

APPENDIX B4

**Fiddymment Ranch SPA 3
Revised Project State Highway Analysis,
DKS Associates, 2013**



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MEMORANDUM

DATE: October 28, 2013
TO: Katherine Waugh, Dudek
FROM: David Tokarski
SUBJECT: Fiddymment Ranch SPA 3 Revised Project State Highway Impacts

P 13051-000

INTRODUCTION

This memorandum addresses impacts on State Highway facilities under existing plus project and 2025 CIP plus project conditions associated with a modification to the Fiddymment Ranch Specific Plan Amendment 3 project. This memo serves to augment a previous memo that discussed impacts on Roseville, Rocklin, Placer County, Sacramento County, and Sutter county facilities, as well as project trip generation.

Like the analyses presented in the previous memo, the analysis presented here is based on more recent traffic volume counts. Existing State Highway volumes are based on three weeks (Tuesday through Thursday only) in May, 2013. Data was extracted from Caltrans Performance Measurement System (PeMS) website and is based on mainline volumes (excluding the recently opened HOV lanes on Interstate 80 in Placer County). The HOV lanes are excluded from the analysis as they typically do not accommodate the same number of daily vehicles as do mainline lanes. The data shows that mainline volumes on I-80 in Roseville have decreased since the opening of the new HOV lanes, while overall volumes (including HOV lanes) on I-80 have increased slightly. Levels of service on I-80 (excluding HOV volumes) have improved from LOS F to LOS D and E in recent years. The data also show that volumes on SR 65 have increased in recent years, with this facility still operating at LOS F.

IMPACTS AND MITIGATION

Existing Plus Project Conditions – State Highway Facilities

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 1** shows the existing and existing Plus Project volumes on State highway segments.

The table 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 – 0.9 percent increase in ADT
- Galleria Boulevard to Pleasant Grove Boulevard – 0.9% increase in ADT
- Pleasant Grove Boulevard to Blue Oaks Boulevard – 1.2% increase in ADT

Because Caltrans considers any increase in volume on an already deficient facility an impact, this represents a **significant** impact. The Highway 65 Joint Powers Authority is a program comprising of Roseville, Rocklin, and Placer County to fund interchange improvements along SR 65. While these interchange improvements will improve conditions at the interchanges, they will not necessarily improve the freeway to acceptable LOS conditions. Since the City of Roseville does not have control over improvements on State facilities, this impact is considered **significant and unavoidable**.

2025 CIP Plus Project Conditions – State Highway Facilities

2025 CIP conditions have been updated to include the recently approved Westbrook development. **Table 2** 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 Douglas Boulevard to SR 65 – 0.1 to 0.2 percent increase in ADT
- SR 65 I-80 to Sunset – 0.1 to 0.3 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 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 Fiddymont 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**.

Table 1
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*	139,400	D	140,400	D	0.7%
	Riverside Avenue to Douglas Blvd	8*	137,100	D	137,500	D	0.3%
	Douglas Blvd to Eureka Rd	8*	134,700	C	134,500	C	+ -0.1%
	Eureka Rd to Taylor Rd	8*	152,300	E	153,100	E	+ 0.5%
	Taylor Rd to SR 65	8*	129,000	C	129,800	C	+ 0.6%
SR 65	I-80 to Galleria Blvd	4	135,200	F	136,400	F	+ 0.9%
	Galleria Blvd to Pleasant Grove Blvd	4	116,100	F	117,200	F	+ 0.9%
	Pleasant Grove Blvd to Blue Oaks Blvd	4	108,800	F	110,100	F	+ 1.2%
	Blue Oaks Blvd to Sunset Blvd	4	65,000	C	64,700	C	-0.5%
SR 70/99	Sankey Rd to Riego Rd	4	30,500	A	30,700	A	0.7%
	Riego Rd to Elverta Rd	4	36,300	A	37,900	B	+ 4.4%
	Elverta Rd to Elkhorn Blvd	4	48,800	B	50,300	B	+ 3.1%

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**

* Lanes and Volumes Exclude Existing Carpool Lanes

Table 2
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*	186,700	F	186,600	F	-0.1%
	Riverside Avenue to Douglas Blvd	8*	168,000	F	168,000	F	+ 0.0%
	Douglas Blvd to Eureka Rd	8*	164,600	F	164,700	F	+ 0.1%
	Eureka Rd to Taylor Rd	8*	188,900	F	189,200	F	+ 0.2%
	Taylor Rd to SR 65	8*	164,200	F	164,600	F	+ 0.2%
SR 65	I-80 to Galleria Blvd	6	164,100	F	164,200	F	+ 0.1%
	Galleria Blvd to Pleasant Grove Blvd	6	159,700	F	159,800	F	+ 0.1%
	Pleasant Grove Blvd to Blue Oaks Blvd	6	156,200	F	156,700	F	+ 0.3%
	Blue Oaks Blvd to Sunset Blvd	4	120,300	F	120,400	F	+ 0.1%
SR 70/99	Sankey Rd to Riego Rd	4	57,900	C	58,000	C	+ 0.2%
	Riego Rd to Elverta Rd	4	85,200	F	85,400	F	+ 0.2%
	Elverta Rd to Elkhorn Blvd	4	92,100	F	92,200	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**

* Lanes and Volumes Exclude Existing Carpool Lanes