

3 CORRECTIONS AND REVISIONS TO THE SECOND PARTIALLY RECIRCULATED DRAFT EIR

This section contains changes to the text and exhibits of the Second Partially Recirculated Draft EIR (SPRDEIR). These revisions are minor modifications and clarifications that do not change the significance of any of the environmental impact conclusions within the SPRDEIR. The text and exhibits that have been revised are generally replaced in their entirety by the revisions identified below. New exhibits developed in response to public comments are also included below.

The text on pages 4.2-30, 4.2-33, and 4.2-36 of the SPRDEIR is modified as follows (new text is underlined):

Project Trip Distribution

Project trips were distributed throughout the study area using information from the City's current travel demand model, and with the benefit of information obtained from CBRE with respect to the primary and secondary market areas for the "big box" components of the project. Using the travel demand model, a process known as "select zone assignment" is applied to distribute and assign trips from a specific zone (the project) through the highway network to an origin. The travel demand model goes through several iterations to develop the most likely distribution pattern that takes into account several factors such as the shortest distance between origin and destination, availability of capacity, type of uses, etc. before assigning the project trips. The select zone assignment process does *not* recognize specific brands of retail (Walmart, Home Depot, etc.) but instead applies generic land uses such as retail, industrial or office. This is the superior methodology, as over time, brands come and go and move while use categories offer greater stability. A manual trip distribution process would be required to consider specific retail brands. However, a manual process would not reflect the migration of such businesses over time nor would it be compatible with other travel demand model applications (such as 2030 cumulative conditions). Therefore, it is an inferior approach. Businesses migrate from one location to another with no changes to zoning or general plan land uses. It is the zoning and general plan land uses that are reflected in the travel demand model data base and therefore represent a more accurate and sustained approach toward analysis of resultant trip making characteristics. The travel demand model will have additional trips toward the Roseville area that must be considered (deliveries, employees and pass-by trips) but are not considered in the economic study. These trips will be evident on I-80 into Sacramento County, Sierra College Boulevard to the south of the Project site, and SR-65 into Lincoln. Therefore, the travel demand model represents the most accurate means of analysis and draws more sustainable conclusions, particularly over extended periods of time. Hence the select zone model assignment for the proposed project was used to determine the trip distribution.

The regional trip distribution percentages in the vicinity of the project site are illustrated on Exhibit 4.2-5 and the trip distribution percentages south of Rocklin Road/I-80 interchange and south on Sierra College Boulevard are illustrated on revised Exhibit 4.2-6 included in Chapter 3 of this Second Supplement to the Final EIR. A detailed breakdown of the trip distribution within the study area (Exhibit 4.2-5) and south of Rocklin Road/I-80 interchange and south on Sierra College Boulevard (revised Exhibit 4.2-6) is presented such that trip distribution percentages to specific regions/cities can be easily determined. It should also be noted that the land uses in the travel demand model are generic commercial/retail uses and do not necessarily reflect the characteristics of specific retailers (Walmart, Home Depot, etc.). This is appropriate because retailers on any given site can change over time.

As seen in Exhibit 4.2-5, project traffic is distributed as follows: 14 percent of project traffic will travel northeast along I-80 -35 percent of project traffic will travel southwest along I-80. 22 percent will travel north along Sierra College Boulevard, 19 percent will travel south along Sierra College Boulevard. 3 percent will travel southwest along Granite Drive, 7 percent will have destinations within close proximity to the project site.

As discussed earlier (Exhibit 4.2-5), approximately 35 percent of project traffic will travel southwest along I-80 before Rocklin Road. Approximately 8 percent of the traffic (out of 35 percent) will exit at the Rocklin Road interchange (revised Exhibit 4.2-6), 6 percent will travel west, and 2 percent will travel east along Rocklin Road. As seen on revised Exhibit 4.2-6, the remaining 27 percent of the traffic will travel southwest along I-80 up to SR-65. At that point, 9 percent will travel west on SR-65 and the remaining 18 percent will travel southwest along I-80 beyond SR-65. Of the 18 percent of project traffic continuing southwest along I-80, 12 percent will continue to travel southwest beyond the County line into Sacramento County (10% via I-80 and 2% via Riverside Avenue). Also, as shown on Exhibit 4.2-5, 19% of the project traffic will travel south from the project site on Sierra College Boulevard. As shown on revised Exhibit 4.2-6, of this 19% of project traffic, 10% will have destinations within the City of Rocklin and the remaining nine percent will continue traveling south on Sierra College Boulevard beyond the Rocklin city boundary. Six percent of this nine percent of project traffic will travel to destinations west of Sierra College Boulevard in Roseville, and the remaining three percent of project traffic will continue traveling into Sacramento County.

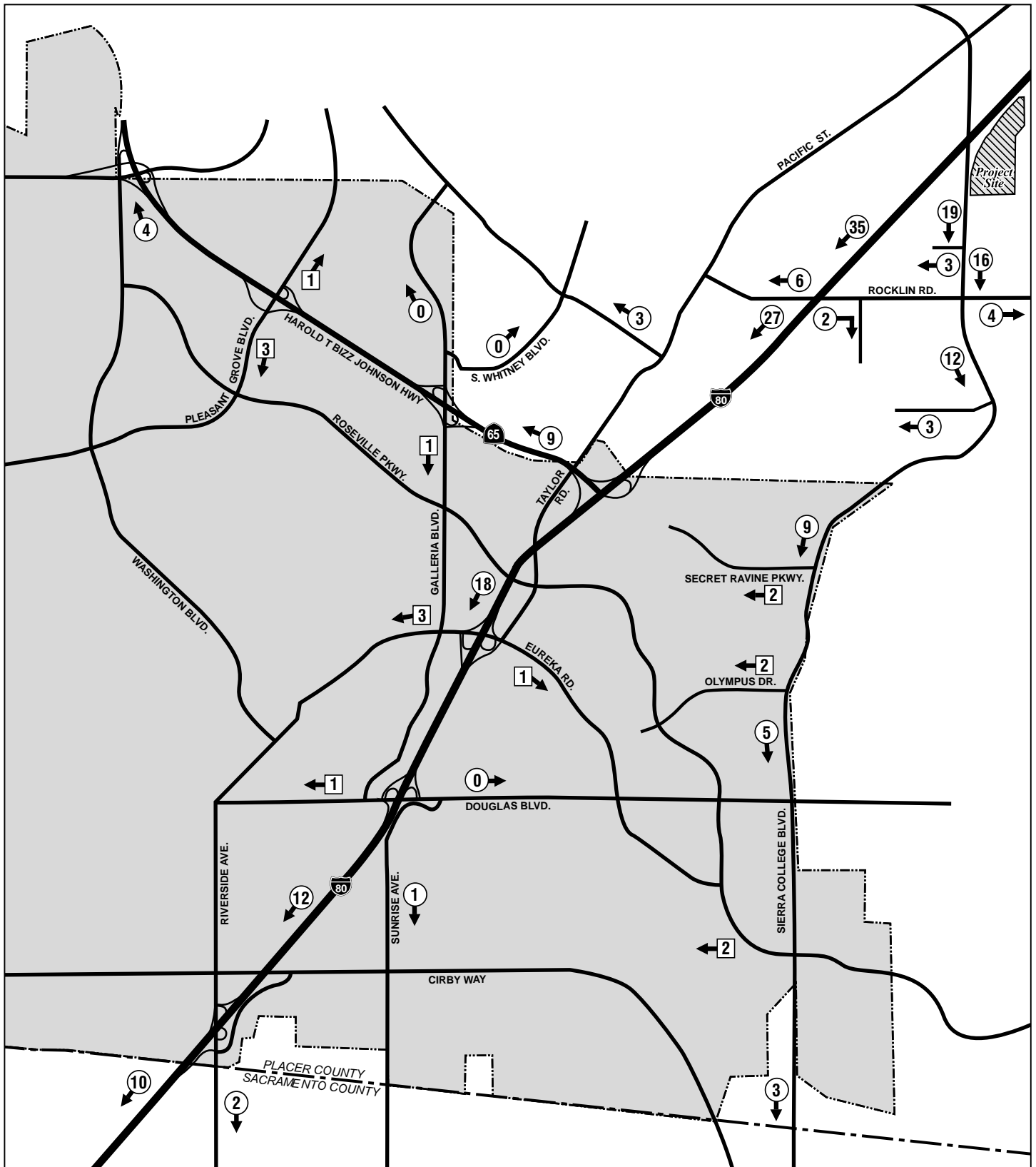
As seen in revised Exhibit 4.2-6, approximately 10 percent of project trips that use I-80 south of Rocklin Road most likely end or originate in the City of Roseville (shown in squares). Of the 10 percent, approximately 5 percent of the project trips use SR-65 (4 percent exit at Pleasant Grove Boulevard and 1 percent exits Galleria Boulevard) while 5 percent of the project trips use I-80 (4 percent exit at Eureka Road, and 1 percent exit Douglas Boulevard). Due to the dynamic nature of the travel demand model, it is likely that there could be some trips that travel through Roseville and actually end in Rocklin (e.g. trips exiting Pleasant Grove Boulevard from SR-65 and traveling north) and, on the other hand, some trips that travel through Rocklin may actually end in Roseville (e.g. trips traveling south along Sierra College Boulevard). Even after considering these factors, it can be said that approximately 10 percent of the trips that use I-80 and 6% of the trips that use Sierra College Boulevard to travel to and from the project will end in Roseville. In total, approximately 16% of the project trips may end or originate in Roseville. In order to explain the trip distribution in simple terms the above discussion only uses the outbound trips. It should be noted that the inbound trips will originate from the areas where the outbound trips end and follow the same paths (in reverse direction) to get to the project.

The trip distribution for the proposed Crossings project was reviewed and compared to the market area assessment included in the *Economic Impact and Urban Decay Analysis* prepared by CB Richard Ellis (CBRE). Although the economic study did not include Roseville within either the primary or the secondary market area, as discussed on page 16 of the CBRE study, it nevertheless assumes that approximately 10 percent of shoppers will originate from Roseville. As that study explains, most of these Roseville residents would not be making single purpose shopping trips with Rocklin Crossings as their destination, as there are opportunities to shop at both Walmart and Home Depot at closer locations. Rather, these Roseville residents shopping at Rocklin Crossings would likely do so in connection with either “pass-by trips,” meaning that these persons would stop in at the center on their way to other destinations, or trips to specialty destinations, such as a unique restaurant or retail outlet.

The economic study focuses on shoppers only and is not intended to represent an analysis of trips, traffic, traffic generation or similar concepts. It does not take into account the employee, delivery, and pass-by traffic. While the traffic study must consider all traffic categories (shoppers, employees, deliveries, etc.) coming to the project, the economic study only considered shoppers and economic activity. As a result of these differences in assumptions and methodology the distribution patterns of project-related traffic should not be identical when comparing the two studies or working within each discipline. Additional divergences can be explained by the manner in which each study has chosen to be conservative, consistent with CEQA principles. Just as this traffic study uses a very conservative pass-by percentage of 20 percent (even though a substantially higher percentage would be supported by the technical literature), we are informed that the economic study assumes a greater percentage of shoppers from the primary and secondary market areas than might be supportable based on the economic literature, as CBRE has explained to LSA and further discussed in its report to the City. The authors of the respective studies have opted to err on the side of caution as a way of avoiding understating environmental impacts (either traffic impacts or potential urban decay impacts). In short, in order to be true to the best available information used in their respective disciplines, and in order to be conservative in different respects so as to avoid understating

impacts, the authors chose not to seek a perfect convergence of assumptions for its own sake. In short, it is our professional judgment that it would be inappropriate and would not serve the interest of the public or the City of Rocklin to take steps to artificially coordinate the data to provide for identical assumptions between these two very different studies. Nevertheless, this traffic study, like CBRE's new economic study, reflects close coordination and ongoing conversations between the two experts (in our respective fields), and each study has been prepared with intellectual integrity based on the best information available and best professional judgment and analysis of each firm and in consideration of the work of the other.

The following includes exhibits and tables included in the SPRDEIR and the Updated Traffic Impact Analysis included as Appendix B to the SPRDEIR that have subsequently been revised. The exhibit numbers identified in the SPRDEIR were used for these updated exhibits and tables, but the same exhibits and tables are also replaced in the Updated Traffic Impact Analysis. Therefore, when reviewing the Updated Traffic Impact Analysis included in Appendix B of the SPRDEIR, the exhibit titles should be used rather than the numbers.



LSA



LEGEND

- ← 5 - Trip Distribution Percentage
- ▨ - City of Roseville Boundary
- ← 5 - Trip Distribution Percentage to Roseville: 16% Total

Exhibit 4.2-6

Rocklin Crossings

Trip Distribution South of Rocklin Road

SCHEMATIC - NOT TO SCALE

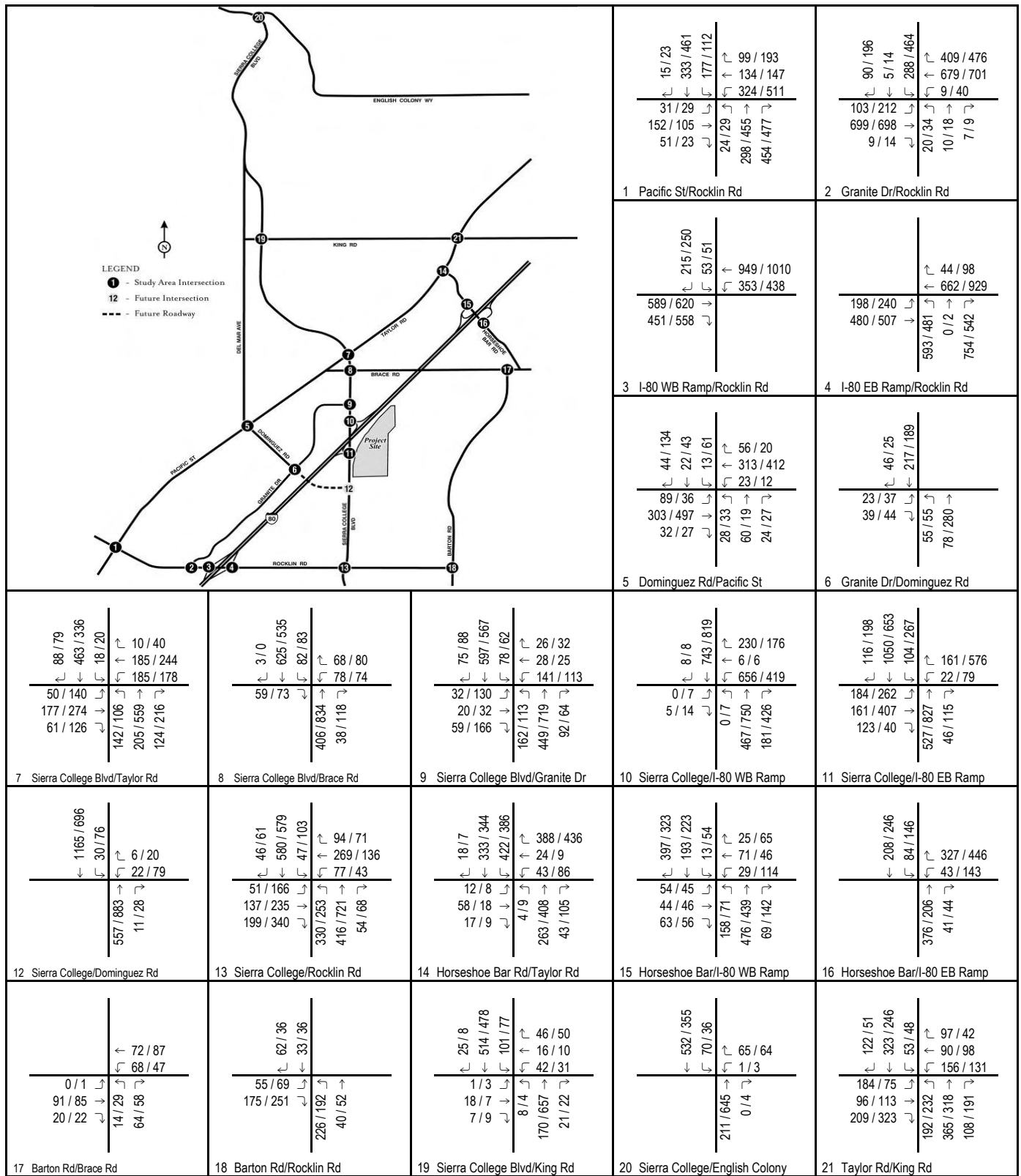


Exhibit 4.2-9

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings
Existing Plus Project Peak Hour Traffic Volumes

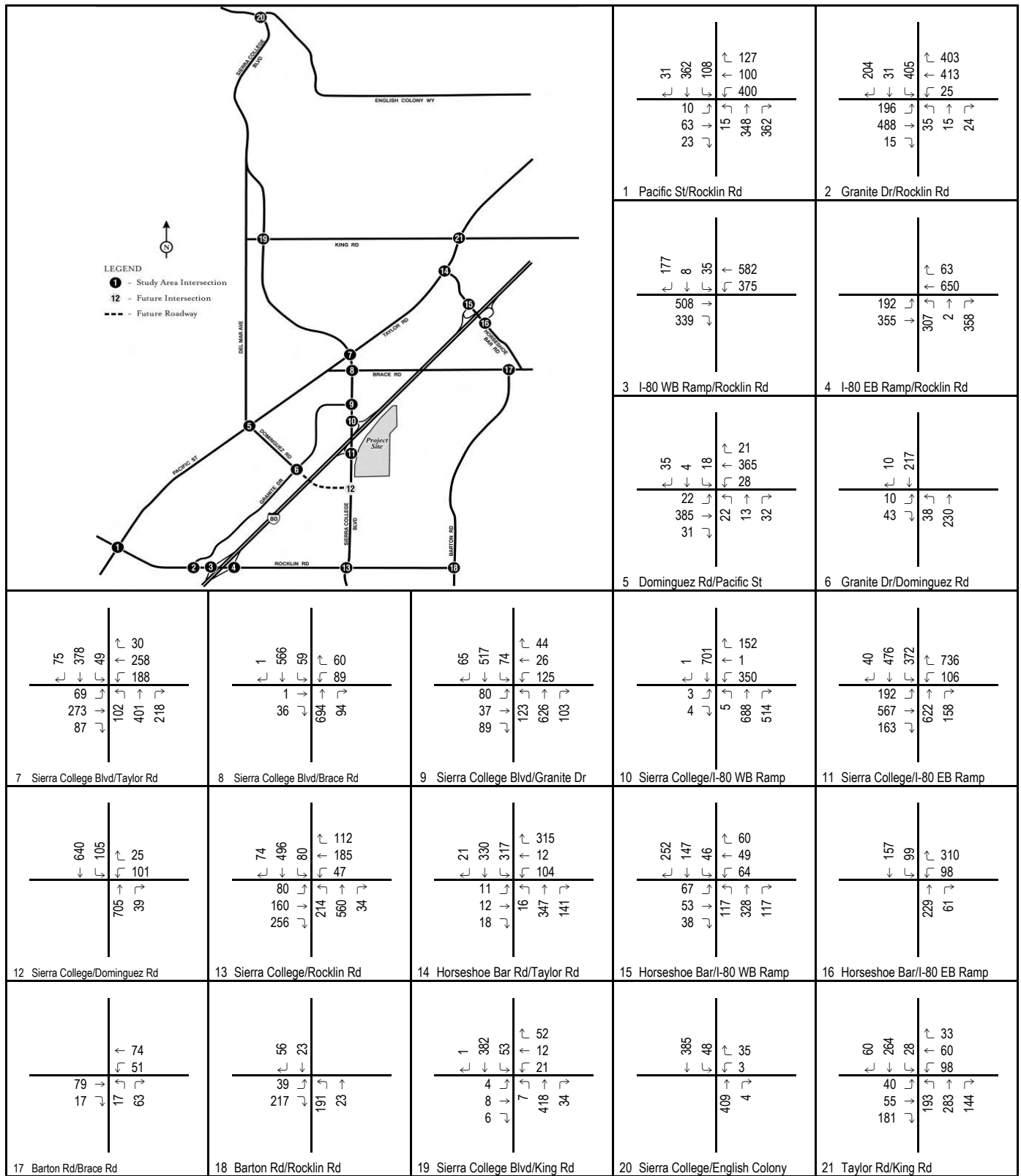


Exhibit 4.2-10

Rocklin Crossings
Existing Plus Project Saturday Peak Hour Traffic Volumes

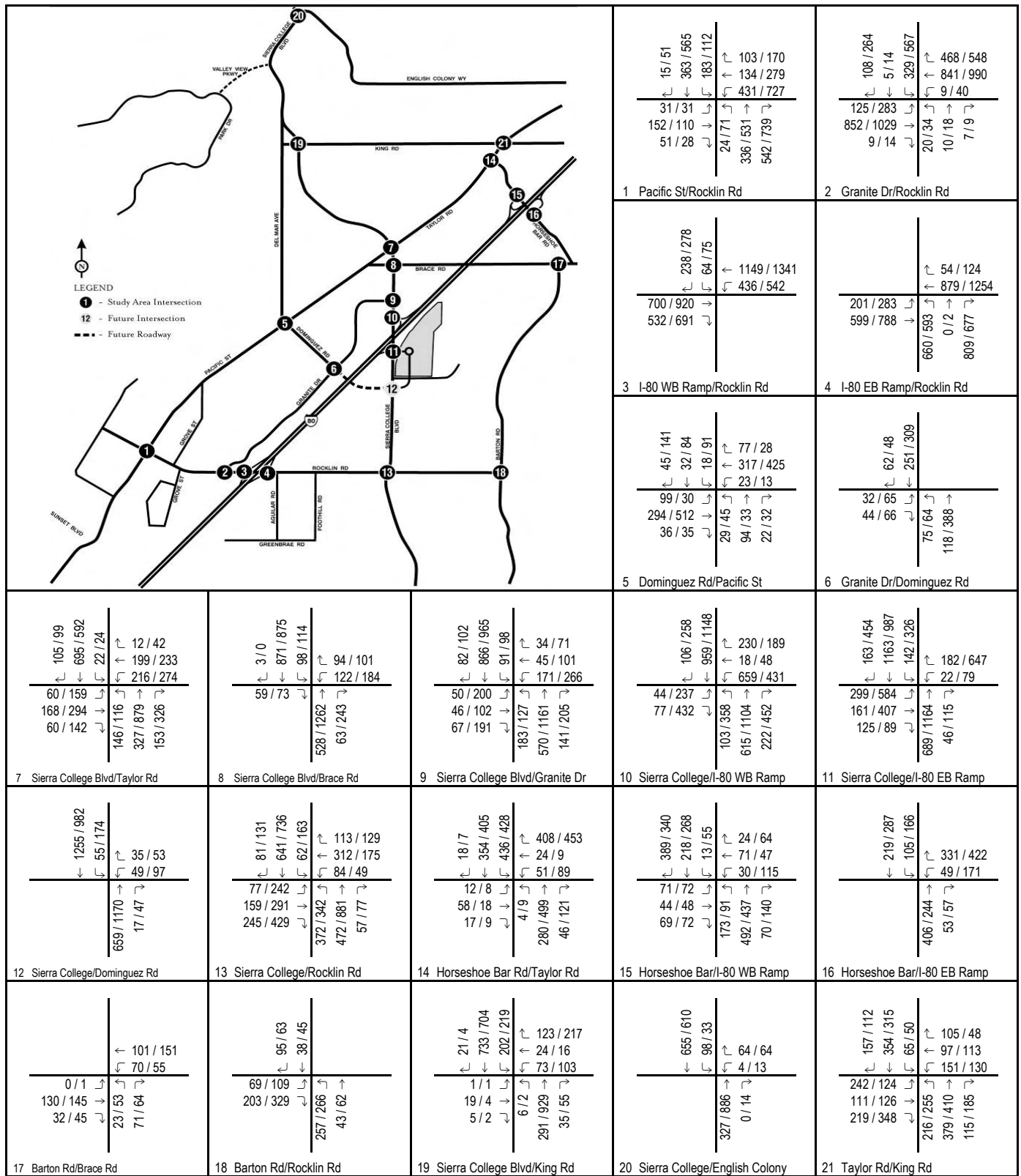


Exhibit 4.2-16

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings

Existing Plus Approved Projects (Baseline) Plus Project Peak Hour Traffic Volumes

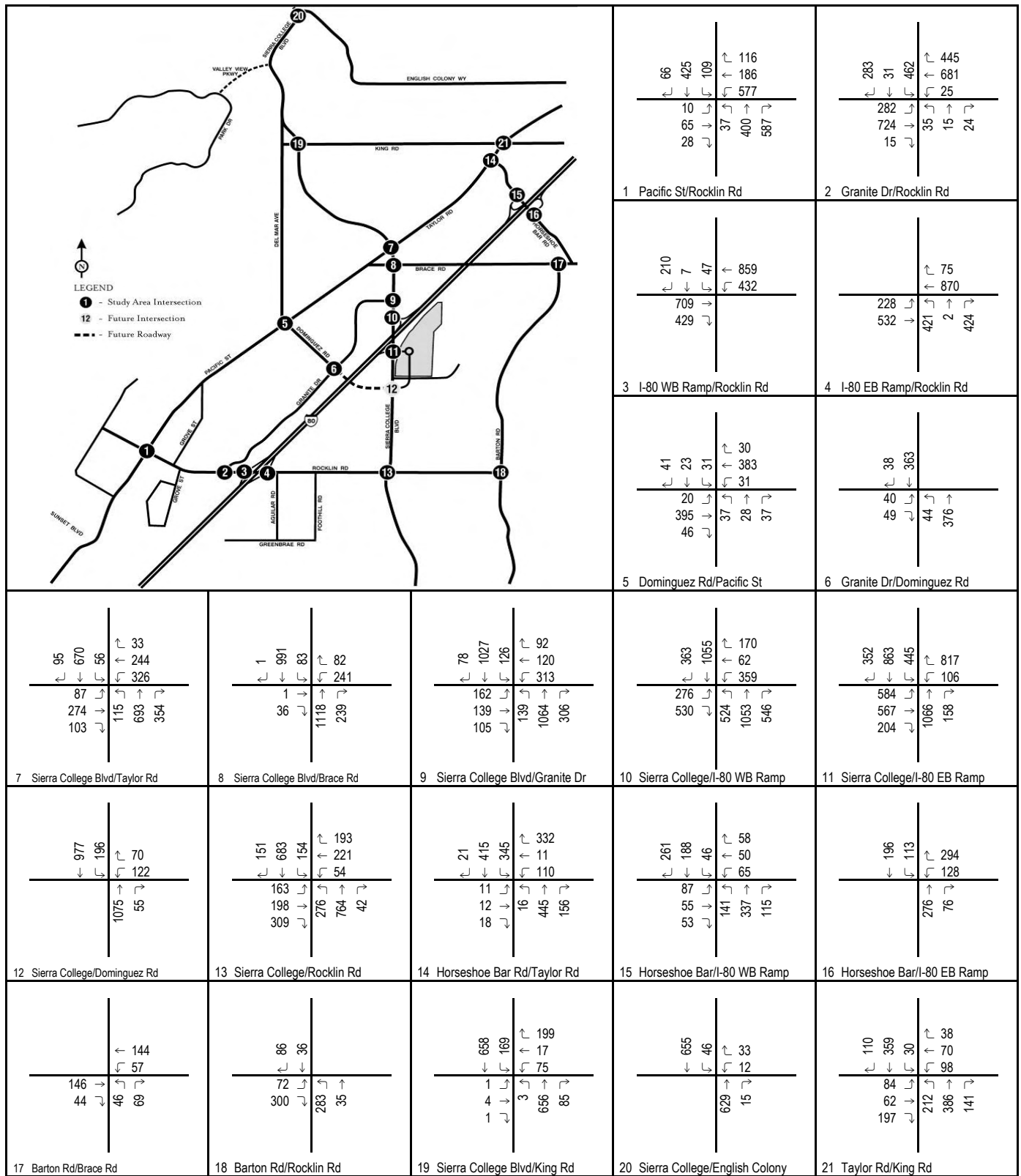


Exhibit 4.2-17

Rocklin Crossings
Existing Plus Approved Projects (Baseline) Plus Project Saturday Peak Hour Traffic Volumes

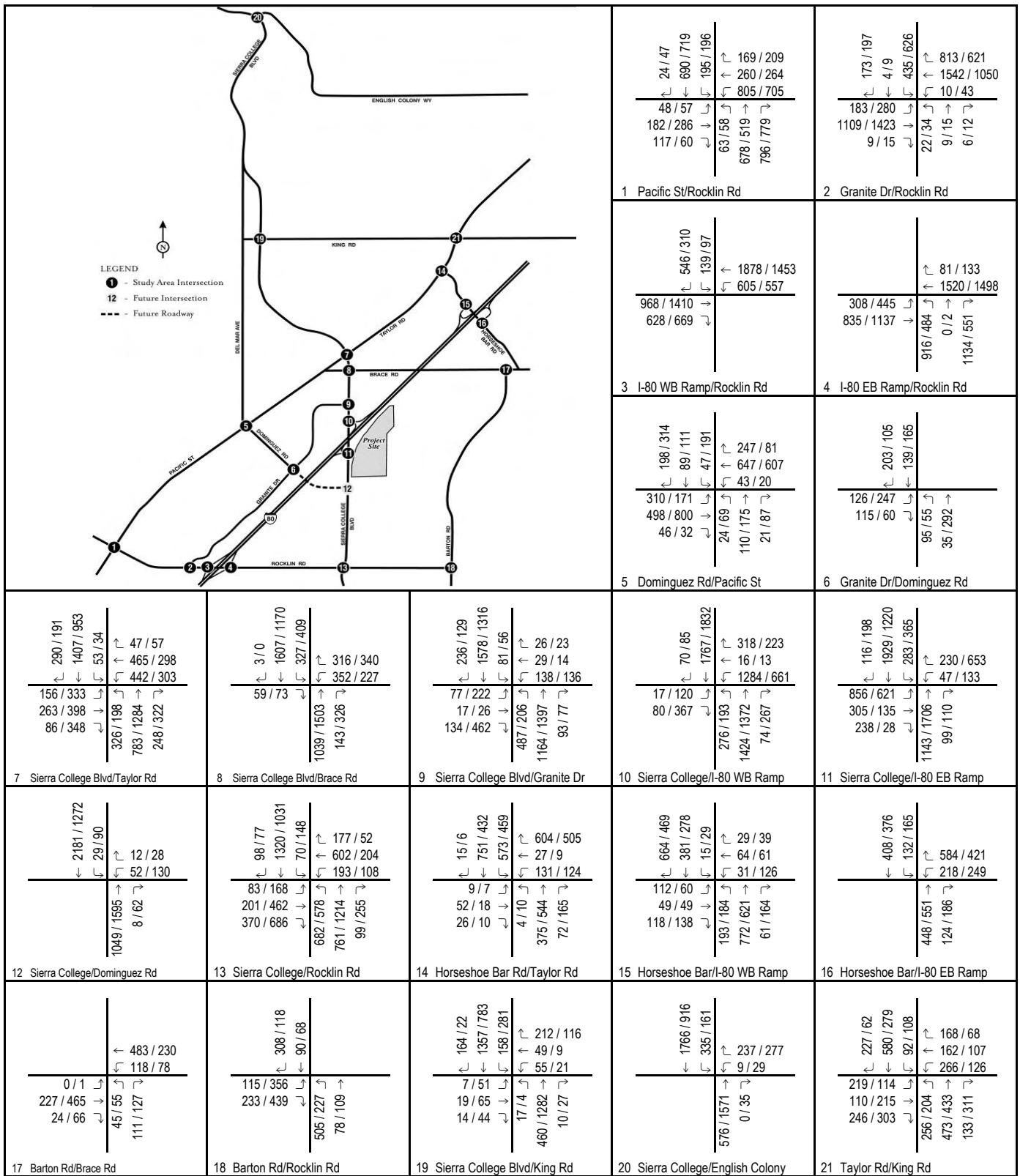


Exhibit 4.2-22

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings

Year 2030 Plus Project Peak Hour Traffic Volumes - Without Dominguez Road

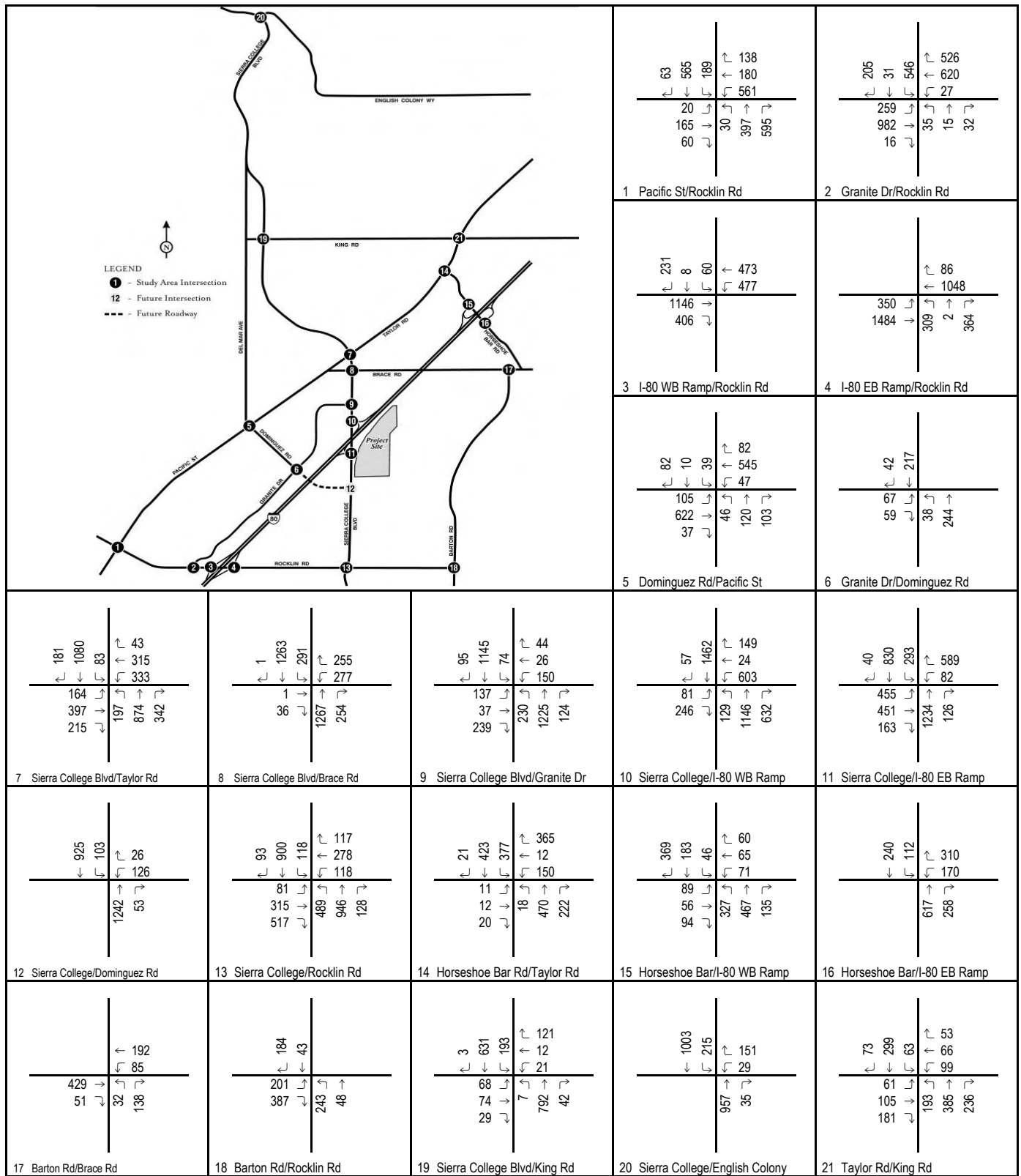


Exhibit 4.2-23

Rocklin Crossings
Year 2030 Plus Project Saturday Peak Hour Traffic Volumes - Without Dominguez Road

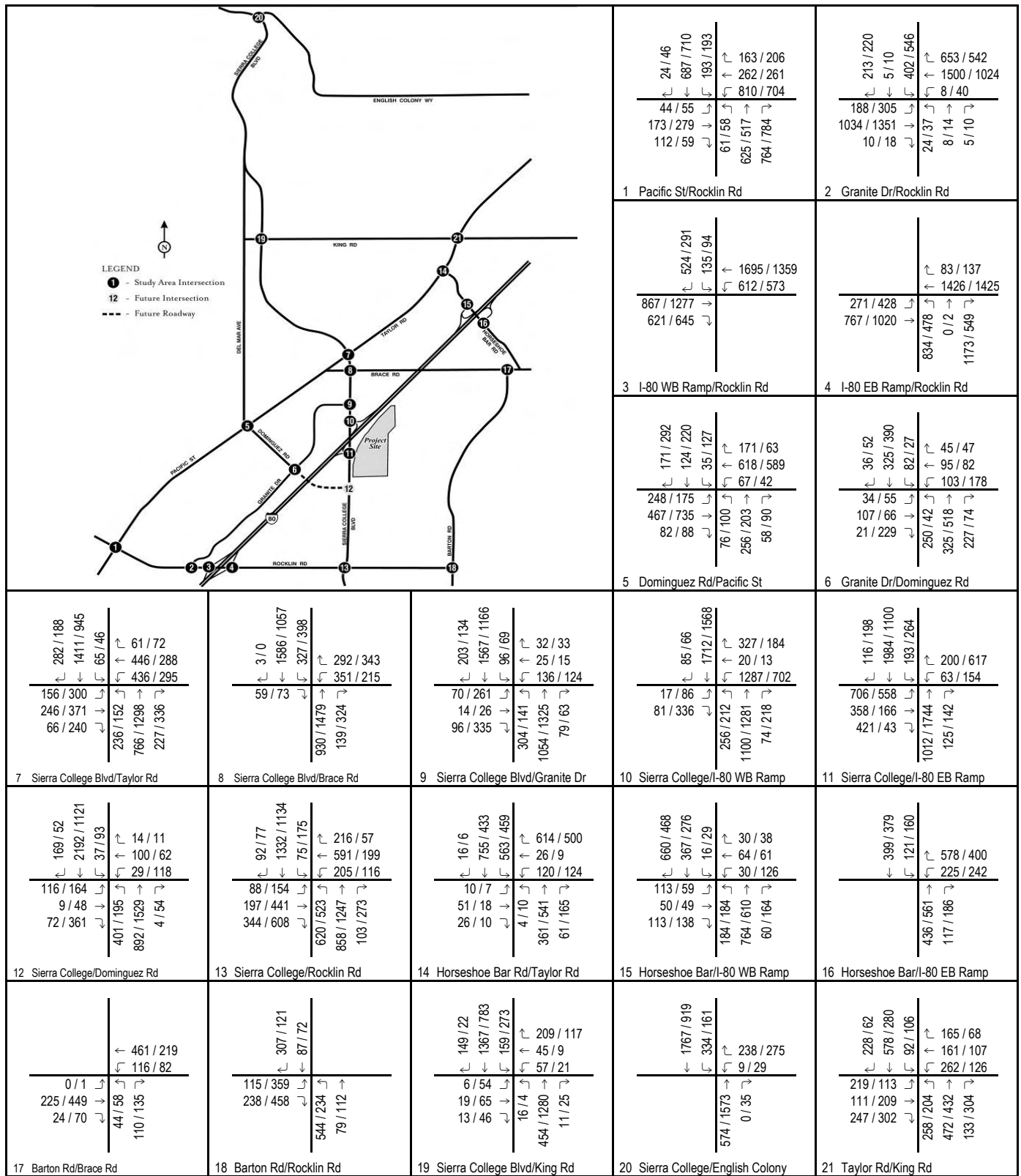


Exhibit 4.2-27

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings

Year 2030 Plus Project Peak Hour Traffic Volumes - With Dominguez Road

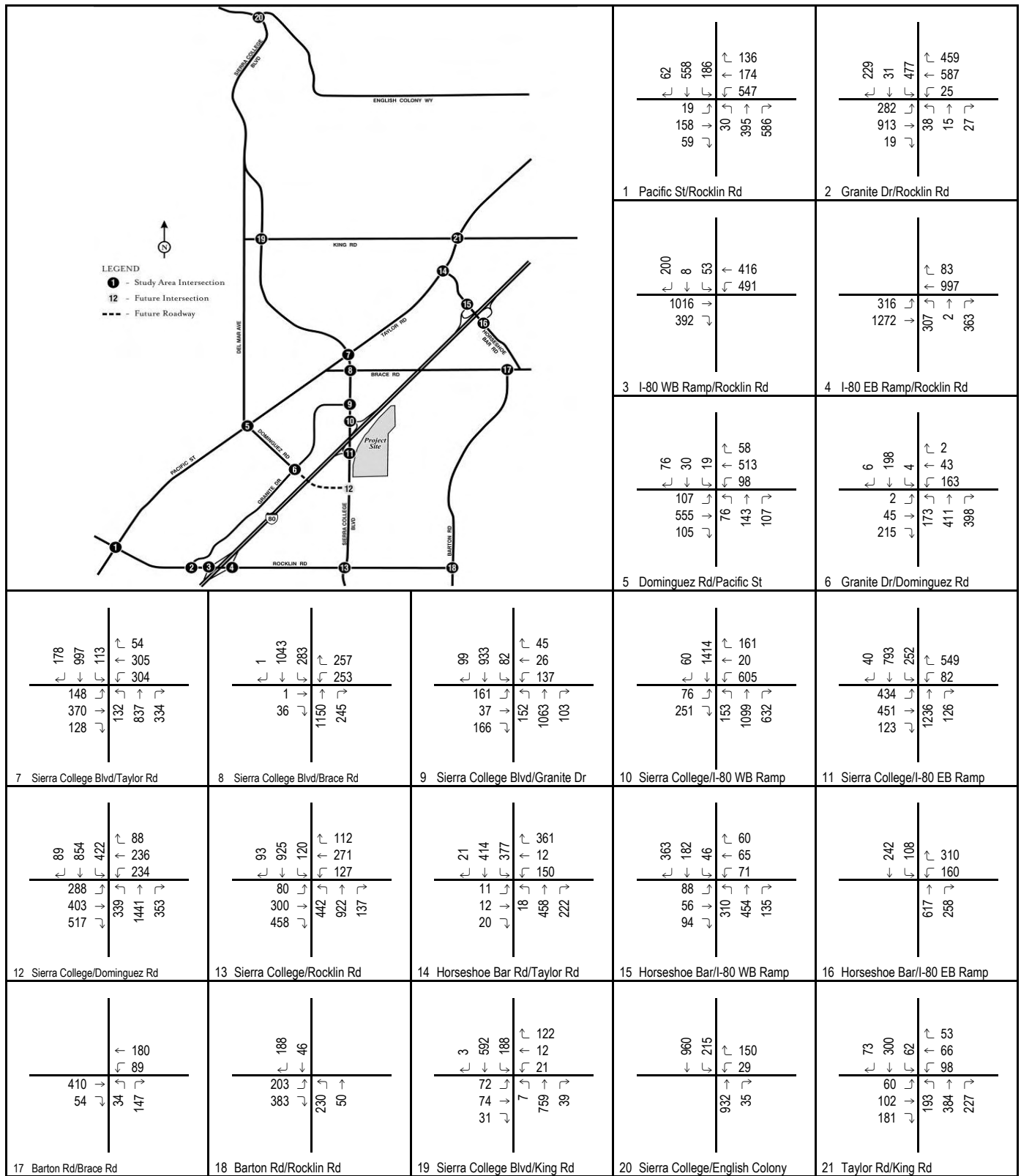


Exhibit 4.2-28

Rocklin Crossings
Year 2030 Plus Project Saturday Peak Hour Traffic Volumes - With Dominguez Road

Table 4.2-5. Existing Plus Project Peak Hour Intersection Level of Service Summary

Intersection	Existing Condition						Existing Plus Project Condition					
	AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1 Rocklin Road/Pacific Street ¹	0.699	B	0.701	C	0.528	A	0.711	C	0.733	C	0.569	A
2 Rocklin Road/Granite Drive	0.448	A	0.607	B	0.472	A	0.453	A	0.625	B	0.494	A
3 Rocklin Road/I-80 Westbound Ramps	19.1 sec	B	18.8 sec	B	18.7 sec	B	19.7 sec	B	23.1 sec	C	21.6 sec	C
4 Rocklin Road/I-80 Eastbound Ramps	25.4 sec	C	24.6 sec	C	22.0 sec	C	26.1 sec	C	27.9 sec	C	23.5 sec	C
5 Dominguez Road/Pacific Street ¹	0.385	A	0.483	A	0.337	A	0.392	A	0.493	A	0.352	A
6 Dominguez Road/Granite Drive* ¹	11.3 sec	B	11.5 sec	B	9.9 sec	A	11.3 sec	B	11.6 sec	B	10.0 sec	B
7 Sierra College Boulevard/Taylor Road ¹ (Loomis)	28.6 sec	C	28.2 sec	C	28.5 sec	C	28.7 sec	C	29.5 sec	C	29.0 sec	C
8 Sierra College Boulevard/Brace Road ¹ (Loomis)	19.1 sec	B	12.9 sec	B	12.1 sec	B	20.0 sec	B	13.3 sec	B	10.8 sec	B
9 Sierra College Boulevard/Granite Drive	0.433	A	0.391	A	0.325	A	0.461	A	0.455	A	0.408	A
10 Sierra College Boulevard/I-80 Westbound Ramps	16.1 sec	B	9.7 sec	A	8.6 sec	A	15.5 sec	B	9.7 sec	A	10.2 sec	B
11 Sierra College Boulevard/I-80 Eastbound Ramps	7.3 sec	A	6.9 sec	A	8.1 sec	A	13.0 sec	B	25.6 sec	C	32.1 sec	C
12 Sierra College Boulevard/Dominguez Road	-	-	-	-	-	-	-	-	-	-	-	-
13 Sierra College Boulevard/Rocklin Road ¹	0.748	C	0.661	B	0.562	A	0.769	C	0.695	B	0.637	B
14 Taylor Road/Horseshoe Bar Road ¹ (Loomis)	25.8 sec	C	18.6 sec	B	17.6 sec	B	26.0 sec	C	28.5 sec	C	17.7 sec	B
15 Horseshoe Bar Road/I-80 Westbound Ramps ¹ (Loomis)	18.5 sec	B	19.4 sec	B	21.7 sec	C	18.5 sec	B	20.3 sec	C	21.8 sec	C
16 Horseshoe Bar Road/I-80 Eastbound Ramps* ¹ (Loomis)	16.8 sec	C	16.9 sec	C	13.4 sec	B	17.1 sec	C	18.1 sec	C	14.1 sec	B
17 Barton Road/Brace Road* ¹ (Loomis)	9.8 sec	A	9.7 sec	A	9.5 sec	A	9.8 sec	A	9.7 sec	A	9.5 sec	A
18 Barton Road/Rocklin Road* ¹ (Loomis)	9.9 sec	A	9.7 sec	A	9.0 sec	A	10.1 sec	A	10.4 sec	B	9.8 sec	A
19 Sierra College Boulevard/King Road ¹ (Loomis)	15.5 sec	B	11.2 sec	B	13.6 sec	B	15.2 sec	B	11.0 sec	B	11.7 sec	B
20 Sierra College Boulevard/English Colony Way* ¹ (Placer County)	9.8 sec	A	13.8 sec	B	10.8 sec	B	10.0 sec	A	14.8 sec	B	11.6 sec	B
21 Taylor Road/King Road ¹ (Loomis)	33.0 sec	C	30.0 sec	C	27.8 sec	C	33.1 sec	C	31.0 sec	C	28.2 sec	C

- Notes:
- ICU V/C ratio is used for signalized intersections in the City of Rocklin. HCM delay in seconds is used for unsignalized intersections and in the Town of Loomis.
 - * Indicates unsignalized intersection
 - ¹ LOS C required for these intersections. LOS D acceptable for all other intersections.
 - ² Project-related increase is less than 0.05 in V/C ratio or less than 5% of the total traffic at the intersection, therefore not a significant impact.
 - Exceeds level of service criteria
 - (Shade) = Significant Impact

Table 4.2-13. Existing Plus Approved Projects (Baseline) Plus Project Condition Intersection Level of Service Summary

Intersection	Existing Plus Approved Condition						Existing Plus Approved Plus Project Condition					
	AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1 Rocklin Road/Pacific Street ¹	0.810	D	1.029	F	0.797	C	0.822	D ²	1.061	F ²	0.838	D
2 Rocklin Road/Granite Drive	0.539	A	0.805	D	0.665	B	0.545	A	0.822	D	0.687	B
3 Rocklin Road/I-80 Westbound Ramps	21.9 sec	C	29.3 sec	C	20.2 sec	C	22.7 sec	C	33.9 sec	C	23.4 sec	C
4 Rocklin Road/I-80 Eastbound Ramps	28.4 sec	C	40.4 sec	D	23.8 sec	C	29.4 sec	C	45.8 sec	D	25.5 sec	C
5 Dominguez Road/Pacific Street ¹	0.437	A	0.531	A	0.376	A	0.445	A	0.547	A	0.399	A
6 Dominguez Road/Granite Drive* ¹	13.1 sec	B	16.0 sec	C	14.3 sec	B	13.1 sec	B	16.3 sec	C	14.6 sec	B
7 Sierra College Boulevard/Taylor Road ¹ (Loomis)	27.8 sec	C	31.0 sec	C	30.8 sec	C	28.0 sec	C	32.8 sec	C	32.7 sec	C
8 Sierra College Boulevard/Brace Road ¹ (Loomis)	18.0 sec	B	16.2 sec	B	16.6 sec	B	18.1 sec	B	16.7 sec	B	16.8 sec	B
9 Sierra College Boulevard/Granite Drive	0.579	A	0.700	B	0.728	C	0.606	B	0.763	C	0.807	D
10 Sierra College Boulevard/I-80 Westbound Ramps	20.3 sec	C	27.0 sec	C	33.0 sec	C	20.4 sec	C	29.1 sec	C	34.6 sec	C
11 Sierra College Boulevard/I-80 Eastbound Ramps	9.1 sec	A	12.9 sec	B	15.3 sec	B	13.0 sec	B	26.1 sec	C	36.0 sec	D
12 Sierra College Boulevard/Dominguez Road	-	-	-	-	-	-	-	-	-	-	-	-
13 Sierra College Boulevard/Rocklin Road ¹	0.774	C	0.779	C	0.726	C	0.791	C	0.836	D	0.809	D
14 Taylor Road/Horseshoe Bar Road ¹ (Loomis)	36.9 sec	D	43.4 sec	D	30.6 sec	C	37.2 sec	D ²	44.5 sec	D ²	31.1 sec	C
15 Horseshoe Bar Road/I-80 Westbound Ramps ¹ (Loomis)	19.1 sec	B	20.9 sec	C	22.3 sec	C	19.1 sec	B	21.2 sec	C	22.4 sec	C
16 Horseshoe Bar Road/I-80 Eastbound Ramps* ¹ (Loomis)	18.3 sec	C	22.0 sec	C	15.5 sec	C	18.7 sec	C	24.6 sec	C	16.9 sec	C
17 Barton Road/Brace Road* ¹ (Loomis)	10.7 sec	B	11.1 sec	B	11.3 sec	B	10.7 sec	B	11.2 sec	B	11.5 sec	B
18 Barton Road/Rocklin Road* ¹ (Loomis)	10.7 sec	B	12.0 sec	B	11.2 sec	B	11.0 sec	B	13.2 sec	B	12.7 sec	B
19 Sierra College Boulevard/King Road ¹ (Loomis)	22.8 sec	C	36.3 sec	D	25.3 sec	C	23.1 sec	C	41.7 sec	D	26.8 sec	C
20 Sierra College Boulevard/English Colony Way* ¹ (Placer County)	11.5 sec	B	21.3 sec	C	16.3 sec	C	11.7 sec	B	24.0 sec	C	18.8 sec	C
21 Taylor Road/King Road ¹ (Loomis)	35.1 sec	D	31.8 sec	C	27.5 sec	C	35.2 sec	D ²	32.1 sec	C	27.9 sec	C

Notes:

ICU V/C ratio is used for signalized intersections in the City of Rocklin. HCM delay in seconds is used for unsignalized intersections and in the Town of Loomis.

* Indicates unsignalized intersection

¹ LOS C required for these intersections. LOS D acceptable for all other intersections.

² Project-related increase is less than 0.05 in V/C ratio or less than 5% of the total traffic at the intersection, therefore not a significant impact.

☐ Exceeds level of service criteria

◼ (Shade) = Significant Impact

Table 4.2-19. 2030 Plus Project without Dominguez Road Condition Peak Hour Intersection Level of Service Summary

Intersection	2030 No Project without Dominguez Road Condition						2030 Plus Project without Dominguez Road Condition					
	AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1 Rocklin Road/Pacific Street ¹	1.234	F	1.181	F	0.900	E	1.246	F ²	1.213	F ²	0.942	E ²
2 Rocklin Road/Granite Drive	0.880	D	0.847	D	0.655	B	0.885	D	0.864	D	0.678	B
3 Rocklin Road/I-80 Westbound Ramps	54.5 sec	D	30.8 sec	C	24.1 sec	C	56.4 sec	E	35.9 sec	D	26.9 sec	C
4 Rocklin Road/I-80 Eastbound Ramps	66.2 sec	E	47.0 sec	D	21.5 sec	C	70.4 sec	E ²	53.0 sec	D	22.4 sec	C
5 Dominguez Road/Pacific Street ¹	0.996	E	0.855	D	0.591	A	1.001	F ²	0.872	D ²	0.619	B
6 Dominguez Road/Granite Drive* ¹	12.2 sec	B	16.5 sec	C	10.9 sec	B	12.2 sec	B	16.8 sec	C	11.0 sec	B
7 Sierra College Boulevard/Taylor Road ¹ (Loomis)	54.3 sec	D	34.9 sec	C	34.4 sec	C	57.9 sec	E ²	37.6 sec	D	37.7 sec	D
8 Sierra College Boulevard/Brace Road ¹ (Loomis)	23.9 sec	C	27.6 sec	C	22.2 sec	C	24.0 sec	C	28.3 sec	C	22.1 sec	C
9 Sierra College Boulevard/Granite Drive	0.928	E	0.736	C	0.607	B	0.948	E ²	0.784	C	0.673	B
10 Sierra College Boulevard/I-80 Westbound Ramps	52.8 sec	D	50.6 sec	D	35.2 sec	D	53.8 sec	D	51.5 sec	D	48.6 sec	D
11 Sierra College Boulevard/I-80 Eastbound Ramps	32.6 sec	C	16.1 sec	B	11.7 sec	B	27.0 sec	C	52.5 sec	D	19.5 sec	B
12 Sierra College Boulevard/Dominguez Road	0.518	A	0.406	A	0.295	A	0.530	A	0.501	A	0.424	A
13 Sierra College Boulevard/Rocklin Road ¹	1.426	F	1.225	F	1.006	F	1.443	F ²	1.248	F ²	1.036	F ²
14 Taylor Road/Horseshoe Bar Road ¹ (Loomis)	56.5 sec	E	55.9 sec	E	36.6 sec	D	57.0 sec	E ²	57.3 sec	E ²	37.4 sec	D ²
15 Horseshoe Bar Road/I-80 Westbound Ramps ¹ (Loomis)	18.9 sec	B	20.1 sec	C	21.7 sec	C	19.0 sec	B	20.1 sec	C	21.6 sec	C
16 Horseshoe Bar Road/I-80 Eastbound Ramps* ^{1,3} (Loomis)	67.6 sec	F	121.1 sec	F	32.0 sec	D	71.9 sec	F ²	141.9 sec	F ²	38.5 sec	E ²
17 Barton Road/Brace Road* ^{1,3} (Loomis)	15.1 sec	C	18.1 sec	C	14.9 sec	B	15.2 sec	C	18.3 sec	C	15.1 sec	C
18 Barton Road/Rocklin Road* ^{1,3} (Loomis)	24.8 sec	C	15.3 sec	C	12.2 sec	B	27.0 sec	D	16.5 sec	C	13.5 sec	B
19 Sierra College Boulevard/King Road ¹ (Loomis)	20.3 sec	C	20.1 sec	C	20.3 sec	C	20.3 sec	C	19.9 sec	B	19.3 sec	B
20 Sierra College Boulevard/English Colony Way* ^{1,3} (Placer County)	17.2 sec	C	86.1 sec	F	30.5 sec	D	17.7 sec	C	105.3 sec	F ²	38.7 sec	E
21 Taylor Road/King Road ¹ (Loomis)	37.0 sec	D	31.0 sec	C	28.1 sec	C	37.2 sec	D ²	31.3 sec	C	28.5 sec	C

- Notes:
- ICU V/C ratio is used for signalized intersections in the City of Rocklin. HCM delay in seconds is used for unsignalized intersections and in the Town of Loomis.
 - * Indicates unsignalized intersection
 - ¹ LOS C required for these intersections. LOS D acceptable for all other intersections.
 - ² Project-related increase is less than 0.05 in V/C ratio or less than 5% of the total traffic at the intersection, therefore not a significant impact.
 - ³ Peak Hour volumes meet Signal Warrant #3 of the MUTCD
 - ^{*} Delay exceeds 1000 seconds
 - ☐ Exceeds level of service criteria
 - ◼ (Shade) = Significant Impact

Table 4.2-25. 2030 Plus Project with Dominguez Road Condition Peak Hour Intersection Level of Service Summary

Intersection	2030 No Project with Dominguez Road Condition						2030 Plus Project with Dominguez Road Condition					
	AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1 Rocklin Road/Pacific Street ¹	1.207	F	1.178	F	0.881	D	1.219	F ²	1.210	F ²	0.922	E ²
2 Rocklin Road/Granite Drive	0.857	D	0.826	D	0.629	B	0.862	D	0.843	D	0.651	B
3 Rocklin Road/I-80 Westbound Ramps	52.8 sec	D	28.8 sec	C	23.5 sec	C	54.5 sec	D	32.9 sec	C	26.0 sec	C
4 Rocklin Road/I-80 Eastbound Ramps	55.4 sec	E	42.4 sec	D	21.1 sec	C	58.9 sec	E ²	47.8 sec	D	22.0 sec	C
5 Dominguez Road/Pacific Street ¹	0.898	D	0.860	D	0.615	B	0.901	E ²	0.882	D ²	0.639	B
6 Dominguez Road/Granite Drive ^{1,3}	0.472	A	0.529	A	0.562	A	0.481	A	0.552	A	0.600	B
7 Sierra College Boulevard/Taylor Road ¹ (Loomis)	44.3 sec	D	33.1 sec	C	32.9 sec	C	46.4 sec	D ²	34.3 sec	C	34.1 sec	C
8 Sierra College Boulevard/Brace Road ¹ (Loomis)	23.7 sec	C	27.8 sec	C	22.2 sec	C	23.8 sec	C	28.3 sec	C	22.0 sec	C
9 Sierra College Boulevard/Granite Drive	0.773	C	0.608	B	0.480	A	0.787	C	0.642	B	0.527	A
10 Sierra College Boulevard/I-80 Westbound Ramps	52.3 sec	D	45.9 sec	D	40.2 sec	D	54.7 sec	D	43.0 sec	D	49.9 sec	D
11 Sierra College Boulevard/I-80 Eastbound Ramps	36.4 sec	D	9.8 sec	A	9.3 sec	A	29.5 sec	C	50.0 sec	D	17.7 sec	B
12 Sierra College Boulevard/Dominguez Road	0.799	C	0.655	B	0.999	E	0.811	D	0.748	C	1.126	F
13 Sierra College Boulevard/Rocklin Road ¹	1.408	F	1.159	F	0.942	E	1.425	F ²	1.182	F ²	0.971	E ²
14 Taylor Road/Horseshoe Bar Road ¹ (Loomis)	54.4 sec	D	55.0 sec	E	35.8 sec	D	54.9 sec	D ²	56.4 sec	E ²	36.6 sec	D ²
15 Horseshoe Bar Road/I-80 Westbound Ramps ¹ (Loomis)	19.0 sec	B	20.1 sec	C	21.8 sec	C	19.0 sec	B	20.2 sec	C	21.7 sec	C
16 Horseshoe Bar Road/I-80 Eastbound Ramps* ^{1,3} (Loomis)	60.5 sec	F	114.9 sec	F	29.7 sec	D	64.3 sec	F ²	135.3 sec	F ²	35.1 sec	E ²
17 Barton Road/Brace Road* ^{1,3} (Loomis)	14.7 sec	B	18.1 sec	C	14.9 sec	B	14.7 sec	B	18.4 sec	C	15.1 sec	C
18 Barton Road/Rocklin Road* ^{1,3} (Loomis)	31.1 sec	D	16.0 sec	C	12.1 sec	B	34.3 sec	D ²	17.3 sec	C	13.3 sec	B
19 Sierra College Boulevard/King Road ¹ (Loomis)	20.1 sec	C	20.1 sec	C	20.7 sec	C	20.1 sec	C	19.9 sec	B	19.7 sec	B
20 Sierra College Boulevard/English Colony Way* ^{1,3} (Placer County)	17.1 sec	C	86.4 sec	F	28.2 sec	D	17.6 sec	C	105.6 sec	F ²	35.4 sec	E
21 Taylor Road/King Road ¹ (Loomis)	37.0 sec	D	31.0 sec	C	28.0 sec	C	37.1 sec	D ²	31.3 sec	C	28.5 sec	C

- Notes:
- ICU V/C ratio is used for signalized intersections in the City of Rocklin. HCM delay in seconds is used for unsignalized intersections and in the Town of Loomis.
 - * Indicates unsignalized intersection
 - ¹ LOS C required for these intersections. LOS D acceptable for all other intersections.
 - ² Project-related increase is less than 0.05 in V/C ratio or less than 5% of the total traffic at the intersection, therefore not a significant impact.
 - ³ Peak Hour volumes meet Signal Warrant #3 of the MUTCD
 - * Delay exceeds 1000 seconds
 - ☐ Exceeds level of service criteria
 - (Shade) = Significant Impact

Table 4.2-28. Existing Plus Approved Projects (Baseline) Plus Project Condition Peak Hour Intersection Level of Service Summary - With Mitigation

Intersection	Existing Plus Approved Plus Project Condition						Existing Plus Approved Plus Project Condition - With mitigation					
	AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1 Rocklin Road/Pacific Street ¹	0.822	D	1.061	F	0.838	D	0.601	B	0.718	C	0.557	A
2 Rocklin Road/Granite Drive	0.545	A	0.822	D	0.687	B	0.545	A	0.822	D	0.687	B
3 Rocklin Road/I-80 Westbound Ramps	22.7 sec	C	33.9 sec	C	23.4 sec	C	22.7 sec	C	33.9 sec	C	23.4 sec	C
4 Rocklin Road/I-80 Eastbound Ramps	29.4 sec	C	45.8 sec	D	25.5 sec	C	29.4 sec	C	45.8 sec	D	25.5 sec	C
5 Dominguez Road/Pacific Street ¹	0.445	A	0.547	A	0.399	A	0.445	A	0.547	A	0.399	A
6 Dominguez Road/Granite Drive* ¹	13.1 sec	B	16.3 sec	C	14.6 sec	B	13.1 sec	B	16.3 sec	C	14.6 sec	B
7 Sierra College Boulevard/Taylor Road ¹ (Loomis)	28.0 sec	C	32.8 sec	C	32.7 sec	C	28.0 sec	C	32.8 sec	C	32.7 sec	C
8 Sierra College Boulevard/Brace Road ¹ (Loomis)	18.1 sec	B	16.7 sec	B	16.8 sec	B	18.1 sec	B	16.7 sec	B	16.8 sec	B
9 Sierra College Boulevard/Granite Drive	0.606	B	0.763	C	0.807	D	0.606	B	0.763	C	0.807	D
10 Sierra College Boulevard/I-80 Westbound Ramps	20.4 sec	C	29.1 sec	C	34.6 sec	C	20.4 sec	C	29.1 sec	C	34.6 sec	C
11 Sierra College Boulevard/I-80 Eastbound Ramps	13.0 sec	B	26.1 sec	C	36.0 sec	D	13.0 sec	B	26.1 sec	C	36.0 sec	D
12 Sierra College Boulevard/Dominguez Road	-	-	-	-	-	-	-	-	-	-	-	-
13 Sierra College Boulevard/Rocklin Road ¹	0.791	C	0.836	D	0.809	D	0.665	B	0.787	C	0.659	B
14 Taylor Road/Horseshoe Bar Road ¹ (Loomis)	37.2 sec	D	44.5 sec	D	31.1 sec	C	37.2 sec	D	44.5 sec	D	31.1 sec	C
15 Horseshoe Bar Road/I-80 Westbound Ramps ¹ (Loomis)	19.1 sec	B	21.2 sec	C	22.4 sec	C	19.1 sec	B	21.2 sec	C	22.4 sec	C
16 Horseshoe Bar Road/I-80 Eastbound Ramps* ¹ (Loomis)	18.7 sec	C	24.6 sec	C	16.9 sec	C	18.7 sec	C	24.6 sec	C	16.9 sec	C
17 Barton Road/Brace Road* ¹ (Loomis)	10.7 sec	B	11.2 sec	B	11.5 sec	B	10.7 sec	B	11.2 sec	B	11.5 sec	B
18 Barton Road/Rocklin Road* ¹ (Loomis)	11.0 sec	B	13.2 sec	B	12.7 sec	B	11.0 sec	B	13.2 sec	B	12.7 sec	B
19 Sierra College Boulevard/King Road ¹ (Loomis)	23.1 sec	C	41.7 sec	D	26.8 sec	C	18.8 sec	B	27.7 sec	C	21.4 sec	C
20 Sierra College Boulevard/English Colony Way* ¹ (Placer County)	11.7 sec	B	24.0 sec	C	18.8 sec	C	11.7 sec	B	24.0 sec	C	18.8 sec	C
21 Taylor Road/King Road ¹ (Loomis)	35.2 sec	D	32.1 sec	C	27.9 sec	C	35.2 sec	D	32.1 sec	C	27.9 sec	C

- Notes:
- ICU V/C ratio is used for signalized intersections in the City of Rocklin. HCM delay in seconds is used for unsignalized intersections and in the Town of Loomis.
 - * Indicates unsignalized intersection
 - ¹ LOS C required for these intersections. LOS D acceptable for all other intersections.
 - ☐ Mitigated condition
 - ◼ (Shade) = Significant Impact

Table 4.2-29. 2030 Plus Project without Dominguez Road Condition Peak Hour Intersection Level of Service Summary - With Mitigation

Intersection	2030 Plus Project without Dominguez Road Condition						2030 Plus Project without Dominguez Road Condition - With Mitigation					
	AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1 Rocklin Road/Pacific Street ¹	1.246	F	1.213	F	0.942	E	1.246	F	1.213	F	0.942	E
2 Rocklin Road/Granite Drive	0.885	D	0.864	D	0.678	B	0.885	D	0.864	D	0.678	B
3 Rocklin Road/I-80 Westbound Ramps	56.4 sec	E	35.9 sec	D	26.9 sec	C	24.4 sec	C	13.5 sec	B	11.5 sec	B
4 Rocklin Road/I-80 Eastbound Ramps	70.4 sec	E	53.0 sec	D	22.4 sec	C	35.2 sec	D	31.8 sec	C	22.7 sec	C
5 Dominguez Road/Pacific Street ¹	1.001	F	0.872	D	0.619	B	1.001	F	0.872	D	0.619	B
6 Dominguez Road/Granite Drive* ¹	12.2 sec	B	16.8 sec	C	11.0 sec	B	12.2 sec	B	16.8 sec	C	11.0 sec	B
7 Sierra College Boulevard/Taylor Road ¹ (Loomis)	57.9 sec	E	37.6 sec	D	37.7 sec	D	50.5 sec	D	34.5 sec	C	32.2 sec	C
8 Sierra College Boulevard/Brace Road ¹ (Loomis)	24.0 sec	C	28.3 sec	C	22.1 sec	C	24.0 sec	C	28.3 sec	C	22.1 sec	C
9 Sierra College Boulevard/Granite Drive	0.948	E	0.784	C	0.673	B	0.948	E	0.784	C	0.673	B
10 Sierra College Boulevard/I-80 Westbound Ramps	53.8 sec	D	51.5 sec	D	48.6 sec	D	53.8 sec	D	51.5 sec	D	48.6 sec	D
11 Sierra College Boulevard/I-80 Eastbound Ramps	27.0 sec	C	52.5 sec	D	19.5 sec	B	27.0 sec	C	52.5 sec	D	19.5 sec	B
12 Sierra College Boulevard/Dominguez Road	0.530	A	0.501	A	0.424	A	0.530	A	0.501	A	0.424	A
13 Sierra College Boulevard/Rocklin Road ¹	1.443	F	1.248	F	1.036	F	1.443	F	1.248	F	1.036	F
14 Taylor Road/Horseshoe Bar Road ¹ (Loomis)	57.0 sec	E	57.3 sec	E	37.4 sec	D	57.0 sec	E	57.3 sec	E	37.4 sec	D
15 Horseshoe Bar Road/I-80 Westbound Ramps ¹ (Loomis)	19.0 sec	B	20.1 sec	C	21.6 sec	C	19.0 sec	B	20.1 sec	C	21.6 sec	C
16 Horseshoe Bar Road/I-80 Eastbound Ramps* ^{1,2} (Loomis)	71.9 sec	F	141.9 sec	F	38.5 sec	E	71.9 sec	F	141.9 sec	F	38.5 sec	E
17 Barton Road/Brace Road* ^{1,2} (Loomis)	15.2 sec	C	18.3 sec	C	15.1 sec	C	15.2 sec	C	18.3 sec	C	15.1 sec	C
18 Barton Road/Rocklin Road* ^{1,2} (Loomis)	27.0 sec	D	16.5 sec	C	13.5 sec	B	31.3 sec	C	22.7 sec	C	25.6 sec	C
19 Sierra College Boulevard/King Road ¹ (Loomis)	20.3 sec	C	19.9 sec	B	19.3 sec	B	20.3 sec	C	19.9 sec	B	19.3 sec	B
20 Sierra College Boulevard/English Colony Way* ^{1,2} (Placer County)	17.7 sec	C	105.3 sec	F	38.7 sec	E	16.3 sec	B	18.0 sec	B	14.1 sec	B
21 Taylor Road/King Road ¹ (Loomis)	37.2 sec	D	31.3 sec	C	28.5 sec	C	37.2 sec	D	31.3 sec	C	28.5 sec	C

Notes:

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* Indicates unsignalized intersection

¹ LOS C required for these intersections. LOS D acceptable for all other intersections.

² Peak Hour volumes meet Signal Warrant #3 of the MUTCD

* Delay exceeds 1000 seconds

- Mitigated condition
- (Shade) = Significant Impact

Table 4.2-30. 2030 Plus Project with Dominguez Road Condition Peak Hour Intersection Level of Service Summary - With Mitigation

Intersection	2030 Plus Project with Dominguez Road Condition						2030 Plus Project with Dominguez Road Condition - With Mitigation					
	AM Peak Hour		PM Peak Hour		Saturday		AM Peak Hour		PM Peak Hour		Saturday	
	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1 Rocklin Road/Pacific Street ¹	1.219	F	1.210	F	0.922	E	1.219	F	1.210	F	0.922	E
2 Rocklin Road/Granite Drive	0.862	D	0.843	D	0.651	B	0.862	D	0.843	D	0.651	B
3 Rocklin Road/I-80 Westbound Ramps	54.5 sec	D	32.9 sec	C	26.0 sec	C	54.5 sec	D	32.9 sec	C	26.0 sec	C
4 Rocklin Road/I-80 Eastbound Ramps	58.9 sec	E	47.8 sec	D	22.0 sec	C	58.9 sec	E	47.8 sec	D	22.0 sec	C
5 Dominguez Road/Pacific Street ¹	0.901	E	0.882	D	0.639	B	0.901	E	0.882	D	0.639	B
6 Dominguez Road/Granite Drive* ¹	0.481	A	0.552	A	0.600	B	0.481	A	0.552	A	0.600	B
7 Sierra College Boulevard/Taylor Road ¹ (Loomis)	46.4 sec	D	34.3 sec	C	34.1 sec	C	46.4 sec	D	34.3 sec	C	34.1 sec	C
8 Sierra College Boulevard/Brace Road ¹ (Loomis)	23.8 sec	C	28.3 sec	C	22.0 sec	C	23.8 sec	C	28.3 sec	C	22.0 sec	C
9 Sierra College Boulevard/Granite Drive	0.787	C	0.642	B	0.527	A	0.787	C	0.642	B	0.527	A
10 Sierra College Boulevard/I-80 Westbound Ramps	54.7 sec	D	43.0 sec	D	49.9 sec	D	54.7 sec	D	43.0 sec	D	49.9 sec	D
11 Sierra College Boulevard/I-80 Eastbound Ramps	29.5 sec	C	50.0 sec	D	17.7 sec	B	29.5 sec	C	50.0 sec	D	17.7 sec	B
12 Sierra College Boulevard/Dominguez Road	0.811	D	0.748	C	1.126	F	0.890	D	0.599	A	0.899	D
13 Sierra College Boulevard/Rocklin Road ¹	1.425	F	1.182	F	0.971	E	1.425	F	1.182	F	0.971	E
14 Taylor Road/Horseshoe Bar Road ¹ (Loomis)	54.9 sec	D	56.4 sec	E	36.6 sec	D	54.9 sec	D	56.4 sec	E	36.6 sec	D
15 Horseshoe Bar Road/I-80 Westbound Ramps ¹ (Loomis)	19.0 sec	B	20.2 sec	C	21.7 sec	C	19.0 sec	B	20.2 sec	C	21.7 sec	C
16 Horseshoe Bar Road/I-80 Eastbound Ramps* ^{1,2} (Loomis)	64.3 sec	F	135.3 sec	F	35.1 sec	E	64.3 sec	F	135.3 sec	F	35.1 sec	E
17 Barton Road/Brace Road* ^{1,2} (Loomis)	14.7 sec	B	18.4 sec	C	15.1 sec	C	14.7 sec	B	18.4 sec	C	15.1 sec	C
18 Barton Road/Rocklin Road* ^{1,2} (Loomis)	34.3 sec	D	17.3 sec	C	13.3 sec	B	34.3 sec	D	17.3 sec	C	13.3 sec	B
19 Sierra College Boulevard/King Road ¹ (Loomis)	20.1 sec	C	19.9 sec	B	19.7 sec	B	20.1 sec	C	19.9 sec	B	19.7 sec	B
20 Sierra College Boulevard/English Colony Way* ^{1,2} (Placer County)	17.6 sec	C	105.6 sec	F	35.4 sec	E	16.4 sec	B	17.9 sec	B	14.3 sec	B
21 Taylor Road/King Road ¹ (Loomis)	37.1 sec	D	31.3 sec	C	28.5 sec	C	37.1 sec	D	31.3 sec	C	28.5 sec	C

- Notes:
- ICU V/C ratio is used for signalized intersections in the City of Rocklin. HCM delay in seconds is used for unsignalized intersections and in the Town of Loomis.
 - * Indicates unsignalized intersection
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 - * Delay exceeds 1000 seconds
 - Mitigated condition
 - (Shade) = Significant Impact