Vista Glen Blvd	A	0.42	A	0.42
183	Westbrook Blvd & Baseline Rd	C	0.76	C	0.77
184	Market St & Vista Glen Blvd	A	0.35	A	0.36
185	Market St & Baseline Rd	B	0.64	B	0.65
186	Pleasant Grove Blvd & Upland Dr	A	0.55	A	0.55
187	Upland Dr & Vista Glen Blvd	A	0.37	A	0.38
188	Upland Dr & Baseline Rd	A	0.53	A	0.53
189	Baseline Rd & CMU3 Entrance	A	0.47	A	0.47
190	Westbrook Blvd & Sierra Village Dr	A	0.36	A	0.37
191	Vista Glen Blvd & Road 2A	A	0.23	A	0.23
192	Vista Glen Blvd & SV NS Coll 5	A	0.32	A	0.32
193	Santucci Blvd & SV CC5 CC6	A	0.28	A	0.29
194	Santucci Blvd & Sierra Village Dr	A	0.44	A	0.44

Table 2**Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – AM Peak Hour**

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
195	Vista Glen Blvd & Road 1	A	0.07	A	0.08
196	Westbrook Blvd & Sierra Glen Dr	A	0.23	A	0.25
197	Baseline Rd & SV CC2	A	0.43	A	0.44
198	Baseline Rd & SV CCBP2	A	0.50	A	0.50
199	Baseline Rd & SV CC4	A	0.49	A	0.50
Signalized Intersections Added with Creekview					
200	Westbrook Blvd & Parkway One	A	0.25	A	0.26
201	Westbrook Blvd & Nobo Dr	A	0.17	A	0.18
202	Blue Oaks Blvd & Nobo Dr	A	0.33	A	0.32
Intersections added with Westbrook					
203	Santucci Blvd & Road E	n/a		A	0.31
204	Westbrook Blvd & Road E	n/a		A	0.26
205	Pleasant Grove Blvd & Road 1	n/a		A	0.42
Intersections added with Pedestrian Overlay					
1001	Riverside Av & Darling Wy	C	0.78	C	0.77
1002	Vernon & Douglas/Riverside	A	0.53	A	0.53
1003	Vernon & Grant	A	0.45	A	0.46
1004	Vernon & Judah	A	0.46	A	0.46
1005	Vernon & Lincoln	A	0.57	A	0.58
1006	Washington & Main	A	0.58	A	0.59
1007	Washington & Oak	A	0.54	A	0.54
Note: BOLD Locations do not meet LOS C Policy					
XXX	Impact that does not meet City's GP LOS Standard of Significance				
XXX	Significant Impact that does meet City's LOS Standard of Significance				

Table 3
Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – PM Peak Hour

		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	0.76	C	0.76
3	Atlantic St & Yosemite St	B	0.69	B	0.69
4	Baseline Rd & Fiddymment Rd	E	0.99	E	1.00
5	Blue Oaks & Crocker Ranch	B	0.69	C	0.70
6	Blue Oaks & Del Webb	B	0.63	B	0.64
7	Blue Oaks & Fiddymment	C	0.76	C	0.78
8	Blue Oaks & New Meadow	C	0.70	C	0.71
9	Blue Oaks & Orchard View	B	0.62	B	0.63
10	Blue Oaks Bl & Diamond Creek Bl	E	0.96	E	0.98
11	Blue Oaks Bl & Foothills Bl	F	1.35	F	1.36
12	Blue Oaks Bl & Woodcreek Oaks Bl	B	0.69	C	0.70
13	Cirby & Sunrise	F	1.09	F	1.09
14	Cirby Wy & Foothills Bl	F	1.11	F	1.11
15	Cirby Wy & Melody Ln	B	0.62	B	0.62
16	Cirby Wy & Northridge Dr	E	0.94	E	0.94
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	1.16	F	1.16
21	Cirby Wy & Rocky Ridge Dr	B	0.64	B	0.65
22	Cirby Wy & San Simeon Dr	B	0.65	B	0.65
23	Cirby Wy & Vernon St	F	1.29	F	1.30
24	Douglas & Eureka	B	0.67	B	0.66
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	D	0.90
29	Douglas & Target	B	0.69	B	0.69
30	Douglas Bl & E Roseville Pw	C	0.74	C	0.74
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	0.51	A	0.50
34	Douglas Bl & Keehner Av	A	0.49	A	0.49
35	Douglas Bl & Park Dr	A	0.42	A	0.41
36	Douglas Bl & Sierra College Bl	D	0.86	D	0.86
37	Eureka & Lead Hill	A	0.53	A	0.54
38	Eureka & N. Sunrise	C	0.76	C	0.77

Table 3
Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – PM Peak Hour

		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	0.44	A	0.44
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	Fiddymment & Del Webb/Village Green	B	0.66	B	0.67
48	Fiddymment & Hayden Pkwy North	A	0.51	A	0.51
49	Fiddymment & Hayden Pkwy South	B	0.60	A	0.59
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	0.57	A	0.57
54	Foothills Bl & Roseville Pkwy/HP Central	D	0.84	D	0.86
55	Foothills Bl & HP South	A	0.54	A	0.54
56	Foothills Bl & Junction Bl	D	0.84	D	0.85
57	Foothills Bl & Mcanally Dr	D	0.88	D	0.90
58	Foothills Bl & Pleasant Grove Bl	E	1.00	E	0.99
59	Foothills Blvd & Rand/Pilgrims	A	0.59	A	0.59
60	Foothills Bl & Vineyard Rd	D	0.83	D	0.84
61	Galleria & Antelope Creek	B	0.66	B	0.66
62	Galleria & Berry	D	0.85	D	0.85
63	Galleria & Roseville Pkwy	F	1.01	F	1.03
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	0.51	A	0.52
69	Junction Bl & Americana Dr	A	0.59	A	0.59
70	Junction Bl & Baseline Rd	D	0.85	D	0.86
71	Junction Bl & Country Club Dr	C	0.73	C	0.75
72	Junction Bl & Park Regency Dr	B	0.61	B	0.62
73	Junction Bl & Porter Dr	B	0.68	B	0.69
74	Junction Bl & Revere Dr	B	0.63	B	0.65
75	Junction Bl & Washington Bl	E	0.96	E	0.98
76	Junction Bl & Woodcreek Oaks Bl	B	0.67	B	0.67
77	Lead Hill Bl & N Sunrise Av	C	0.75	C	0.74

Table 3
Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – PM Peak Hour

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
78	Lead Hill Bl & Rocky Ridge Dr	B	0.63	B	0.66
79	Lead Hill Bl & Wal-Mart	A	0.40	A	0.40
80	N Sunrise Av & Automall Dr	A	0.53	A	0.52
81	N Sunrise Av & Stone Point Dr	B	0.60	A	0.59
82	N. Sunrise & Sierra Gardens	B	0.63	B	0.63
83	Olympus Dr & Europa St	A	0.20	A	0.19
84	PFE & Hilltop	A	0.44	A	0.44
85	Pleasant Grove & Fairway	E	0.96	E	0.97
86	Pleasant Grove & Fiddymont	F	1.05	F	1.04
87	Pleasant Grove & Gold Coast/Hallissy	C	0.81	C	0.81
88	Pleasant Grove & Highland Park	A	0.57	A	0.57
89	Pleasant Grove & Market	A	0.58	A	0.58
90	Pleasant Grove & Michener	C	0.79	C	0.80
91	Pleasant Grove & Monument	A	0.48	A	0.49
92	Pleasant Grove & Rose Creek	C	0.80	C	0.81
93	Pleasant Grove & Roseville Pkwy	F	1.19	F	1.20
94	Pleasant Grove & Sun City	C	0.71	C	0.71
95	Pleasant Grove & Wal-Mart/Highland Pointe	D	0.83	D	0.84
96	Pleasant Grove & Washington	E	0.91	E	0.92
97	Pleasant Grove Bl & Country Club Dr	B	0.62	B	0.62
98	Pleasant Grove Bl & Woodcreek Oaks Bl	D	0.86	D	0.86
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	0.83
104	Roseville Parkway & Creekside Ridge	C	0.80	C	0.80
105	Roseville Parkway & Gibson	D	0.84	D	0.84
106	Roseville Parkway & N. Sunrise	E	0.92	E	0.92
107	Roseville Parkway & Reserve	D	0.82	C	0.81
108	Roseville Parkway & Secret Ravine	C	0.74	C	0.74
109	Roseville Parkway & Taylor	D	0.83	D	0.82
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	B	0.68	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	0.61	B	0.60
116	Roseville Pw & Rocky Ridge Dr	B	0.60	A	0.59

Table 3
Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – PM Peak Hour

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
117	Roseville Pw & Sierra College Bl	C	0.80	C	0.81
118	Roseville Pw & Trestle Rd	B	0.65	B	0.66
119	Roseville Pw & Village/Slate Creek	A	0.52	A	0.52
120	Roseville Pw & Washington Bl	C	0.74	C	0.76
121	S Cirby Wy & Champion Oaks Dr	A	0.53	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	0.45
125	Sierra College & Secret Ravine	B	0.60	A	0.59
126	Sierra College Bl & Eureka Rd	A	0.56	A	0.56
127	Sierra College Bl & Indigo Creek Apts	C	0.79	C	0.78
128	Sierra College Bl & Old Auburn Rd	C	0.79	C	0.79
129	Sierra College Bl & Olympus Dr	A	0.55	A	0.55
130	Stanford Ranch & Fairway	B	0.67	B	0.68
131	Stanford Ranch & Five Star	B	0.63	B	0.63
132	Stanford Ranch & Highland Park	A	0.55	A	0.55
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	0.61	B	0.62
137	Sunrise Av & Oak Ridge Dr	A	0.46	A	0.45
138	Washington & Diamond Oaks	C	0.76	C	0.76
139	Washington & Sawtell/Derek	C	0.80	D	0.82
140	Washington Bl & Hallissy Dr	A	0.45	A	0.47
141	Woodcreek Oaks & Baseline	E	0.92	E	0.91
142	Woodcreek Oaks & Canevari/Arsenault	B	0.69	B	0.69
143	Woodcreek Oaks & Horncastle	A	0.57	A	0.57
144	Woodcreek Oaks & Mcanally	C	0.71	C	0.72
145	Woodcreek Oaks & Trailee	A	0.48	A	0.49
146	SR 65 N/B Off & Blue Oaks Blvd	B	0.67	B	0.67
147	Washington Blvd & Blue Oaks Blvd	B	0.69	C	0.70
148	I-80 WB Off & Douglas Blvd	C	0.79	C	0.80
149	I-80 WB On & Atlantic St	A	0.56	A	0.55
150	SR 65 N/B Off & Pleasant Grove Blvd	C	0.76	C	0.77
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	0.87
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	0.55	A	0.56

Table 3
Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – PM Peak Hour

		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	0.72	C	0.72
162	Gibson Rd & New Convention Center Rd	B	0.69	B	0.69
163	Blue Oaks Blvd & Westbrook Blvd	A	0.58	A	0.57
164	Blue Oaks Blvd & Hayden Pkwy	A	0.51	B	0.66
165	Fiddymment Rd & Westhills Dr	D	0.89	E	0.91
166	Pleasant Grove Blvd & Westbrook Blvd	B	0.66	B	0.68
167	Fiddymment Rd & Westlake Dr	A	0.40	A	0.40
168	Woodcreek Oaks Blvd & Northpark Dr	A	0.31	A	0.35
169	Woodcreek Oaks Blvd & Parkside Wy	A	0.44	A	0.46
170	Industrial Ave & Alantown Dr	D	0.82	D	0.83
171	Roseville Pkwy & Gibson West	D	0.85	D	0.85
172	Washington Blvd & All America	A	0.57	A	0.56
173	Cirby & Cottonwood	A	0.44	A	0.44
174	Secret Ravine & Alexandra	A	0.21	A	0.21
175	Fiddymment Rd & Fiddymment Ranch EW Rd	A	0.52	C	0.73
176	Douglas Bl & I-80 EB On	C	0.74	C	0.74
Signalized Intersections Added with Sierra Vista					
177	Santucci Blvd & Pleasant Grove Blvd	A	0.56	A	0.57
178	Santucci Blvd & Federico Dr	A	0.41	A	0.40
179	Santucci Blvd & Vista Glen Blvd	A	0.39	A	0.40
180	Watt Ave & Baseline Rd	C	0.79	C	0.79
181	Westbrook Blvd & Federico Dr	A	0.36	A	0.35
182	Westbrook Blvd & Vista Glen Blvd	C	0.70	C	0.71
183	Westbrook Blvd & Baseline Rd	C	0.79	C	0.76
184	Market St & Vista Glen Blvd	A	0.39	A	0.39
185	Market St & Baseline Rd	B	0.62	B	0.63
186	Pleasant Grove Blvd & Upland Dr	A	0.54	A	0.55
187	Upland Dr & Vista Glen Blvd	A	0.42	A	0.43
188	Upland Dr & Baseline Rd	A	0.58	A	0.58
189	Baseline Rd & CMU3 Entrance	A	0.56	A	0.56
190	Westbrook Blvd & Sierra Village Dr	A	0.49	A	0.49
191	Vista Glen Blvd & Road 2A	A	0.25	A	0.25
192	Vista Glen Blvd & SV NS Coll 5	A	0.34	A	0.34
193	Santucci Blvd & SV CC5 CC6	A	0.33	A	0.33
194	Santucci Blvd & Sierra Village Dr	A	0.41	A	0.42

Table 3**Level of Service at Roseville Signalized Intersections
2025 CIP Conditions Plus Project – PM Peak Hour**

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
195	Vista Glen Blvd & Road 1	A	0.05	A	0.05
196	Westbrook Blvd & Sierra Glen Dr	A	0.26	A	0.28
197	Baseline Rd & SV CC2	B	0.66	B	0.66
198	Baseline Rd & SV CCBP2	A	0.59	A	0.59
199	Baseline Rd & SV CC4	C	0.75	C	0.75
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	0.47	A	0.46
Intersections added with Westbrook					
203	Santucci Blvd & Road E	n/a		A	0.41
204	Westbrook Blvd & Road E	n/a		A	0.26
205	Pleasant Grove Blvd & Road 1	n/a		A	0.40
Intersections added with Pedestrian Overlay					
1001	Riverside Av & Darling Wy	B	0.64	B	0.64
1002	Vernon & Douglas/Riverside	B	0.66	B	0.66
1003	Vernon & Grant	A	0.57	A	0.57
1004	Vernon & Judah	B	0.60	B	0.60
1005	Vernon & Lincoln	E	0.99	E	0.99
1006	Washington & Main	D	0.84	D	0.85
1007	Washington & Oak	C	0.74	C	0.75
Note: BOLD Locations do not meet LOS C Policy					
XXX	Impact that does not meet City's GP LOS Policy				
XXX	Significant Impact that does meet City's LOS Policy				

Table 4
Significant Impacts at Roseville Signalized Intersections
2025 CIP Plus Project Conditions

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
4	Baseline Rd & Fiddymment Rd	D	0.89	E	0.93
71	Junction Bl & Country Club Dr	C	0.80	D	0.82
141	Woodcreek Oaks & Baseline	D	0.90	E	0.91
165	Fiddymment Rd & Westhills Dr	C	0.81	D	0.82
PM Peak Hour					
139	Washington & Sawtell/Derek	C	0.80	D	0.82
165	Fiddymment Rd & Westhills Dr 0	D	0.89	E	0.91
Note: BOLD Locations do not meet LOS C Policy XXX Impact that does not meet City's GP LOS Policy XXX Significant Impact that does meet City's LOS Policy					

Table 5**Impacts at Roseville Signalized Intersections
2025 CIP Plus Project Conditions**

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
11	Blue Oaks Bl & Foothills Bl	E	0.96	E	0.98
12	Blue Oaks Bl & Woodcreek Oaks Bl	E	0.94	E	0.95
14	Cirby Wy & Foothills Bl	F	1.01	F	1.02
58	Foothills Bl & Pleasant Grove Bl	D	0.87	D	0.88
93	Pleasant Grove & Roseville Pkwy	F	1.02	F	1.03
144	Woodcreek Oaks & Mcanally	D	0.86	D	0.87
155	Taylor & Eureka I-80 EB Off	D	0.82	D	0.83
PM Peak Hour					
4	Baseline Rd & Fiddymment Rd	E	0.99	E	1.00
10	Blue Oaks Bl & Diamond Creek Bl	E	0.96	E	0.98
11	Blue Oaks Bl & Foothills Bl	F	1.35	F	1.36
23	Cirby Wy & Vernon St	F	1.29	F	1.30
50	Foothills & Baseline/Main	D	0.86	D	0.87
54	Foothills Bl & Roseville Pkwy/HP Central	D	0.84	D	0.86
56	Foothills Bl & Junction Bl	D	0.84	D	0.85
57	Foothills Bl & Mcanally Dr	D	0.88	D	0.90
60	Foothills Bl & Vineyard Rd	D	0.83	D	0.84
63	Galleria & Roseville Pkwy	F	1.01	F	1.03
70	Junction Bl & Baseline Rd	D	0.85	D	0.86
75	Junction Bl & Washington Bl	E	0.96	E	0.98
85	Pleasant Grove & Fairway	E	0.96	E	0.97
93	Pleasant Grove & Roseville Pkwy	F	1.19	F	1.20
95	Pleasant Grove & Wal-Mart/Highland Pointe	D	0.83	D	0.84
96	Pleasant Grove & Washington	E	0.91	E	0.92
103	Roseville Parkway & Chase	D	0.82	D	0.83
153	Stanford Ranch & Sr-65 N/B On	D	0.86	D	0.87
170	Industrial Ave & Alantown Dr	D	0.82	D	0.83
Note: BOLD Locations do not meet LOS C Policy XXX Impact that does not meet City's GP LOS Policy XXX Significant Impact that does meet City's LOS Policy					

Table 6
Number of Intersections Operating at LOS C or Better
2025 CIP Conditions

Level of Service	No Project		Plus Project	
	Number of Intersections	Percentage	Number of Intersections	Percentage
AM Peak Hour				
LOS A-C	186	90.7%	184	89.8%
LOS D	8	3.9%	8	3.9%
LOS E	7	3.4%	9	4.4%
LOS F	4	2.0%	4	2.0%
LOS D-F	19	9.3%	21	10.2%
Total	205	100%	205	100%
PM Peak Hour				
LOS A-C	162	79.0%	162	79.0%
LOS D	23	11.2%	22	10.7%
LOS E	12	5.9%	13	6.3%
LOS F	8	3.9%	8	3.9%
LOS D-F	43	21.0%	43	21.0%
Total	205	100%	205	100%

Note:
 Does not include intersections in Pedestrian Overlay Zone

Table 7
Level of Service at Placer County Intersections
2025 CIP Plus Project Conditions

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
301	Locust & Baseline	A	0.47	A	0.45
305	Watt Ave & PFE Rd	B	0.65	B	0.62
306	Walerga Rd & PFE Rd	E	0.96	E	0.93
308	Fiddymment & Athens	F	1.07	F	1.03
319	Industrial & Athens	D	0.82	C	0.77
PM Peak Hour					
301	Locust & Baseline	B	0.67	B	0.69
305	Watt Ave & PFE Rd	A	0.57	A	0.57
306	Walerga Rd & PFE Rd	E	0.96	E	0.97
308	Fiddymment & Athens	F	1.21	F	1.21
319	Industrial & Athens	D	0.87	D	0.87
Note: BOLD Locations do not meet LOS Policy XXX Impact that does not meet City's GP LOS Policy XXX Significant Impact that does meet City's LOS Policy					

Table 8**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	39,700	C	39,800	C
Watt Ave S/O Baseline	D	6	26,700	A	26,600	A
Walerga Rd S/O Baseline	D	4	37,900	F	38,000	F
PFE E/O Watt Ave	C	2	7,900	A	8,000	A
Fiddymment Rd S/O Athens	C	4	24,800	B	25,300	C
Sunset E/O Foothills	C	6	24,100	A	24,300	A
Foothills Bl S/O Athens	C	4	23,300	B	23,200	B
Athens Ave E/O Fiddymment 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 Fiddymment	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

Table 9
Level of Service at Sacramento County Intersections
2025 CIP Plus Project Conditions

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
309	Watt Ave & Elverta Rd	D	0.88	D	0.88
310	Walerga Rd & Elverta Rd	D	0.89	E	0.90
311	Watt Ave & Antelope Rd	F	1.18	F	1.18
312	Walerga Rd & Antelope Rd	B	0.62	B	0.63
313	Watt Ave & Elkhorn	D	0.88	D	0.88
314	Walerga Rd & Elkhorn	B	0.65	B	0.66
PM Peak Hour					
309	Watt Ave & Elverta Rd	E	0.99	E	1.00
310	Walerga Rd & Elverta Rd	F	1.11	F	1.10
311	Watt Ave & Antelope Rd	F	1.20	F	1.21
312	Walerga Rd & Antelope Rd	D	0.86	D	0.86
313	Watt Ave & Elkhorn	F	1.05	F	1.04
314	Walerga Rd & Elkhorn	D	0.89	D	0.90
Note: BOLD Locations do not meet LOS C Policy XXX Impact that does not meet City's GP LOS Policy XXX Significant Impact that does meet City's LOS Policy					

Table 10**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	51,400	E	51,400	E
Watt Ave S/O Elverta	E	6	40,400	C	40,400	C
Watt Ave S/O Antelope	E	6	37,700	B	38,000	C
Watt Ave S/O Elkhorn	E	6	45,600	D	45,800	D
Walerga Rd S/O PFE	E	4	49,500	F	49,600	F
Walerga Rd S/O Elverta	E	4	32,800	E	32,800	E
Walerga Rd S/O Antelope	E	4	33,100	E	33,100	E
Walerga Rd S/O Elkhorn	E	4	30,600	D	30,700	D

Table 11**Level of Service at Sutter County Intersections
2025 CIP Plus Project Conditions**

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
303	Pleasant Grove N & Riego	C	0.76	C	0.74
304	Pleasant Grove S & Riego	C	0.72	B	0.68
PM Peak Hour					
303	Pleasant Grove N & Riego	C	0.76	C	0.77
304	Pleasant Grove S & Riego	C	0.78	C	0.78
Note: BOLD Locations do not meet LOS Policy					
XXX Impact that does not meet City's GP LOS Policy					
XXX Significant Impact that does meet City's LOS Policy					

Table 12
Level of Service at Sutter County Roadway Segments
2025 CIP Plus Project Conditions

<i>Roadway Segment</i>	<i>LOS Standard</i>	<i>Lanes</i>	<i>2025 CIP Conditions</i>		<i>2025 CIP Plus Project</i>	
			<i>ADT</i>	<i>LOS</i>	<i>ADT</i>	<i>LOS</i>
Riego Rd E/O SR 70-99	D	4	33,000	E	33,000	E

Table 13**Level of Service at State Highway Ramp Intersections
2025 CIP Plus Project Conditions**

		2025 CIP Conditions			
		No Project		Plus Project	
ID	Intersection Name	LOS	V/C	LOS	V/C
AM Peak Hour					
316	SR 70/99 NB & Riego Rd	A	0.59	A	0.56
317	SR 70/99 SB & Riego Rd	A	0.14	A	0.13
PM Peak Hour					
316	SR 70/99 NB & Riego Rd	B	0.69	B	0.69
317	SR 70/99 SB & Riego Rd	A	0.20	A	0.20
Note: BOLD Locations do not meet LOS Policy XXX Impact that does not meet City's GP LOS Policy XXX Significant Impact that does meet City's LOS Policy					

Table 14**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	217,200	F	217,100	F	0.0%
	Riverside Avenue to Douglas Blvd	6	190,900	F	190,900	F	+ 0.0%
	Douglas Blvd to Eureka Rd	6	189,000	F	189,100	F	+ 0.1%
	Eureka Rd to Taylor Rd	8	203,600	F	203,900	F	+ 0.1%
	Taylor Rd to SR 65	8	192,200	F	192,600	F	+ 0.2%
SR 65	I-80 to Galleria Blvd	6	137,000	F	137,100	F	+ 0.1%
	Galleria Blvd to Pleasant Grove Blvd	6	139,700	F	139,800	F	+ 0.1%
	Pleasant Grove Blvd to Blue Oaks Blvd	6	129,400	F	129,900	F	+ 0.4%
	Blue Oaks Blvd to Sunset Blvd	4	124,400	F	124,500	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	88,400	F	88,600	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