# TRAFFIC IMPACT ANALYSIS

ROCKLIN CROSSINGS
ROCKLIN, CALIFORNIA

LSA

October 2010

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# ROCKLIN CROSSINGS ROCKLIN, CALIFORNIA

## Submitted to:

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#### 1. INTRODUCTION

This report presents the results of an analysis by LSA Associates, Inc. (LSA) of the traffic impacts associated with the proposed Rocklin Crossings project in the City of Rocklin (City), California. The project proposes the construction of an approximately 543,500-square-foot (sf) commercial/retail center on a 49.53±-acre (ac) site at the southeast corner of Interstate 80 (I-80) and Sierra College Boulevard. The proposed regional shopping center may include two major tenants (currently expected to be a Walmart and a Home Depot store).

This analysis examines the traffic impacts expected to result from the addition of vehicle traffic generated by the proposed project on the existing, existing plus approved projects, and cumulative (2030) traffic conditions at surrounding intersections and roadway segments. The "existing plus approved projects" scenario is used as the "baseline" for purposes of assessing the significance of project-specific impacts. "Approved projects," in this context, are land use and infrastructure projects that have received all discretionary approvals requiring environmental review, and thus are virtually certain to be built and thereby affect the same transportation facilities that will be affected by the project. The use of this baseline is legally and factually conservative, in that the approach is intended to ensure that the analysis fully accounts for traffic that, though not yet manifested on the "grid" as of the time the City of Rocklin issued the Notice of Preparation for the project, will nevertheless be using the grid by the time the project opens for business. Had LSA not accounted for this reasonably foreseeable traffic, the result could understate the actual impacts of the project. This approach is also consistent with the general principle that environmental analysis in California is concerned with "the effects of projects on the actual environment upon which the proposal will operate." "

With respect to cumulative impacts, forecast traffic volumes and levels of service (LOS) for 2030 conditions were determined using the City of Rocklin's most current Travel Demand Model. Potential mitigation measures for facilities significantly impacted by the project are identified in this study.

Consistent with a February 9, 2010, decision of the Sacramento County Superior Court addressing the adequacy of the previous environmental impact report ("EIR") for the project, which held "that the inconsistency between the EIR's traffic and economic impacts (urban decay) analyses renders the EIR inadequate as an informational document," this analysis has been prepared in consultation not only with City staff, but also with CB Richard Ellis ("CBRE"), the consultant that prepared the project's economic impact and urban decay analysis. As a result, the analysis is consistent with the objectives and methodologies set forth in the City's General Plan Transportation Element, and has also been prepared in close coordination with CBRE. In turn, CBRE used information generated by LSA in conducting its new economic/urban decay analysis for the project. LSA has also taken care to comply with all applicable provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. This analysis recommends mitigation measures based on the project's effects under the existing plus approved projects and cumulative (2030) scenarios.

See Cal. Code Regs., tit. 14, div. 6, ch. 3 ("CEQA Guidelines"), § 15125, subd. (a).

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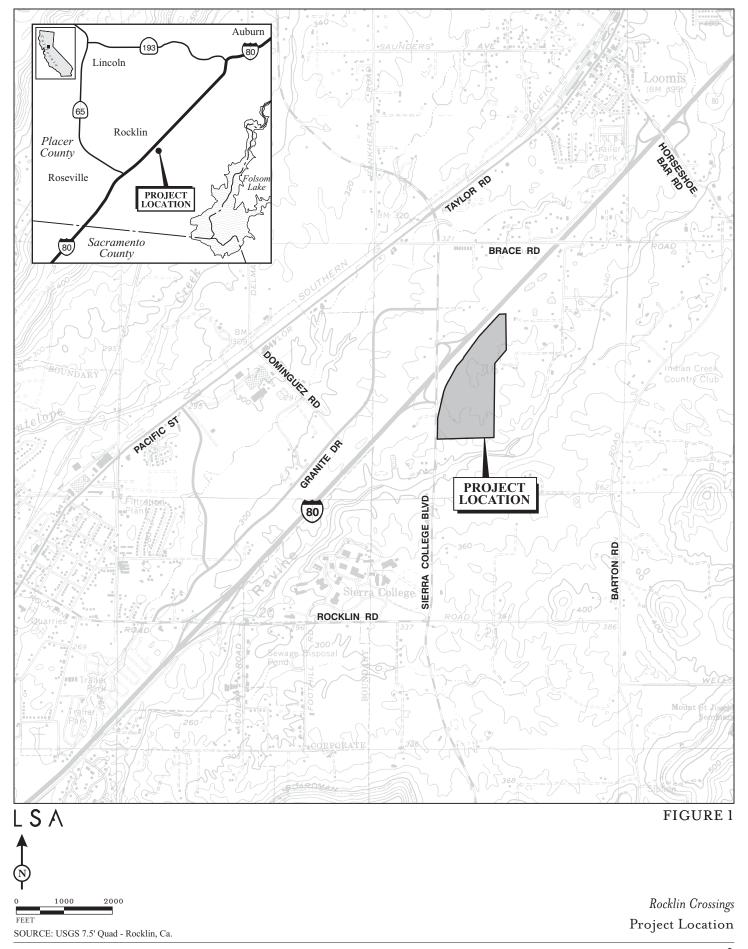
<sup>&</sup>lt;sup>2</sup> Environmental Planning and Information Council v. County of El Dorado (1982) 131 Cal.App.3d 350, 354.

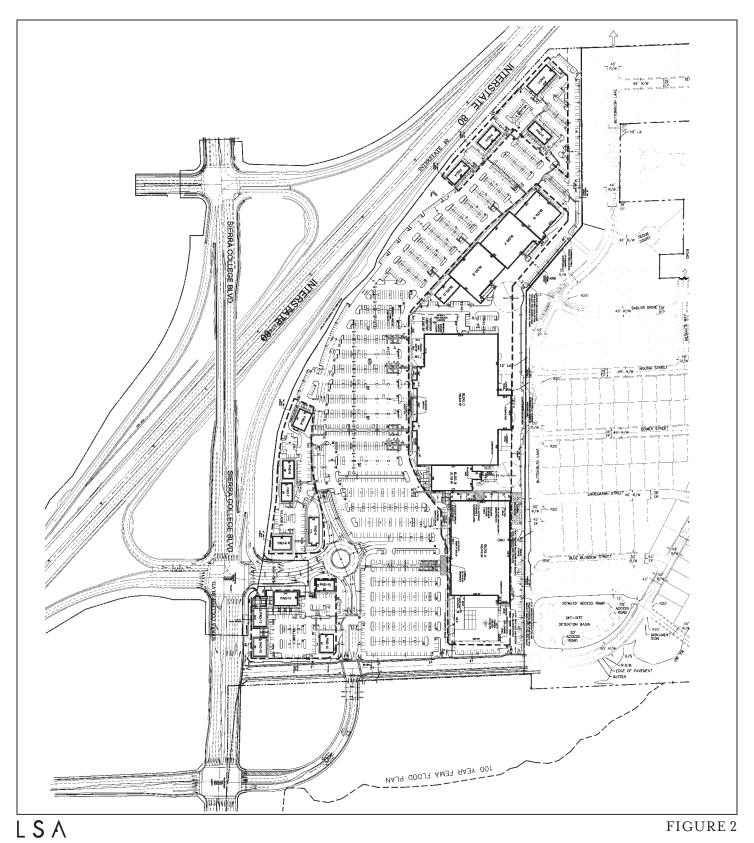
#### 2. PROJECT DESCRIPTION

The proposed project is a regional shopping center including two major tenants (presently expected to be a Walmart and a Home Depot store). The proposed project will be built on a 49.53± ac. site at the southeast corner of I-80 and Sierra College Boulevard. The location of the proposed project is shown on Figure 1. The site is currently undeveloped, though it was extensively disturbed by activities related to the recent reconstruction by the City of Rocklin of the interchange at I-80 and Sierra College Boulevard. Up to 543,500 sf of retail/commercial structures may be constructed if, following the completion of new traffic and urban decay analyses, as directed by the Superior Court, the Rocklin City Council chooses to reapprove the project. The proposed Walmart would consist of 206,000 sf of main building area with a 25,353 sf garden center. The Home Depot store would be 106,278 sf with a 34,760 sf garden center. The remaining 171,109 sf would be made up of smaller retail and restaurant-type uses. Traveler-serving uses such as gas stations and a hotel may also be provided. The project site plan is shown on Figure 2.

Although the Sierra College Boulevard/I-80 Interchange Reconstruction project was not part of the proposed project description, the interchange project significantly affects access to Rocklin Crossings. The Sierra College Boulevard/I-80 Interchange reconstruction project included widening the bridge over I-80, reconstruction of the on- and off-ramps, and full widening of Sierra College Boulevard across the northerly portion of the frontage of the Rocklin Crossings project. The Sierra College Boulevard/I-80 Interchange Reconstruction project has already been completed. The main access into Rocklin Crossings has been constructed as part of the Sierra College Boulevard Interchange Reconstruction project and dedicated as a City right-of-way.

Three project access locations to Rocklin Crossings will be provided from Sierra College Boulevard. The northernmost project access would form the east leg of the I-80 eastbound/Sierra College Boulevard ramp. It should be noted that the construction of this signalized access has been completed as part of the Sierra College Boulevard/I-80 Interchange Reconstruction project. The middle access will provide unsignalized right turns into and out of the project only. The southernmost signalized access point will align with the future extension of Dominguez Road over I-80.







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#### 3. METHODOLOGY

This traffic impact analysis is based on intersection and roadway LOS for the following scenarios during typical weekday and Saturday conditions:

- Existing
- Existing plus Project
- Existing plus Approved Projects (Baseline)
- Existing plus Approved Projects (Baseline) plus Project
- 2030 (Cumulative without Project)
- 2030 (Cumulative plus Project)

**Intersection LOS Methodology.** Traffix computer software (Version 8.0 R1) was utilized to analyze all study area intersections. The LOS at signalized study area intersections within the City were determined using the Circular 212 "Critical Movement Analysis" (CMA) planning methodology. Highway Capacity Manual (HCM) 2000 methodology was utilized to determine the LOS at all unsignalized study area intersections and California Department of Transportation (Caltrans) controlled freeway interchange intersections. The HCM methodology is used by Caltrans, and the Town of Loomis for analyzing the intersections they control.

The CMA methodology compares the amount of traffic an intersection is able to process (capacity) to the level of traffic during peak hours (volume). The resulting volume-to-capacity (v/c) ratio is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. The CMA methodology provides a planning-level assessment of the traffic volume at an intersection and is used by many cities and agencies in California for the purposes of traffic impact analysis. Some of the cities and agencies besides Rocklin that utilize the Circular 212 CMA methodology include West Sacramento, Fairfield, Roseville, Union City, San Carlos, the Contra Costa Transportation Authority, and the City/County Associations of Governments of San Mateo County. In addition, a number of agencies throughout the State utilize the Intersection Capacity Utilization (ICU) methodology, which is similar to the Circular 212 CMA methodology but does not take into account the effects of signal phasing on LOS. Utilization of a methodology that calculates the v/c ratio has proven to be an accurate method of disclosing traffic impacts of development projects.

LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, and signal phasing on roadway and intersection operations. Traffix computer software utilizing Circular 212 CMA methodology analyzes each intersection in isolation and does not consider other factors that could affect traffic operations, such as intersection spacing and downstream delay. These factors typically have a minor effect on traffic capacity at an intersection. LOS criteria for signalized intersections are presented below.

## LOS Description

A No approach phase is fully utilized by traffic and no vehicle waits longer than one signal cycle. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.

- B This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
- C This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one signal cycle and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
- D This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
- E Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained, no matter how great the demand.
- F This level describes forced-flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods due to the congestion. In extreme cases, speed can drop to zero.

The relationship between LOS and the v/c ratio for signalized intersections is as follows:

Level of Service	Volume-to-Capacity Ratio (CMA Methodology)
A	≤ 0.600
В	0.610-0.700
С	0.710-0.800
D	0.810-0.900
Е	0.910-1.000
F	> 1.000

CMA = Critical Movement Analysis

Because the CMA methodology does not provide an accurate representation of the LOS of an unsignalized intersection, the HCM methodology has been used to determine intersection LOS at all unsignalized intersections. For the unsignalized HCM methodology, LOS is presented in terms of total intersection delay (at four-way stop intersections) and approach delay of the major and minor streets (at two-way stop intersections) in seconds per vehicle. The relationship of delay and LOS at signalized and unsignalized intersections is summarized below.

Level of Service	Unsignalized Intersection Delay per Vehicle (sec)	Signalized Intersection Delay per Vehicle (sec)
A	<u>&lt; 10.0</u>	<u>&lt; 10.0</u>
В	$> 10.0$ and $\leq 15.0$	$> 10.0$ and $\leq 20.0$
C	$> 15.0$ and $\leq 25.0$	$> 20.0$ and $\leq 35.0$
D	$> 25.0$ and $\leq 35.0$	$> 35.0$ and $\leq 55.0$
Е	$> 35.0$ and $\leq 50.0$	$> 55.0$ and $\leq 80.0$
F	> 50.0	> 80.0

sec = seconds

The HCM methodology has also been used to determine LOS at the Caltrans controlled I-80 ramp intersections with Rocklin Road, Sierra College Boulevard, and Horseshoe Bar Road. As requested by the Town of Loomis and agreed to by the City of Rocklin, all signalized intersections within the Town of Loomis were analyzed using the HCM methodology. The HCM method is also used by Caltrans, and Placer County for intersections they control.

**Roadway LOS Methodology.** Roadway segment analysis in the project area was also conducted as part of this traffic impact analysis. To identify the project's impact on the operating conditions of a roadway segment, an LOS ranking scale was used. The LOS is based on peak-hour directional traffic demand in a two-step process. Initially, average daily traffic (ADT) roadway segment threshold capacities, as presented below, are calculated to determine if there are any roadway segments that need to be further analyzed in the peak hour.

R	Roadway Segment Capacities: Two-Way Average Daily Traffic Volumes									
Two-Lane Collector	Four-Lane Undivided Arterial	Four-Lane Divided Arterial	Four-Lane Restricted- Access Arterial	Six-Lane Divided Arterial	Six-Lane Restricted- Access Arterial	Four-Lane Freeway				
Collector Arterial		Aiteriai	Alteriai	Aiteriai	Aitellai	Freeway				
15,000	30,000	33,750	36,000	50,525	50,525	80,000				

The capacities shown in the above table represent an approximation of the number of vehicles the roadway can comfortably carry on a daily basis before it is considered to be at capacity. If the ADT on a roadway segment exceeds these capacities, then a peak hour direction evaluation is initiated. It is important to note that an ADT capacity must assume several critical characteristics of traffic, including the percentage of daily traffic in the peak hour and the directional split within that peak hour. Actual characteristics of a specific roadway can significantly influence the daily capacity, as described below. To calculate the daily LOS for each roadway segment, the ADT on each segment was divided by the capacity of the segment to determine the daily v/c ratio for each roadway.

The daily capacity, as described above, is a planning-level tool that is generally used to determine the overall cross-sections of roadways within a circulation network. While it can provide a preliminary indication during the planning process of whether the existing or forecast volumes would be accommodated within the existing or future roadway width, it does not provide an accurate representation of the actual operation of the roadway, especially during the peak hours of the day.

This is because traffic along a roadway segment will be highest during the peak commute hours. As a result, if traffic operations are satisfactory during the peak hours, when traffic volumes are highest, the segment will also operate at satisfactory LOS during the remaining off-peak hours of the day. For the roadway segment analysis, the peak-hour directional v/c ratio is the critical LOS threshold. If the peak-hour capacity is exceeded, the segment is considered to be operating at an unsatisfactory LOS. A capacity of 1,650 vehicles per hour per lane (vphpl) was used to evaluate the peak-hour v/c ratio. The capacity (1,650) is an average of the per-lane capacity used in Circular 212 methodology (1,400) and the per-lane capacity used in the HCM methodology (1,900). The v/c ratio was compared to the values in the table below to determine the peak-hour LOS for each roadway segment.

Level of Service	Volume-to-Capacity Ratio
A	≤ 0.600
В	0.610-0.700
С	0.710-0.800
D	0.810-0.900
Е	0.910-1.000
F	> 1.000

**Freeway LOS Methodology.** As prescribed in Chapter 13 (Freeway Concepts) of the HCM, the freeway was divided into segments for the purposes of this analysis. Peak-hour volumes on basic segments were analyzed using the methodology contained in HCM Chapter 23 (Basic Freeway Segments), with calculations performed using the Highway Capacity Software Plus (HCS Plus, Version 5.2). LOS on the freeway mainline is determined by the density of vehicles on the segment. The table below shows the LOS criteria for freeway segments.

Level of Service	Density (pc/mi/ln) for Basic Freeway Segments
A	≤ 11
В	$> 11 \text{ and } \le 18$
С	$> 18 \text{ and } \le 26$
D	$> 26 \text{ and } \le 35$
Е	>35 and ≤ 45
F	> 45

pc/mi/ln = passenger cars per mile per lane

**LOS Standards.** According to the City General Plan Circulation Element, the City considers LOS C the upper limit of satisfactory operations except at intersections (both signalized and unsignalized) and on roadway segments located within 0.5 mile (mi) of direct access to an interstate freeway, where LOS D is considered satisfactory. For intersections within the Town of Loomis in general, LOS C is the upper limit of satisfactory operations regardless of proximity to an interstate freeway. The proposed project does not meet the criteria listed in the Town of Loomis General Plan Circulation Element (2001) which includes the following level of service policy:

In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and Interstate 80, Sierra College and Brace Road, and Webb and Taylor, when:

- 1. The deficiency is substantially caused by "through" traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or
- 2. The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.

The Environmental Impact Report prepared for the Town of Loomis General Plan further clarifies these thresholds by identifying an increase of 5 percent (addition of 0.05) to the v/c ratio for roadway segments as a significant project impact.

Therefore, all intersections within the Town of Loomis must meet the LOS C standard regardless of their proximity to a freeway access location. According to the Placer County General Plan (1994), the County considers LOS C the upper limit of satisfactory operations except at intersections (both signalized and unsignalized) and roadway segments located within 0.5 mi of State highways, where LOS D is considered satisfactory (although the County General Plan allows its Board of Supervisors to allow degradation beyond these levels pursuant to General Plan Policy 3.A.7). Caltrans considers LOS E the upper limit of satisfactory operations for all its freeway mainline facilities.

**Significance Criteria.** Mitigation is required, if any is feasible, for any intersection, roadway segment, or freeway mainline segment where project traffic causes the intersection, roadway segment, or freeway mainline segment to deteriorate from satisfactory to unsatisfactory operations. The City of Rocklin, Town of Loomis, Placer County and Caltrans do not have an adopted criterion that defines significant impact at an existing deficient intersection, roadway segment, or freeway mainline segment; therefore, criteria were developed in coordination with the City to address this potential condition. Since the intersections are analyzed using two different methodologies (Circular 212 and HCM), slightly different significance criteria must be employed. These significance criteria are discussed below.

**Circular 212 Methodology:** If an intersection, or roadway segment, is already operating at unsatisfactory LOS, an increase of 5 percent (addition of 0.05) to the v/c ratio would constitute a significant project impact. An increase of 0.05 in the v/c ratio would be considered a measurable worsening of the intersection or roadway operations and therefore would constitute a significant project impact.

The use of this 0.05 threshold is quite common in the region based on the prevailing opinion amongst transportation engineers that 0.05 v/c represents a "measurable worsening" of level of service. There are many factors that affect inputs to the LOS analysis, which in turn result in fluctuations in traffic volumes and levels of service; and many jurisdictions (Sacramento County, City of Sacramento, Rancho Cordova, etc.) have determined that use of a threshold that is less than the one used by the

City of Rocklin is not appropriate for defining a significant impact for locations that are already congested.

Given that traffic volumes can typically fluctuate by 10% or more from day to day, the recognition that a significant impact would occur when the volume-to-capacity ratio increases by 5% (or 0.05) is reasonable, because such a change would typically represent less than half of the normal daily (weekday) fluctuation in traffic volumes. This degree of change also represents a threshold that would be noticeable to the average driver. Thus, an increase of 0.05 in the v/c ratio is significant, as it reflects what would be considered a measurable worsening of the intersection or roadway operations and therefore would constitute a significant project impact. In other words, regardless of whether the existing LOS is D, E, or F, unless there is an increase of at least five percent, the increase would generally go unnoticed, and therefore would not be significant.

Moreover, application of the 0.05 increase to the v/c ratio actually results in an increasing sensitivity to increased traffic volumes as the LOS degrades (i.e., as the LOS conditions worsen, the 0.05 v/c threshold is triggered by smaller percentage increases in traffic volume). To illustrate this point, assume that the capacity at an intersection is 100 vehicles. If the project adds 5 vehicles, the v/c ratio would increase by 0.05 and meet the threshold. As the congestion level increases (i.e. as the number of vehicles through the intersection approaches or exceeds the intersection capacity), however, the same 5 vehicles equate to descending percentages (6.2% (for a v/c ratio of 0.81 increasing to 0.86) to 4.1% (for a v/c ratio of 1.21 increasing to 1.26) of allowable increases in traffic volume before an impact is triggered (see the table below). Thus, the same 5% (addition of 0.05 to the v/c ratio) criterion is appropriate for the full range of conditions exceeding the basic level of service criteria, because the 0.05 threshold does not equate to a fixed percentage increase in traffic triggering an impact at each LOS condition. Rather, when the 0.05 increase in v/c ratio is applied to the v/c ratio at any LOS condition, the percentage of additional traffic necessary to trigger an impact decreases as congestion levels increase and LOS conditions degrade.

Significance Threshold	V/C without Project	V/C with Project	Percent Project traffic at intersection that would trigger impact
0.05 (5%)	0.81	0.86	6.2%
0.05 (5%)	0.91	0.96	5.5%
0.05 (5%)	1.01	1.06	4.95%
0.05 (5%)	1.11	1.16	4.5%
0.05 (5%)	1.21	1.26	4.13%

**HCM Methodology:** The HCM methodology calculates the average delay experienced by a vehicle at an intersection, which is then used to determine the LOS at that location. The determination of LOS using the HCM methodology does not rely on the volume-to-capacity ratio at the intersection, as is used with the Circular 212 Methodology. Hence, for an intersection that is analyzed using the HCM methodology and that is already operating at unsatisfactory LOS, the significance criteria of 0.05 increase in v/c would not be applicable.

For intersections that are analyzed using HCM methodology, the LOS is calculated based on the average vehicle delay. The City does not have an established threshold of significance expressed in

terms of delay for intersections that are already operating at unsatisfactory LOS. For that reason, a threshold of 5 percent increase in traffic volume, which is similar to the threshold for the intersections analyzed using Circular 212 methodology, was applied to the intersections analyzed using HCM methodology. Therefore, if an unsignalized or signalized intersection that is analyzed using HCM methodology is already operating at unsatisfactory LOS D (LOS E within 0.5 mi of freeway access), then the addition of more than 5 percent of the total traffic at the intersection would also be considered a significant project impact.

The significance criteria used for intersections and roadway segments in the Town of Loomis are consistent with the criteria used in previous traffic studies, including the *Rocklin Commons Traffic Study*, which reflected input from Brian Fragiao of the Town of Loomis staff. As directed by the City of Rocklin, LSA has previously applied the same significance criteria to the Town of Loomis intersections and roadway segments as applied in the City of Rocklin<sup>1</sup>. In recent trial court proceeding resulting from the challenge by Loomis to the City's use of this threshold, the court indicated no problem with the City's approach, despite questions raised by Loomis. The City has therefore determined that it continues to be permissible to use this approach.

Similar to the criteria used for intersections and roadway segments analyzed using HCM, for freeway mainline, mitigation is required, if any is feasible, if project traffic causes a freeway segment to deteriorate from satisfactory to unsatisfactory operating conditions. If a freeway segment is already operating at unsatisfactory LOS, then the addition of more than 5 percent of the total traffic on the freeway segment would also be considered a significant project impact.

Study Area. The study area was developed in consultation with the City and was based on several considerations, such as recent projects in the vicinity, professional judgment, and public input on the Notice of Preparation. LSA also coordinated with CBRE, which had identified the primary and secondary market areas for the "big box" components of the project based on its economic analysis, thus providing insights as to the likely origins of most of the single purpose shopping trips associated with the big box components. Although some project-related trips will originate beyond the study area, the numbers of such trips are quite minimal measured in terms of the percentage of trips on affected roadways attributable to the project. Consistent with standard engineering practice and professional judgment, the existence of such minimal amounts of traffic in those areas/facilities was not enough to justify including particular areas/facilities within the study area, though the underlying travel demand models, being regional in scale, do account for such trips. Of the 21 study area intersections, 7 are located within 0.5 mile of direct access to an interstate freeway, while the remaining 14 intersections are outside the 0.5 mile criterion. LOS will be analyzed at the following study area intersections for the a.m., p.m., and Saturday peak hours for each development scenario. City of Rocklin intersections within 0.5 mile of a freeway access location (where the LOS D standard would apply) are noted with an asterisk (\*). As indicated above, all intersections within the Town of Loomis or located in Placer County have an LOS C standard. The jurisdictions of intersections located outside the City of Rocklin are indicated in parentheses after the intersection name:

October 30, 2008 Declaration of Les Card of LSA Associates, Inc. regarding December 12, 2006 personal communication with Brian Fragiao, Town of Loomis City Engineer/Public Works Direct clarifying the significance criteria that should be applied to intersections that currently operate in excess of Loomis's LOS C threshold

- Pacific Street/Rocklin Road
- Granite Drive/Rocklin Road\*
- I-80 westbound ramp/Rocklin Road\*
- I-80 eastbound ramp/Rocklin Road\*
- Dominguez Road (Del Mar Avenue)/Pacific Street
- Granite Drive/Dominguez Road
- Sierra College Boulevard/Taylor Road (Loomis)
- Sierra College Boulevard/Brace Road (Loomis)
- Sierra College Boulevard/Granite Drive\*
- Sierra College Boulevard/I-80 westbound ramp\*
- Sierra College Boulevard/I-80 eastbound ramp\*
- Sierra College Boulevard/Dominguez Road\* (future intersection)
- Sierra College Boulevard/Rocklin Road
- Taylor Road/Horseshoe Bar Road (Loomis)
- Horseshoe Bar Road/I-80 westbound ramp (Loomis)
- Horseshoe Bar Road/I-80 eastbound ramp (Loomis)
- Barton Road/Brace Road (Loomis)
- Barton Road/Rocklin Road (Loomis)
- Sierra College Boulevard/King Road (Loomis)
- Sierra College Boulevard/English Colony Way (Placer County)
- Taylor Road/King Road (Loomis)

The following roadway segments were included in the study area. City of Rocklin roadway segments located within 0.5 mile of direct access to an interstate freeway, where LOS D is considered satisfactory, are noted with an asterisk (\*). The location of the study area intersections and study area roadway segments are illustrated on Figure 3.

- Taylor Road between King Road and Horseshoe Bar Road (Loomis)
- Taylor Road between Horseshoe Bar Road and Sierra College Boulevard (Loomis)
- Pacific Street between Sierra College Boulevard and Dominguez Road
- Pacific Street between Dominguez Road and Rocklin Road
- Rocklin Road between Pacific Street and Granite Drive\*
- Rocklin Road between I-80 and Sierra College Boulevard\*
- Rocklin Road between Sierra College Boulevard and Barton Road (Loomis)
- Barton Road between Rocklin Road and Brace Road (Loomis)

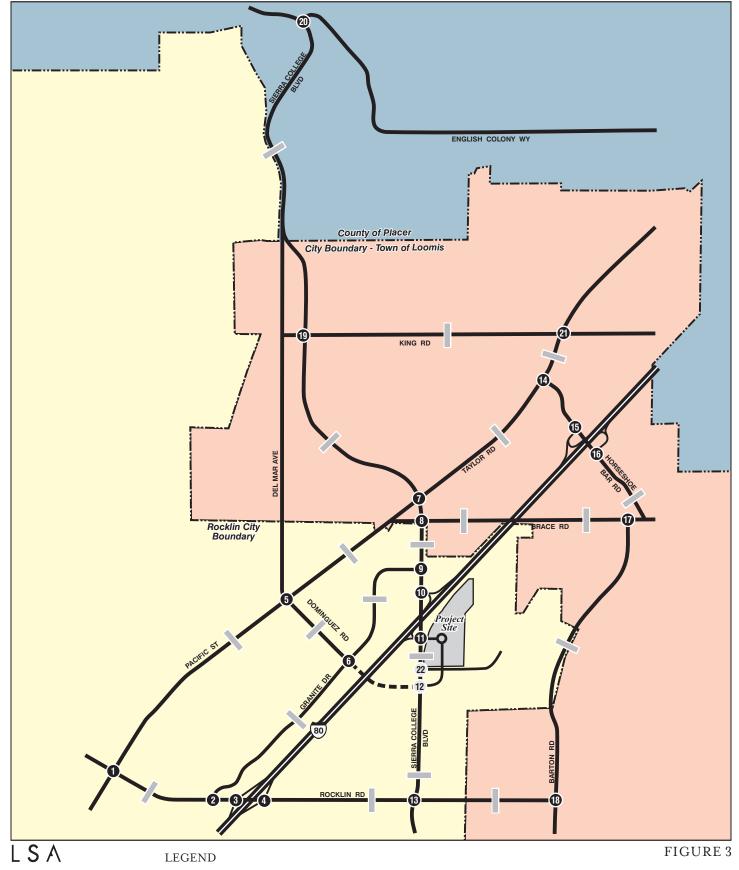
LSA ASSOCIATES, INC.

OCTOBER 2010

TRAFFIC IMPACT ANALYSIS

ROCKLIN CROSSINGS

- Horseshoe Bar Road between I-80 and Brace Road (Loomis)
- Brace Road between I-80 and Barton Road (Loomis)
- Brace Road between I-80 and Sierra College Boulevard (Loomis)
- Sierra College Boulevard between English Colony Way and King Road (Placer County)
- Sierra College Boulevard between King Road and Taylor Road (Loomis)
- Sierra College Boulevard between Taylor Road and I-80\*
- Sierra College Boulevard between I-80 and Dominguez Road (future intersection)\*
- Sierra College Boulevard between Dominguez Road (future intersection) and Rocklin Road
- Granite Drive between Dominguez Road and Sierra College Boulevard
- Granite Drive between Dominguez Road and Rocklin Road
- Dominguez Road between Taylor Road and Granite Drive
- King Road between Sierra College Boulevard and Taylor Road (Loomis)



N N

SCHEMATIC - NOT TO SCALE

1 - Study Area Intersection

12 - Future Intersection

- Study Area Roadway Segment

■■ - Future Roadway

Rocklin Crossings
Study Intersections and Roadway Segments

I:\DSR330\Study Ints.cdr (9/13/10)

#### 4. EXISTING CONDITIONS

#### 4.A. Roadway Network

The existing intersection geometrics and traffic control at study area intersections are illustrated on Figure 4. The roadway that will provide access to the project is described below.

• **Sierra College Boulevard.** Sierra College Boulevard is a north-south roadway that forms the eastern boundary of the project site. This roadway is classified as an Arterial with an ultimate six-lane cross-section in the City's General Plan Circulation Element. Sierra College Boulevard is designated as a Truck Route by the City. Within the study area, Sierra College Boulevard is a two-lane roadway north of Rocklin Road and a four-lane roadway immediately south of Rocklin Road. The roadway segment (near the project access) from Granite Drive to just south of the I-80 eastbound ramps is widened to three lanes in the northbound direction and two lanes in the southbound direction. Primary access to the project will be provided via three locations on Sierra College Boulevard.

Other roads in the vicinity of the project are described below:

- **Granite Drive.** Granite Drive is a four-lane southwest-northeast roadway located west of I-80. Granite Drive is classified as an Arterial in the City General Plan Circulation Element. Granite Drive runs from Rocklin Road in the south and terminates at Sierra College Boulevard just north of the project site. Granite Drive is classified as a Truck Route from Dominguez Road to Sierra College Boulevard.
- I-80. I-80 is an interstate highway providing interregional access in the vicinity of the project. Throughout the study area, I-80 generally travels in a southwest-northeast direction. Interchanges along I-80 near the project site are provided at Rocklin Road, Sierra College Boulevard, and Horseshoe Bar Road. Direct access to the project site will be provided from the I-80 eastbound ramps at Sierra College Boulevard. I-80 provides three travel lanes in each direction north of State Route 65 (SR-65) and four travel lanes in each direction south of SR-65.
- State Route 65. SR-65 provides regional access in the vicinity of the project. SR-65 runs generally northwest from I-80 and joins State Route 70 (SR-70) near the Town of Marysville. Near the I-80 connector, SR-65 is a four-lane expressway with interchanges at Galleria Boulevard/Stanford Ranch Road, Pleasant Grove Boulevard, Blue Oaks Boulevard/Washington Boulevard.
- Pacific Street. Pacific Street is a two-lane roadway located east of Granite Drive, a four-lane roadway from Rocklin Road to Sierra Meadows Drive, and a two-lane roadway north of Sierra Meadows Drive. Pacific Street is classified as an Arterial in the City General Plan Circulation Element and is classified as a Truck Route by the City. This roadway provides travel through the entire City limits. Pacific Street becomes Taylor Road in all jurisdictions other than Rocklin.
- Rocklin Road. Rocklin Road is an east-west roadway located south of the project site. West of Sierra College Boulevard, Rocklin Road is a four-lane roadway. Immediately east of Sierra College Boulevard, there are one westbound and two eastbound travel lanes. Farther east, Rocklin Road becomes a two-lane roadway and terminates at Barton Road.

• Dominguez Road. Dominguez Road is classified as a Collector roadway on the City's General Plan. North of Pacific Street, Dominguez Road becomes Del Mar Avenue. Dominguez Road/Del Mar Avenue is currently a two-lane undivided roadway. Currently, Dominguez Road terminates at Granite Drive west of I-80. Dominguez Road is planned to be extended across I-80 (just an overcrossing) to Sierra College Boulevard to form a fourth leg at the intersection of Sierra College Boulevard/Southern Project Boundary. The Dominguez Road extension is included in the City's Traffic Impact Fee and Capital Improvement Program (CIP).

- **Brace Road.** Brace Road is a two-lane east-west roadway located north of the project site. This roadway is located within the Town of Loomis.
- Horseshoe Bar Road. This roadway is located within the Town of Loomis and provides access
  to I-80. Horseshoe Bar Road is a two-lane roadway running in a northwest-southeast direction
  and is located north of the project site.

As shown in Figure 4, the intersection of Sierra College Boulevard/English Colony Way has a shared through/right-turn lane in the northbound direction, an exclusive left-turn lane, and a through lane in the southbound direction, and an exclusive left-turn lane and an exclusive right-turn lane in the westbound direction. It should be noted that even though two lanes (left turn and right turn) are not striped along the westbound approach, it currently functions as two lanes. The westbound approach is approximately 30 feet (ft) wide at the intersection and more than 19 ft wide for a distance of 60 ft east of the stop line. Due to the wide approach, two vehicles can be accommodated side-by-side. Hence, the intersection was analyzed with an exclusive left-turn lane and an exclusive right-turn lane in the westbound direction. Additionally, since the left turning volume along westbound approach is very low (1 a.m. and 3 p.m.), it is less likely to form long queues (vehicles waiting to turn left onto southbound Sierra College Boulevard) and block the right turning vehicles.

## 4.B. Existing Traffic Volumes

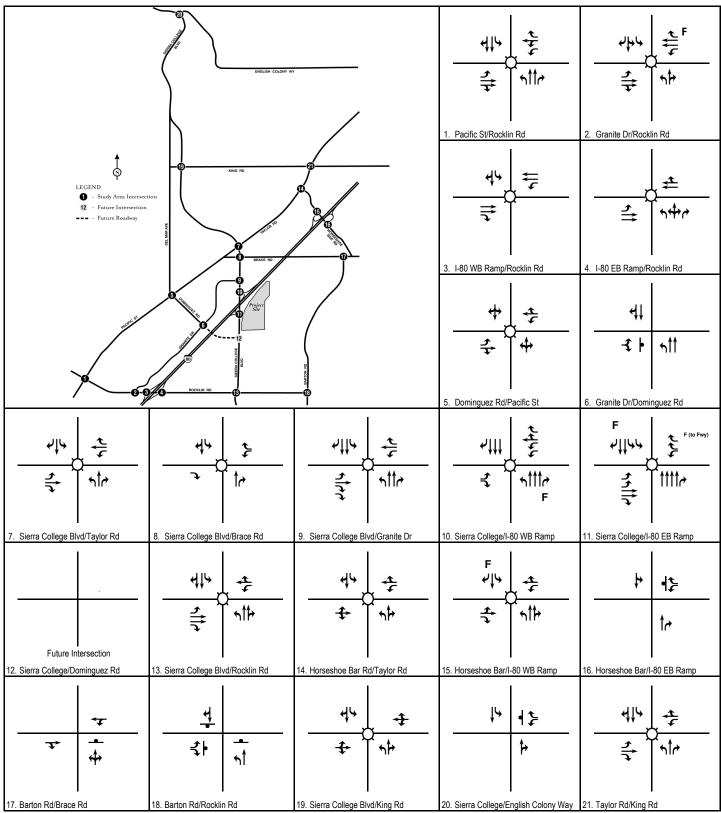
Despite the fact that the Sacramento Superior Court's ruling (discussed in the Introduction) said nothing about the need for the City to provide updated traffic counts, as part of its efforts to achieve a greater level of consistency between the traffic study for the project and the economic study/urban decay analysis, the City instructed LSA to obtain new traffic counts in order to utilize the most current and best available data to determine the traffic impacts of the project. Thus, just as CBRE conducted a new economic study reflecting current and anticipated economic conditions, LSA took new traffic counts. Existing traffic counts at the 20 study area intersections (the intersection of Sierra College Boulevard/Dominguez Road is a future intersection and does not exist yet) were collected in May 2010 for the a.m. (7:00 a.m. to 9:00 a.m.), p.m. (4:00 p.m. to 6:00 p.m.), and Saturday midday (11:00 a.m. to 1:00 p.m.) peak hours. These counts were taken during a non-holiday (excluding summer and winter breaks) period when schools were in session and therefore include the traffic generated by Sierra College and all schools in the study area. The daily counts collected in May 2010 are lower than the daily counts collected in 2006 at a majority of the study area locations. For the weekday peak hours, a majority of the locations have lower counts in 2010. On Saturday, however, a majority of the locations have moderately higher volumes in 2010. These changes are not surprising, recognizing that reduced economic activity sometimes translates into reduced traffic (due, among other things, to fewer commuters on the road). The existing a.m. and p.m. peak-hour and Saturday peak-hour traffic volumes are illustrated on Figures 5 and 6, respectively, and are available in Appendix A.

#### 4.C. Existing Levels of Service

LOS at study area intersections and roadway segments were calculated for the existing conditions and are summarized in Tables A and B. The existing LOS worksheets are provided in Appendix B.

As shown in Table A, all study area intersections are operating at satisfactory LOS in the existing condition.

Roadway segments were analyzed using the two step process explained in the methodology section of this report. First, the segments were reviewed using generalized daily capacities; and, as shown in Table B, most of the study area roadway segments are forecast to operate within their generalized daily roadway capacities in the existing condition except for three segments. Next, a detailed directional peak-hour roadway segment analysis was prepared for these three segments and is shown in Table B2. In the a.m., p.m., and Saturday midday peak hours, those three roadway segments will operate with satisfactory v/c ratios. Because the roadway segments will operate with satisfactory v/c ratios during the peak hours of roadway traffic, they are not considered deficient.



LSA FIGURE 4

Legend

🕽 Signal

-Stop Sign

F Free Right Turn

Rocklin Crossings

Existing Geometrics and Traffic Control

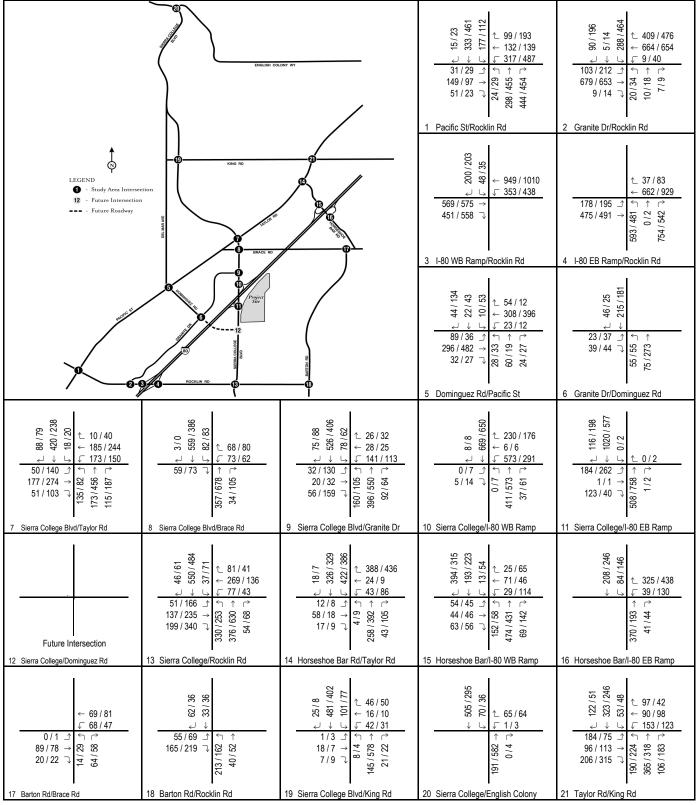


FIGURE 5

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings
Existing Peak Hour Traffic Volumes

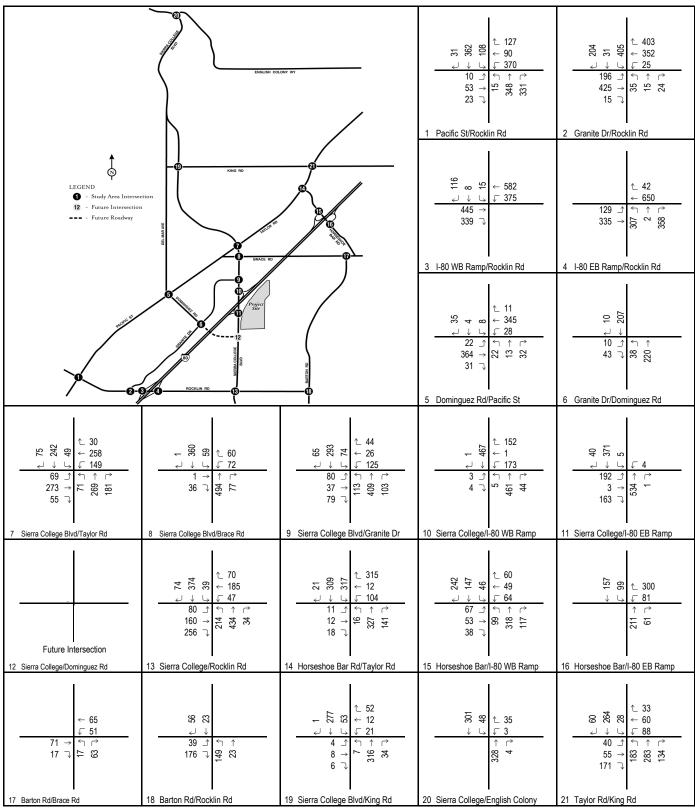


FIGURE 6

Rocklin Crossings
Existing Saturday Peak Hour Traffic Volumes

Table A: Existing Peak Hour Intersection Level of Service Summary

	Existing Condition						
	AM Peak Hour		PM Peak Hour		Saturday		
Intersection	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	
1 Rocklin Road/Pacific Street 1	0.699	В	0.701	C	0.528	A	
2 Rocklin Road/Granite Drive	0.448	A	0.607	В	0.472	A	
3 Rocklin Road/I-80 Westbound Ramps	19.1 sec	В	18.8 sec	В	18.7 sec	В	
4 Rocklin Road/I-80 Eastbound Ramps	25.4 sec	С	24.6 sec	C	22.0 sec	C	
5 Dominguez Road/Pacific Street <sup>1</sup>	0.385	A	0.483	A	0.337	A	
6 Dominguez Road/Granite Drive* 1	11.3 sec	В	11.5 sec	В	9.9 sec	A	
7 Sierra College Boulevard/Taylor Road <sup>1</sup> (Loomis)	28.6 sec	C	28.2 sec	C	28.5 sec	C	
8 Sierra College Boulevard/Brace Road <sup>1</sup> (Loomis)	19.1 sec	В	12.9 sec	В	12.1 sec	В	
9 Sierra College Boulevard/Granite Drive	0.433	A	0.391	A	0.325	A	
10 Sierra College Boulevard/I-80 Westbound Ramps	16.1 sec	В	9.7 sec	A	8.6 sec	A	
11 Sierra College Boulevard/I-80 Eastbound Ramps	7.3 sec	A	6.9 sec	A	8.1 sec	A	
12 Sierra College Boulevard/Dominguez Road	-	-	-	-	-	-	
13 Sierra College Boulevard/Rocklin Road <sup>1</sup>	0.748	С	0.661	В	0.562	A	
14 Taylor Road/Horseshoe Bar Road <sup>1</sup> (Loomis)	25.8 sec	C	18.6 sec	В	17.6 sec	В	
15 Horseshoe Bar Road/I-80 Westbound Ramps <sup>1</sup> (Loomis)	18.5 sec	В	19.4 sec	В	21.7 sec	С	
16 Horseshoe Bar Road/I-80 Eastbound Ramps* 1 (Loomis)	16.8 sec	C	16.9 sec	C	13.4 sec	В	
17 Barton Road/Brace Road* (Loomis)	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	
19 Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	15.5 sec	В	11.2 sec	В	13.6 sec	В	
20 Sierra College Boulevard/English Colony Way* <sup>1</sup> (Placer County)	9.8 sec	A	13.8 sec	В	10.8 sec	В	
21 Taylor Road/King Road <sup>1</sup> (Loomis)	33.0 sec	С	30.0 sec	C	27.8 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.

Exceeds level of service criteria

<sup>\*</sup> Indicates unsignalized intersection

<sup>&</sup>lt;sup>1</sup> LOS C required for these intersections. LOS D acceptable for all other intersections.

Table B: Existing Daily Roadway Segment Level of Service Summary

Roadway	Segment	Configuration	Capacity	Weekday			Saturday		
Koauway				Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	16,184	1.08	F	11,797	0.79	C
	Horseshoe Bar Road and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	9,541	0.64	В	9,179	0.61	В
	Sierra College Boulevard and City Limits <sup>1</sup> (Loomis)	Two-lane Collector	15,000	10,182	0.68	В	8,535	0.57	A
Pacific Street	City Limits and Dominguez Road <sup>1</sup>	Two-lane Collector	15,000	10,182	0.68	В	8,535	0.57	A
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	12,347	0.41	A	10,015	0.33	A
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	17,056	0.57	A	12,963	0.43	A
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	14,795	0.49	A	11,787	0.39	A
	Sierra College Boulevard and Barton Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	6,228	0.42	A	5,029	0.34	A
Barton Road	Rocklin Road and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	1,755	0.12	A	1,456	0.10	A
Horseshoe Bar Road	I-80 and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	7,194	0.48	A	6,327	0.42	A
Brace Road	I-80 and Barton Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	2,397	0.16	A	1,867	0.12	A
	I-80 and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	2,757	0.18	A	2,523	0.17	A
Sierra College Boulevard	English Colony Way and King Road <sup>1</sup> (Placer County)	Two-lane Collector	15,000	9,861	0.66	В	8,215	0.55	A
	King Road and Taylor Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	9,618	0.64	В	8,288	0.55	A
	Taylor Road and I-80	Two-lane Collector	15,000	16,150	1.08	F	13,510	0.90	Е
	I-80 and Dominguez Road <sup>2</sup>	Four-lane Undivided Arterial	30,000	17,320	0.58	A	12,682	0.42	A
	Dominguez Road <sup>2</sup> and Rocklin Road <sup>1</sup>	Two-lane Collector	15,000	17,467	1.16	F	12,716	0.85	D
Granite Drive	Dominguez Road and Sierra College Boulevard <sup>1</sup>	Four-lane Undivided Arterial	30,000	7,462	0.25	A	5,973	0.20	A
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	5,547	0.18	A	4,668	0.16	A
Dominguez Road	Taylor Road and Granite Drive 1	Two-lane Collector	15,000	1,958	0.13	A	737	0.05	A
King Road	Sierra College Boulevard and Taylor Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	2,980	0.20	A	2,501	0.17	Α

#### Notes

<sup>&</sup>lt;sup>1</sup> LOS C required for these segments. LOS D acceptable for all other segments.

<sup>&</sup>lt;sup>2</sup> Proposed location of the future extension of Dominguez Road.

<sup>☐</sup> Exceeds level of service criteria

Table B2: Existing Peak Hour Roadway Segment Level of Service Summary

S4	C		Existing	
Segment	Capacity	Volume	V/C	LOS
King Rd and Horseshoe Bar Rd (Loomis)				
A.M. Peak Hour Northbound	1,650	660	0.40	A
A.M. Peak Hour Southbound	1,650	724	0.44	A
P.M Peak Hour Northbound	1,650	781	0.47	A
P.M Peak Hour Southbound	1,650	703	0.43	A
Saturday Peak Hour Northbound	1,650	627	0.38	A
Saturday Peak Hour Southbound	1,650	585	0.35	A
Taylor Rd and I-80				
A.M. Peak Hour Northbound	1,650	423	0.26	A
A.M. Peak Hour Southbound	1,650	685	0.42	A
P.M Peak Hour Northbound	1,650	748	0.45	A
P.M Peak Hour Southbound	1,650	539	0.33	A
Saturday Peak Hour Northbound	1,650	552	0.33	A
Saturday Peak Hour Southbound	1,650	450	0.27	A
Dominguez Rd and Rocklin Rd				
A.M. Peak Hour Northbound	1,650	508	0.31	A
A.M. Peak Hour Southbound	1,650	633	0.38	A
P.M Peak Hour Northbound	1,650	837	0.51	A
P.M Peak Hour Southbound	1,650	616	0.37	A
Saturday Peak Hour Northbound	1,650	584	0.35	A
Saturday Peak Hour Southbound	1,650	487	0.30	A
	A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound  Saturday Peak Hour Northbound  Saturday Peak Hour Southbound  Taylor Rd and I-80  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound  Saturday Peak Hour Northbound  Saturday Peak Hour Southbound  Dominguez Rd and Rocklin Rd  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  Saturday Peak Hour Southbound  A.M. Peak Hour Southbound  Saturday Peak Hour Southbound  Saturday Peak Hour Southbound	King Rd and Horseshoe Bar Rd (Loomis)  A.M. Peak Hour Northbound 1,650  P.M Peak Hour Southbound 1,650  P.M Peak Hour Southbound 1,650  Saturday Peak Hour Southbound 1,650  Saturday Peak Hour Southbound 1,650  Taylor Rd and I-80  A.M. Peak Hour Northbound 1,650  A.M. Peak Hour Southbound 1,650  P.M Peak Hour Southbound 1,650  P.M Peak Hour Southbound 1,650  Saturday Peak Hour Northbound 1,650  Dominguez Rd and Rocklin Rd  A.M. Peak Hour Northbound 1,650  Dominguez Rd and Rocklin Rd  A.M. Peak Hour Northbound 1,650  P.M Peak Hour Northbound 1,650  A.M. Peak Hour Northbound 1,650  Saturday Peak Hour Northbound 1,650  A.M. Peak Hour Northbound 1,650  Saturday Peak Hour Southbound 1,650  P.M Peak Hour Southbound 1,650  Saturday Peak Hour Northbound 1,650	Note	Notation   Notation

#### 5. PROJECT TRIP GENERATION AND DISTRIBUTION

The proposed project is a regional shopping center with approximately 543,500 sf of retail/ commercial uses, including two major tenants (presently expected to be a Walmart and a Home Depot store). The generation and distribution of trips associated with the proposed project are discussed below.

#### 5.A. Project Trip Generation

Trip generation for the Rocklin Crossings project is calculated based on rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 8<sup>th</sup> *Edition*, which is a standard reference used by jurisdictions throughout the country for estimating the trip generation potential of proposed developments. The previous traffic analysis used trip generation rates from an ITE Journal article to develop the trip generation for the project. The new edition (8th Edition) of the ITE Trip Generation Manual (not available for the previous study) is now the best available information regarding the trip generation rates and hence was used to develop the trip generation for the proposed project. The Crossings project site was divided into three land use categories for developing the trip generation. Trips were generated for each of these categories individually and then added to calculate the total trip generation for the proposed development.

The proposed Walmart is most appropriately classified as a Free-Standing Discount Superstore (ITE Land Use 813). Trip generation calculations were based on the square footage of the enclosed building (including the garden center). As noted in the description of the land use code for Free-Standing Discount Superstore, garden centers contained within the principal outside faces of the exterior building walls were included in the gross square floor area reported. Outdoor or fenced-in areas outside the principal faces of the exterior building walls were excluded. Since the proposed Walmart has both an indoor and an outdoor garden center, in this study, the square footage for the garden center (both indoor and outdoor) was conservatively included in the trip generation calculations for the Free-Standing Discount Superstore. The trip generation is shown in Table C.

The proposed Home Depot store trip generation was calculated using ITE rates for a Home Improvement Store (ITE Land Use 862). The ITE rates for the Home Improvement Store were calculated based on several surveys/studies that counted the number of vehicles arriving at the Home Improvement Stores all over the country. The traffic volume measured at each site was divided by the square footage of each store (excluding the outside garden center) to calculate the trip generation rate. This square footage used in the calculation of the trip rate did not include the area of the outdoor garden center. Hence this trip generation rate is only applied to the square footage of the proposed Home Improvement Store excluding the area of the outdoor garden center. This does not mean that the trips associated with the outdoor garden center are not counted. In fact it means that the trips generated by the outdoor garden center are included in the trip rate. Since the Home Depot garden center will be outside the principal exterior building walls, which is consistent with the description of the land use code for Home Improvement Store, the vehicle trip generation shown in Table C for the Home Improvement Store designation is based on the floor area without the garden center.

The remaining uses within the project site were classified as Shopping Center uses (ITE Land Use 820). The trip generation for the Shopping Center land use was calculated in two steps. First, the

fitted-curve equations<sup>1</sup> were applied to the total square footage of the proposed buildings within the project site (including the area occupied by the Walmart and Home Depot store) to develop a gross trip generation. The gross trips generated were then divided by the total size (square footage) of the proposed buildings within the project site to estimate the average trip generation rate. This rate was then applied to the remaining portion (excluding Walmart and Home Depot) of the project site, as indicated in Table C. This procedure properly reflects the internal trip-generating characteristics of a regional shopping center. Based on the ITE fitted-curve equations, as the size of the shopping center increases, the trips per square foot decrease. This reflects the concept of increasing multi-store activity as a shopping center increases in size. To apply this consideration to this project, the Shopping Center trip rate per square foot was calculated combining the total square footage of the site (including Walmart and Home Depot) and then applying it to the remaining Shopping Center square footage.

Pass-By Trips. Some of the trips generated by a retail shopping center such as the proposed project would be pass-by trips, or trips whose primary destination is not the shopping center. These would include trips such as a work-to-home trip that stops at a retail center on the way home from work. These trips would not be new trips generated by the project; rather, they are trips that are already on the roadway network that would make a stop at the proposed shopping center. ITE's Trip Generation Handbook<sup>2</sup> (2004) provides estimates of pass-by trip percentages for various types of land uses. The Trip Generation Handbook includes weekday p.m. and some Saturday information. The Handbook documents an average weekday p.m. pass-by reduction rate for a Free-Standing Discount Superstore (Land Use 813) of 28 percent. No weekday a.m., daily (ADT) and Saturday pass-by data were available for a Free-Standing Discount Superstore. The average weekday p.m. pass-by reduction for a Home Improvement Superstore (Land Use 862) was 48 percent. No weekday a.m., daily (ADT) and Saturday pass-by data was available for the Home Improvement Superstore classification. The average weekday p.m. and Saturday pass-by reduction for a Shopping Center (Land Use 820) is 34 and 26 percent, respectively. No weekday a.m. pass-by data was available for the Shopping Center designation. The unavailability of weekday a.m. pass-by data does not mean that there are no pass-by trips in the a.m. peak hour; it just means they have not been counted.

In consideration of the above information, an average pass-by reduction factor of 20 percent was selected, rather than the higher (permitted) rate ranging from 26 to 48%. This approach was taken to be conservative so as to allow the City to have confidence that no impacts would be understated. Due to the absence of data (in the ITE *Trip Generation Handbook*) for the a.m. peak hour and the ADT, a conservative estimate of 10 percent average pass-by trip reduction rate is proposed for the a.m. peak hour and the average daily trips generated by the entire retail center. Although the use of these conservative rates might well understate the actual percentage of pass-by trips the center will experience and thereby also overstate the number of "new trips" attributable to the project, the City and LSA opted to use the conservative rates anyway in order to avoid any possibility of understating project impacts.

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<sup>&</sup>lt;sup>1</sup> Curve fitting is the process of constructing a curve, or mathematical function, that has the best fit to a series of data points, which in this case is trip generation data for shopping centers. The mathematical function is known as the fitted curve equation.

Note that the Trip Generation Handbook is different than a Trip Generation Manual that was previously referenced in the report.

As indicated in Table C, the project is forecast to generate 19,604 daily trips, 583 a.m. peak-hour trips, 1,546 p.m. peak-hour trips, and 2,064 Saturday midday peak-hour trips. Even though these project trips are used in the analysis for all the intersections and roadway segments, the project driveways were analyzed using "gross trips," as shown in Table C.

## 5.B. 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 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 Figure 7a and the trip distribution percentages south of Rocklin Road/I-80 interchange are illustrated on Figure 7b. A detailed breakdown of the trip distribution within the study area (Figure 7a) and south of Rocklin Road/I-80 interchange (Figure 7b) 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 Figure 7a, 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.

LSA ASSOCIATES, INC.

OCTOBER 2010

TRAFFIC IMPACT ANALYSIS

ROCKLIN CROSSINGS

As discussed earlier (Figure 7a), 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 (Figure 7b), 6 percent will travel west, and 2 percent will travel east along Rocklin Road. As seen on Figure 7b, 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).

As seen in Figure 7b, approximately 10 percent of project trips 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 will end 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 "pass-by trips," meaning that these persons would stop in at the center on their way to other destinations.

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 project trips at each intersection are illustrated on Figures 8A and 8B.

**Table C: Rocklin Crossings Trip Generation** 

				A.M. Peak Hour		lour	P.M. Peak Hour			Saturday		
Land Use	Size	Units	ADT	In	Out	Total	In	Out	Total	In	Out	Total
Discount Superstore	231.353	TSF										
Trip Rate <sup>1</sup>			53.13	0.94	0.73	1.67	2.26	2.35	4.61	2.82	2.82	5.64
Trip Generation			12,292	216	170	386	523	544	1,067	652	652	1,305
Home Improvement Store <sup>2</sup>	141.038	TSF										
Trip Rate <sup>3</sup>			29.80	0.72	0.54	1.26	1.14	1.23	2.37	2.30	2.21	4.51
Trip Generation			3,065	74	56	130	117	127	244	237	227	464
Shopping Center	171.109	TSF										
Trip Rate <sup>4,5</sup>			37.55	0.47	0.30	0.77	1.78	1.86	3.64	2.46	2.27	4.74
Trip Generation			6,425	80	51	132	305	318	623	422	389	811
Total Site Gross Trips			21,782	371	277	648	945	988	1,933	1,311	1,269	2,580
Total Site Pass-by Trips <sup>6</sup>			-2,178	-37	-28	-65	-189	-198	-387	-262	-254	-516
Total Site Trip Generation	543.500	TSF	19,604	333	249	583	756	791	1,546	1,048	1,015	2,064

Note: volumes shown rounded to nearest integer

<sup>&</sup>lt;sup>1</sup> Trip generation based on rates for Land Use 813 - Free-Standing Discount Superstore from *ITE Trip Generation (8th Edition)* 

<sup>&</sup>lt;sup>2</sup> Trip generation of Home Improvement Store does not include garden center (34,760 sq. ft) and vestibules (3,411 sq. ft) per description of land use in ITE Trip Generation (8th Edition).

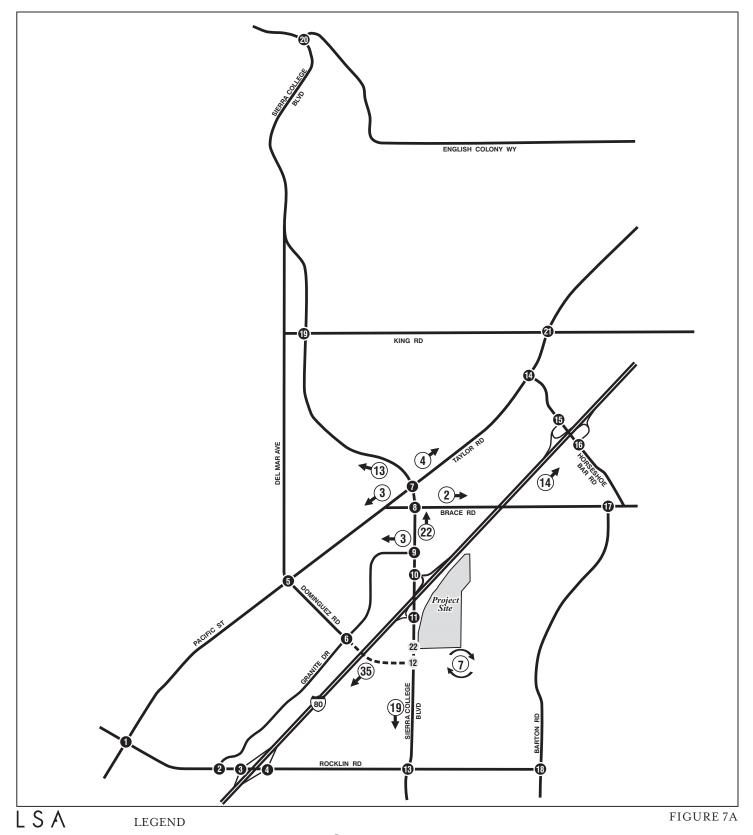
<sup>&</sup>lt;sup>3</sup> Trip generation based on rates for Land Use 862 - Home Improvement Superstore from ITE Trip Generation (8th Edition)

<sup>&</sup>lt;sup>4</sup> Average rate derived from total site generation (543.5 TSF) using fitted curve equations for Land Use 820 - Shopping Center from *ITE Trip Generation* (8th Edition)

<sup>&</sup>lt;sup>5</sup> ADT: Ln(T) = 0.65 Ln(X) + 5.83; AM: Ln(T) = 0.59 Ln(X) + 2.32; PM: Ln(T) = 0.67 Ln(X) + 3.37; Saturday: Ln(T) = 0.65 Ln(X) + 3.76

<sup>&</sup>lt;sup>6</sup> Pass-by trip percentages from ITE *Trip Generation Handbook*, 2004 vary between 23% and 48% for various land uses. However, a 10% estimate for daily trips and the a.m. peak hour and 20% estimate for the p.m. and Saturday midday peak hours have been used as a conservative average pass-by trip reduction rate for the entire retail center.

TSF = Thousand square feet



N)

1 - Study Area Intersection

12 - Future Intersection

■■ - Future Roadway

◆ 5 - Regional Project Trip Distribution Percentage

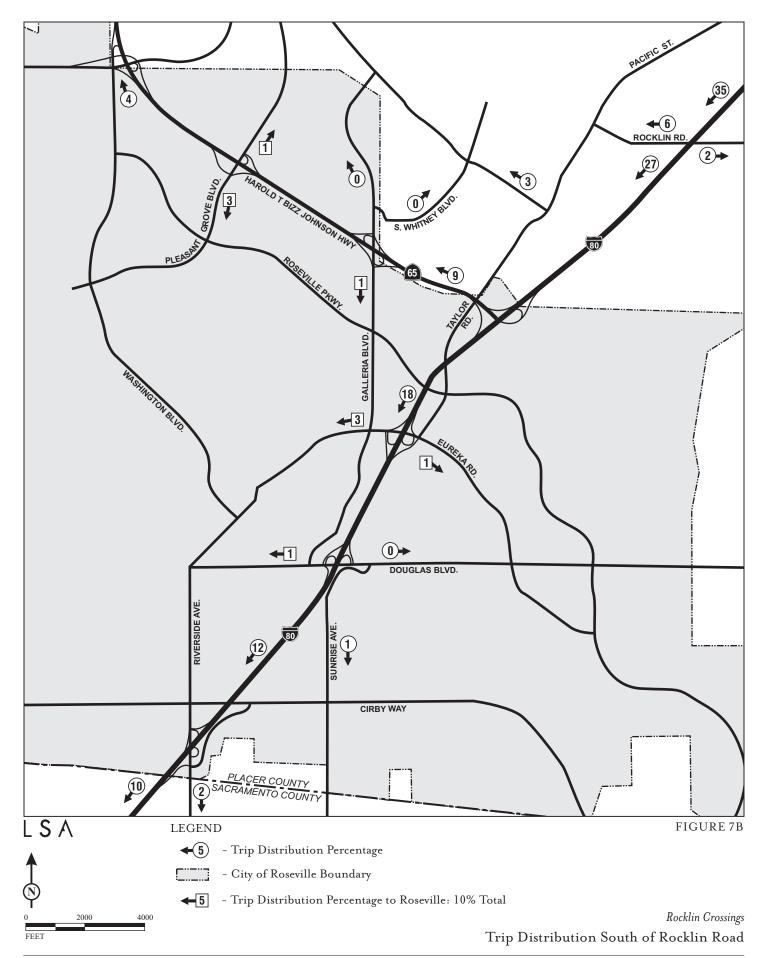


Local Project Trip Distribution Percentage

Rocklin Crossings
Trip Distribution

NO SCALE

I:\DSR330\G\RC Trip Dist.cdr (9/13/10) 30



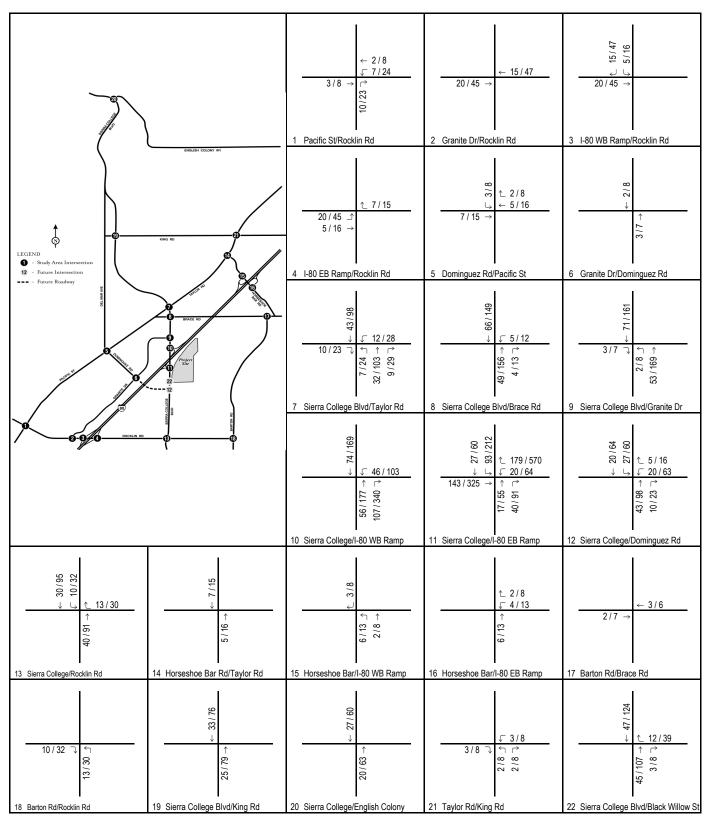


FIGURE 8A

 $123 \, / \, 456 \qquad AM \, / \, PM \, \, Peak \, Hour \, Volume$  The peak hour volume does not include pass-by trips at the project driveways.

Rocklin Crossings Weekday Peak Hour Project Trips

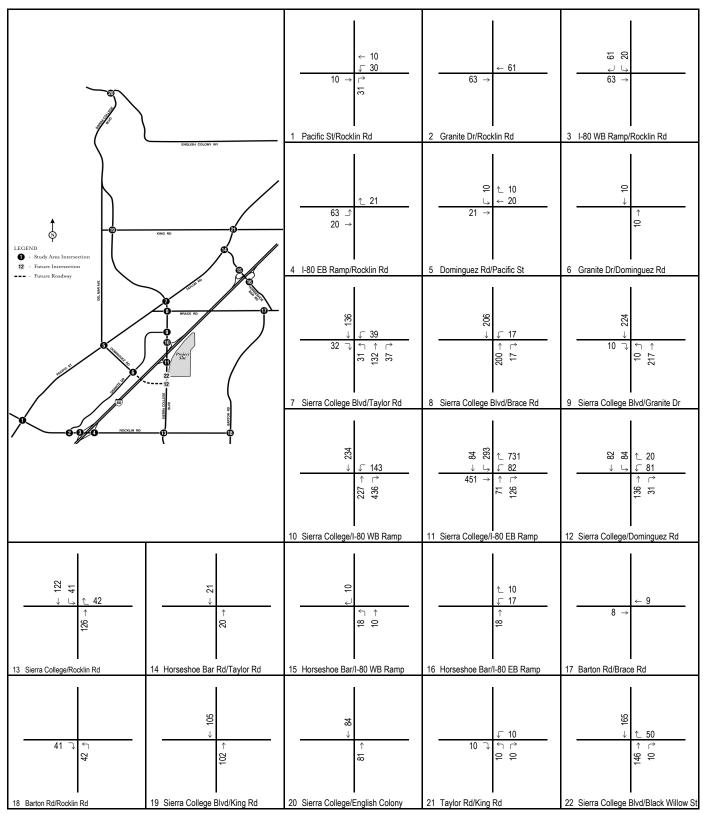


FIGURE 8B

The peak hour volume does not include pass-by trips at the project driveways.

Rocklin Crossings
Saturday Peak Hour Project Trips

# 6. EXISTING PLUS PROJECT

Traffic volumes generated by the proposed project were added to the existing traffic volumes and LOS were calculated for the existing plus project scenario. Construction of the project will follow construction of other previously approved projects in the study area; therefore, the existing plus project conditions are not the real-world physical condition (where the project will be constructed before other approved projects in the region) that the project will affect. However, an existing plus project condition has nevertheless been analyzed for disclosure purposes. The existing plus project weekday and Saturday peak-hour traffic volumes are illustrated on Figures 9 and 10. The LOS for study area intersections and roadway segments in the existing plus project scenario are shown in Tables D and E. The existing plus project LOS worksheets are provided in Appendix C.

As shown in Table D, all study area intersections are forecast to operate at satisfactory LOS in the existing plus project scenario.

For roadway segments, Tables E and F show that application of the two-step procedure, first evaluating daily volume to capacity and then, if necessary, peak hour directional volume to capacity, results in no project impacts. While three roadway segments exceeded daily capacities, the peak hour directional analysis confirmed that these three segments will operate at acceptable LOS.

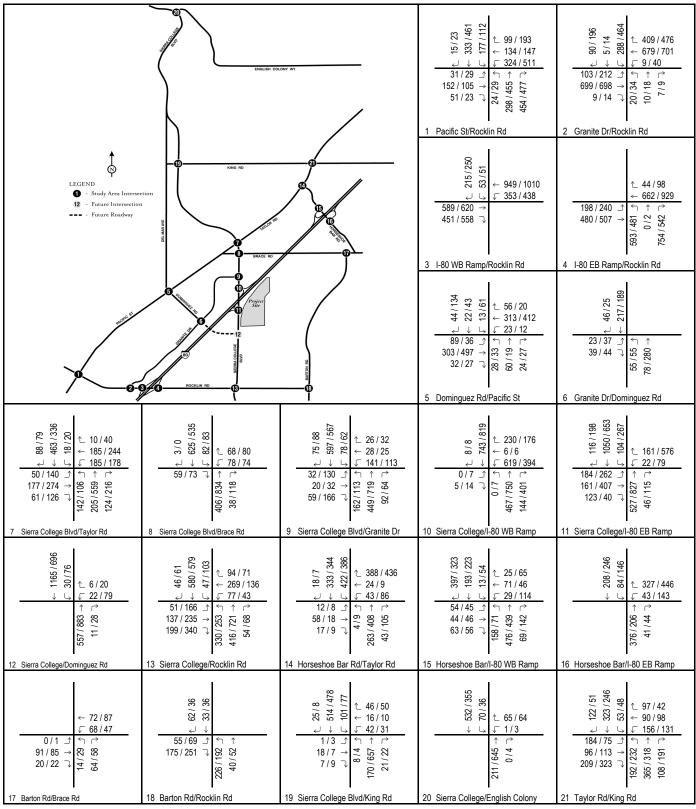


FIGURE 9

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings
Existing Plus Project Peak Hour Traffic Volumes

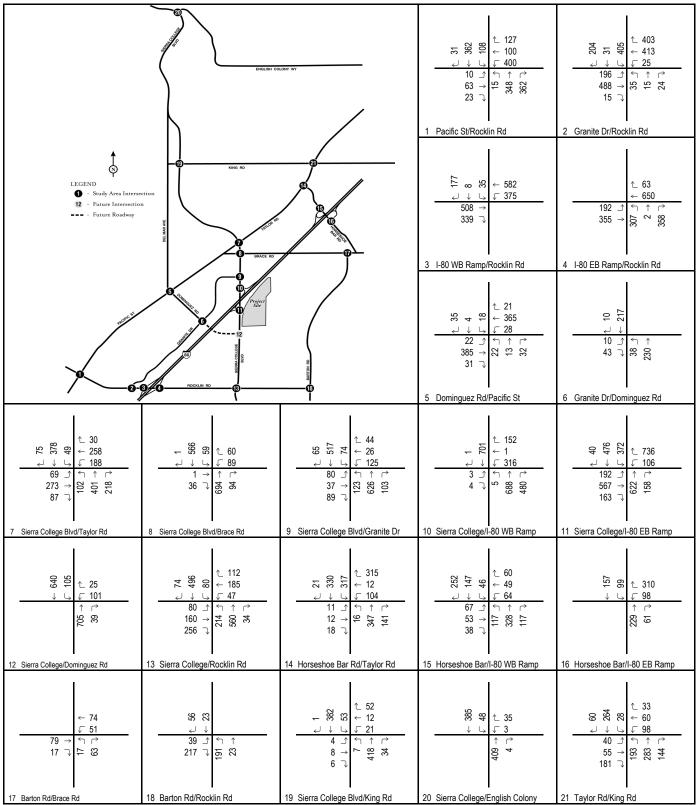


FIGURE 10

Rocklin Crossings
Existing Plus Project Saturday Peak Hour Traffic Volumes

Table D: Existing Plus Project Peak Hour Intersection Level of Service Summary

			Existing Cond	ition			Existing Plus Project Condition								
	AM Peak Ho	ur	PM Peak Ho	ur	Saturday		AM Peak Ho	ur	PM Peak Ho	ur	Saturday				
Intersection	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	В	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	В	0.472	A	0.453	A	0.625	В	0.494	A			
3 Rocklin Road/I-80 Westbound Ramps	19.1 sec	В	18.8 sec	В	18.7 sec	В	19.7 sec	В	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	Α	0.352	A			
6 Dominguez Road/Granite Drive* 1	11.3 sec	В	11.5 sec	В	9.9 sec	A	11.3 sec	В	11.6 sec	В	10.0 sec	В			
7 Sierra College Boulevard/Taylor Road <sup>1</sup> (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 <sup>1</sup> (Loomis)	19.1 sec	В	12.9 sec	В	12.1 sec	В	20.0 sec	В	13.3 sec	В	10.8 sec	В			
9 Sierra College Boulevard/Granite Drive	0.433	A	0.391	A	0.325	A	0.461	A	0.455	Α	0.408	A			
10 Sierra College Boulevard/I-80 Westbound Ramps	16.1 sec	В	9.7 sec	A	8.6 sec	A	15.3 sec	В	9.5 sec	A	9.7 sec	A			
11 Sierra College Boulevard/I-80 Eastbound Ramps	7.3 sec	A	6.9 sec	A	8.1 sec	A	13.1 sec	В	25.6 sec	C	32.2 sec	C			
12 Sierra College Boulevard/Dominguez Road	-		-	-	-	-	-	-	-	-	-	-			
13 Sierra College Boulevard/Rocklin Road 1	0.748	C	0.661	В	0.562	A	0.769	C	0.695	В	0.637	В			
14 Taylor Road/Horseshoe Bar Road <sup>1</sup> (Loomis)	25.8 sec	C	18.6 sec	В	17.6 sec	В	26.0 sec	C	28.5 sec	C	17.7 sec	В			
15 Horseshoe Bar Road/I-80 Westbound Ramps <sup>1</sup> (Loomis)	18.5 sec	В	19.4 sec	В	21.7 sec	С	18.5 sec	В	20.3 sec	С	21.8 sec	С			
16 Horseshoe Bar Road/I-80 Eastbound Ramps* 1 (Loomis)	16.8 sec	C	16.9 sec	C	13.4 sec	В	17.1 sec	C	18.1 sec	C	14.1 sec	В			
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	В	9.8 sec	A			
19 Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	15.5 sec	В	11.2 sec	В	13.6 sec	В	15.2 sec	В	11.0 sec	В	11.7 sec	В			
20 Sierra College Boulevard/English Colony Way* <sup>1</sup> (Placer County)	9.8 sec	A	13.8 sec	В	10.8 sec	В	10.0 sec	A	14.8 sec	В	11.6 sec	В			
21 Taylor Road/King Road <sup>1</sup> (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.

<sup>\*</sup> Indicates unsignalized intersection

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

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

<sup>(</sup>Shade) = Significant Impact

Table E: Existing Plus Project Daily Roadway Segment Level of Service Summary

						Exis	sting					Existing P	lus Project		•
Roadway	Segment	Configuration	Capacity		Weekday			Saturday			Weekday			Saturday	
				Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road 1 (Loomis)	Two-lane Collector	15,000	16,184	1.08	F	11,797	0.79	C	16,499	1.10	F	12,202	0.81	D
	Horseshoe Bar Road and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	9,541	0.64	В	9,179	0.61	В	9,981	0.67	В	9,764	0.65	В
	Sierra College Boulevard and City Limits <sup>1</sup> (Loomis)	Two-lane Collector	15,000	10,182	0.68	В	8,535	0.57	A	10,652	0.71	В	9,155	0.61	В
Pacific Street	City Limits and Dominguez Road 1	Two-lane Collector	15,000	10,182	0.68	В	8,535	0.57	A	10,652	0.71	В	9,155	0.61	В
	Dominguez Road and Rocklin Road 1	Four-lane Undivided Arterial	30,000	12,347	0.41	A	10,015	0.33	A	12,502	0.42	A	10,220	0.34	A
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	17,056	0.57	A	12,963	0.43	A	17,831	0.59	A	13,988	0.47	A
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	14,795	0.49	A	11,787	0.39	A	14,950	0.50	A	11,992	0.40	A
	Sierra College Boulevard and Barton Road 1 (Loomis)	Two-lane Collector	15,000	6,228	0.42	A	5,029	0.34	A	6,848	0.46	A	5,859	0.39	A
Barton Road	Rocklin Road and Brace Road 1 (Loomis)	Two-lane Collector	15,000	1,755	0.12	A	1,456	0.10	A	1,755	0.12	A	1,456	0.10	A
Horseshoe Bar Road	I-80 and Brace Road 1 (Loomis)	Two-lane Collector	15,000	7,194	0.48	A	6,327	0.42	Α	7,404	0.49	A	6,597	0.44	A
Brace Road	I-80 and Barton Road 1 (Loomis)	Two-lane Collector	15,000	2,397	0.16	A	1,867	0.12	A	2,647	0.18	A	2,207	0.15	A
	I-80 and Sierra College Boulevard 1 (Loomis)	Two-lane Collector	15,000	2,757	0.18	A	2,523	0.17	Α	2,887	0.19	A	2,693	0.18	A
Sierra College Boulevard	English Colony Way and King Road 1 (Placer County)	Two-lane Collector	15,000	9,861	0.66	В	8,215	0.55	A	11,251	0.75	C	10,075	0.67	В
	King Road and Taylor Road 1 (Loomis)	Two-lane Collector	15,000	9,618	0.64	В	8,288	0.55	A	11,398	0.76	C	10,663	0.71	В
	Taylor Road and I-80	Two-lane Collector	15,000	16,150	1.08	F	13,510	0.90	E	19,450	1.30	F	17,915	1.19	F
	I-80 and Dominguez Road <sup>2</sup>	Four-lane Undivided Arterial	30,000	17,320	0.58	A	12,682	0.42	A	20,495	0.68	В	16,952	0.57	A
	Dominguez Road <sup>2</sup> and Rocklin Road <sup>1</sup>	Two-lane Collector	15,000	17,467	1.16	F	12,716	0.85	D	20,252	1.35	F	16,431	1.10	F
Granite Drive	Dominguez Road and Sierra College Boulevard <sup>1</sup>	Four-lane Undivided Arterial	30,000	7,462	0.25	A	5,973	0.20	A	7,612	0.25	A	6,173	0.21	A
	Dominguez Road and Rocklin Road 1	Four-lane Undivided Arterial	30,000	5,547	0.18	A	4,668	0.16	A	5,622	0.19	A	4,768	0.16	A
Dominguez Road	Taylor Road and Granite Drive 1	Two-lane Collector	15,000	1,958	0.13	A	737	0.05	A	1,958	0.13	A	737	0.05	A
King Road	Sierra College Boulevard and Taylor Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	2,980	0.20	A	2,501	0.17	A	3,060	0.20	A	2,601	0.17	A

Notes

<sup>&</sup>lt;sup>1</sup> LOS C required for these segments. LOS D acceptable for all other segments.

 $<sup>^2\</sup>mbox{Proposed}$  location of the future extension of Dominguez Road.

Exceeds level of service criteria

Table F: Existing plus Project Peak Hour Roadway Segment Level of Service Summary

D I	6	G		Existing	·	Exist	ting + Pro	ject
Roadway	Segment	Capacity	Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Rd and Horseshoe Bar Rd (Loomis)							
	A.M. Peak Hour Northbound	1,650	660	0.40	A	664	0.40	A
	A.M. Peak Hour Southbound	1,650	724	0.44	A	731	0.44	A
	P.M Peak Hour Northbound	1,650	781	0.47	A	797	0.48	A
	P.M Peak Hour Southbound	1,650	703	0.43	A	719	0.44	A
	Saturday Peak Hour Northbound	1,650	627	0.38	A	647	0.39	A
	Saturday Peak Hour Southbound	1,650	585	0.35	A	606	0.37	A
	•							
Sierra College Boulevard	Taylor Rd and I-80							
	A.M. Peak Hour Northbound	1,650	423	0.26	A	476	0.29	A
	A.M. Peak Hour Southbound	1,650	685	0.42	A	756	0.46	A
	P.M Peak Hour Northbound	1.650	748	0.45		917	0.56	Α.
	P.M Peak Hour Northbound P.M Peak Hour Southbound	1,650 1,650	539	0.43	A A	700	0.36	A A
	1.1411 Cak 110th Southbound	1,030	337	0.55	Α	700	0.42	74
	Saturday Peak Hour Northbound	1,650	552	0.33	A	769	0.47	A
	Saturday Peak Hour Southbound	1,650	450	0.27	A	674	0.41	A
Sierra College Boulevard	Dominguez Rd and Rocklin Rd							
	A.M. Peak Hour Northbound	1,650	508	0.31	A	561	0.34	A
	A.M. Peak Hour Southbound	1,650	633	0.38	A	673	0.41	A
	P.M Peak Hour Northbound	1,650	837	0.51	A	958	0.58	A
	P.M Peak Hour Southbound	1,650	616	0.37	A	743	0.45	A
	Saturday Peak Hour Northbound	1,650	584	0.35	A	752	0.46	A
	Saturday Peak Hour Southbound	1,650	487	0.30	A	650	0.39	A

# 7. EXISTING PLUS APPROVED PROJECTS (BASELINE)

# 7.A. Existing Plus Approved Projects (Baseline) Traffic Volumes

To identify traffic conditions that could be expected at the time of the project's opening, an existing plus approved projects (baseline) scenario was developed. For example, the Clover Valley project, though not yet constructed, is an approved residential development project in the City that includes construction of a new roadway (Valley View Parkway) to connect Park Drive and Sierra College Boulevard. This new roadway connection was included in the existing plus approved projects (baseline) scenario. Due to this new roadway connection, existing traffic along Sierra College Boulevard and other streets in the vicinity will be redistributed. In order to model the effect of the new roadway connection, a travel demand model was used. The City's travel demand model (developed and maintained by DKS Associates, Inc.) 2008 baseline was used to model the new roadway connection (Valley View Boulevard) between Park Drive and Sierra College Boulevard for the existing plus approved projects scenario.

Traffic volumes from the 2008 baseline model with and without the Valley View Boulevard connector were compared to develop the percentage change in volumes as a result of the new connection. Due to the new roadway connection in the second model run, the traffic along Sierra College Boulevard was redistributed to the adjacent street network. In order to capture the redistribution of the traffic that was originally traveling along Sierra College Boulevard, the traffic from the first model run was subtracted from the second model run. A percent change in model traffic volumes at all the intersections in the study area was obtained by dividing the difference in traffic volumes between the first model run and the second model run by the original traffic volumes in the first model run. These percentages estimated from the forecast model were then applied to the existing (2010) counts to develop the redistributed existing (2010) traffic volumes at study area intersections for the existing plus approved projects scenario. The Saturday traffic volumes were calculated by applying the ratios from the p.m. model volume data to the existing plus approved projects scenario. These traffic volumes were used as the base and the traffic generated by the approved projects were added to the redistributed existing (2010) traffic volumes to obtain the volumes for the existing plus approved projects scenario.

The widening of Sierra College Boulevard between Taylor Road and El Don Drive is a planned improvement. The overall Sierra College Boulevard Widening project is broken into two phases: Phase I, south of the I-80 interchange to El Don Drive (in Rocklin); and Phase II, north of the I-80 interchange from Granite Drive to Taylor Road (which includes segments in both Rocklin and Loomis). City staff indicated that Phase I (the widening of Sierra College Boulevard to four lanes between I-80 and El Don Drive), is currently under construction. Construction on Phases I and II is anticipated to be completed by the end of 2010, and by spring 2011, respectively, per City of Rocklin staff. Sources of funding for this widening project will include the City of Rocklin, the Town of Loomis, and the South Placer Regional Transportation Authority (SPRTA). Hence the roadway segment analysis for Existing Plus Approved Projects includes widening of Sierra College Boulevard to four lanes between Taylor Road and El Don Drive.

As a part of the Sierra College Boulevard widening project, which is currently under construction, the lane configuration for the following intersections will be improved. The improvements to the intersections are listed below.

## Sierra College Boulevard/Rocklin Road Intersection

- Northbound: Addition of an exclusive right-turn lane
- **Southbound:** Addition of a third through lane, and exclusive right-turn lane

### Sierra College Boulevard/Brace Road Intersection

- Northbound: Addition of a second through lane
- **Southbound:** Addition of a second through lane

### Sierra College Boulevard/Taylor Road Intersection

- **Northbound:** Addition of a second through lane by converting the existing exclusive right-turn lane to a shared through/right-turn lane
- **Southbound:** Addition of a second through lane by converting the existing exclusive right-turn lane to a shared through/right-turn lane

The short-term geometrics and traffic control for project scenarios are illustrated on Figure 11.

A list of approved projects was requested from the City of Rocklin, the City of Roseville, the Town of Loomis, and Placer County. All the jurisdictions have provided their lists of approved projects. The approved projects list obtained from all the jurisdictions is provided in Appendix D. The locations of the approved projects are illustrated on Figure 12. Based on the locations of the projects submitted by each jurisdiction, the projects were divided into two categories. The first category includes projects located in the study area (in the vicinity of the Crossings project) that will contribute trips to the study area intersections and roadway segment. The second category includes projects located outside the study area that will not contribute significant trips to the study area intersections and roadway segments but that will contribute trips (regional traffic) to freeway segments analyzed in this traffic study. The approved projects list under Category 1 is provided in Table G1, while the approved projects list under Category 2 is provided in Table G2.

The traffic volumes for approved projects were determined by applying the trip generation rates from the ITE's *Trip Generation*, 8<sup>th</sup> Edition, to the approved land uses. The approved projects and their respective trip generation rates are shown in Table G1. The traffic generated by the approved projects in Category 1 (Table G1) was assigned to the study area intersections and roadway segments. Since the proposed Dominguez Road extension is not a funded project it was not included in the list of approved projects.

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October 12, 2010, Declaration of David Mohlenbrok of City of Rocklin regarding September 23, 2010, personal communication with David Palmer, City of Rocklin Senior Engineer, regarding the Sierra College Boulevard widening project.

As discussed earlier, the projects listed in Category 2 (Table G2) are located outside the study area and will generate regional trips that will be assigned to the freeways. Even though all these projects are approved, their actual years of completion (construction) are not known. Thus, it is difficult to estimate the regional distribution of the traffic generated by these projects. Due to these unknowns, the City's travel demand model, which includes all these projects (in 2030 conditions), is used to calculate the regional traffic on freeways. Based on the current market conditions, the developer's best estimate of the complete build out of the project is 2017. Hence, the growth in traffic between travel demand model base year 2008 and future year (2030) model volumes is calculated and a portion of this growth [between 2008 and 2017 (complete build out of project)] is added to the 2008 freeway counts to develop the traffic volumes that will be used for analyzing the existing plus approved projects condition.

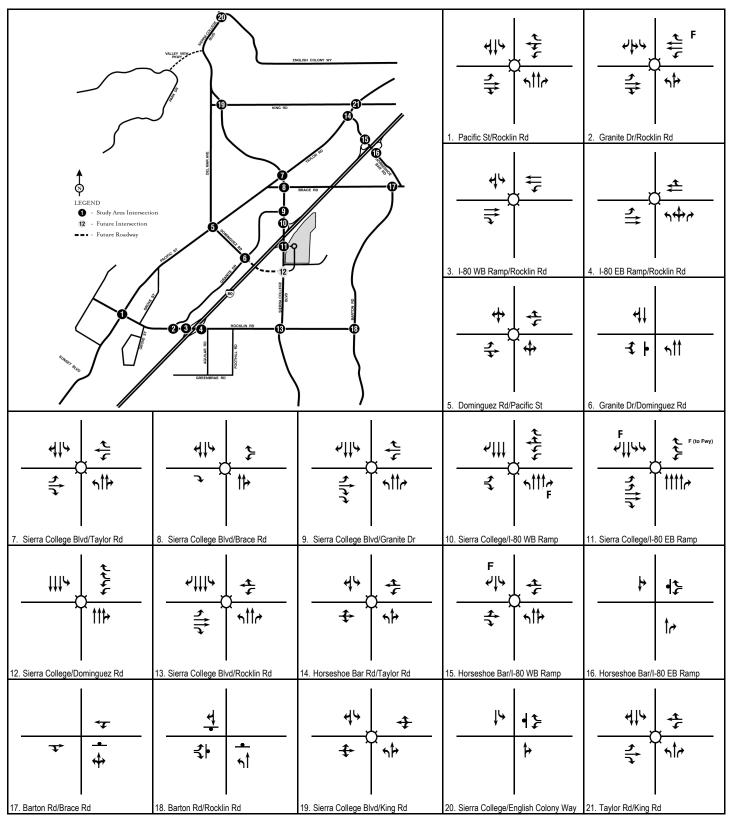
# 7.B. Existing plus Approved Projects (Baseline) Levels of Service

Traffic from the approved projects was added to the redistributed existing (2010) traffic volumes and LOS were calculated for the existing plus approved projects scenario. Existing plus approved projects weekday peak-hour and Saturday traffic volumes are illustrated on Figures 13 and 14, respectively. The LOS for study area intersections and roadway segments in the existing plus approved projects scenario are shown in Tables H and I. The existing plus approved projects LOS worksheets are provided in Appendix E.

As shown in Table H, the following four intersections are projected to operate at unsatisfactory LOS in the existing plus approved projects condition:

- Rocklin Road/Pacific Street
- Taylor Road/Horseshoe Bar Road (Loomis)
- Sierra College Boulevard/King Road (Loomis)
- Taylor Road/King Road (Loomis)

For roadway segments Tables I and I2 show that application of the two-step procedure, first evaluating daily volume to capacity and then, if necessary, peak hour directional volume to capacity, results in no exceedance of LOS standards. While three roadway segments exceeded daily capacities the peak hour directional analysis confirmed that these three segments will operate at acceptable LOS.



LSA FIGURE 11

Legend

**Q** Signal

-Stop Sign

Rocklin Crossings

F Free Right Turn

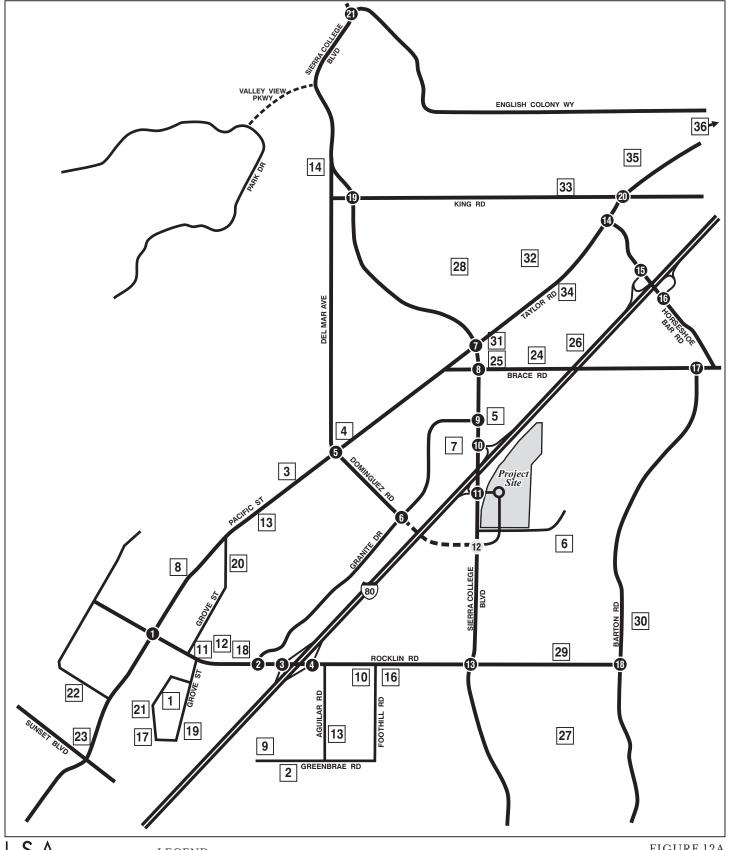
Short Term Geometrics and Traffic Control

Table G: Trip Generation of Study Area Approved Projects

Project		T		AM Peak Hour PM Peak Hour					Saturday Peak Hour			
No.	Description	Landuse (ITE Code)	Size	In	Out	Total	In	Out	Total	In	Out	Total
NO.	Description	Landuse (11 E Code)	Size	111	Out	Total	111	Out	Total	111	Out	Total
City of Ro	ar.											
				_		• •						
	Winding Lane Estates	Single Family Detached Housing (210)	27 du	7	21	28	20	12	32	13	11	24
	Granite Lake Estates	Single Family Detached Housing (210)	119 du	23	70	93	79	46	125	60	51	112
	Del Mar Business Park Parcel 4	Business Park (770) and Mini-Warehouse (151)	200.7 ksf	136	29	165	42	134	176	34	30	
	Rocklin Boat Hotel	Mini-Warehouse (151)	27.3 ksf	2	2	4	4	3	7	5	5	
	Granite Marketplace	Shopping Center (820)	138 ksf	87	55	142	248	269	518	357	329	686
	Croftwood, Unit 1	Single Family Detached Housing (210)	156 du	29	88	117	99	58	158	79	67	147
	Rocklin Commons	Shopping Center (820)	415.0 ksf	202	192	331	692	749	1,441	1,022	943	1,965
8	ZL Rocklin	Mixed Use Retail/Residential	154.8 ksf	24	63	87	83	59	142	75	72	146
9	Bender Insurance Office Building	Bender Insurance Office Building	14.7 ksf	10	31	41	60	35	95	3	3	
10	Rocklin Sierra Plaza	Shopping Center (820)	31.60 ksf	78	30	108	140	153	293	82	75	157
11	Grove Street Subdivision Map	Single Family Detached Housing (210)	7 du	1	4	5	4	3	7	4	3	7
12	Meyers Court Subdivision	Single Family Detached Housing (210)	9 du	2	5	7	6	3	9	5	4	8
13	Circuit Place	Single Family Detached Housing (210)	11 du	2	6	8	7	4	11	6	5	10
14	Clover Valley	Single Family Detached Housing (210)	558 du	105	314	419	355	209	564	283	241	525
15	Bramblewood Estates	Single Family Detached Housing (210)	2 du	3	8	11	2	1	3	1	1	2
16	Rocklin Executive Office Park	Office Park (710)	21 ksf	27	27	54	51	51	102	5	4	9
17	Villages	Single Family Detached Housing (210)	65 du	14	41	55	46	27	73	33	28	61
18	Granite Business Center	General Office Building (710)	16.60 ksf	39	6	45	17	80	97	4	3	7
19	Rocklin Mobile Home Park Addition	Mobile Home Park (240)	21 du	4	14	18	9	5	14	6	5	11
20	Holy Cross Lutheran Church	Church (560)	40.63 ksf	16	13	29	14	13	27	102	42	144
21	Samoylovich Estates	Single Family Detached Housing (210)	4 du	7	5	12	3	3	6	2	2	4
22	Colish Subdivision	Single Family Detached Housing (210)	8 du	4	11	15	7	4	11	4	3	8
23	Pacific Center Retail Center	Shopping Center (820)	32.2 ksf	48	31	79	142	154	296	83	77	160
		11 0										
Town Of I	Loomis											
	Del Oro Vistas	Single Family Detached Housing (210)	12 du	2	7	9	8	4	12	6	5	11
	Brace Ranch Estates	Single Family Detached Housing (210)	8 du	2	5	6	5	3	8	4	3	
26	Heritage Park Estates	Single Family Detached Housing (210)	68 du	13	38	51	43	25	69	35	29	
	Monte Clair Unit 2	Single Family Detached Housing (210)	8 du	2	5	6	5	3	8	4	3	
	Morgan Estates	Single Family Detached Housing (210)	8 du	2	5	6	5	3	8	4	3	
	Poppy Ridge	Single Family Detached Housing (210)	7 du	1	4	5	4	3	7	4	3	
	Sierra de Montserrat	Single Family Detached Housing (210)	62 du	12	35	47	39	23	63	31	27	58
	Taylor Road Mixed-Use	Mixed Use Retail/Residential	02 uu	17	26	43	53	47	100	61	57	118
	Neiadian Subdivision	Single Family Detached Housing (210)	8 du	2	5	6	5	3	8	4	3	
33	Minor Land Division (King)	Single Family Detached Housing (210)	2 du	0	1	2	1	1	2	1	1	2
	Alley Loomis Retail	Shopping Center (820)	5 ksf	3	2	5	9	10	19		12	
	Swetzer Road Business Park	Business Park (770)	42.26 ksf	51	10	60	13	42	55		9	
36	Lugo Classic Car Restoration	Automobile Care Center (942)	8 stall	8	4	12	9	9	17	16	16	
30	Lugo Ciassic Cai Restoration	Automobile Care Center (942)	o stail	8	4	12	9	9	17	10	10	32
	T . 1	l		002	1.010	2.121	0.220	2.252	4.500	2.461	0.170	1.640
	Total			983	1,210	2,131	2,330	2,252	4,582	2,461	2,179	4,640

**Table G2: Trip Generation of Regional Approved Projects** 

Project				Peak Ho			Peak H			lay Peak		
No.	Description	Land Use (ITE Code)	Size	In	Out	Total	In	Out	Total	In	Out	Total
Placer Co	unty Saint Joseph Church	Church (560)	25 ksf	9	5	14	7	7	14	63	26	89
38	Granite Bay Plaza	Mixed Use Retail/Residential		9	17	25	29	24	53	31	29	60
39 40	Granite Bay Retail and Car Wash American Vinyard Village	Shopping Center (820) Single Family Detached Housing (210)	20.78 ksf 140 du	13 26	8 79	21 105	37 89	41 52	78 141	54 71	50 61	103 132
41 42	Silver Creek Morgan Place	Single Family Detached Housing (210) Single Family Detached Housing (210)	78 du 91 du	15 17	<u>44</u> 51	59 68	50 58	29 34	79 92	40	34	73 86
City of Ro												
43	Highland Park (10550 Fairway Dr)	High-Rise Residentail Condominium (232)	7 du	0	2	2	2	1	3	1	1	2
	Fairway Commons (10221 Fairway Dr) Roseville Crossings (10551 Fairway Dr)	Shopping Center (820) Shopping Center (820)	5.68 ksf 39.56 ksf	4 25	16	6 41	10 71	11 77	21 148	15 102	14 94	28 197
46 47	Adventure Christian Church Alta Manor (930 Oak Ridge)	Church (560) Assisted Living (254)	28.50 ksf 9.62 ksf	10 1	6	16 1	8	8	16 2	72 1	29 2	101
48	Darling Way (1007 Darling Way)	Single Family Detached Housing (210)	3 du	1	2	2	2	1	3	2	1	3
	Old Auburn Ranch (3170 Old Auburn Road) West Colonial Estates (1412 W Colonial)	Single Family Detached Housing (210) Single Family Detached Housing (210)	32 du 14 du	6	18	24 11	20 9	12 5	32 14	16 7	6	30 13
51 52	Hooper Estates (1011 Main St)	Single Family Detached Housing (210)	4 du 2 du	1 0	2	3 2	3	1	4 2	2	2	4
53	Country Estates Sierra Oaks (shasta st and diamond oaks rd)	Single Family Detached Housing (210) Single Family Detached Housing (210)	1 du	0	1	1	1	0	1	1	0	1
54 55	Hidden Creek Residential Homes (1995 Rocky Ridge Dr) Church Street Station (1200 Church St)	Residential Condominium/Townhouse (230) High-Rise Residentail Condominium (232)	9 du 34 du	1 2	9	4 12	8	5	5 13	5	7	4 12
56 57	Tabernacle Baptist Church (1220 Melody Ln) Vinyards at Foothills (2990 Foothills Blvd)	Church (560) Shopping Center (820)	36.10 ksf 26.00 ksf	13 16	8	20 27	10 47	10 51	20 97	91 67	37 62	128 129
58	Vinyard Pointe Garden Offices (1590 Vineyard Rd)	General Office Building (710)	23.50 ksf	32	4	36	6	29	35	5	4	10
59 60	Granite Bay Ventures Office (3975 Doublas Blvd) ARCO (1139 Douglas Blvd)	General Office Building (710) Gasoline/Service Station (945)	8.53 ksf 2.90 ksf	12 117	113	13 230	141	11	13 282	2 141	141	3 282
61	Rock of Roseville (775 Vernon St)	Church (560)	16.15 ksf	6	3	9	4	5	9	41	17	57
62 63	400 Sunrise Office (400 Sunrise Ave) Golden State Collision (601 Berry St)	General Office Building (710) Automobile Care Center (942)	55.80 ksf 17.71 ksf	76 34	10 18	86 52	14 30	69 30	83 60	12 56	11 56	23 111
64 65	Kemper Business park (500 Derek PI) Tradesman's Storage (800 Church)	General Office Building (710) Self Storage (151)	12.11 ksf 10.37 ksf	17 1	2	19 2	3	15 1	18 3	3 2	2 2	5 4
66	March Road Insustrial Park (1801 PFE Road)	Industrial Park (130)	96.09 ksf	66	15	81	17	65	83	11	23	34
67 68	Lincoln Street Lofts (331 Lincoln St) Civic Plaza Project Option 2 (405 Vernon St)	Residential Condominium/Townhouse (230) General Office Building (710)	4 du 56.25 ksf	77	10	2 87	1 14	70	2 84	12	1 11	23
69 70	NCRSP Parcel 18C (950 Pleasant Grove Blvd) Galleria Mall (1151 Galleria Blvd)	Residential Condominium/Townhouse (230) Shopping Center (820)	100 du 40.00 ksf	7 25	37 16	44 41	35 72	17 78	52 150	25 103	22 95	47 199
71	Shea Center Roseville (500 Gibson Dr)	General Office Building (710)	336.6 ksf	459	63	522	85	416	502	75	63	138
72 73	Highland Village (200 Gibson Dr) The Fountains (1175 Roseville Parkway)	Shopping Center (820) Shopping Center (820)	130.7 ksf 26.74 ksf	82 17	52 11	135 28	235 48	255 52	490 100	338 69	312 64	649 133
74 75	Conference Center (290 Conference Center Dr) Rosefille Highlands (901 Pleasant Grove Blvd)	Hotel Conf Center General Office Building (710)	486.0 ksf 115.0 ksf	2,306 157	2,306 21	4,612 178	2,306 29	2,306 142	4,612 171	2,306 25	2,306 22	4,612 47
76	Woodcreek (10300 Woodcreek Oaks)	Single Family Detached Housing (210)	1 du	0	1	1	1	0	1	1	0	1
77 78	Fiddyment Rezone (1470 Blue Oaks) Longmeadow Subdivision (1478 Blue Oaks)	Single Family Detached Housing (210) Residential Condominium/Townhouse (230)	82 du 94 du	15 7	46 34	62 41	52 33	31 16	83 49	42 24	35 20	77 44
79 80	RC Pacific Building (7070 Galilee Road)	Shopping Center (820)	4.94 ksf 8.14 ksf	3 16	2 8	5 24	9 14	10 14	19 28	13 26	12 26	25 51
81	Firestone Building (8051 Washington) NEC G-Line Expansion (7501 Foothills Blvd)	Automobile Care Center (942) Manufacturing (140)	395.7 ksf	225	64	289	104	185	289	55	55	111
82 83	Hewlet Packard Master Plan (8000 Foothills Blvd) Foothills Commerce Center Annex (2000 Winding Creek Rd)	Research and Development Center (760) Industrial Park (130)	207 acre 161.7 ksf	2,922 111	557 24	3,479 136	384	2,819 110	3,203 139	350 18	350 38	699 57
84	Coastal Commercial Center (8250 Industrial Ave)	Industrial Park (130)	148.9 ksf 99.7 ksf	103 69	23 15	125 84	27 18	101	128 86	17 11	35 24	52 35
85 86	RSVL Commercial and Arizona Tile (10550 Industrial Ave) South Placer Justice (10800 Industrial Ave)	Industrial Park (130) Courthouse	213.7 ksf	168	32	200	80	178	259	148	143	291
87 88	Corrections Facility (11901 Go For Broke Road)  Crocker Ranch (10090 Crocker Ranch Road)	Detention Facility Single Family Detached Housing (210)	211.5 ksf 198 du	59 37	42 111	101 149	47 126	71 74	118 200	47 101	71 86	118 186
89 90	Crocker Ranch North (4805 Fiddyment Rd) Diamond Creek Parcel 32 (1701 Parkside Way)	Single Family Detached Housing (210) Single Family Detached Housing (210)	164 du 6 du	31	92 3	123 5	104 4	61	166 6	83	71	154 6
91	Eskaton Village (10001 Diamond Creek Blvd)	Residential Condominium/Townhouse (230)	257 du	19	94	113	90	44	134	65	56	121
92 93	NRSP Tentative Subdivision (10000 Diamond Creek) NRSP DC-7 (1501 Parkside Way)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230)	131 du 24 du	10	48	58 11	46 8	22	68 12	33 6	28 5	62 11
94 95	Paseo Del Norte (1731 Pleasant Grove Blvd)	Residential Condominium/Townhouse (230)	79 du	6	29	35	28	14 51	41 134	20	17 70	37 123
96	Diamond Creek Comm (10000 Diamond Creek) Eskaton Roseville Manor (1721 Pleasant Grove)	High-Rise Residentail Condominium (232) High-Rise Residentail Condominium (232)	352 du 49 du	23	97 13	120 17	83 12	7	19	53 7	10	17
97 98	Diamond Creek Commercial (10000 Diamond Creek Blvd) St. Clare Church Expansion (1950 Junction Blvd)	Shopping Center (820) Church (560)	90.70 ksf 3.69 ksf	57	36	93	163	177	340	234	216	451 13
99	Jack in the Box Remodel (1923 Douglas Blvd)	Fast Food Restaurant with Drive-Through (934)	0.79 ksf 5.63 ksf	20 9	19	39 12	14 6	13	27 15	24	23	47 17
100	Roseville Toyota Expansion (350 Automall Dr) Roseville Chevrolet Expansion (700 Automall Dr)	New Car Sales (841) New Car Sales (841)	13.00 ksf	20	7	27	13	21	34	20	19	39
102	Stone Point Lots 1-5 (1480 Stone Point Dr) Kaiser Expansion (1600 Eureka Road)	General Office Building (710) Hospital (610)	212.2 ksf 358.0 ksf	289 237	39 164	329 401	54 171	262 237	316 408	47	405	87 809
104	Parcel 7 Office Building (2223 Douglas Blvd)	General Office Building (710)	20.40 ksf	28	4	32	5	25	30	5	4	8
105 106	Marriott Clubsport (1460 Stone Point Dr) Stone Point Lots 6-7 (1445 Eureka Rd)	Hotel (310) General Office Building (710)	115.0 ksf 316.7 ksf	39 432	25	64 491	36 80	32 392	68 472	46	36	83
107			310.7 K31	432	59	7/1				70	60	130
108	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd)	Single Family Detached Housing (210) Residential Condominium/Townhouse (230)	1 du 53 du	0 4	59 1 19	1 23	1 18	9	1 28	70 1 13	0	130
109	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230)	1 du 53 du 103 du	0 4 8	1 19 38	1 23 45	1 18 36	9 18	1 28 54	1 13 26	0 11 22	1 25 48
109 110 111	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820)	1 du 53 du 103 du 24.51 ksf 28.31 ksf	0 4 8 2 18	1 19 38 4 11	1 23 45 5 29	1 18 36 4 51	9 18 3 55	1 28 54 7 106	1 13 26 3 73	0 11 22 3 68	1 25
109 110	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251)	1 du 53 du 103 du 24.51 ksf	0 4 8 2	1 19 38 4	1 23 45 5	1 18 36 4	9 18 3	1 28 54 7	1 13 26 3	0 11 22 3	1 25 48 6
109 110 111 112 113 114	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Single Family Detached Housing (210)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du	0 4 8 2 18 27 37	1 19 38 4 11 4 110 53	1 23 45 5 29 31 147 71	1 18 36 4 51 5 125 60	9 18 3 55 25 73 36	1 28 54 7 106 30 198 96	1 13 26 3 73 4 99	0 11 22 3 68 4 85 41	1 25 48 6 141 8 184 89
109 110 111 112 113 114 115 116	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr) Stoneridge Village Parcel 59 (2650 Alexandra Dr)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du 12 du	0 4 8 2 18 27 37 18 11	1 19 38 4 11 4 110 53 34 7	1 23 45 5 29 31 147 71 46	1 18 36 4 51 5 125 60 39	9 18 3 55 25 73 36 23 4	1 28 54 7 106 30 198 96 62	1 13 26 3 73 4 99 48 31	0 11 22 3 68 4 85 41 26	1 25 48 6 141 8 184 89 57
109 110 111 112 113 114 115	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Single Family Detached Housing (210) Single Family Detached Housing (210)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du	0 4 8 2 18 27 37 18	1 19 38 4 11 4 110 53 34	1 23 45 5 29 31 147 71 46	1 18 36 4 51 5 125 60 39	9 18 3 55 25 73 36 23	1 28 54 7 106 30 198 96	1 13 26 3 73 4 99 48 31	0 11 22 3 68 4 85 41 26	1 25 48 6 141 8 184 89 57
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109 110 111 112 113 114 115 116 117 118 119 120 121	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr) Stoneridge Village Parcel 59 (2650 Alexandra Dr) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 23 (1501 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) St. Anna Greek Orthodox Church (1001 Stone Canyon Dr)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Residential Condominium/Townhouse (230) High-Rise Residentail Condominium (232) Nursing Home (620) Church (560)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du 12 du 23 du 149 du 152 du 123.3 ksf 17.60 ksf	0 4 8 2 18 27 37 18 11 1 4 11 10 48	1 19 38 4 11 4 110 53 34 7 13 54 42 20	1 23 45 5 5 29 31 147 71 46 9 17 66 52 68	1 18 36 4 51 5 125 60 39 8 15 52 36 47	9 18 3 55 25 73 36 23 4 9 26 22 44 5	1 28 54 7 106 30 198 96 62 12 23 77 58 91	1 13 26 3 73 4 4 99 48 31 6 12 38 23 83	0 11 22 3 68 4 85 41 26 5 10 32 30 83	1 25 48 6 6 141 8 8 99 57 11 222 70 53 166 62
109 110 111 112 113 114 115 116 117 118 119 120	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr) Stoneridge Village Parcel 59 (2650 Alexandra Dr) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge East Village 4a (3850 Miners Ravine Dr) Stoneridge Village Parcel 23 (1501 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) St. Anna Greek Orthodox Church (1001 Stone Canyon Dr) Fiddyment Ranch F-2 (4700 Bob Doyle Dr)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Residential Condominium/Townhouse (230) High-Rise Residential Condominium (232) Nursing Home (620)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du 12 du 23 du 149 du 152 du 123.3 ksf	0 4 8 2 18 27 37 18 11 2 4 11 10	1 19 38 4 11 4 110 53 34 7 13 54 42 20	1 23 45 5 5 29 31 147 71 46 9 17 66 52 68	1 18 36 4 51 5 125 60 39 8 15 52 36	9 18 3 55 25 73 36 23 4 9 26 22	1 28 54 7 106 30 198 96 62 12 23 77 58	1 13 26 3 73 4 99 48 31 6 12 38 23	0 11 22 3 68 4 85 41 26 5 10 32 30 83	1 25 48 6 141 8 184 89 57 11 22 70 53 166
109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr) Stoneridge Village Parcel 59 (2650 Alexandra Dr) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 23 (1501 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) St. Anna Greek Orthodox Church (1001 Stone Canyon Dr) Fiddyment Ranch F-2 (4700 Bob Doyle Dr) Westpark Village W-2 (4250 Bob Doyle Dr)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Residential Condominium/Townhouse (230) High-Rise Residential Condominium (232) Nursing Home (620) Church (560) Single Family Detached Housing (210) Single Family Detached Housing (210) Single Family Detached Housing (210)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du 12 du 23 du 149 du 152 du 123.3 ksf 17.60 ksf 125 du 300 du 110 du	0 4 8 2 18 27 37 18 11 2 4 11 10 48 6 6 23 56	1 19 38 4 11 4 110 53 34 7 13 54 42 20 4 70 169	1 23 45 5 29 31 147 71 46 9 17 66 52 68 10 94 225	1 18 36 4 51 5 125 60 39 8 15 52 36 47 5 80	9 18 3 55 25 73 36 23 4 9 26 22 44 5 47 112	1 28 54 7 106 30 198 96 62 12 23 77 58 91 100 126 303	1 13 26 3 73 4 4 99 99 48 31 6 12 38 23 83 44 44 63 152	0 11 22 3 68 4 85 41 26 5 10 32 30 83 18 54	1 25 48 6 141 8 8 184 89 57 11 22 70 53 166 62 118 282 103
109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr) Stoneridge Village Parcel 59 (2650 Alexandra Dr) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) St. Anna Greek Orthodox Church (1001 Stone Canyon Dr) Fiddyment Ranch F-2 (4700 Bob Doyle Dr) Westpark Village W-2 (4250 Bob Doyle Dr) 4821 Fiddyment Dr Tentative Map F-16 Fiddyment Ranch F-4 (2200 Hayden Parkway) Fiddyment Ranch F-14 (4800 Fiddyment Rd)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Residential Condominium/Townhouse (230) High-Rise Residential Condominium (232) Nursing Home (620) Church (560) Single Family Detached Housing (210) Single Family Detached Housing (210)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du 12 du 23 du 149 du 152 du 123.3 ksf 17.60 ksf 125 du 300 du 110 du 78 du 422 du	0 4 8 2 18 27 37 38 11 2 4 11 10 48 6 6 23 56 21 15	1 19 38 4 11 4 110 53 34 7 7 13 54 42 20 4 70 169 62 44 237	1 23 45 5 29 31 147 71 46 9 17 66 52 68 10 94 225 83 59 317	1 18 36 4 51 5 125 60 39 8 15 52 36 47 5 80 191 70 50 269	9 18 3 55 25 73 36 23 4 9 26 22 44 5 47 112 41 29	1 28 54 7 106 30 198 96 62 12 23 77 58 91 10 126 303 111 79	1 13 26 3 73 4 99 48 31 6 12 38 23 83 44 63 152 56 40 214	0 11 22 3 68 4 85 41 26 5 10 32 30 83 18 54 130 48	1 25 48 6 141 8 184 184 195 70 53 166 62 113 282 282 103 73 397
109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr) Stoneridge Village Parcel 59 (2650 Alexandra Dr) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) St. Anna Greek Orthodox Church (1001 Stone Canyon Dr) Fiddyment Ranch F-2 (4700 Bob Doyle Dr) Westpark Village W-2 (4250 Bob Doyle Dr) 4821 Fiddyment Dr Tentative Map F-16 Fiddyment Ranch F-4 (2200 Hayden Parkway) Fiddyment Ranch F-14 (4800 Fiddyment Rd) 4821 Fiddyment Dr Tentative Map F-15	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Residential Condominium/Townhouse (230) High-Rise Residentail Condominium (232) Nursing Home (620) Church (560) Single Family Detached Housing (210)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du 12 du 23 du 149 du 152 du 123.3 ksf 17.60 ksf 125 du 300 du 110 du 78 du	0 4 8 2 18 27 37 18 11 2 4 11 10 48 6 23 5 21 15 79 31	1 19 38 4 11 4 110 53 34 7 7 13 54 42 20 4 70 169 62 44 237	1 23 45 5 29 31 147 71 46 9 17 66 52 68 10 94 225 83 59 317 125	1 18 36 4 51 5 125 60 39 8 15 52 36 47 5 80 191 70	9 18 3 55 25 73 36 23 4 9 26 22 44 5 47 112	1 28 54 7 106 30 198 96 62 12 23 77 58 91 10 10 303 111	1 13 26 3 73 4 99 48 31 16 12 38 23 83 44 63 152 56 40 214	0 11 22 3 68 4 85 41 26 5 10 32 30 83 18 54 130	1 25 48 6 141 8 184 184 195 70 53 166 62 113 282 103 397 157
109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr) Stoneridge Village Parcel 59 (2650 Alexandra Dr) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 23 (1501 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) St. Anna Greek Orthodox Church (1001 Stone Canyon Dr) Fiddyment Ranch F-2 (4700 Bob Doyle Dr) Westpark Village W-2 (4250 Bob Doyle Dr) Westpark Village W-2 (4250 Bob Doyle Dr) Hacker F-4 (2200 Hayden Parkway) Fiddyment Ranch F-14 (4800 Fiddyment Rd) 4821 Fiddyment Dr Tentative Map F-15 Fiddyment Ranch F-5 (2500 Hayden Parkway) Fiddyment Ranch F-5 (2500 Hayden Parkway)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Residential Condominium/Townhouse (230) High-Rise Residential Condominium (232) Nursing Home (620) Church (560) Single Family Detached Housing (210)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du 12 du 23 du 149 du 152 du 123.3 ksf 17.60 ksf 125 du 300 du 110 du 78 du 422 du 167 du 69 du 15 du	0 4 8 2 18 27 37 18 11 2 4 11 10 48 6 23 56 23 15 79 31 13	1 19 38 4 11 4 110 53 34 7 7 13 54 42 20 4 70 169 62 44 237 94 39 8	1 23 45 5 29 31 147 71 46 9 9 17 66 68 10 94 225 83 59 317 125 52	1 18 36 4 51 5 125 60 39 8 15 52 36 47 5 80 191 70 50 269 106 44	9 18 3 55 25 73 36 23 4 9 9 26 22 24 44 5 5 47 112 29 158 62 26 6	1 28 54 7 106 30 198 96 62 12 23 77 58 91 100 126 303 111 79 426 169 70 15	1 13 26 3 73 4 99 48 31 16 12 23 83 44 63 152 56 40 214 85 85 8	0 11 22 3 68 4 85 41 26 5 10 32 30 83 18 54 130 48 34 182 72 30 6	1 25 48 6 141 8 184 8 9 9 57 11 22 70 53 166 62 118 282 103 397 157 65 14
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109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr) Stoneridge Village Parcel 59 (2650 Alexandra Dr) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 33 (1501 Secret Ravine Parkway) Stoneridge Village Parcel 3 (1501 Secret Ravine Parkway) Stoneridge Village Parcel 3 (1101 Secret Ravine Parkway) St. Anna Greek Orthodox Church (1001 Stone Canyon Dr) Fiddyment Ranch F-2 (4700 Bob Doyle Dr) Westpark Village W-2 (4250 Bob Doyle Dr) Westpark Village W-2 (4250 Bob Doyle Dr) 4821 Fiddyment Dr Tentative Map F-16 Fiddyment Ranch F-4 (4200 Hayden Parkway) Fiddyment Ranch F-14 (4800 Fiddyment Rd) 4821 Fiddyment Dr Tentative Map F-15 Fiddyment Ranch F-5 (2500 Hayden Parkway) Fiddyment Ranch F-6 (2500 Hayden Parkway) Fiddyment Ranch F-7 (2500 Hayden Parkway) Fiddyment Ranch F-8 (4701 Bob Doyle Dr) Westpark W-1 (2000 Pleasant Grove Blvd) Westpark Village W-12 (2600 Pleasant Grove Blvd)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Residential Condominium/Townhouse (230) High-Rise Residential Condominium (232) Nursing Home (620) Church (560) Single Family Detached Housing (210)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du 12 du 23 du 149 du 152 du 123.3 ksf 17.60 ksf 125 du 300 du 110 du 78 du 422 du 167 du 69 du 15 du 98 du 19 du 98 du	0 4 8 2 18 27 18 11 2 4 11 10 48 6 23 56 21 15 79 31 13 3 18 4 4 11 15 16 17 18 18 18 19 19 19 19 19 19 19 19 19 19	1 19 38 4 11 4 110 53 34 7 13 54 42 20 4 70 169 62 44 237 94 39 8 8 55 11	1 23 45 5 29 31 147 71 46 9 17 66 68 10 94 225 83 59 317 125 52 11 147 44 146 166 176 177 177 178 178 178 178 178 178 178 178	1 18 36 4 51 55 125 60 39 8 15 52 36 47 5 80 191 70 50 269 106 44 11 10 62 12 53	9 18 3 55 25 73 36 23 4 9 9 26 22 24 41 29 158 62 26 66 37 7	1 28 54 7 106 30 198 96 62 12 23 77 58 91 100 126 303 111 79 426 169 70 15 19 19 19 19 19 19 19 19 19 19 19 19 19	1 13 26 3 73 4 99 99 48 31 6 12 38 23 83 44 63 152 56 40 214 85 35	0 11 22 3 68 4 85 41 26 5 10 32 30 83 18 54 130 48 34 182 72 30 6 6	1 25 48 6 141 8 8 9 57 11 222 70 53 166 62 118 282 103 73 397 157 65 4 192 18 78
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109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr) Stoneridge Village Parcel 59 (2650 Alexandra Dr) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 33 (1101 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) Fiddyment Ranch F-2 (4700 Bob Doyle Dr) Westpark Village W-2 (4250 Bob Doyle Dr) 4821 Fiddyment Dr Tentative Map F-16 Fiddyment Ranch F-4 (2200 Hayden Parkway) Fiddyment Ranch F-14 (4800 Fiddyment Rd) 4821 Fiddyment Dr Tentative Map F-15 Fiddyment Ranch F-5 (2500 Hayden Parkway) Fiddyment Ranch F-5 (2500 Hayden Parkway) Fiddyment Ranch F-3 (4701 Bob Doyle Dr) Westpark W-1 (2000 Pleasant Grove Blvd) Westpark Village W-12 (2600 Pleasant Grove Blvd) Fiddyment Ranch F-1 (2101 Hayden Parkway)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Residential Condominium/Townhouse (230) High-Rise Residentail Condominium (232) Nursing Home (620) Church (560) Single Family Detached Housing (210)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du 12 du 23 du 149 du 152 du 123.3 ksf 17.60 ksf 125 du 300 du 110 du 78 du 422 du 167 du 69 du 15 du 98 du 19 du 13 du	0 4 8 2 18 27 18 11 2 4 11 10 48 6 23 56 21 15 79 31 13 3 18 11 15 6 6	1 19 38 4 11 4 110 53 34 7 13 54 42 20 44 237 94 39 8 8 55 11	1 23 45 5 29 31 147 71 46 66 68 10 94 225 52 11 145 62 25	1 18 36 4 51 5 125 60 39 8 15 52 36 47 5 50 269 106 44 10 62 12 53 21	9 18 3 3 555 255 73 36 22 22 24 44 5 5 62 29 158 62 26 6 6 37 7 7	1 28 54 7 106 30 198 96 62 12 23 777 58 91 100 126 169 70 159 99 19 84 33	1 13 26 3 73 4 99 98 98 31 12 38 23 83 44 46 40 214 85 35 85 00 10 10 10 10 10 10 10 10 10 10 10 10	0 11 22 3 68 4 85 41 26 5 10 32 30 83 18 54 130 48 34 182 72 30 6 6 4 182 4 182 4 183 5 183 5 183 5 183 5 183 5 183 5 183 5 183 5 183 5 183 5 183 5 183 5 183 5 183 5 183 5 7 7 8 7 8 7 8 7 8 7 8 8 7 8 7 8 8 8 8	1 25 48 6 141 8 8 184 89 57 11 222 70 53 166 218 282 103 73 397 157 65 14 92 18 78 31
109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137	Roasepark (3050 Woodcreek Oaks Blvd) Brenton Village (7500 Foothills Blvd) Ladera Village (611 Barbara Way) Sunrise Senior Living (3801 Country Club Dr) Breton Village (1260 Pleasant Brove Blvd) Granite Bay Pavillions (9243 Sierra College Blvd) Stoneridge East Village (3850 Miners Ravine Dr) Stoneridge Village Parcel 49 (7200 Sierra College Blvd) Stoneridge Village Parcel 58 (3000 Miners Ravine Dr) Stoneridge Village Parcel 59 (2650 Alexandra Dr) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 33 (1453 E Roseville Parkway) Stoneridge Village Parcel 23 (1501 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) Stoneridge Village Parcel 13 (1101 Secret Ravine Parkway) St. Anna Greek Orthodox Church (1001 Stone Canyon Dr) Fiddyment Ranch F-2 (4700 Bob Doyle Dr) Westpark Village W-2 (4250 Bob Doyle Dr) 4821 Fiddyment Dr Tentative Map F-16 Fiddyment Ranch F-4 (2200 Hayden Parkway) Fiddyment Ranch F-14 (4800 Fiddyment Rd) 4821 Fiddyment Dr Tentative Map F-15 Fiddyment Ranch F-3 (4701 Bob Doyle Dr) Westpark W-1 (2000 Pleasant Grove Blvd) Westpark Village W-10 (2601 Pleasant Grove Blvd) Westpark Village W-10 (3251 Market St) Westpark Village W-1 (4400 Bob Doyle Dr)	Residential Condominium/Townhouse (230) Residential Condominium/Townhouse (230) Senior Adult Housing-Detached (251) Shopping Center (820) General Office Building (710) Single Family Detached Housing (210) Residential Condominium/Townhouse (230) High-Rise Residentail Condominium (232) Nursing Home (620) Church (560) Single Family Detached Housing (210)	1 du 53 du 103 du 24.51 ksf 28.31 ksf 19.89 ksf 196 du 95 du 61 du 12 du 23 du 149 du 152 du 123.3 ksf 17.60 ksf 125 du 300 du 110 du 78 du 422 du 167 du 98 du 19 du 83 du 33 du 151 du 44 du 111 du 111 du	0 4 8 2 18 27 37 18 11 2 4 11 10 48 6 23 5 5 6 21 15 79 31 13 3 18 4 16 6 21 17 18 18 18 18 18 18 18 18 18 18	1 19 38 4 11 4 110 53 34 7 7 13 54 42 20 4 70 169 62 44 237 94 39 8 55 11 47 19 85 8 8 62 41	1 23 45 5 29 31 147 71 46 66 52 68 10 94 225 52 11 74 14 62 25 113 11 83 49	1 18 36 4 51 5 125 60 39 8 15 52 36 47 5 80 191 70 50 269 106 44 10 62 12 53 21 21 29 39 39 40 40 40 40 40 40 40 40 40 40	9 18 3 55 25 73 36 23 4 4 9 9 26 47 112 29 158 62 26 6 6 37 7 31 112 125 5 5 5 6 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7	1 28 54 7 106 30 198 96 62 12 23 77 58 91 10 126 303 111 79 426 169 70 15 99 19 84 33 33 153 14 111 58	1 13 26 3 73 4 99 48 31 6 12 38 23 83 44 63 152 56 40 214 85 35 8 8 10 10 10 10 10 10 10 10 10 10	0 11 22 3 68 4 85 41 26 5 10 32 30 83 18 54 130 48 34 182 72 30 6 42 8 8 6 4 16 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1
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LEGEND

FIGURE 12A



- Study Area Intersection

- Future Intersection

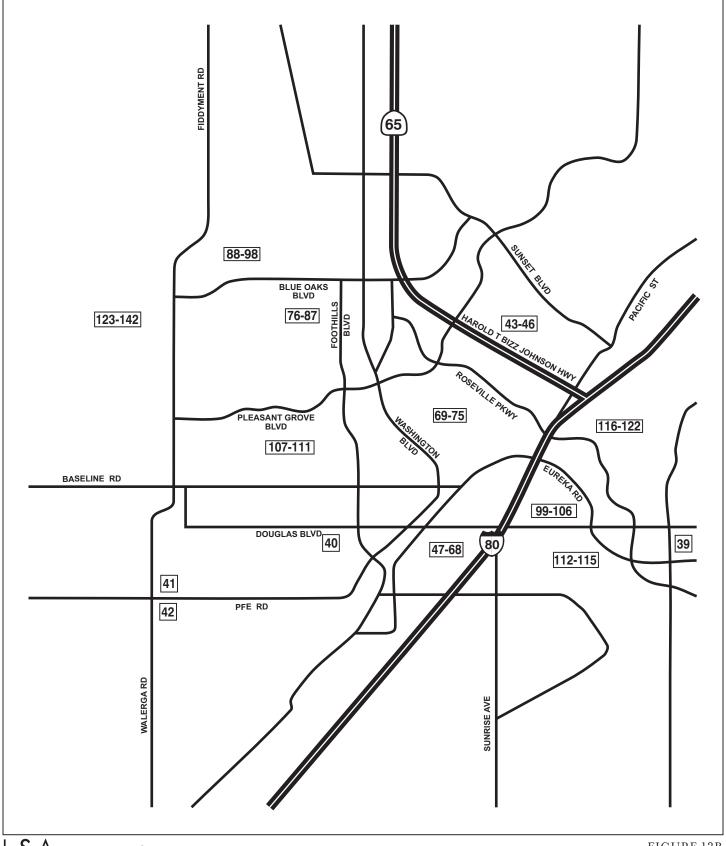
- Future Roadway

- Approved Projects\*

\*Refer to Table G for Project Identification

Rocklin Crossings Location of Approved Projects

SCHEMATIC - NOT TO SCALE



LSA LEGEND

FIGURE 12B

47



# - Approved Project Vicinity

Rocklin Crossings Location of Approved Projects

SCHEMATIC - NOT TO SCALE

## 120 Description Rel		<u> </u>		1	
1   1   1   1   1   1   1   1   1   1			DISEASES COLONY MY	↓ ↓ ↓ ↓ ↓ 423 / 703	<b>↓ ↓ ↓ ↓ </b>
### 149   1344   149   1	/		<b>1</b>	1 Pacific St/Rocklin Rd	2 Granite Dr/Rocklin Rd
3 1-80 WB RampRocláin Rd  4 1-80 EB RampRocláin Rd  5 28 1 1 74 120 29 132 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	LEGEND  1 - Study Area Intersec 12 - Future Intersection	tion <b>3</b>		←	← 879 / 1254
1   1   2   1   3   1   3   3   3   5   5   5   5   5   5   5		/ //		3 I-80 WB Ramp/Rocklin Rd	4 I-80 EB Ramp/Rocklin Rd
1   1   1   1   1   1   1   1   1   1		ROCHIN RO  GREENBRAE RO  GREENBRAE RO	GE NOLLYNG	↓ ↓ ↓ ↓ ↓	_ ↓ ↓
17   18   18   18   18   18   18   18		ī		5 Dominguez Rd/Pacific St	6 Granite Dr/Dominguez Rd
12   Sierra College/Dominguez Rd   13   Sierra College/Rocklin Rd   14   Horseshoe Bar Rd/Taylor Rd   15   Horseshoe Bar/l-80 EB Ramp   16   Horseshoe Bar/l-80 EB Ramp   17   128   138   13   15   15   15   15   15   15   15	← ↓ ↓ ↓ ↓ 204 / 246	↓ ↓ ↓ ↓ ↓ 117 / 172	<u> </u>	<u> </u>	<u> </u>
12   Sierra College/Dominguez Rd   13   Sierra College/Rocklin Rd   14   Horseshoe Bar Rd/Taylor Rd   15   Horseshoe Bar/l-80 WB Ramp   16   Horseshoe Bar/l-80 EB Ramp	7 Sierra College Blvd/Taylor Rd	8 Sierra College Blvd/Brace Rd	9 Sierra College Blvd/Granite Dr	10 Sierra College/l-80 WB Ramp	11 Sierra College/I-80 EB Ramp
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	↓ 🛶 🖵 27 / 18	<u> </u>	<u> </u>	↓ ↓ ↓ ↓ ↓ √ 30 / 115	↓ ↓ ↓ ↓ 45 / 158
17 Barton Rd/Brace Rd   18 Barton Rd/Rocklin Rd   19 Sierra College Blvd/King Rd   20 Sierra College/English Colony   21 Taylor Rd/King Rd   21 Taylor Rd/King Rd   22 Sierra College/English Colony   21 Taylor Rd/King Rd   23 Sierra College/English Colony   24 Taylor Rd/King Rd   25 Sierra College/English Colony   26 Sierra College/English Colony   27 Sierra College/English Colony   27 Sierra College/English Colony   28 Sierra College/English Colony   27 Sierra College/English Colony   28 Sierra College/English Colony   27 Sierra College/English Colony   28 Sierra College/English Colony   29 Sierra Coll	12 Sierra College/Dominguez Rd	13 Sierra College/Rocklin Rd	14 Horseshoe Bar Rd/Taylor Rd	15 Horseshoe Bar/I-80 WB Ramp	16 Horseshoe Bar/I-80 EB Ramp
	0/1 ♪ ← →	<b>↓</b> ↓	<u> </u>	↓ ↓ ↓ ↓ 4/13	<u> </u>
	17 Barton Rd/Brace Rd	18 Barton Rd/Rocklin Rd	19 Sierra College Blvd/King Rd	20 Sierra College/English Colony	

FIGURE 13

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings

Existing Plus Approved Projects (Baseline) Peak Hour Traffic Volumes

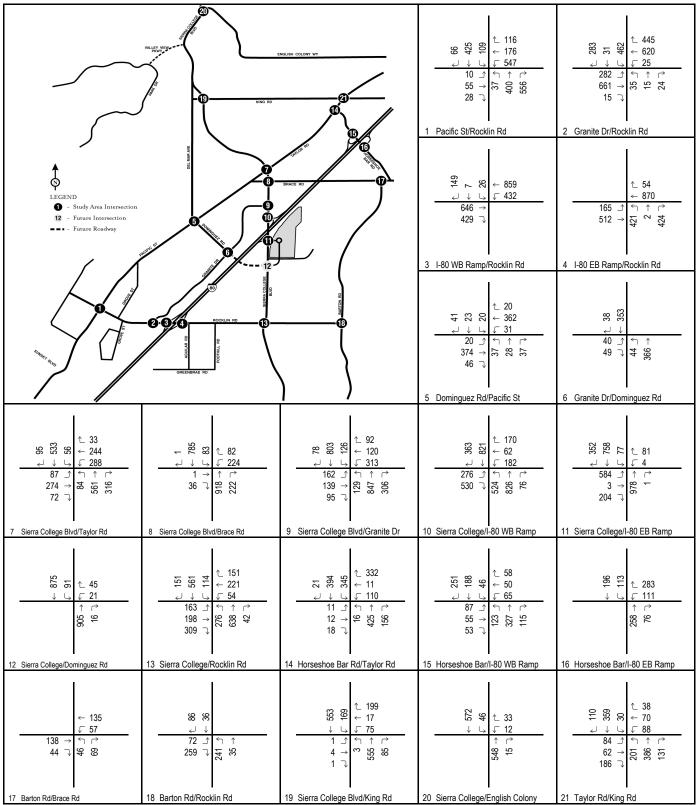


FIGURE 14

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

Table H: Existing Plus Approved Projects (Baseline) Condition Intersection Level of Service Summary

			Ex	xisting Plus Approve	d Condi	tion	
		AM Peak Ho	ur	PM Peak Ho	ur	Saturday	
Int	ersection	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS	V/C Ratio / Delay	LOS
1	Rocklin Road/Pacific Street <sup>1</sup>	0.810	D	1.029	F	0.797	С
2	Rocklin Road/Granite Drive	0.539	A	0.805	D	0.665	В
3	Rocklin Road/I-80 Westbound Ramps	21.9 sec	С	29.3 sec	С	20.2 sec	С
4	Rocklin Road/I-80 Eastbound Ramps	28.4 sec	C	40.4 sec	D	23.8 sec	C
5	Dominguez Road/Pacific Street <sup>1</sup>	0.437	A	0.531	A	0.376	A
6	Dominguez Road/Granite Drive* 1	13.1 sec	В	16.0 sec	С	14.3 sec	В
7	Sierra College Boulevard/Taylor Road <sup>1</sup> (Loomis)	27.8 sec	С	31.0 sec	C	30.8 sec	C
8	Sierra College Boulevard/Brace Road <sup>1</sup> (Loomis)	18.0 sec	В	16.2 sec	В	16.6 sec	В
9	Sierra College Boulevard/Granite Drive	0.579	A	0.700	В	0.728	С
10	Sierra College Boulevard/I-80 Westbound Ramps	20.3 sec	C	27.0 sec	C	33.0 sec	C
11	Sierra College Boulevard/I-80 Eastbound Ramps	9.1 sec	A	12.9 sec	В	15.3 sec	В
12	Sierra College Boulevard/Dominguez Road	-	-	-	-	-	-
13	Sierra College Boulevard/Rocklin Road <sup>1</sup>	0.774	С	0.779	С	0.726	C
14	Taylor Road/Horseshoe Bar Road <sup>1</sup> (Loomis)	36.9 sec	D	43.4 sec	D	30.6 sec	С
15	Horseshoe Bar Road/I-80 Westbound Ramps <sup>1</sup> (Loomis)	19.1 sec	В	20.9 sec	С	22.3 sec	С
16	Horseshoe Bar Road/I-80 Eastbound Ramps* 1 (Loomis)	18.3 sec	С	22.0 sec	С	15.5 sec	С
17	Barton Road/Brace Road* 1 (Loomis)	10.7 sec	В	11.1 sec	В	11.3 sec	В
18	Barton Road/Rocklin Road* 1 (Loomis)	10.7 sec	В	12.0 sec	В	11.2 sec	В
19	Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	22.8 sec	С	36.3 sec	D	25.3 sec	С
20	Sierra College Boulevard/English Colony Way* <sup>1</sup> (Placer County)	11.5 sec	В	21.3 sec	С	16.3 sec	С
21	Taylor Road/King Road <sup>1</sup> (Loomis)	35.1 sec	D	31.8 sec	С	27.5 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.

Exceeds level of service criteria

<sup>\*</sup> Indicates unsignalized intersection

<sup>&</sup>lt;sup>1</sup> LOS C required for these intersections. LOS D acceptable for all other intersections.

Table I: Existing Plus Approved Projects (Baseline) Daily Roadway Segment Level of Service Summary

Roadway	Segment	Configuration	Consoitu		Weekday			Saturday		
Koauway			Capacity	Volume	V/C	LOS	Volume	V/C	LOS	
Taylor Road	King Road and Horseshoe Bar Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	18,127	1.21	F	14,060	0.94	Е	
	Horseshoe Bar Road and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	11,590	0.77	С	11,675	0.78	С	
	Sierra College Boulevard and City Limits <sup>1</sup> (Loomis)	Two-lane Collector	15,000	11,540	0.77	С	9,610	0.64	В	
Pacific Street	City Limits and Dominguez Road <sup>1</sup>	Two-lane Collector	15,000	11,438	0.76	С	9,524	0.63	В	
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	13,780	0.46	A	11,150	0.37	A	
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	23,465	0.78	С	18,848	0.63	В	
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	20,715	0.69	В	17,232	0.57	A	
	Sierra College Boulevard and Barton Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	8,458	0.56	A	7,514	0.50	A	
Barton Road	Rocklin Road and Brace Road 1 (Loomis)	Two-lane Collector	15,000	2,495	0.17	A	2,256	0.15	A	
Horseshoe Bar Road	I-80 and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	7,882	0.53	A	6,974	0.46	A	
Brace Road	I-80 and Barton Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	5,203	0.35	A	5,305	0.35	A	
	I-80 and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	4,695	0.31	A	4,649	0.31	A	
Sierra College Boulevard	English Colony Way and King Road <sup>1</sup> (Placer County)	Two-lane Collector	15,000	17,403	1.16	F	15,628	1.04	F	
	King Road and Taylor Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	18,052	1.20	F	16,556	1.10	F	
	Taylor Road and I-80	Four-lane Undivided Arterial	30,000	26,372	0.88	D	25,350	0.85	D	
	I-80 and Dominguez Road <sup>2</sup>	Four-lane Undivided Arterial	30,000	24,470	0.82	D	21,627	0.72	С	
	Dominguez Road <sup>2</sup> and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	23,447	0.78	С	20,341	0.68	В	
Granite Drive	Dominguez Road and Sierra College Boulevard <sup>1</sup>	Four-lane Undivided Arterial	30,000	10,037	0.33	A	9,103	0.30	A	
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	8,427	0.28	A	7,708	0.26	A	
Dominguez Road	Taylor Road and Granite Drive 1	Two-lane Collector	15,000	2,533	0.17	A	1,349	0.09	A	
King Road	Sierra College Boulevard and Taylor Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	7,445	0.50	A	6,217	0.41	A	

#### Notes

<sup>&</sup>lt;sup>1</sup> LOS C required for these segments. LOS D acceptable for all other segments.

<sup>&</sup>lt;sup>2</sup> Proposed location of the future extension of Dominguez Road.

<sup>■</sup> Exceeds level of service criteria

Table I2: Existing Plus Approved Projects (Baseline)
Peak Hour Roadway Segment Level of Service Summary

Roadway	Commont	Consoity	Existi	ng + Appr	oved
Koadway	Segment	Capacity	Volume	V/C	LOS
Taylor Road	King Rd and Horseshoe Bar Rd (Loomis)				
	A.M. Peak Hour Northbound	1,650	701	0.42	A
	A.M. Peak Hour Southbound	1,650	760	0.46	A
	P.M Peak Hour Northbound	1,650	889	0.54	A
	P.M Peak Hour Southbound	1,650	801	0.49	A
	Saturday Peak Hour Northbound	1,650	743	0.45	A
	Saturday Peak Hour Southbound	1,650	697	0.42	A
Sierra College Boulevard	English Colony Way and King Rd (Placer County)				
	A.M. Peak Hour Northbound	1,650	349	0.21	A
	A.M. Peak Hour Southbound	1,650	778	0.47	A
	P.M Peak Hour Northbound	1,650	953	0.58	A
	P.M Peak Hour Southbound	1,650	707	0.43	A
	Saturday Peak Hour Northbound	1,650	659	0.40	A
	Saturday Peak Hour Southbound	1,650	653	0.40	A
Sierra College Boulevard	A.M. Peak Hour Northbound A.M. Peak Hour Southbound P.M Peak Hour Southbound P.M Peak Hour Southbound P.M Peak Hour Southbound  Saturday Peak Hour Northbound Saturday Peak Hour Southbound  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound A.M. Peak Hour Southbound  P.M Peak Hour Northbound A.M. Peak Hour Southbound  P.M Peak Hour Southbound  Saturday Peak Hour Southbound  Saturday Peak Hour Southbound  Saturday Peak Hour Southbound  Saturday Peak Hour Southbound				
	A.M. Peak Hour Northbound	1,650	337	0.20	A
	A.M. Peak Hour Southbound	1,650	779	0.47	A
	P.M Peak Hour Northbound	1,650	942	0.57	A
	P.M Peak Hour Southbound	1,650	675	0.41	A
	Saturday Peak Hour Northbound	1,650	662	0.40	A
	Saturday Peak Hour Southbound	1,650	657	0.40	A



# 8. EXISTING PLUS APPROVED PROJECTS (BASELINE) PLUS PROJECT

# 8.A. Existing Plus Approved Projects (Baseline) Plus Project Levels of Service

Traffic volumes generated by the proposed project were added to the existing plus approved projects (baseline) traffic volumes, and LOS were calculated for the existing plus approved projects (baseline) plus project scenario. The existing plus approved projects (baseline) plus project weekday and Saturday peak-hour traffic volumes are illustrated on Figures 15 and 16, respectively. The LOS for study area intersections and roadway segments in the existing plus approved projects plus project scenario are shown in Tables J, K, and L. The existing plus approved projects plus project LOS worksheets are provided in Appendix F.

As shown in Table J, the following intersections are projected to operate at unsatisfactory LOS and are significantly impacted in the existing plus approved projects plus project condition:

- The intersection of Rocklin Road/Pacific Street is projected to operate at LOS C in the no project condition during Saturday peak hour. Addition of the project traffic deteriorates the operation of this intersection to LOS D (unacceptable) in with project condition. Since the LOS at this intersection changes from an acceptable LOS C (in no project condition) to an unacceptable LOS D (in with project condition), the project impact at this intersection is significant.
- The intersection of Sierra College Boulevard/Rocklin Road is projected to operate at LOS C during the p.m. peak hour and Saturday peak hour in the no project condition. Addition of the project traffic deteriorates the operation of this intersection to LOS D (unacceptable) in with project condition. Since the LOS at this intersection changes from an acceptable LOS C (in no project condition) to an unacceptable LOS D (in with project condition), the project impact at this intersection is significant.
- The intersection of Sierra College Boulevard/King Road (Loomis) is projected to operate at LOS D (unacceptable) during the p.m. peak hour in the no project condition. The project adds more than 5 percent of total traffic at the intersection in with project condition. Since the LOS at this intersection is unacceptable LOS D (in no project condition) and the project adds more than 5 percent of the total traffic at the intersection (in with project condition), the project impact at this intersection is significant.

As shown in Table K, all but eight of the study area roadway segments are forecast to operate within their daily roadway capacities. A directional peak-hour roadway segment analysis was prepared for these eight segments and is shown in Table L. In the a.m., p.m., and Saturday midday peak hours, all the roadway segments will operate with satisfactory v/c ratios. Because these roadway segments are projected to operate at satisfactory v/c ratios during the peak hours of roadway traffic, they are not considered deficient or significantly impacted by the project.

### 8.B. Recommended Mitigation: Existing Plus Approved Projects (Baseline) Plus Project

• Rocklin Road/Pacific Street. Addition of project traffic would result in the LOS at this intersection deteriorating from LOS C to LOS D, during the Saturday peak hour in the existing plus approved projects condition. Adding a northbound right-turn overlap phase would mitigate the project impact at this location.

• **Sierra College Boulevard/Rocklin Road.** Addition of project traffic would result in the LOS at this intersection deteriorating from LOS C to LOS D during the p.m. peak and Saturday peak hours in the existing plus approved projects condition. **Adding a westbound through lane** (resulting in two through lanes) would mitigate the project impact at this location.

• Sierra College Boulevard/King Road (Loomis). The project would add traffic to this already-deficient location, which is operating at LOS D during the p.m. peak hour in the existing plus approved projects condition. Adding a westbound right-turn lane by restriping the westbound approach would mitigate the project impact at this location. Because the Town of Loomis controls what occurs at the intersection, however, the City conservatively concludes that, at the time of action by its City Council, the impact would be treated as significant and unavoidable, given that the City has no control over Loomis and thus cannot take for granted that the improvements contemplated by the mitigation will get implemented.

The proposed mitigation for the existing plus approved projects (baseline) plus project scenario are shown on Figure 17. The intersections where new improvements are proposed are highlighted.

	VILLEY VINING TO SOME TO	BROLLEN COLLINY NY	1 Pacific St/Rocklin Rd  1 103/170  10	2 Granite Dr/Rocklin Rd  299, 140, 140, 140, 140, 140, 140, 140, 140
LEGEND  Study Area Intersection  12 - Future Intersection		BACE TO	82 92 ← 1149 / 1341 92 √ 436 / 542 700 / 920 → 532 / 691 → 3 I-80 WB Ramp/Rocklin Rd	1 1-80 EB Ramp/Rocklin Rd
	ROCKLIN RO  ROCKLIN RO  GREENBHAE RO		14	32 / 65
66 / 129 / 12 / 12 / 42 / 12 / 42 / 12 / 42 / 12 / 42 / 12 / 42 / 12 / 42 / 4	238 / 1262 63 / 243 → ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	88	88 62 / 406 44 / 237 ↑ ↑ ← 230 / 189 44 / 237 ↑ ↑ ← 622 / 406 44 / 237 ↑ ↑ ↑ ← ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	28 / 182 / 647 183 / 84
7 Sierra College Blvd/Taylor Rd  286 / 922 1  42 / 92	8 Sierra College Blvd/Brace Rd   8 Sierra College Blvd/Brace Rd  113 / 129  113 / 129  114 / 175  115 / 1242  159 / 291  245 / 429  245 / 429  245 / 429	9 Sierra College Blvd/Granite Dr  2004/453 408/453 40	10 Sierra College/i-80 WB Ramp  00	11 Sierra College/I-80 EB Ramp    10   10   10   10   10   10   10   1
12 Sierra College/Dominguez Rd  ← 101 / 151	13 Sierra College/Rocklin Rd  \$\frac{9}{48} \\ \frac{9}{88} \\ \frac{109}{203} \\ \frac{109}{329} \\ \frac{109}{203} \\ \frac{100}{203} \\ \frac{100}{203} \\ \frac{100}{203} \\ 1	14 Horseshoe Bar Rd/Taylor Rd  4 123 / 217  4 123 / 217  4 123 / 217  4 123 / 217  4 123 / 217  5 73 / 103  1 / 1 ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	15 Horseshoe Bar/l-80 WB Ramp  019/9/98/02/02/02/02/02/02/02/02/02/02/02/02/02/	16 Horseshoe Bar/l-80 EB Ramp    Columbia

FIGURE 15

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings

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

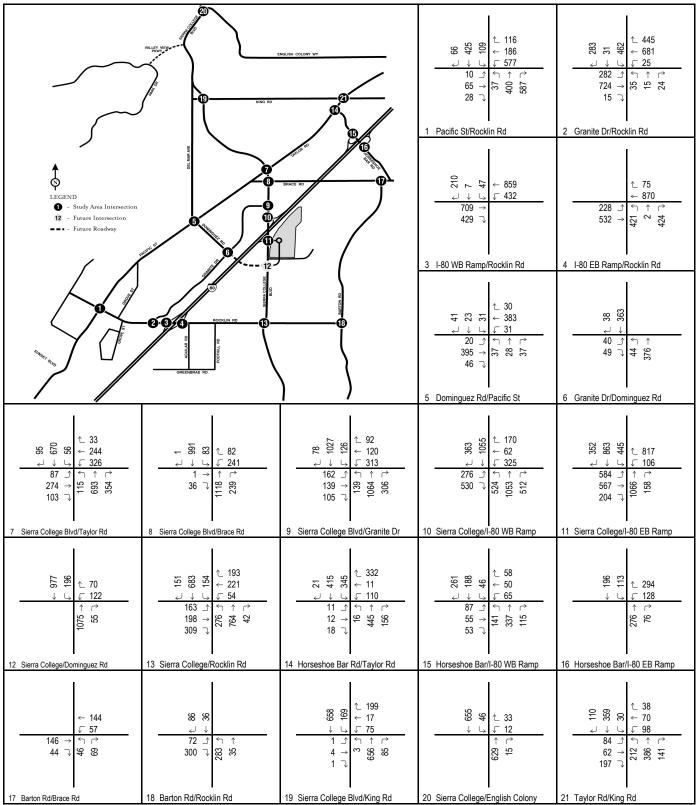


FIGURE 16

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

Table J: Existing Plus Approved Projects (Baseline) Plus Project Condition Intersection Level of Service Summary

		Ex	disting Plus Approve	d Condit	ion		Existing Plus Approved Plus Project Condition						
	AM Peak Ho	ur	PM Peak Ho	ur	Saturday		AM Peak Ho	ur	PM Peak Ho	ur	Saturday		
Intersection	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	$\mathbf{F}^{2}$	0.838	D	
2 Rocklin Road/Granite Drive	0.539	A	0.805	D	0.665	В	0.545	Α	0.822	D	0.687	В	
3 Rocklin Road/I-80 Westbound Ramps	21.9 sec	С	29.3 sec	С	20.2 sec	С	22.7 sec	С	33.9 sec	C	23.4 sec	С	
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 <sup>1</sup>	0.437	A	0.531	A	0.376	Α	0.445	Α	0.547	A	0.399	Α	
6 Dominguez Road/Granite Drive* 1	13.1 sec	В	16.0 sec	С	14.3 sec	В	13.1 sec	В	16.3 sec	C	14.6 sec	В	
7 Sierra College Boulevard/Taylor Road <sup>1</sup> (Loomis)	27.8 sec	C	31.0 sec	С	30.8 sec	C	28.0 sec	C	32.8 sec	C	32.7 sec	C	
8 Sierra College Boulevard/Brace Road <sup>1</sup> (Loomis)	18.0 sec	В	16.2 sec	В	16.6 sec	В	18.1 sec	В	16.7 sec	В	16.8 sec	В	
9 Sierra College Boulevard/Granite Drive	0.579	A	0.700	В	0.728	C	0.606	В	0.763	C	0.807	D	
10 Sierra College Boulevard/I-80 Westbound Ramps	20.3 sec	С	27.0 sec	С	33.0 sec	С	20.0 sec	С	28.6 sec	C	34.7 sec	С	
11 Sierra College Boulevard/I-80 Eastbound Ramps	9.1 sec	A	12.9 sec	В	15.3 sec	В	13.1 sec	В	26.2 sec	C	36.1 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 <sup>1</sup> (Loomis)	36.9 sec	D	43.4 sec	D	30.6 sec	С	37.2 sec	D 2	44.5 sec	D 2	31.1 sec	C	
15 Horseshoe Bar Road/I-80 Westbound Ramps <sup>1</sup> (Loomis)	19.1 sec	В	20.9 sec	С	22.3 sec	C	19.1 sec	В	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	С	15.5 sec	C	18.7 sec	C	24.6 sec	C	16.9 sec	C	
17 Barton Road/Brace Road* (Loomis)	10.7 sec	В	11.1 sec	В	11.3 sec	В	10.7 sec	В	11.2 sec	В	11.5 sec	В	
18 Barton Road/Rocklin Road* 1 (Loomis)	10.7 sec	В	12.0 sec	В	11.2 sec	В	11.0 sec	В	13.2 sec	В	12.7 sec	В	
19 Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	22.8 sec	С	36.3 sec	D	25.3 sec	С	23.1 sec	С	41.7 sec	D	26.8 sec	С	
20 Sierra College Boulevard/English Colony Way* <sup>1</sup> (Placer County)	11.5 sec	В	21.3 sec	С	16.3 sec	С	11.7 sec	В	24.0 sec	С	18.8 sec	С	
21 Taylor Road/King Road <sup>1</sup> (Loomis)	35.1 sec	D	31.8 sec	С	27.5 sec	С	35.2 sec	$D^2$	32.1 sec	С	27.9 sec	С	

#### 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.
- <sup>2</sup> 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 K: Existing Plus Approved Projects (Baseline) Plus Project - Daily Roadway Segment Level of Service Summary

					E	xisting Plu	ıs Approved				Existing	Plus App	roved Plus P	roject	
Roadway	Segment	Configuration	Capacity		Weekday lume V/C LOS Vo			Saturday			Weekday			Saturday	
				Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road 1 (Loomis)	Two-lane Collector	15,000	18,127	1.21	F	14,060	0.94	E	18,442	1.23	F	14,465	0.96	E
	Horseshoe Bar Road and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	11,590	0.77	C	11,675	0.78	С	12,030	0.80	D	12,260	0.82	D
	Sierra College Boulevard and City Limits <sup>1</sup> (Loomis)	Two-lane Collector	15,000	11,540	0.77	C	9,610	0.64	В	12,010	0.80	D	10,230	0.68	В
Pacific Street	City Limits and Dominguez Road 1	Two-lane Collector	15,000	11,438	0.76	C	9,524	0.63	В	11,908	0.79	C	10,144	0.68	В
	Dominguez Road and Rocklin Road 1	Four-lane Undivided Arterial	30,000	13,780	0.46	A	11,150	0.37	A	13,935	0.46	A	11,355	0.38	A
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	23,465	0.78	C	18,848	0.63	В	24,240	0.81	D	19,873	0.66	В
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	20,715	0.69	В	17,232	0.57	A	20,870	0.70	В	17,437	0.58	A
	Sierra College Boulevard and Barton Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	8,458	0.56	A	7,514	0.50	A	9,078	0.61	В	8,344	0.56	A
Barton Road	Rocklin Road and Brace Road 1 (Loomis)	Two-lane Collector	15,000	2,495	0.17	A	2,256	0.15	A	2,495	0.17	A	2,256	0.15	A
Horseshoe Bar Road	I-80 and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	7,882	0.53	A	6,974	0.46	A	8,092	0.54	A	7,244	0.48	A
Brace Road	I-80 and Barton Road 1 (Loomis)	Two-lane Collector	15,000	5,203	0.35	A	5,305	0.35	A	5,453	0.36	A	5,645	0.38	A
	I-80 and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	4,695	0.31	A	4,649	0.31	A	4,825	0.32	A	4,819	0.32	Α
Sierra College Boulevard	English Colony Way and King Road 1 (Placer County)	Two-lane Collector	15,000	17,403	1.16	F	15,628	1.04	F	18,793	1.25	F	17,488	1.17	F
	King Road and Taylor Road 1 (Loomis)	Two-lane Collector	15,000	18,052	1.20	F	16,556	1.10	F	19,832	1.32	F	18,931	1.26	F
	Taylor Road and I-80	Four-lane Undivided Arterial	30,000	26,372	0.88	D	25,350	0.85	D	29,672	0.99	Е	29,755	0.99	Е
	I-80 and Dominguez Road <sup>2</sup>	Four-lane Undivided Arterial	30,000	24,470	0.82	D	21,627	0.72	C	27,645	0.92	Е	25,897	0.86	D
	Dominguez Road <sup>2</sup> and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	23,447	0.78	С	20,341	0.68	В	26,232	0.87	D	24,056	0.80	D
Granite Drive	Dominguez Road and Sierra College Boulevard <sup>1</sup>	Four-lane Undivided Arterial	30,000	10,037	0.33	A	9,103	0.30	A	10,187	0.34	A	9,303	0.31	A
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	8,427	0.28	A	7,708	0.26	A	8,502	0.28	A	7,808	0.26	A
Dominguez Road	Taylor Road and Granite Drive 1	Two-lane Collector	15,000	2,533	0.17	A	1,349	0.09	A	2,533	0.17	A	1,349	0.09	A
King Road	Sierra College Boulevard and Taylor Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	7,445	0.50	A	6,217	0.41	A	7,525	0.50	A	6,317	0.42	A

Notes

■ Exceeds level of service criteria

<sup>&</sup>lt;sup>1</sup> LOS C required for these segments. LOS D acceptable for all other segments.

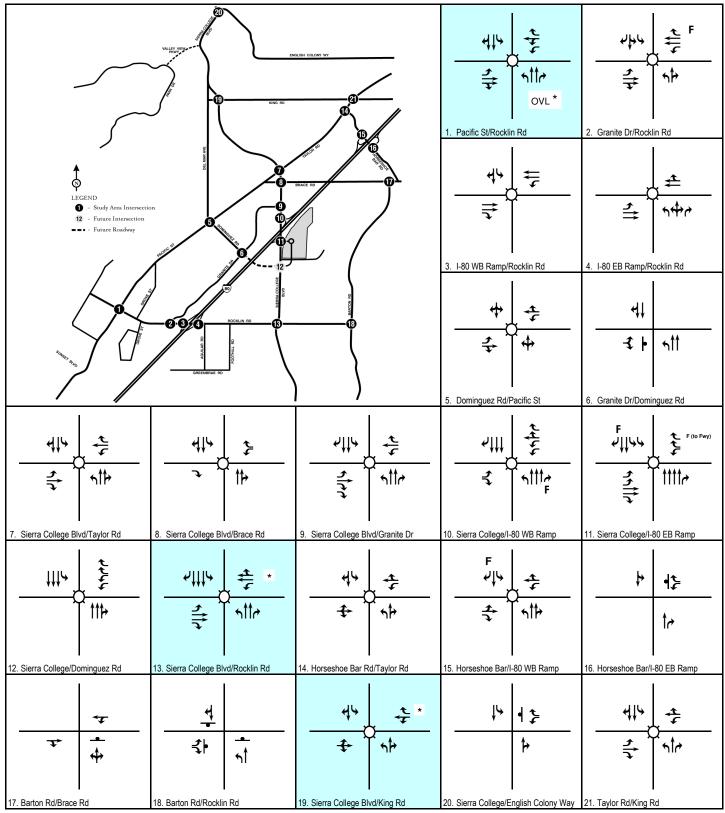
<sup>&</sup>lt;sup>2</sup>Proposed location of the future extension of Dominguez Road.

Table L: Existing Plus Approved Projects (Baseline) Plus Project Peak Hour Roadway Segment Level of Service Summar

Roadway	Segment	Capacity	Existin Volume	ng + Appr V/C	oved LOS	Existing + Volume	Approved V/C	+ Projec
Taylor Road	King Rd and Horseshoe Bar Rd (Loomis)		volume	VIC	LUS	voidille	V/C	LUS
	A.M. Peak Hour Northbound	1,650	701	0.42	A	705	0.43	A
	A.M. Peak Hour Southbound	1,650	760	0.46	A	766	0.46	A
	P.M Peak Hour Northbound	1,650	889	0.54	A	905	0.55	A
	P.M Peak Hour Southbound	1,650	801	0.49	A	817	0.50	A
	Saturday Peak Hour Northbound	1,650	743	0.45	A	764	0.46	A
	Saturday Peak Hour Southbound	1,650	697	0.43	A	718	0.44	A
	Horseshoe Bar Rd and Sierra College Blvd (Loomis)							
Taylor Road	Troiseshoe Bai Ku ahu Sieria College Bivu (Loolins)							
	A.M. Peak Hour Eastbound A.M. Peak Hour Westbound	1,650 1,650	330 416	0.20	A A	337 425	0.20	A A
	A.W. Feak Hour Westbound	1,030	410	0.23	A	423	0.20	A
	P.M Peak Hour Eastbound P.M Peak Hour Westbound	1,650 1,650	614 505	0.37 0.31	A	637 526	0.39	A A
	1.WITCAK HOUF WESTDOURG	1,030	303	0.51	А	320	0.32	Α
	Saturday Peak Hour Eastbound Saturday Peak Hour Westbound	1,650 1,650	622 544	0.38	A	651 573	0.39 0.35	A A
	Saturday Feak Flour Westbound	1,030	344	0.55	A	373	0.33	A
Taylor Road	Sierra College Blvd and City Limits (Loomis)							
	A.M. Peak Hour Eastbound	1,650	301	0.18	A	311	0.19	A
	A.M. Peak Hour Westbound	1,650	426	0.26	A	434	0.26	A
	P.M Peak Hour Eastbound	1,650	592	0.36	A	615	0.37	A
	P.M Peak Hour Westbound	1,650	433	0.26	A	457	0.28	A
	Saturday Peak Hour Eastbound	1,650	432	0.26	A	464	0.28	A
	Saturday Peak Hour Westbound	1,650	419	0.25	A	449	0.27	A
Sierra College Boulevard	English Colony Way and King Rd (Placer County)							
		1.670	240	0.21		271	0.22	
	A.M. Peak Hour Northbound A.M. Peak Hour Southbound	1,650 1,650	349 778	0.21	A	371 808	0.22	A
	DMD 1 W W 41	1.650	0.52	0.50		1.024	0.62	D
	P.M Peak Hour Northbound P.M Peak Hour Southbound	1,650 1,650	953 707	0.58	A A	1,024 775	0.62	B A
	Saturday Peak Hour Northbound Saturday Peak Hour Southbound	1,650 1,650	659 653	0.40	A A	750 747	0.45	A A
C' C-11 D11								
Sierra College Boulevard	King Rd and Taylor Rd (Loomis)							
	A.M. Peak Hour Northbound	1,650	337	0.20	A	366	0.22	A
	A.M. Peak Hour Southbound	1,650	779	0.47	A	817	0.50	A
	P.M Peak Hour Northbound	1,650	942	0.57	A	1,033	0.63	В
	P.M Peak Hour Southbound	1,650	675	0.41	A	762	0.46	A
	Saturday Peak Hour Northbound	1,650	662	0.40	A	779	0.47	A
	Saturday Peak Hour Southbound	1,650	657	0.40	A	778	0.47	A
Sierra College Boulevard	Taylor Rd and I-80							
	A.M. Peak Hour Northbound	3,300	569	0.17	A	623	0.19	A
	A.M. Peak Hour Southbound	3,300	975	0.30	A	1,046	0.32	A
	P.M Peak Hour Northbound	3,300	1,300	0.39	A	1,469	0.45	A
	P.M Peak Hour Southbound	3,300	988	0.30	A	1,149	0.35	A
	Saturday Peak Hour Northbound	3,300	1,121	0.34	A	1,338	0.41	A
	Saturday Peak Hour Southbound	3,300	1,026	0.31	A	1,250	0.38	A
Sierra College Boulevard	I-80 and Dominguez Rd							
		2.222	25.	0.50			0.55	
	A.M. Peak Hour Northbound A.M. Peak Hour Southbound	3,300 3,300	671 1,258	0.20	A A	735 1,310	0.22	A A
			-					
	P.M Peak Hour Northbound P.M Peak Hour Southbound	3,300 3,300	1,097 1,000	0.33	A A	1,279 1,155	0.39	A A
	Saturday Peak Hour Northbound Saturday Peak Hour Southbound	3,300 3,300	979 966	0.30	A A	1,224 1,173	0.37	A A
	<u> </u>	-,200				-,1,0		
Sierra College Boulevard	Dominguez Rd and Rocklin Rd							
	A.M. Peak Hour Northbound	3,300	608	0.18	A	662	0.20	A
	A.M. Peak Hour Southbound	3,300	744	0.23	A	784	0.24	A
	P.M Peak Hour Northbound	3,300	1,131	0.34	A	1,252	0.38	A
	P.M Peak Hour Southbound	3,300	903	0.27	A	1,030	0.31	A
	Saturday Peak Hour Northbound	3,300	952	0.29	A	1,120	0.34	A
	Saturday Peak Hour Southbound	3,300	826	0.25	A	988	0.30	A

Notes:

Exceeds level of service criteria



LSA FIGURE 17

Legend

🛚 Signal OVL - Overlap Phase

--Stop Sign Rocklin Crossings

F Free Right Turn Existing Plus Approved Projects (Baseline) Plus Project Conditions - Mitigation

\* Proposed Mitigation

# 9. **CUMULATIVE (2030) CONDITIONS**

# 9.A. Development of Future Traffic Volumes

Traffic volume data for 2030 conditions were developed using forecasts from the City's most current travel demand model, updated in 2008. It should be noted that the current travel demand model includes land use and circulation system based on the City's proposed General Plan update. The cumulative analysis is based on the most current iteration of the City travel demand model. Funding for future circulation improvements will come from several sources, including, but not limited to, anticipated fee programs, new or updated fee programs and/or development exactions appropriate to the land uses proposed in the General Plan, City development fees, the SPRTA program, and other applicable funding programs. The 2030 projected traffic volumes for this analysis, as noted above, are based on the travel demand model based on the proposed updated City of Rocklin General Plan and the existing Town of Loomis General Plan and include assumptions about the level of build out by 2030 under each General Plan. The current General Plan travel demand model takes into account the relatively limited growth provided for in the City of Rocklin General Plan Update. The City of Rocklin is largely built out and the new General Plan does not expand the City's footprint. The model allows for modest growth, as well as anticipated traffic growth in the region based on other new developments. The General Plan travel demand model is a detailed version (within Rocklin and the surrounding areas) of the Placer County Travel Demand Model.

The City employs a traffic consultant (DKS Associates, Inc.) that maintains a travel demand model for the region (including the Town of Loomis). This travel demand model is validated (i.e., verified for accuracy of the forecast volumes) for a base year (2008) and a future year (2030) for the p.m. peak hour and daily only. These base-year and future-year models were obtained from the City's traffic consultant. Base-year and future-year p.m. peak-hour arterial segment volumes were forecast using the City's travel demand model. The base-year and future-year models are only used to obtain the growth increment between 2008 and 2030. This growth is then added to the existing (2010) turning movement counts to generate the future 2030 turning movement volumes. Turn movements for the p.m. peak hour were post-processed according to the methodology described below.

# **9.B.** Intersection Turning Movements

For passenger vehicles, the base-year scenario in the City's travel demand model is 2008 and the future-year scenario is 2030. The following describes the methodology used to postprocess travel demand model volumes to develop a.m. and p.m. peak-hour intersection turn volumes for 2030 conditions:

- 1. The difference between the modeled 2008 and modeled 2030 peak-hour directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded highway network plots. This difference defines growth in traffic over the 22-year period. The incremental growth in peak-period approach and departure volumes between 2008 and 2030 was factored to develop the incremental change in peak-hour volumes.
- 2. The forecast growth in approach (toward the intersection) and departure (away from the intersection) volumes at an intersection from 2008 to 2030 was added to the existing approach and departure volumes, resulting in postprocessed 2030 approach and departure volumes. Volume development worksheets summarizing the steps are included in Appendix G.

3. Forecast 2030 turn volumes were developed using existing (2010) turn volumes and the future approach and departure volumes, based on the methodologies contained in the *National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, December 1982). NCHRP 255 worksheets are included in Appendix G.

The City's current travel demand model is not validated (verified for the accuracy of forecast volumes) for the a.m. peak hour and does not have forecasting capability for the Saturday peak hour. To validate the 2030 model a.m. peak-hour traffic volumes, the existing a.m. peak-hour traffic volumes were compared to the existing (2010) p.m. peak-hour traffic volumes and ratios between the existing (2010) a.m. and p.m. peak-hour volumes were calculated. In order to maintain the peak directionality, these ratios were then applied to the 2030 a.m. peak-hour model numbers. These adjusted 2030 a.m. peak-hour directional arterial traffic volumes were then used in the methodology described above in Step 1 to obtain the growth in traffic volumes during the a.m. peak hour. Similarly, to develop future intersection turn movements for the Saturday midday peak hour, the ratios of the existing p.m. peak-hour volumes to the Saturday peak-hour volumes were used. These ratios were applied to the postprocessed 2030 no project p.m. peak-hour traffic volumes to determine the 2030 no project Saturday peak-hour traffic volumes. Project trips were then manually added to the study area intersections to determine the 2030 plus project traffic volumes.

The 2030 traffic volumes were forecast for two roadway networks. The network used for project impact analysis assumes that Dominguez Road terminates at Granite Drive, as in the existing condition, and is referred to as "without Dominguez Road." The alternative network assumes that Dominguez Road is extended east over the freeway (just an overcrossing) to Sierra College Boulevard/Southern Project Driveway. This alternative network is referred to as "with Dominguez Road" and is intended to provide a sensitivity analysis of the effects of extending Dominguez Road. The Dominguez Road extension is in the City's Traffic Impact Fee and CIP and is included in the City's current General Plan, although no schedule exists for construction of the new segment. The analysis of "with Dominguez Road" conditions is provided in the Special Issues section.

### 9.C. 2030 No Project Without Dominguez Road

Weekday and Saturday peak-hour forecast traffic volumes for the 2030 no project without Dominguez Road scenario are shown on Figures 18 and 19, respectively. The LOS for study area intersections and roadway segments are shown in Tables M and N. The 2030 no project without Dominguez Road traffic volume development and LOS worksheets are provided in Appendix G. All 2030 LOS include the roadway improvements assumed in the baseline condition as well as implementation of the City's proposed General Plan roadway system, as documented in the City's General Plan Circulation Element. Consistent with the City's General Plan, the Town of Loomis' General Plan, and the Horseshoe Bar/Penryn Community Plans, the traffic analysis for the cumulative conditions (2030) assumes that Sierra College Boulevard would be widened to a four-lane arterial between English Colony Way and just north of Taylor Road and to a six-lane arterial between just north of Taylor Road and El Don Drive.

The 2030 intersection geometrics and traffic control are shown on Figure 20. As shown in Table M, the following 10 intersections are forecast to operate at unsatisfactory LOS in the 2030 no project without Dominguez Road condition:

- Rocklin Road/Pacific Street
- Rocklin Road/I-80 eastbound ramps
- Dominguez Road/Pacific Street
- Sierra College Boulevard/Taylor Road (Loomis)
- Sierra College Boulevard/Granite Drive
- Sierra College Boulevard/Rocklin Road
- Taylor Road/Horseshoe Bar Road (Loomis)
- Horseshoe Bar Road/I-80 eastbound ramps (Loomis)
- Sierra College Boulevard/English Colony Way (Placer County)
- Taylor Road/King Road (Loomis)

For roadway segments Tables N and N2 show that application of the two-step procedure, first evaluating daily volume to capacity and then, if necessary, peak hour directional volume to capacity, results in no exceedances of LOS standards. While six roadway segments exceeded daily capacities, the peak hour directional analysis confirmed that these six segments will operate at acceptable LOS.

# 9.D. 2030 plus Project Without Dominguez Road

Traffic volumes generated by the proposed project were added to the 2030 no project traffic volumes, and LOS were calculated for the 2030 plus project scenario. Weekday and Saturday peak-hour forecast traffic volumes for the 2030 plus project without Dominguez Road scenario are shown on Figures 21 and 22. The LOS for study area intersections and roadway segments in the 2030 plus project without Dominguez Road scenario are shown in Tables O and P. The 2030 plus project without Dominguez Road LOS worksheets are provided in Appendix H.

As shown in Table O, the following four intersections operate at unsatisfactory LOS and are significantly impacted in the 2030 plus project without Dominguez Road scenario:

- The intersection of Rocklin Road/I-80 westbound ramps is projected to operate at LOS D in the
  no project condition during a.m. peak hour. Addition of the project traffic deteriorates the
  operation of this intersection to LOS E (unacceptable) in with project condition. Since the LOS at
  this intersection changes from an acceptable LOS D (in no project condition) to an unacceptable
  LOS E (in with project condition), the project impact at this intersection is significant.
- The intersection of Sierra College Boulevard/Taylor Road (Loomis) is projected to operate at LOS C during p.m. peak hour and Saturday peak hour in the no project condition. Addition of the project traffic deteriorates the operation of this intersection to LOS D (unacceptable) in with project condition. Since the LOS at this intersection changes from an acceptable LOS C (in no

project condition) to an unacceptable LOS D (in with project condition), the project impact at this intersection is significant.

- The intersection of Barton Road/Rocklin Road (Loomis) is projected to operate at LOS C in the no project condition during a.m. peak hour. Addition of the project traffic deteriorates the operation of this intersection to LOS D (unacceptable) in with project condition. Since the LOS at this intersection changes from an acceptable LOS C (in no project condition) to an unacceptable LOS D (in with project condition), the project impact at this intersection is significant.
- The intersection of Sierra College Boulevard/English Colony Way (Placer County) is projected to operate at LOS D during the Saturday peak hour in the no project condition. Addition of the project traffic will further deteriorate the condition of this intersection in the with project condition. Since the intersection is already operating at unsatisfactory LOS and the project adds more than 5 percent of the total traffic at this unsignalized intersection the project impact at this location is significant.

For roadway segments, Tables P and Q show that application of the two-step procedure, first evaluating daily volume to capacity and then, if necessary, peak hour directional volume to capacity, results in no project impacts. While six roadway segments exceeded daily capacities, the peak hour directional analysis confirmed that these six segments will operate at acceptable LOS.

# Recommended Mitigation: 2030 Plus Project Without Dominguez Road

- Rocklin Road/I-80 Westbound Ramps: The project would add significant traffic to this location, which is projected to operate at an acceptable LOS D during the a.m. peak hour. The City has completed a feasibility study that identified three alternatives for improving the intersection of Rocklin Road/I-80 westbound ramps. One of the alternatives provides a flyover from westbound Rocklin Road to the I-80 westbound on ramp. Once the selected (preferred) interchange design is implemented it will mitigate the impact at this location. Payment of the City's traffic fee and SPRTA fee as the means of funding the project's fair share to the City's cost for implementing one of the identified three alternatives included in the feasibility study completed by the City for improving the intersection of Rocklin Road/I-80 westbound ramps. However, implementation requires the selection of a final design option, review and approval of Caltrans of the improvement plans, acquisition of right-of-way, and construction of the project improvements. Until such time as the improvement design selection process is complete and Caltrans has approved the interchange reconstruction improvements, the City conservatively concludes that, at the time of action by its City Council, the impact would be treated as significant and unavoidable.
- Sierra College Boulevard/Taylor Road (Loomis): The project would significantly impact this intersection during the p.m. peak hour and Saturday peak hour. Adding a westbound left-turn lane (resulting in a dual left-turn lane) and an eastbound right-turn overlap phase would mitigate the project's impact. The dual westbound left-turn lanes can be accommodated within the existing right-of-way by restriping the exclusive westbound through and right-turn lanes to a through right lane. Because the Town of Loomis controls what occurs at the intersection, however, and because the City is uncertain as to whether the Town would be willing to cooperate in construction of the contemplated improvement within a reasonable period of time (i.e., prior to the issuance of occupancy permits), the City conservatively concludes that, at the time of action by the City Council, the impact would be treated as significant and unavoidable, given that the

City has no control over the Town of Loomis. Consistent with CEQA Guidelines Section 15091, Subdivision (a)(2), however, the City concludes that the Town of Loomis can and should cooperate with the City in implementing the mitigation.

- Barton Road/Rocklin Road (Loomis): The proposed project would add significant traffic to this location and would degrade it to unacceptable LOS during the a.m. peak hour. The intersection is forecast to meet the peak-hour traffic signal warrant. The intersection would continue to meet the peak-hour traffic signal warrant with the addition of project traffic. Signalization of this intersection would result in satisfactory LOS. To mitigate the project's contribution to traffic at this intersection, the project should participate on a fair-share basis in the installation of a traffic signal. Because the Town of Loomis controls what occurs at the intersection, however, and because the City is uncertain as to whether the Town would be willing to cooperate in construction of the contemplated improvement within a reasonable period of time, the City conservatively concludes that, at the time of action by the City Council, the impact would be treated as significant and unavoidable, given that the City has no control over the Town of Loomis and thus cannot assume that the improvements contemplated by the mitigation will be implemented. Consistent with CEQA Guidelines Section 15091, Subdivision (a)(2), however, the City concludes that the Town of Loomis can and should cooperate with the City in implementing the mitigation.
- Sierra College Boulevard/English Colony Way (Placer County): The project would significantly impact this intersection during the Saturday midday peak hour. The intersection is forecast to meet the peak-hour traffic signal warrant in the 2030 no project without Dominguez Road scenario. The intersection would continue to meet the peak-hour traffic signal warrant with the addition of project traffic. Signalization of this intersection would mitigate the project's impact at this location. To mitigate the project's contribution to traffic at this intersection, the project should participate on a fair-share basis in the installation of a traffic signal. The payment of fair share would be considered as mitigation only if the County is able to demonstrate to the City's satisfaction that the County's Capital Improvement Program covers or will cover the contemplated improvements such that a fair share payment will actually result in construction of the contemplated improvement within a reasonable period of time (i.e., prior to the issuance of building permits). Because the County of Placer controls what occurs at the intersection, however, and because the City is uncertain as to whether the County's CIP will ensure that any fair-share payment will actually result in construction of the contemplated improvement within a reasonable period of time, the City conservatively concludes that, at the time of action by the City Council, the impact would be treated as significant and unavoidable, given that the City has no control over the County and thus cannot assume that the improvements contemplated by the mitigation will be implemented. Consistent with CEQA Guidelines Section 15091, Subdivision (a)(2), however, the City concludes that the County can and should cooperate with the City in implementing the mitigation.

As seen in Table O, although the intersections of Rocklin Road/Pacific Street, Rocklin Road/I-80 eastbound ramps, Dominguez Road/Pacific Street, Sierra College Boulevard/Granite Drive, Sierra College Boulevard/Rocklin Road, Taylor Road/Horseshoe Bar Road, Horseshoe Bar Road/I-80 eastbound ramps, and Taylor Road/King Road operate at unsatisfactory LOS in the 2030 plus project without Dominguez Road scenario, the project would not increase the v/c ratio by 0.05 at the signalized intersections analyzed using Circular 212 methodology and would not add more than 5 percent of the total traffic at signalized and unsignalized intersections analyzed using HCM

methodology. As a result, the project's contribution to traffic at these intersections is not considered a significant impact.

The proposed mitigations for the 2030 plus project without Dominguez Road scenario are shown on Figure 23. Per the Town of Loomis<sup>1</sup> and Horseshoe Bar/Penryn Community Plan, Sierra College Boulevard is planned to be widened to a four-lane arterial from north of English Colony Way to Taylor Road. Additionally, based on information obtained from Brian Fragio, the Town of Loomis has proposed a signal installation at the intersection of Barton Road/Rocklin Road which is estimated to occur by 2015.

\_

Brian Fragiao, Town of Loomis. Personal communication, August 17, 2010.

169 / 209   169	
1 Pacific St/Rocklin Rd 2 Granite Dr/Rocklin	ı Rd
	74/118 - 1520/1498 - 1520/1498 - 1520/1498
3 I-80 WB Ramp/Rocklin Rd 4 I-80 EB Ramp/Roc	cklin Rd
The state of th	32 / 285 →
5 Dominguez Rd/Pacific St 6 Granite Dr/Doming	guez Rd
56   58   76   76   75   76   75   76   75   76   75   76   75   76   75   76   75   76   75   76   75   76   75   76   75   76   75   76   75   76   75   76   75   76   75   76   75   75	
7 Sierra College Blvd/Taylor Rd 8 Sierra College Blvd/Brace Rd 9 Sierra College Blvd/Granite Dr 10 Sierra College/l-80 WB Ramp 11 Sierra College/l-80	) EB Ramp
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	214/236 2214/236 2214/236 2214/236
12 Sierra College/Dominguez Rd 13 Sierra College/Rocklin Rd 14 Horseshoe Bar Rd/Taylor Rd 15 Horseshoe Bar/l-80 WB Ramp 16 Horseshoe Bar/l-80	0 EB Ramp
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	168 / 68 162 / 107 263 / 118 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
17 Barton Rd/Brace Rd 18 Barton Rd/Rocklin Rd 19 Sierra College Blvd/King Rd 20 Sierra College/English Colony 21 Taylor Rd/King Rd	CHRF 18

FIGURE 18

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings

Year 2030 No Project Peak Hour Traffic Volumes - Without Dominguez Road

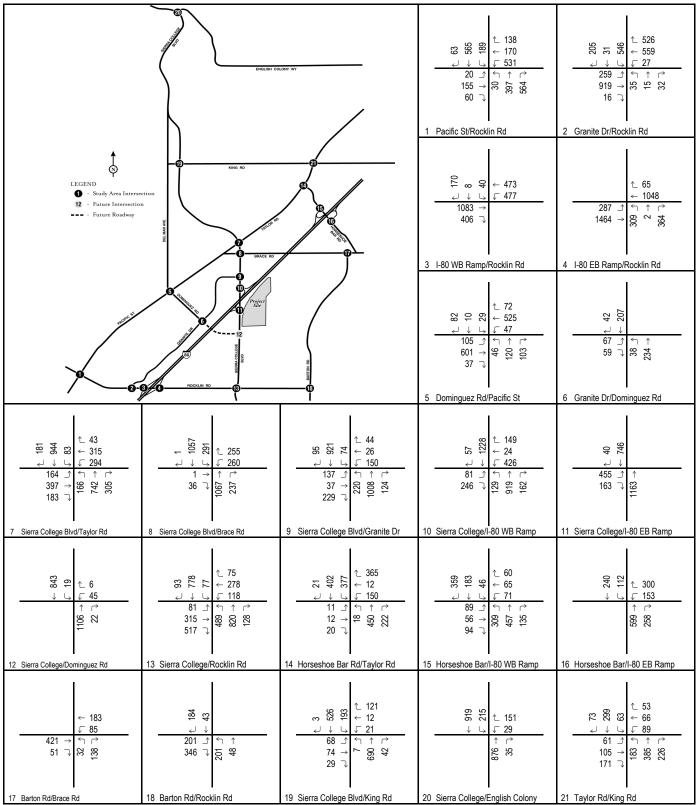
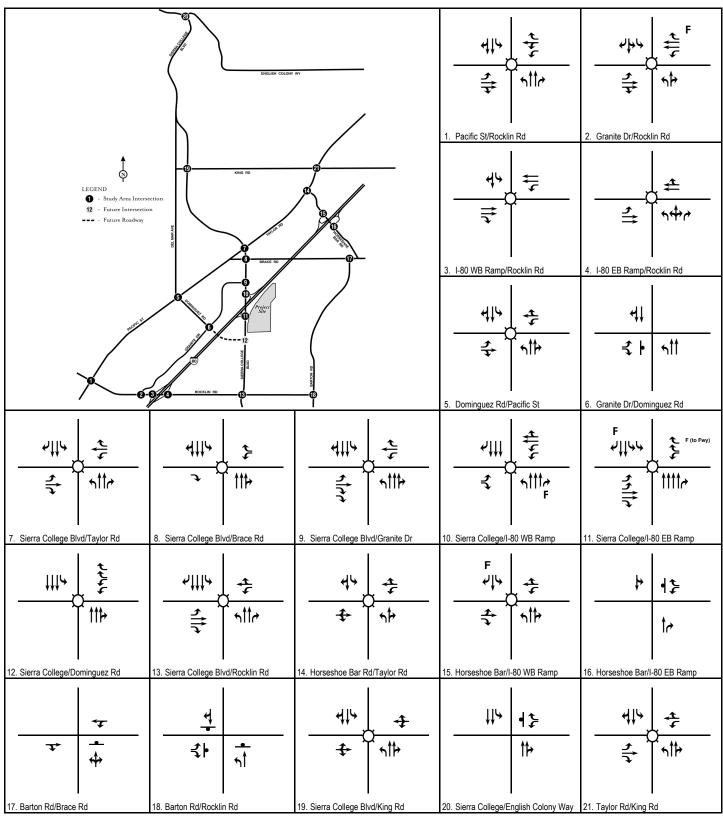


FIGURE 19

Rocklin Crossings
Year 2030 No Project Saturday Peak Hour Traffic Volumes - Without Dominguez Road



LSA FIGURE 20

Legend

**Q** Signal

-Stop Sign

F Free Right Turn

Rocklin Crossings

Year 2030 Geometrics and Traffic Control

Table M: 2030 No Project without Dominguez Road Condition Peak Hour Intersection Level of Service Summary

		2030 No Pi	roject without Domin	guez Road	l Condition	
	AM Peak H	our	PM Peak Ho	our	Saturday	
Intersection	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	Е
2 Rocklin Road/Granite Drive	0.880	D	0.847	D	0.655	В
3 Rocklin Road/I-80 Westbound Ramps	54.5 sec	D	30.8 sec	С	24.1 sec	С
4 Rocklin Road/I-80 Eastbound Ramps	66.2 sec	Е	47.0 sec	D	21.5 sec	С
5 Dominguez Road/Pacific Street <sup>1</sup>	0.996	Е	0.855	D	0.591	A
6 Dominguez Road/Granite Drive* 1	12.2 sec	В	16.5 sec	С	10.9 sec	В
7 Sierra College Boulevard/Taylor Road <sup>1</sup> (Loomis)	54.3 sec	D	34.9 sec	С	34.4 sec	С
8 Sierra College Boulevard/Brace Road <sup>1</sup> (Loomis)	23.9 sec	C	27.6 sec	С	22.2 sec	С
9 Sierra College Boulevard/Granite Drive	0.928	Е	0.736	C	0.607	В
10 Sierra College Boulevard/I-80 Westbound Ramps	52.8 sec	D	50.6 sec	D	35.2 sec	D
11 Sierra College Boulevard/I-80 Eastbound Ramps	32.6 sec	C	16.1 sec	В	11.7 sec	В
12 Sierra College Boulevard/Dominguez Road	0.518	A	0.406	A	0.295	A
13 Sierra College Boulevard/Rocklin Road <sup>1</sup>	1.426	F	1.225	F	1.006	F
14 Taylor Road/Horseshoe Bar Road <sup>1</sup> (Loomis)	56.5 sec	Е	55.9 sec	Е	36.6 sec	D
15 Horseshoe Bar Road/I-80 Westbound Ramps <sup>1</sup> (Loomis)	18.9 sec	В	20.1 sec	C	21.7 sec	С
16 Horseshoe Bar Road/I-80 Eastbound Ramps* 1,2 (Loomis)	67.6 sec	F	121.1 sec	F	32.0 sec	D
17 Barton Road/Brace Road* 1,2 (Loomis)	15.1 sec	C	18.1 sec	C	14.9 sec	В
18 Barton Road/Rocklin Road* 1,2 (Loomis)	24.8 sec	C	15.3 sec	C	12.2 sec	В
19 Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	20.3 sec	С	20.1 sec	С	20.3 sec	С
20 Sierra College Boulevard/English Colony Way* 1,2 (Placer County)	17.2 sec	С	86.1 sec	F	30.5 sec	D
21 Taylor Road/King Road (Loomis)	37.0 sec	D	31.0 sec	C	28.1 sec	С

<sup>\*</sup> Indicates unsignalized intersection

<sup>&</sup>lt;sup>1</sup> LOS C required for these intersections. LOS D acceptable for all other intersections.

<sup>&</sup>lt;sup>2</sup> Peak Hour volumes meet Signal Warrant #3 of the MUTCD

<sup>■</sup> Exceeds level of service criteria

Table N: 2030 No Project Without Dominguez Road Daily Roadway Segment Level of Service Summary

Roadway	Segment	Configuration	Capacity	Volume	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	18,245	1.22	F
	Horseshoe Bar Road and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	16,376	1.09	F
	Sierra College Boulevard and City Limits <sup>1</sup> (Loomis)	Two-lane Collector	15,000	20,873	1.39	F
Pacific Street	City Limits and Dominguez Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	20,540	0.68	В
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	20,401	0.68	В
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	33,574	1.12	F
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	24,356	0.81	D
	Sierra College Boulevard and Barton Road <sup>1</sup> (Loomis)	Four-lane Undivided Arterial	30,000	13,027	0.43	A
Barton Road	Rocklin Road and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	3,722	0.25	A
Horseshoe Bar Road	I-80 and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	10,317	0.69	В
Brace Road	I-80 and Barton Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	9,665	0.64	В
	I-80 and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	10,226	0.68	В
Sierra College Boulevard	English Colony Way and King Road <sup>1</sup> (Placer County)	Four-lane Undivided Arterial	30,000	30,099	1.00	F
	King Road and Taylor Road <sup>1</sup> (Loomis)	Four-lane Undivided Arterial	30,000	24,229	0.81	D
	Taylor Road and I-80	Six-lane Arterial	50,525	38,869	0.77	С
	I-80 and Dominguez Road	Six-lane Arterial	50,525	37,914	0.75	C
	Dominguez Road and Rocklin Road <sup>1</sup>	Six-lane Arterial	50,525	36,704	0.73	C
Granite Drive	Dominguez Road and Sierra College Boulevard <sup>1</sup>	Four-lane Undivided Arterial	30,000	14,336	0.48	A
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	9,332	0.31	A
Dominguez Road	Taylor Road and Granite Drive <sup>1</sup>	Two-lane Collector	15,000	6,078	0.41	A
King Road	Sierra College Boulevard and Taylor Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	6,636	0.44	A

☐ Exceeds level of service criteria

<sup>&</sup>lt;sup>1</sup> LOS C required for these segments. LOS D acceptable for all other segments.

Roadway Improvements consistent with City of Rocklin General Plan, Town of Loomis General Plan, and the Horseshoe Bar/Penryn Community Plan.

# Table N2: 2030 No Project Without Dominguez Road Peak Hour Roadway Segment Level of Service Summary

Doodway	Sagment	Canadity	2030 No Project				
Roadway	Segment	Capacity	Volume	V/C	LOS		
Taylor Road	King Rd and Horseshoe Bar Rd (Loomis)						
	AMP III N II I	1.650	021	0.56			
	A.M. Peak Hour Northbound  A.M. Peak Hour Southbound	1,650 1,650	921 1,209	0.56	A C		
	A.M. Peak Hour Southbound	1,030	1,209	0.73	C		
	P.M Peak Hour Northbound	1,650	986	0.60	A		
	P.M Peak Hour Southbound	1,650	787	0.48	A		
	Saturday Peak Hour Northbound	1,650	810	0.49	A		
	Saturday Peak Hour Southbound	1,650	680	0.41	A		
Taylor Road	Horseshoe Bar Rd and Sierra College Blvd (Loomis)						
	A.M. Peak Hour Eastbound	1,650	500	0.30	A		
	A.M. Peak Hour Westbound	1,650	922	0.56	A		
	P.M Peak Hour Eastbound	1,650	709	0.43	A		
	P.M Peak Hour Westbound	1,650	591	0.36	A		
		,					
	Saturday Peak Hour Eastbound	1,650	738	0.45	A		
	Saturday Peak Hour Westbound	1,650	600	0.36	A		
T 1 D 1	G. C.H. Did I G. I. G. A.						
Taylor Road	Sierra College Blvd and City Limits (Loomis)						
	A.M. Peak Hour Eastbound	1.650	526	0.32	A		
	A.M. Peak Hour Westbound	1,650	1,002	0.61	В		
	P.M Peak Hour Eastbound	1,650	1,056	0.64	В		
	P.M Peak Hour Westbound	1,650	674	0.41	A		
	Saturday Peak Hour Eastbound	1,650	739	0.45	A		
	Saturday Peak Hour Westbound	1,650	653	0.40	A		
	Saturday I cak Hour Westbound	1,030	033	0.40	А		
Rocklin Road	Pacific St and Granite Dr						
	A.M. Peak Hour Eastbound	3,300	1,221	0.37	A		
	A.M. Peak Hour Westbound	3,300	1,474	0.45	A		
	P.M Peak Hour Eastbound	3,300	1,452	0.44	A		
	P.M Peak Hour Westbound	3,300	1,190	0.36	A		
		.,	,				
	Saturday Peak Hour Eastbound	3,300	1,051	0.32	A		
	Saturday Peak Hour Westbound	3,300	819	0.25	A		
a: a ! b ! !	T. F. I. G. I. W IV. D. D. G						
Sierra College Boulevard	English Colony Way and King Rd (Placer County)						
	A.M. Peak Hour Northbound	3,300	605	0.18	A		
	A.M. Peak Hour Southbound	3,300	1,697	0.51	A		
		-,	-,				
	P.M Peak Hour Northbound	3,300	1,457	0.44	A		
	P.M Peak Hour Southbound	3,300	948	0.29	A		
	Saturday Peak Hour Northbound	3,300	895	0.27	A		
	Saturday Peak Hour Southbound	3,300	835	0.25	A		
Sierra College Boulevard	King Rd and Taylor Rd (Loomis)						
	A.M. Peak Hour Northbound	3,300	708	0.21	A		
	A.M. Peak Hour Southbound	3,300	1,550	0.47	A		
	P.M Peak Hour Northbound	3,300	1,403	0.43	A		
	P.M Peak Hour Southbound	3,300	926	0.28	A		
-	Saturday Peak Hour Northbound	3,300	844	0.26	A		
	Saturday Peak Hour Southbound	3,300	892	0.27	A		

Notes

Exceeds level of service criteria

Significant Impact

	ENGLISH CO	LOWY WY	0612 / 169 / 209 612 / 169 / 209 612 / 169 / 209 613 / 169 / 209 614 / 169 / 209 615 / 169 / 209 616 / 169 / 209 617 / 169 / 209 618 / 1705 618 / 1705 618 / 1705 618 / 1705 618 / 1705 618 / 1705 619 / 1705 619 / 1705 619 / 1705 610 / 1705 610 / 1705 610 / 1705 611 / 1706 612 / 1706 613 / 1706 614 / 1706 615 / 1706 616 / 1706 617 / 1706 618 / 1706 619 / 1706	25   2   2   2   2   2   2   2   2   2
			1 Pacific St/Rocklin Rd	2 Granite Dr/Rocklin Rd
LEGEND  1 - Study Area Interse 12 - Future Intersection Future Roadway	1 1		00	208 / 445
	BRACE HI	J	3 I-80 WB Ramp/Rocklin Rd	4 I-80 EB Ramp/Rocklin Rd
	Project 12 19 100 100 100 100 100 100 100 100 100	OI NUMBER	247/81 48/800 → 43/20 310/171 → 44/80 46/32 → 43/20 310/171 → 42/20 48/800 → 43/20 46/32 → 43/20	126 / 247 ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑
/	<b>9</b>		5 Dominguez Rd/Pacific St	6 Granite Dr/Dominguez Rd
333	001 001 001 001 001 001 001 001	95	228 / 1832 17/120 ↑ ↓ ↓ 1247/636 17/120 ↑ ↓ ↓ 1247/636 17/120 ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	866 / 621 ↑ ↑ 230 / 653 856 / 621 ↑ ↑ ↑ 011 / 666 305 / 135 ↑ ↑ ↑ 011 / 666
7 Sierra College Blvd/Taylor Rd	8 Sierra College Blvd/Brace Rd	9 Sierra College Blvd/Granite Dr	10 Sierra College/I-80 WB Ramp	11 Sierra College/I-80 EB Ramp
2721/1272 ← 2181/1272 1049/1595 → ← 29/90 8/62 → ↑ ← 52/90 8/62 → 52/90	881/1686 881/1686 201/462 → □ 201/462 →	9/51 ← 604/505 9/51 ← 27/9 131/124 9/7 ← ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	68 62 / 29 / 39 99	← 408/376 ← 408/376 ↓ 132/165 ↓ 132/165 ↓ 124/186 → ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑
12 Sierra College/Dominguez Rd	13 Sierra College/Rocklin Rd	14 Horseshoe Bar Rd/Taylor Rd	15 Horseshoe Bar/I-80 WB Ramp	16 Horseshoe Bar/I-80 EB Ramp
← 483 / 230	203 / 439 P	460 / 1288	1766/916 1766/916 176/157 176/916	29
17 Barton Rd/Brace Rd	18 Barton Rd/Rocklin Rd	19 Sierra College Blvd/King Rd	20 Sierra College/English Colony	21 Taylor Rd/King Rd

FIGURE 21

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings

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

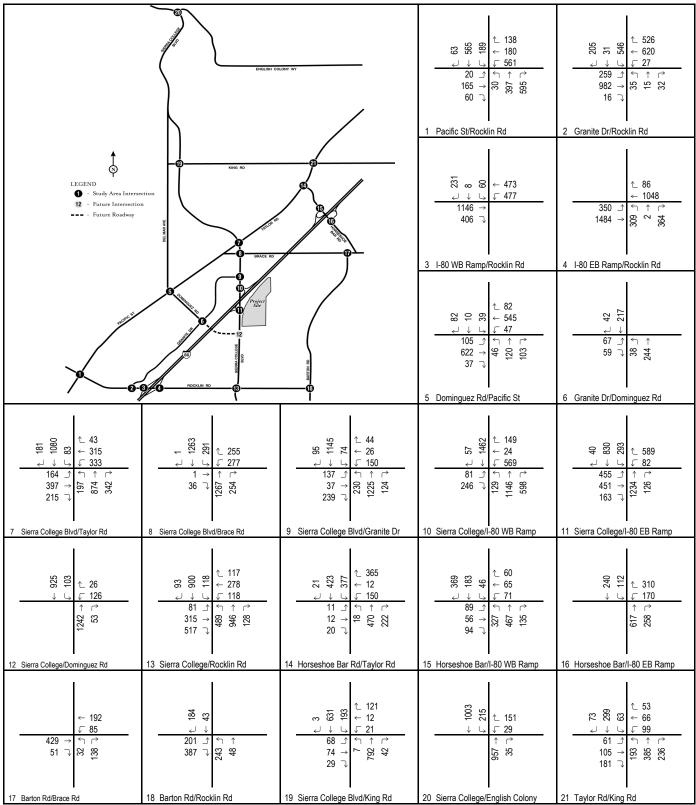


FIGURE 22

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

Table O: 2030 Plus Project without Dominguez Road Condition Peak Hour Intersection Level of Service Summary

		203	30 No Pr	oject without Domin	guez Roa	nd Condition		203	0 Plus Pr	roject without Domin	iguez Ro	ad Condition	
		AM Peak Ho	ur	PM Peak Ho	ur	Saturday		AM Peak Ho	ur	PM Peak Ho	ur	Saturday	
Int	ersection	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	$\mathbf{F}^{2}$	1.213	F 2	0.942	E 2
2	Rocklin Road/Granite Drive	0.880	D	0.847	D	0.655	В	0.885	D	0.864	D	0.678	В
3	Rocklin Road/I-80 Westbound Ramps	54.5 sec	D	30.8 sec	C	24.1 sec	C	56.4 sec	Е	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 <sup>2</sup>	0.872	D <sup>2</sup>	0.619	В
6	Dominguez Road/Granite Drive* 1	12.2 sec	В	16.5 sec	C	10.9 sec	В	12.2 sec	В	16.8 sec	С	11.0 sec	В
7	Sierra College Boulevard/Taylor Road 1 (Loomis)	54.3 sec	D	34.9 sec	С	34.4 sec	С	57.9 sec	E <sup>2</sup>	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	Е	0.736	С	0.607	В	0.948	E <sup>2</sup>	0.784	С	0.673	В
10	Sierra College Boulevard/I-80 Westbound Ramps	52.8 sec	D	50.6 sec	D	35.2 sec	D	54.9 sec	D	48.8 sec	D	45.5 sec	D
11	Sierra College Boulevard/I-80 Eastbound Ramps	32.6 sec	C	16.1 sec	В	11.7 sec	В	26.7 sec	C	52.7 sec	D	19.6 sec	В
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 <sup>2</sup>	1.248	F <sup>2</sup>	1.036	F 2
14	Taylor Road/Horseshoe Bar Road 1 (Loomis)	56.5 sec	Е	55.9 sec	Е	36.6 sec	D	57.0 sec	E <sup>2</sup>	57.3 sec	E <sup>2</sup>	37.4 sec	D 2
15	Horseshoe Bar Road/I-80 Westbound Ramps 1 (Loomis)	18.9 sec	В	20.1 sec	C	21.7 sec	С	19.0 sec	В	20.1 sec	С	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 <sup>2</sup>	141.9 sec	F <sup>2</sup>	38.5 sec	E 2
17	Barton Road/Brace Road* 1,3 (Loomis)	15.1 sec	С	18.1 sec	C	14.9 sec	В	15.2 sec	С	18.3 sec	С	15.1 sec	C
18	Barton Road/Rocklin Road* 1,3 (Loomis)	24.8 sec	С	15.3 sec	C	12.2 sec	В	27.0 sec	D	16.5 sec	С	13.5 sec	В
19	Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	20.3 sec	C	20.1 sec	C	20.3 sec	C	20.3 sec	C	19.9 sec	В	19.3 sec	В
20	Sierra College Boulevard/English Colony Way* 1,3 (Placer County)	17.2 sec	С	86.1 sec	F	30.5 sec	D	17.7 sec	С	105.3 sec	F <sup>2</sup>	38.7 sec	Е
21	Taylor Road/King Road 1 (Loomis)	37.0 sec	D	31.0 sec	С	28.1 sec	С	37.2 sec	$D^2$	31.3 sec	С	28.5 sec	С

- \* Indicates unsignalized intersection
- $^{\,1}$   $\,$  LOS C required for these intersections. LOS D acceptable for all other intersections.
- <sup>2</sup> 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 P: 2030 Plus Project Without Dominguez Road Daily Roadway Segment Level of Service Summary

				203	0 No Proje	ct	2030	) Plus Proj	ect
Roadway	Segment	Configuration	Capacity	Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	18,245	1.22	F	18,560	1.24	F
	Horseshoe Bar Road and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	16,376	1.09	F	16,816	1.12	F
	Sierra College Boulevard and City Limits <sup>1</sup> (Loomis)	Two-lane Collector	15,000	20,873	1.39	F	21,343	1.42	F
Pacific Street	City Limits and Dominguez Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	20,540	0.68	В	21,010	0.70	В
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	20,401	0.68	В	20,556	0.69	В
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	33,574	1.12	F	34,349	1.14	F
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	24,356	0.81	D	24,511	0.82	D
	Sierra College Boulevard and Barton Road <sup>1</sup> (Loomis)	Four-lane Undivided Arterial	30,000	13,027	0.43	A	13,647	0.45	A
Barton Road	Rocklin Road and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	3,722	0.25	A	3,722	0.25	A
Horseshoe Bar Road	I-80 and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	10,317	0.69	В	10,527	0.70	В
Brace Road	I-80 and Barton Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	9,665	0.64	В	9,915	0.66	В
	I-80 and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	10,226	0.68	В	10,356	0.69	В
Sierra College Boulevard	English Colony Way and King Road <sup>1</sup> (Placer County)	Four-lane Undivided Arterial	30,000	30,099	1.00	F	31,489	1.05	F
	King Road and Taylor Road <sup>1</sup> (Loomis)	Four-lane Undivided Arterial	30,000	24,229	0.81	D	26,009	0.87	D
	Taylor Road and I-80	Six-lane Arterial	50,525	38,869	0.77	С	42,169	0.83	D
	I-80 and Dominguez Road	Six-lane Arterial	50,525	37,914	0.75	С	41,089	0.81	D
	Dominguez Road and Rocklin Road <sup>1</sup>	Six-lane Arterial	50,525	36,704	0.73	C	39,489	0.78	C
Granite Drive	Dominguez Road and Sierra College Boulevard <sup>1</sup>	Four-lane Undivided Arterial	30,000	14,336	0.48	A	14,486	0.48	A
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	9,332	0.31	A	9,407	0.31	A
Dominguez Road	Taylor Road and Granite Drive <sup>1</sup>	Two-lane Collector	15,000	6,078	0.41	A	6,078	0.41	A
King Road	Sierra College Boulevard and Taylor Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	6,636	0.44	A	6,716	0.45	A

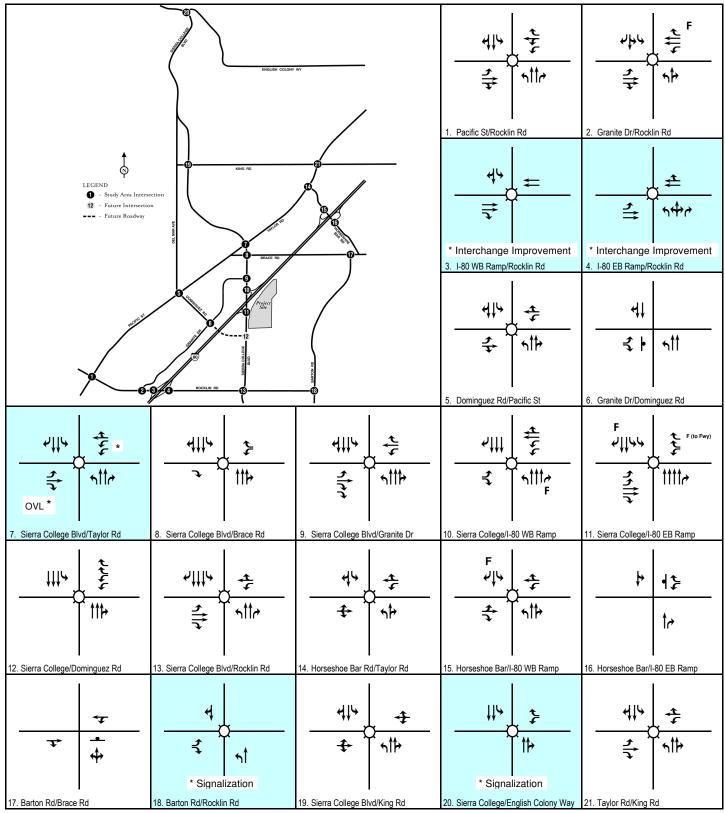
■ Exceeds level of service criteria

<sup>&</sup>lt;sup>1</sup> LOS C required for these segments. LOS D acceptable for all other segments.

Roadway Improvements consistent with City of Rocklin General Plan, Town of Loomis General Plan, and the Horseshoe Bar/Penryn Community Plan.

# Table Q: 2030 Plus Project Without Dominguez Road Peak Hour Roadway Segment Level of Service Summary

Roadway	Sagment	Consoite	203	0 No Proje	ect	2030 Plus Project		
Koadway	Segment	Capacity	Volume	V/C	LOS	Volume	V/C	LOS
Γaylor Road	King Rd and Horseshoe Bar Rd (Loomis)							
	AMP I II N III I	1.650	021	0.56		025	0.56	
	A.M. Peak Hour Northbound A.M. Peak Hour Southbound	1,650 1,650	921 1,209	0.56	A C	925 1,216	0.56 0.74	A C
	A.M. Peak Hour Southbound	1,000	1,209	0.73	C	1,210	0.74	C
	P.M Peak Hour Northbound	1,650	986	0.60	A	1,002	0.61	В
	P.M Peak Hour Southbound	1,650	787	0.48	A	803	0.49	A
		-,						
	Saturday Peak Hour Northbound	1,650	810	0.49	A	829	0.50	A
	Saturday Peak Hour Southbound	1,650	680	0.41	A	700	0.42	A
Taylor Road	Horseshoe Bar Rd and Sierra College Blvd (Loomis)							
	A.M. Peak Hour Eastbound	1,650	500	0.30	A	508	0.31	A
	A.M. Peak Hour Westbound	1,650	922	0.56	A	931	0.56	A
	7.W. Fear Hour Westbound	1,030	722	0.50	73	731	0.50	71
	P.M Peak Hour Eastbound	1,650	709	0.43	A	737	0.45	A
	P.M Peak Hour Westbound	1,650	591	0.36	A	612	0.37	A
	Saturday Peak Hour Eastbound	1,650	738	0.45	A	766	0.46	A
	Saturday Peak Hour Westbound	1,650	600	0.36	A	642	0.39	A
T1 D 1	Giana Callan Phala 1 Ch 11 th C							
Taylor Road	Sierra College Blvd and City Limits (Loomis)							
	A.M. Peak Hour Eastbound	1,650	526	0.32	A	536	0.32	A
	A.M. Peak Hour Westbound	1,650	1,002	0.52	B	1,009	0.52	B
	7.W. Fear Hour Westbound	1,030	1,002	0.01	Б	1,007	0.01	В
	P.M Peak Hour Eastbound	1,650	1,056	0.64	В	1,079	0.65	В
	P.M Peak Hour Westbound	1,650	674	0.41	A	698	0.42	A
	Saturday Peak Hour Eastbound	1,650	739	0.45	A	770	0.47	A
	Saturday Peak Hour Westbound	1,650	653	0.40	A	684	0.41	A
D 111 D 1	D 10 0 10 1							
Rocklin Road	Pacific St and Granite Dr							
	A.M. Peak Hour Eastbound	3,300	1,221	0.37	A	1,237	0.37	A
	A.M. Peak Hour Westbound	3,300	1,474	0.37	A	1,486	0.37	A
	T.M. Fear Hour Westbound	3,300	1,171	0.15	7.1	1,100	0.15	7.1
	P.M Peak Hour Eastbound	3,300	1,452	0.44	A	1,490	0.45	A
	P.M Peak Hour Westbound	3,300	1,190	0.36	A	1,230	0.37	A
	Saturday Peak Hour Eastbound	3,300	1,051	0.32	A	1,103	0.33	A
	Saturday Peak Hour Westbound	3,300	819	0.25	A	870	0.26	A
a: a ! b ! !	T FIGH W IN DIGHT							
Sierra College Boulevard	English Colony Way and King Rd (Placer County)							
	A.M. Dook Hour Northbound	2 200	605	0.19	Λ	629	0.10	Α.
	A.M. Peak Hour Northbound  A.M. Peak Hour Southbound	3,300 3,300	1,697	0.18	A A	1,727	0.19	A
	11.11. I Cak Hour Southbound	3,300	1,091	0.51	А	1,141	0.54	A
	P.M Peak Hour Northbound	3,300	1,457	0.44	A	1,528	0.46	A
	P.M Peak Hour Southbound	3,300	948	0.29	A	1,016	0.31	A
	Saturday Peak Hour Northbound	3,300	895	0.27	A	987	0.30	A
	Saturday Peak Hour Southbound	3,300	835	0.25	A	930	0.28	A
Sierra College Boulevard	King Rd and Taylor Rd (Loomis)							
	A.M. Peak Hour Northbound	3,300	708	0.21	A	737	0.22	A
	A.M. Peak Hour Southbound	3,300	1,550	0.47	A	1,588	0.48	A
	D.M. Dook Hour Northhour	2 200	1.402	0.42	Α.	1.404	0.45	Α.
	P.M Peak Hour Northbound P.M Peak Hour Southbound	3,300 3,300	1,403 926	0.43	A A	1,494 1,013	0.45	A A
	1 171 I Car Hour Southbound	3,300	740	0.20	А	1,013	0.51	A
	Saturday Peak Hour Northbound	3,300	844	0.26	A	961	0.29	A
	Saturday Peak Hour Southbound	3,300	892	0.27	A	1,013	0.31	A



LSA FIGURE 23

Legend

**Signal** 

OVL - Overlap Phase

Stop SignF Free Right Turn

Rocklin Crossings

Year 2030 Plus Project Without Dominguez Road - Mitigation

\* Proposed Mitigation

LSA ASSOCIATES, INC.

OCTOBER 2010

TRAFFIC IMPACT ANALYSIS

ROCKLIN CROSSINGS

## 10. DOMINGUEZ ROAD SENSITIVITY ANALYSIS

An analysis of forecast 2030 traffic volumes was prepared assuming the extension of Dominguez Road east to Sierra College Boulevard. This alternative network is referred to as "with Dominguez Road" and is intended to provide a sensitivity analysis of the effects of extending Dominguez Road. At the direction of the City, signalization of the intersection of Dominguez Road/Granite Drive is assumed to be part of the Dominguez Road Extension project, which extends Dominguez Road east over the freeway (just an overcrossing) to Sierra College Boulevard to form the fourth leg at the intersection of Sierra College Boulevard/Southern Project Driveway.

# 10.A. 2030 No Project With Dominguez Road

Weekday and Saturday peak-hour forecast traffic volumes for the 2030 no project with Dominguez Road scenario are shown on Figures 24 and 25. The LOS for study area intersections and roadway segments are shown in Tables R and S. The 2030 no project with Dominguez Road traffic volume development and LOS worksheets are provided in Appendix I.

As shown in Table R, the following 11 intersections are forecast to operate at unsatisfactory LOS in the 2030 no project with Dominguez Road condition:

- Rocklin Road/Pacific Street
- Rocklin Road/I-80 eastbound ramps
- Dominguez Road/Pacific Street
- Sierra College Boulevard/Taylor Road (Loomis)
- Sierra College Boulevard/Dominguez Road
- Sierra College Boulevard/Rocklin Road
- Taylor Road/Horseshoe Bar Road (Loomis)
- Horseshoe Bar Road/I-80 eastbound ramps (Loomis)
- Barton Road/Rocklin Road (Loomis)
- Sierra College Boulevard/English Colony Way (Placer County)
- Taylor Road/King Road (Loomis)

For roadway segments, Tables S and S2 show that application of the two-step procedure, first evaluating daily volume to capacity and then, if necessary, peak hour directional volume to capacity, results in no exceedances of LOS standards. While six roadway segments exceeded daily capacities, the peak hour directional analysis confirmed that these six segments will operate at acceptable LOS.

# 10.B. 2030 plus Project with Dominguez Road

Traffic volumes generated by the proposed project were added to the 2030 no project traffic volumes, and LOS were calculated for the 2030 plus project with Dominguez Road scenario. Weekday and Saturday peak-hour forecast traffic volumes for the 2030 plus project with Dominguez Road scenario

are shown on Figures 26 and 27. The LOS for study area intersections and roadway segments in the 2030 plus project with Dominguez Road scenario are shown in Tables T and U. The 2030 plus project with Dominguez Road LOS worksheets are provided in Appendix J.

As shown in Table T, the following two intersections are forecast to operate at unsatisfactory LOS and are significantly impacted in the 2030 plus project with Dominguez Road scenario:

- The intersection of Sierra College Boulevard/Dominguez Road is projected to operate at LOS E (unsatisfactory LOS) during the Saturday peak hour in the no project condition. Addition of the project traffic will further deteriorate the condition of this intersection to LOS F in the with project condition. Since the intersection is already operating at unsatisfactory LOS and the project increases the v/c ratio by 0.127, which is more than 0.05, at this signalized intersection, the project impact at this location is significant.
- The intersection of Sierra College Boulevard/English Colony Way (Placer County) is projected to operate at LOS D (unsatisfactory LOS) during the Saturday peak hour in the no project condition. Addition of the project traffic will further deteriorate the condition of this intersection in the with project condition. Since the intersection is already operating at unsatisfactory LOS and the project adds more than 5 percent of the total traffic at this unsignalized intersection, the project impact at this location is significant.

For roadway segments, Tables U and V show that application of the two-step procedure, first evaluating daily volume to capacity and then, if necessary, peak hour directional volume to capacity, results in no project impacts. While seven roadway segments exceeded daily capacities, the peak hour directional analysis confirmed that these seven segments will operate at acceptable LOS.

# Recommended Mitigation: 2030 Plus Project With Dominguez Road

- Sierra College Boulevard/Dominguez Road. The proposed project will create a significant impact during the Saturday midday peak hour at this intersection. The proposed intersection striping will not be sufficient to accommodate project traffic in the 2030 with Dominguez Road scenario. However, if the currently proposed lane configuration were striped to accommodate dual left-turn lanes, two through lanes, and a shared through/right-turn lane in the southbound direction and a left turn lane, a through lane, a shared through/right turn lane and an exclusive right turn lane in the eastbound direction at the time of its construction, this intersection would be mitigated. This configuration can exist in the same right-of-way currently planned for this intersection. The payment of City's traffic impact mitigation fee will mitigate the project's cumulative impact.
- Sierra College Boulevard/English Colony Way (Placer County). This intersection is projected to operate at unsatisfactory LOS during the p.m. peak hour and Saturday midday peak hour in the no project condition. Addition of the project traffic would further degrade the intersection operation. The project adds more than 5 percent of the total traffic at this unsignalized intersection in the Saturday midday peak hour, thus exceeding the threshold of significance. The intersection is forecast to meet the peak-hour traffic signal warrant in the 2030 no project with Dominguez Road scenario. The intersection would continue to meet the peak-hour traffic signal warrant with the addition of project traffic. Signalization of this intersection would mitigate the project's contribution to traffic at this location. The project will pay a fair share for

signalization. Because the County controls what occurs at the intersection, however, and because the City is uncertain as to whether the County's CIP will ensure that any fair-share payment will actually result in construction of the contemplated improvement within a reasonable period of time, the City conservatively concludes that, at the time of action by the City Council, the impact would be treated as significant and unavoidable, given that the City has no control over the County and thus cannot assume that the improvements contemplated by the mitigation will be implemented. Consistent with CEQA Guidelines Section 15091, Subdivision (a)(2), however, the City concludes that the County can and should cooperate with the City in implementing the mitigation.

The proposed mitigation for the 2030 plus project with Dominguez Road scenario is shown on Figure 28.

				1
	ENGLISH COI	LONY WY	97 / 12 / 55 170 / 271 → 10 / 12 / 12 / 12 / 12 / 12 / 12 / 12 /	10 / 18 / 305
			1 Pacific St/Rocklin Rd	2 Granite Dr/Rocklin Rd
LEGEND  1 - Study Area Interse 12 - Future Intersection Future Roadway	I \		847 / 1232 → 621 / 645 ¬	251/383 ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑
	BRACE RD	<b>y</b>	3 I-80 WB Ramp/Rocklin Rd	4 I-80 EB Ramp/Rocklin Rd
0 00	Project Side Side Side Side Side Side Side Side	a mount	262   171   63	250 / 45 / 45 / 45 / 45 / 45 / 45 / 45 /
, ,	Y Y	Ť	5 Dominguez Rd/Pacific St	6 Granite Dr/Dominguez Rd
88 + 1 28	888 / 282 / 343 0 / € 292 / 343 0 / € 292 / 343 59 / 73 → ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	75.	67 99/99 98/17/86 17/86 ↑ ↑ 1204/574 17/86 ↑ ↑ ↑ 1204/574 17/86 ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	206 / 1689 → ← 116 / 198 451 / 433 ← 1957 / 1040
7 Sierra College Blvd/Taylor Rd	8 Sierra College Blvd/Brace Rd	9 Sierra College Blvd/Granite Dr	10 Sierra College/I-80 WB Ramp	11 Sierra College/I-80 EB Ramp
72 / 361 401 / 195 401 /	203 / 27 203 / 27 203 / 27 203 / 27 205 / 116 207 / 22 208 / 143 209 / 22 200	9/91 \$\infty\$ \(\frac{614}{500}\) \[ \begin{array}{c}  \text{614}/500 \\  \text{614}/500 \\  \text{626}/9 \\  \text{120}/124 \\  \text{101}/7  \text{12} \\  \text{51}/18  \text{7} \\  \text{26}/10	09	430 / 548 430 / 548 430 / 548 430 / 548 430 / 548 430 / 352 430 / 352
12 Sierra College/Dominguez Rd	13 Sierra College/Rocklin Rd	14 Horseshoe Bar Rd/Taylor Rd	15 Horseshoe Bar/I-80 WB Ramp	16 Horseshoe Bar/I-80 EB Ramp
← 458 / 213 ↓ 116 / 82 0 / 1	531 / 204 → 638 / 121 531 / 204 → 87 / 72 531 / 204 → 79 / 112	429 / 120 d + 149 / 120 d + 140 / 120 d + 14	740/859 1740/859 1740/859 1740/859 1740/859 1740/859 1740/859 1740/859	259 / 165 / 68 27
17 Barton Rd/Brace Rd	18 Barton Rd/Rocklin Rd	19 Sierra College Blvd/King Rd	20 Sierra College/English Colony	21 Taylor Rd/King Rd

FIGURE 24

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings

Year 2030 No Project Peak Hour Traffic Volumes - With Dominguez Road

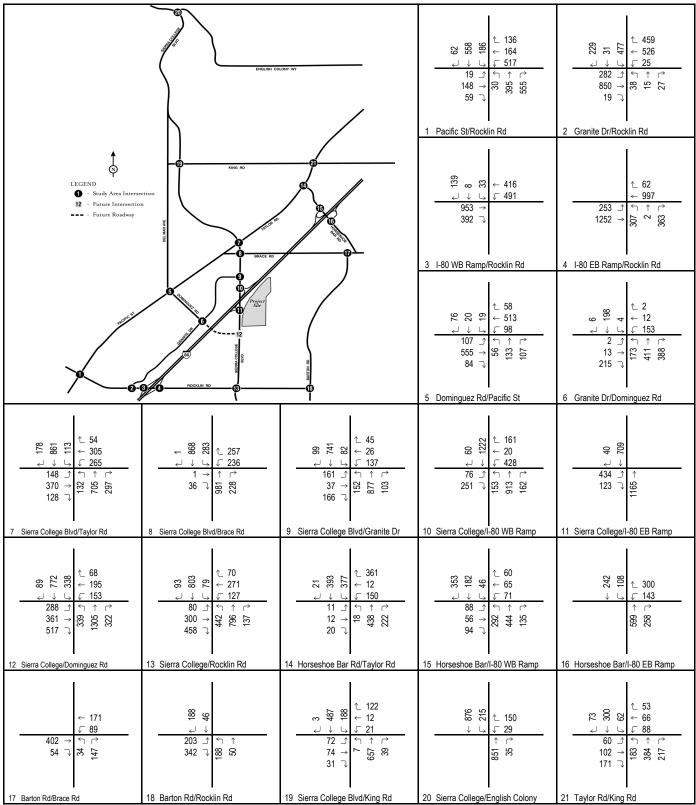


FIGURE 25

Rocklin Crossings
Year 2030 No Project Saturday Peak Hour Traffic Volumes - With Dominguez Road

Table R: 2030 No Project with Dominguez Road Condition Peak Hour Intersection Level of Service Summary

		2030 No l	Project with Doming	uez Road (	Condition	
	AM Peak Ho	our	PM Peak Ho	our	Saturday	
Intersection	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
2 Rocklin Road/Granite Drive	0.857	D	0.826	D	0.629	В
3 Rocklin Road/I-80 Westbound Ramps	52.8 sec	D	28.8 sec	C	23.5 sec	C
4 Rocklin Road/I-80 Eastbound Ramps	55.4 sec	Е	42.4 sec	D	21.1 sec	C
5 Dominguez Road/Pacific Street <sup>1</sup>	0.898	D	0.860	D	0.615	В
6 Dominguez Road/Granite Drive 12	0.472	A	0.529	A	0.562	A
7 Sierra College Boulevard/Taylor Road <sup>1</sup> (Loomis)	44.3 sec	D	33.1 sec	C	32.9 sec	С
8 Sierra College Boulevard/Brace Road <sup>1</sup> (Loomis)	23.7 sec	С	27.8 sec	C	22.2 sec	С
9 Sierra College Boulevard/Granite Drive	0.773	С	0.608	В	0.480	A
10 Sierra College Boulevard/I-80 Westbound Ramps	52.3 sec	D	45.9 sec	D	40.2 sec	D
11 Sierra College Boulevard/I-80 Eastbound Ramps	36.4 sec	D	9.8 sec	A	9.3 sec	A
12 Sierra College Boulevard/Dominguez Road	0.799	C	0.655	В	0.999	Е
13 Sierra College Boulevard/Rocklin Road <sup>1</sup>	1.408	F	1.159	F	0.942	E
14 Taylor Road/Horseshoe Bar Road 1 (Loomis)	54.4 sec	D	55.0 sec	Е	35.8 sec	D
15 Horseshoe Bar Road/I-80 Westbound Ramps <sup>1</sup> (Loomis)	19.0 sec	В	20.1 sec	С	21.8 sec	С
16 Horseshoe Bar Road/I-80 Eastbound Ramps* 1,2 (Loomis)	60.5 sec	F	114.9 sec	F	29.7 sec	D
17 Barton Road/Brace Road* 1,2 (Loomis)	14.7 sec	В	18.1 sec	С	14.9 sec	В
18 Barton Road/Rocklin Road* 1,2 (Loomis)	31.1 sec	D	16.0 sec	C	12.1 sec	В
19 Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	20.1 sec	С	20.1 sec	С	20.7 sec	С
20 Sierra College Boulevard/English Colony Way* <sup>1,2</sup> (Placer County)	17.1 sec	С	86.4 sec	F	28.2 sec	D
21 Taylor Road/King Road 1 (Loomis)	37.0 sec	D	31.0 sec	С	28.0 sec	C

<sup>\*</sup> Indicates unsignalized intersection

<sup>&</sup>lt;sup>1</sup> LOS C required for these intersections. LOS D acceptable for all other intersections.

<sup>&</sup>lt;sup>2</sup> Peak Hour volumes meet Signal Warrant #3 of the MUTCD

<sup>\*</sup> Delay exceeds 1000 seconds

Exceeds level of service criteria

Table S: 2030 No Project With Dominguez Road Daily Roadway Segment Level of Service Summary

Roadway	Segment	Configuration	Capacity	Volume	V/C	LOS
Taylor Road	King Road and Horseshoe Bar Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	18,161	1.21	F
	Horseshoe Bar Road and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	15,972	1.06	F
	Sierra College Boulevard and City Limits <sup>1</sup> (Loomis)	Two-lane Collector	15,000	17,557	1.17	F
Pacific Street	City Limits and Dominguez Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	18,362	0.61	В
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	20,041	0.67	В
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	33,366	1.11	F
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	23,835	0.79	С
	Sierra College Boulevard and Barton Road <sup>1</sup> (Loomis)	Four-lane Undivided Arterial	30,000	13,720	0.46	A
Barton Road	Rocklin Road and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	3,531	0.24	A
Horseshoe Bar Road	I-80 and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	10,194	0.68	В
Brace Road	I-80 and Barton Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	8,981	0.60	A
	I-80 and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	9,525	0.63	В
Sierra College Boulevard	English Colony Way and King Road <sup>1</sup> (Placer County)	Four-lane Undivided Arterial	30,000	30,116	1.00	F
	King Road and Taylor Road <sup>1</sup> (Loomis)	Four-lane Undivided Arterial	30,000	24,160	0.81	D
	Taylor Road and I-80	Six-lane Arterial	50,525	36,662	0.73	С
	I-80 and Dominguez Road	Six-lane Arterial	50,525	35,997	0.71	В
	Dominguez Road and Rocklin Road <sup>1</sup>	Six-lane Arterial	50,525	40,106	0.79	C
Granite Drive	Dominguez Road and Sierra College Boulevard <sup>1</sup>	Four-lane Undivided Arterial	30,000	10,373	0.35	A
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	7,422	0.25	A
Dominguez Road	Taylor Road and Granite Drive <sup>1</sup>	Two-lane Collector	15,000	10,417	0.69	В
King Road	Sierra College Boulevard and Taylor Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	6,631	0.44	A

Exceeds level of service criteria

<sup>&</sup>lt;sup>1</sup> LOS C required for these segments. LOS D acceptable for all other segments.

Roadway Improvements consistent with City of Rocklin General Plan, Town of Loomis General Plan, and the Horseshoe Bar/Penryn Community Plan.

Table S2: 2030 No Project With Dominguez Road Peak Hour Roadway Segment Level of Service Summary

Raadway  Segment  Taylor Road  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  Saturday Peak Hour Southbound  Saturday Peak Hour Southbound  Taylor Road  Horseshoe Bar Rd and Sierra College Blvd (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  P.M Peak Hour Eastbound  Saturday Peak Hour Eastbound  A.M. Peak Hour Eastbound  Saturday Peak Hour Eastbound  A.M. Peak Hour Eastbound  Saturday Peak Hour Westbound  P.M Peak Hour Eastbound  Saturday Peak Hour Eastbound  A.M. Peak Hour Westbound  Saturday Peak Hour Eastbound  A.M. Peak Hour Westbound  A.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  A.M. Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  A.M. Peak Hour Westbound  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Northbound  A.M. Peak Hour Northbound  P.M Peak Hour Southbound	1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650	920 1,204  978 788  797 675  475 913  712 590  729 594	0.56 0.73 0.59 0.48 0.48 0.41 0.29 0.55 0.43 0.36	A A A A A A A A
A.M. Peak Hour Northbound A.M. Peak Hour Southbound P.M Peak Hour Southbound P.M Peak Hour Southbound P.M Peak Hour Southbound Saturday Peak Hour Southbound Saturday Peak Hour Southbound  Taylor Road Horseshoe Bar Rd and Sierra College Blvd (Loomis) A.M. Peak Hour Eastbound A.M. Peak Hour Eastbound P.M Peak Hour Westbound  Saturday Peak Hour Eastbound Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Taylor Road Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Westbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Rocklin Road Pacific St and Granite Dr  A.M. Peak Hour Westbound  A.M. Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Southbound  Saturday Peak Hour Southbound  P.M Peak Hour Northbound  A.M. Peak Hour Northbound  P.M Peak Hour Northbound	1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650	1,204 978 788 797 675 475 913 712 590 729 594	0.73 0.59 0.48 0.48 0.41 0.29 0.55 0.43 0.36	A A A A A A A
A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound  Saturday Peak Hour Southbound  Saturday Peak Hour Southbound  Taylor Road  A.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  P.M Peak Hour Eastbound  P.M Peak Hour Eastbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  A.M. Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Eastbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Southbound  P.M Peak Hour Northbound  A.M. Peak Hour Northbound  P.M Peak Hour Northbound	1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650	1,204 978 788 797 675 475 913 712 590 729 594	0.73 0.59 0.48 0.48 0.41 0.29 0.55 0.43 0.36	A A A A A A A
A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound  Saturday Peak Hour Southbound  Saturday Peak Hour Southbound  Taylor Road  A.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  P.M Peak Hour Eastbound  P.M Peak Hour Eastbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  A.M. Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Eastbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Southbound  P.M Peak Hour Northbound  A.M. Peak Hour Northbound  P.M Peak Hour Northbound	1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650	1,204 978 788 797 675 475 913 712 590 729 594	0.73 0.59 0.48 0.48 0.41 0.29 0.55 0.43 0.36	A A A A A A A
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P.M Peak Hour Southbound  Saturday Peak Hour Northbound  Saturday Peak Hour Southbound  Taylor Road  Horseshoe Bar Rd and Sierra College Blvd (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  P.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  Saturday Peak Hour Eastbound  A.M. Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Northbound  A.M. Peak Hour Northbound  P.M Peak Hour Northbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound	1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650	788 797 675 475 913 712 590 729 594	0.48 0.48 0.41 0.29 0.55 0.43 0.36	A A A A A A A
P.M Peak Hour Southbound  Saturday Peak Hour Northbound  Saturday Peak Hour Southbound  Taylor Road  Horseshoe Bar Rd and Sierra College Blvd (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  P.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  Saturday Peak Hour Eastbound  A.M. Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Northbound  A.M. Peak Hour Northbound  P.M Peak Hour Northbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound	1,650 1,650 1,650 1,650 1,650 1,650 1,650 1,650	797 675 475 913 712 590 729 594	0.48 0.48 0.41 0.29 0.55 0.43 0.36	A A A A A A A
Saturday Peak Hour Southbound  Horseshoe Bar Rd and Sierra College Blvd (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  A.M. Peak Hour Eastbound  P.M Peak Hour Eastbound  A.M. Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Northbound  A.M. Peak Hour Northbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound	1,650 1,650 1,650 1,650 1,650 1,650	675 475 913 712 590 729 594	0.41 0.29 0.55 0.43 0.36	A A A A A
Saturday Peak Hour Southbound  A.M. Peak Hour Eastbound A.M. Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound A.M. Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  A.M. Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Northbound  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Northbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound	1,650 1,650 1,650 1,650 1,650 1,650	675 475 913 712 590 729 594	0.41 0.29 0.55 0.43 0.36	A A A A A
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P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  A.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound	1,650 1,650 1,650	590 729 594	0.36	A A
P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  A.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound	1,650 1,650 1,650	590 729 594	0.36	A A
Saturday Peak Hour Eastbound Saturday Peak Hour Westbound  Taylor Road Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound A.M. Peak Hour Eastbound P.M Peak Hour Eastbound P.M Peak Hour Westbound  Saturday Peak Hour Eastbound Saturday Peak Hour Eastbound Saturday Peak Hour Eastbound  Rocklin Road Pacific St and Granite Dr  A.M. Peak Hour Eastbound A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Southbound  P.M Peak Hour Southbound	1,650 1,650	729 594	0.44	A
Saturday Peak Hour Westbound  Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Southbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound	1,650	594		
Saturday Peak Hour Westbound  Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Southbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound	1,650	594		
Taylor Road  Sierra College Blvd and City Limits (Loomis)  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound	1,650		0.36	A
A.M. Peak Hour Eastbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound		514		1
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A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound		514		
A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound  A.M. Peak Hour Eastbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound			0.31	A
P.M Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound	1,050	910	0.55	A
P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Westbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound				
Saturday Peak Hour Eastbound Saturday Peak Hour Westbound  Rocklin Road Pacific St and Granite Dr  A.M. Peak Hour Eastbound A.M. Peak Hour Eastbound P.M Peak Hour Eastbound P.M Peak Hour Westbound  Saturday Peak Hour Eastbound Saturday Peak Hour Eastbound Saturday Peak Hour Westbound  Sierra College Boulevard English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound	1,650	932	0.56	A
Saturday Peak Hour Westbound  Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound	1,650	661	0.40	A
Saturday Peak Hour Westbound  Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound				
Rocklin Road  Pacific St and Granite Dr  A.M. Peak Hour Eastbound A.M. Peak Hour Westbound  P.M Peak Hour Eastbound P.M Peak Hour Westbound  Saturday Peak Hour Eastbound Saturday Peak Hour Westbound  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound	1,650	664	0.40	A
A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound	1,650	642	0.39	A
A.M. Peak Hour Eastbound  A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Southbound  P.M Peak Hour Southbound				
A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound				
A.M. Peak Hour Westbound  P.M Peak Hour Eastbound  P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Sierra College Boulevard  English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound	3,300	1,165	0.35	A
P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Sierra College Boulevard English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound	3,300	1,474	0.45	A
P.M Peak Hour Westbound  Saturday Peak Hour Eastbound  Saturday Peak Hour Westbound  Sierra College Boulevard English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound				
Saturday Peak Hour Eastbound Saturday Peak Hour Westbound Sierra College Boulevard English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound A.M. Peak Hour Southbound P.M Peak Hour Northbound P.M Peak Hour Southbound	3,300	1,427	0.43	A
Saturday Peak Hour Westbound  Sierra College Boulevard English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound	3,300	1,187	0.36	A
Saturday Peak Hour Westbound  Sierra College Boulevard English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound  A.M. Peak Hour Southbound  P.M Peak Hour Northbound  P.M Peak Hour Southbound				
Sierra College Boulevard English Colony Way and King Rd (Placer County)  A.M. Peak Hour Northbound A.M. Peak Hour Southbound P.M Peak Hour Northbound P.M Peak Hour Southbound	3,300	1,020	0.31	A
A.M. Peak Hour Northbound A.M. Peak Hour Southbound P.M Peak Hour Northbound P.M Peak Hour Southbound	3,300	805	0.24	A
A.M. Peak Hour Northbound A.M. Peak Hour Southbound P.M Peak Hour Northbound P.M Peak Hour Southbound				
A.M. Peak Hour Southbound P.M Peak Hour Northbound P.M Peak Hour Southbound				
A.M. Peak Hour Southbound P.M Peak Hour Northbound P.M Peak Hour Southbound	3,300	599	0.18	A
P.M Peak Hour Northbound P.M Peak Hour Southbound	3,300	1,696	0.51	A
P.M Peak Hour Southbound	,	,		
	3,300	1,459	0.44	A
	3,300	945	0.29	A
I				
Saturday Peak Hour Northbound	3,300	869	0.26	A
Saturday Peak Hour Southbound		792	0.24	A
	3,300			
Sierra College Boulevard King Rd and Taylor Rd (Loomis)	3,300			
A.M. Doob Hour Northhound	3,300	704	0.21	A
A.M. Peak Hour Northbound A.M. Peak Hour Southbound		1,560	0.21	A A
A.IVI. FEAK FIOUR SOUUIDOUIIU	3,300		0.47	A
P.M Peak Hour Northbound		1,500	0.42	A
P.M Peak Hour Southbound	3,300 3,300		0.42	A
- MA A VAIL A VAIL DOWNSONING	3,300 3,300 3,300	1,399	J.20	- 1
Saturday Peak Hour Northbound	3,300 3,300			А
Saturday Peak Hour Southbound	3,300 3,300 3,300	1,399	0.24	A

	ENGLISH COL		94 12 163 / 206 112 / 128 61 ← 262 / 261 173 / 279 → 85 / 19 112 / 59 ¬ 128 / 19	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
			1 Pacific St/Rocklin Rd	2 Granite Dr/Rocklin Rd
LEGEND  1 - Study Area Interse 12 - Future Intersection Future Roadway	1 \		67 / 68 ← 1695 / 1359 ↓ ↓ ↓ ← 612 / 573 867 / 1277 → 621 / 645 ¬	271/428
	BRACE RD	<b>y</b>	3 I-80 WB Ramp/Rocklin Rd	4 I-80 EB Ramp/Rocklin Rd
0	Project 12 12 13 13 15 15 15 15 15 15 15 15 15 15 15 15 15	or mounts	268 → 171 / 63 171 / 63	25 / 45 / 47 26 / 52 36 / 52 36 / 52 37 / 52 / 326 / 336 38 / 52 / 52 38 / 52 / 52 52 / 52 / 52 52 / 52 / 52 53 / 52 / 52 54 / 52 / 52 54 / 52 / 52 55 / 52 / 52 56 / 52 / 52 57 / 52 /
, ,	ROCKLIN RD (S	Ť	5 Dominguez Rd/Pacific St	6 Granite Dr/Dominguez Rd
88	250 / 986 / 221 / 343 0/6 ↑ → ↑ 251 / 215 59 / 73 ↑ ↑ 621 / 661	991 / 232 / 33 807 / 261 / 32 / 33 70 / 261 / 32 / 33 70 / 261 / 32 / 33 14 / 26 / 335 / 62 96 / 335 / 62	895 895 100 / 1327 / 184 996 / 121 ← 20 / 13 17 / 86 ← 1250 / 677 17 / 86 ← 1250 / 677	200 / 621 / 43 358 / 166 / 174 / 1
7 Sierra College Blvd/Taylor Rd	8 Sierra College Blvd/Brace Rd	9 Sierra College Blvd/Granite Dr	10 Sierra College/I-80 WB Ramp	11 Sierra College/I-80 EB Ramp
116 / 164 → 100 / 62 116 / 164 → 100 / 62 117 / 64 → 100 / 62 118 / 64 → 100 / 62 119 / 64 → 100 / 62 110 /	2016/57 20	10/7	89 / 49 ← 64 / 61 113 / 138 → 60 / 49 ← 60 / 49 ← 60 / 49 ← 60 / 40 / 40 ← 60 / 40 / 40 / 40 / 40 / 40 / 40 / 40 /	+ 399/379 + 399/379 + 121/160 + 121/160 + 252/545 ← 552/545 ← 171/160
12 Sierra College/Dominguez Rd	13 Sierra College/Rocklin Rd	14 Horseshoe Bar Rd/Taylor Rd	15 Horseshoe Bar/I-80 WB Ramp	16 Horseshoe Bar/I-80 EB Ramp
24/70 → 461/219	238 / 482 544 / 234 79 / 112 547 / 72 547 / 72 547 / 72	137 / 459 / 128 137 / 459 / 128 137 / 459 / 128 149 / 25 150 / 25 17 / 25 18 / 128 19 / 55 10 / 55 10 / 55 11 / 55 11 / 55 11 / 55 12 / 55 13 / 45 14 / 55 15 / 55 16 / 55 17 / 55 17 / 55 18 / 55 18 / 55 19 / 55 19 / 55 10	574 1767 919 → 738 / 529 → 58 / 0 → 58 / 0 → 58 / 0 → 58 / 0	288 / 208 / 108 288 / 208 / 109 208 / 208 / 208 208 / 208 / 208
17 Barton Rd/Brace Rd	18 Barton Rd/Rocklin Rd	19 Sierra College Blvd/King Rd	20 Sierra College/English Colony	21 Taylor Rd/King Rd

FIGURE 26

123 / 456 AM / PM Peak Hour Volume

Rocklin Crossings

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

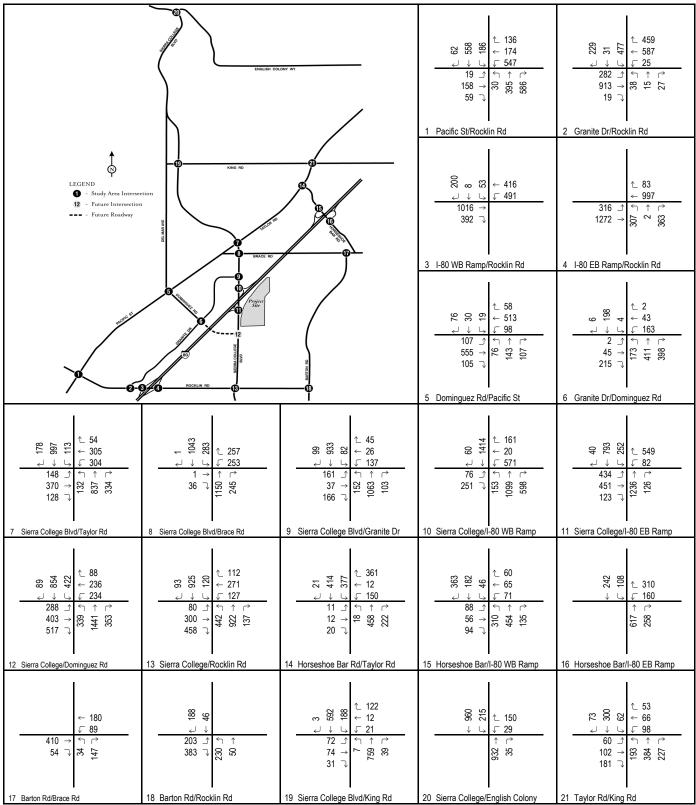


FIGURE 27

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

Table T: 2030 Plus Project with Dominguez Road Condition Peak Hour Intersection Level of Service Summary

	2	030 No P	roject with Doming	ıez Road	Condition		20	30 Plus I	Project with Doming	uez Roac	l Condition	
	AM Peak Ho	ur	PM Peak Ho	ur	Saturday		AM Peak Ho	ur	PM Peak Hot	ur	Saturday	
Intersection	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 <sup>2</sup>	1.210	F 2	0.922	E <sup>2</sup>
2 Rocklin Road/Granite Drive	0.857	D	0.826	D	0.629	В	0.862	D	0.843	D	0.651	В
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 <sup>2</sup>	47.8 sec	D	22.0 sec	C
5 Dominguez Road/Pacific Street 1	0.898	D	0.860	D	0.615	В	0.901	E <sup>2</sup>	0.882	$D^2$	0.639	В
6 Dominguez Road/Granite Drive 1,3	0.472	A	0.529	A	0.562	A	0.481	A	0.552	A	0.600	В
7 Sierra College Boulevard/Taylor Road <sup>1</sup> (Loomis)	44.3 sec	D	33.1 sec	С	32.9 sec	С	46.4 sec	D <sup>2</sup>	34.3 sec	С	34.1 sec	С
8 Sierra College Boulevard/Brace Road <sup>1</sup> (Loomis)	23.7 sec	С	27.8 sec	C	22.2 sec	С	23.8 sec	С	28.3 sec	C	22.0 sec	C
9 Sierra College Boulevard/Granite Drive	0.773	С	0.608	В	0.480	A	0.787	С	0.642	В	0.527	A
10 Sierra College Boulevard/I-80 Westbound Ramps	52.3 sec	D	45.9 sec	D	40.2 sec	D	51.7 sec	D	40.7 sec	D	45.9 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	50.1 sec	D	17.8 sec	В
12 Sierra College Boulevard/Dominguez Road	0.799	C	0.655	В	0.999	Е	0.811	D	0.748	C	1.126	F
13 Sierra College Boulevard/Rocklin Road 1	1.408	F	1.159	F	0.942	Е	1.425	F <sup>2</sup>	1.182	F <sup>2</sup>	0.971	E <sup>2</sup>
14 Taylor Road/Horseshoe Bar Road 1 (Loomis)	54.4 sec	D	55.0 sec	Е	35.8 sec	D	54.9 sec	D <sup>2</sup>	56.4 sec	E <sup>2</sup>	36.6 sec	D 2
15 Horseshoe Bar Road/I-80 Westbound Ramps 1 (Loomis)	19.0 sec	В	20.1 sec	C	21.8 sec	C	19.0 sec	В	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 <sup>2</sup>	135.3 sec	F <sup>2</sup>	35.1 sec	E <sup>2</sup>
17 Barton Road/Brace Road* 1,3 (Loomis)	14.7 sec	В	18.1 sec	C	14.9 sec	В	14.7 sec	В	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	В	34.3 sec	D <sup>2</sup>	17.3 sec	C	13.3 sec	В
19 Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	20.1 sec	C	20.1 sec	C	20.7 sec	C	20.1 sec	C	19.9 sec	В	19.7 sec	В
20 Sierra College Boulevard/English Colony Way* <sup>1,3</sup> (Placer County)	17.1 sec	С	86.4 sec	F	28.2 sec	D	17.6 sec	С	105.6 sec	F <sup>2</sup>	35.4 sec	Е
21 Taylor Road/King Road <sup>1</sup> (Loomis)	37.0 sec	D	31.0 sec	С	28.0 sec	С	37.1 sec	D <sup>2</sup>	31.3 sec	C	28.5 sec	С

- \* Indicates unsignalized intersection
- LOS C required for these intersections. LOS D acceptable for all other intersections.
- <sup>2</sup> 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.
- Peak Hour volumes meet Signal Warrant #3 of the MUTCD
- \* Delay exceeds 1000 seconds
- Exceeds level of service criteria
- (Shade) = Significant Impact

Table U: 2030 Plus Project With Dominguez Road Daily Roadway Segment Level of Service Summary

				202	5 No Proje	ct	2025 Plus Project			
Roadway	Segment	Configuration	Capacity	Volume	V/C	LOS	Volume	V/C	LOS	
Taylor Road	8		15,000	18,161	1.21	F	18,476	1.23	F	
	Horseshoe Bar Road and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	15,972	1.06	F	16,412	1.09	F	
	Sierra College Boulevard and City Limits <sup>1</sup> (Loomis)	Two-lane Collector	15,000	17,557	1.17	F	18,027	1.20	F	
Pacific Street	City Limits and Dominguez Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	18,362	0.61	В	18,832	0.63	В	
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	20,041	0.67	В	20,196	0.67	В	
Rocklin Road	Pacific Street and Granite Drive	Four-lane Undivided Arterial	30,000	33,366	1.11	F	34,141	1.14	F	
	I-80 and Sierra College Boulevard	Four-lane Undivided Arterial	30,000	23,835	0.79	C	23,990	0.80	C	
	Sierra College Boulevard and Barton Road <sup>1</sup> (Loomis)	Four-lane Undivided Arterial	30,000	13,720	0.46	A	14,340	0.48	A	
Barton Road	Rocklin Road and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	3,531	0.24	A	3,531	0.24	A	
Horseshoe Bar Road	I-80 and Brace Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	10,194	0.68	В	10,404	0.69	В	
Brace Road	I-80 and Barton Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	8,981	0.60	A	9,231	0.62	В	
	I-80 and Sierra College Boulevard <sup>1</sup> (Loomis)	Two-lane Collector	15,000	9,525	0.63	В	9,655	0.64	В	
Sierra College Boulevard	English Colony Way and King Road <sup>1</sup> (Placer County)	Four-lane Undivided Arterial	30,000	30,116	1.00	F	31,506	1.05	F	
	King Road and Taylor Road <sup>1</sup> (Loomis)	Four-lane Undivided Arterial	30,000	24,160	0.81	D	25,940	0.86	D	
	Taylor Road and I-80	Six-lane Arterial	50,525	36,662	0.73	С	39,962	0.79	С	
	I-80 and Dominguez Road	Six-lane Arterial	50,525	35,997	0.71	В	39,172	0.78	С	
	Dominguez Road and Rocklin Road <sup>1</sup>	Six-lane Arterial	50,525	40,106	0.79	C	42,891	0.85	D	
Granite Drive	Dominguez Road and Sierra College Boulevard <sup>1</sup>	Four-lane Undivided Arterial	30,000	10,373	0.35	A	10,523	0.35	A	
	Dominguez Road and Rocklin Road <sup>1</sup>	Four-lane Undivided Arterial	30,000	7,422	0.25	A	7,497	0.25	A	
Dominguez Road	Taylor Road and Granite Drive <sup>1</sup>	Two-lane Collector	15,000	10,417	0.69	В	10,417	0.69	В	
King Road	Sierra College Boulevard and Taylor Road <sup>1</sup> (Loomis)	Two-lane Collector	15,000	6,631	0.44	A	6,711	0.45	A	

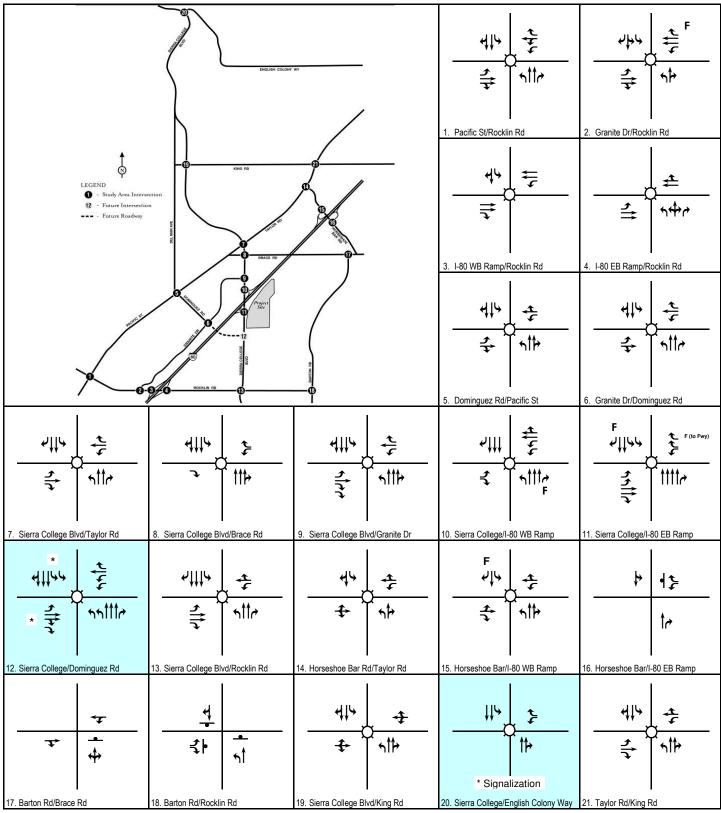
<sup>&</sup>lt;sup>1</sup> LOS C required for these segments. LOS D acceptable for all other segments.

<sup>■</sup> Exceeds level of service criteria

Roadway Improvements consistent with City of Rocklin General Plan, Town of Loomis General Plan, and the Horseshoe Bar/Penryn Community Plan.

Table V: 2030 Plus Project With Dominguez Road Peak Hour Roadway Segment Level of Service Summary

D d	g	a .	203	0 No Proje	ect	2030	) Plus Proj	ect
Roadway	Segment	Capacity	Volume	V/C	LOS	Volume	V/C	LOS
Taylor Road	King Rd and Horseshoe Bar Rd (Loomis)							
	AM D LH W III	1.000	000	0.75		02:	0.75	
	A.M. Peak Hour Northbound  A.M. Peak Hour Southbound	1,650 1,650	920 1,204	0.56	A C	924 1,211	0.56	A C
	A.M. Peak Hour Southbound	1,050	1,204	0.73	C	1,211	0.73	C
	P.M Peak Hour Northbound	1,650	978	0.59	A	994	0.60	A
	P.M Peak Hour Southbound	1,650	788	0.48	A	803	0.49	A
	Saturday Peak Hour Northbound	1,650	797	0.48	A	817	0.50	A
	Saturday Peak Hour Southbound	1,650	675	0.41	A	696	0.42	A
Taylor Road	Horseshoe Bar Rd and Sierra College Blvd (Loomis)							
	A.M. Peak Hour Eastbound	1,650	475	0.29	A	482	0.29	A
	A.M. Peak Hour Westbound	1,650	913	0.55	A	922	0.56	A
		,						
	P.M Peak Hour Eastbound	1,650	712	0.43	A	735	0.45	A
	P.M Peak Hour Westbound	1,650	590	0.36	A	611	0.37	A
	Saturday Peak Hour Eastbound	1,650	729	0.44	A	758	0.46	A
	Saturday Peak Hour Westbound	1,650	594	0.36	A	624	0.38	A
Taylor Road	Sierra College Blvd and City Limits (Loomis)			1			1	
aujioi moau	Some Conege Divid and City Limits (Louins)			<del>                                     </del>			<b>-</b>	
	A.M. Peak Hour Eastbound	1,650	514	0.31	A	514	0.31	A
	A.M. Peak Hour Westbound	1,650	910	0.55	A	910	0.55	A
	P.M Peak Hour Eastbound	1,650	932	0.56	A	932	0.56	A
	P.M Peak Hour Westbound	1,650	661	0.40	A	661	0.40	A
	0. 1. 0. 1 11. 15. 1. 1.	1.650	661	0.40		664	0.40	
	Saturday Peak Hour Wastbound	1,650 1,650	664 642	0.40	A A	664 662	0.40	A A
	Saturday Peak Hour Westbound	1,030	042	0.39	A	002	0.40	A
Rocklin Road	Pacific St and Granite Dr							
rtockim rtoud	Tuesde of this of this of							
	A.M. Peak Hour Eastbound	3,300	1,165	0.35	A	1,181	0.36	A
	A.M. Peak Hour Westbound	3,300	1,474	0.45	A	1,486	0.45	A
	P.M Peak Hour Eastbound	3,300	1,427	0.43	A	1,465	0.44	A
	P.M Peak Hour Westbound	3,300	1,187	0.36	A	1,226	0.37	A
	Saturday Peak Hour Eastbound	3,300	1,020	0.31	A	1,072	0.32	A
	Saturday Peak Hour Westbound	3,300	805	0.31	A	856	0.32	A
	Saturday Feak Hour Westbound	3,300	005	0.24	71	050	0.20	
Sierra College Boulevard	English Colony Way and King Rd (Placer County)							
	A.M. Peak Hour Northbound	3,300	599	0.18	A	622	0.19	A
	A.M. Peak Hour Southbound	3,300	1,696	0.51	A	1,725	0.52	A
	DWD LII W II I	2 200	1.450	0.44		1.520	0.46	
	P.M Peak Hour Northbound	3,300 3,300	1,459 945	0.44	A A	1,530 1,013	0.46	A
	P.M Peak Hour Southbound	3,300	943	0.29	A	1,013	0.31	A
	Saturday Peak Hour Northbound	3,300	869	0.26	A	960	0.29	A
	Saturday Peak Hour Southbound	3,300	792	0.24	A	886	0.29	A
		. ,						
Sierra College Boulevard	King Rd and Taylor Rd (Loomis)							
	A.M. Peak Hour Northbound	3,300	704	0.21	A	732	0.22	A
	A.M. Peak Hour Southbound	3,300	1,560	0.47	A	1,598	0.48	A
	DMD I II W ''	2 20-	1 25-	6 1-		1 15-	6.1-	
	P.M Peak Hour Northbound P.M Peak Hour Southbound	3,300	1,399	0.42	A A	1,490	0.45	A
	r.ivi reak Hour Southbound	3,300	928	0.28	A	1,015	0.31	A
	Saturday Peak Hour Northbound	3,300	805	0.24	A	922	0.28	A
	Saturday Peak Hour Southbound	3,300	846	0.24	A	966	0.29	A
Sierra College Boulevard	Dominguez Rd and Rocklin Rd							
	A.M. Peak Hour Northbound	4,950	1,109	0.22	A	1,162	0.23	A
	A.M. Peak Hour Southbound	4,950	1,459	0.29	A	1,499	0.30	A
	D.M. Dook Hour Northhour 3	4.050	1 227	0.27		1 450	0.20	
	P.M Peak Hour Southbound	4,950 4,950	1,337	0.27	A A	1,458	0.29	A
	P.M Peak Hour Southbound	4,930	1,259	0.23	A	1,386	0.28	A
	Saturday Peak Hour Northbound	4,950	946	0.19	A	1,114	0.23	A
								A
	Saturday Peak Hour Southbound	4,950	975	0.20	A	1,138	0.23	- A



LSA FIGURE 28

Legend

**X** Signal

-Stop Sign

Rocklin Crossings

Year 2030 Plus Project With Dominguez Road - Mitigation

\* Proposed Mitigation

F Free Right Turn

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## 11. SPECIAL ISSUES

### 11.A. Freeway Mainline Analysis

To analyze the operation of the highway system in the vicinity of the project in the existing, existing plus approved projects, and 2030 without and with project conditions, the I-80 mainline between the Horseshoe Bar Road and Atlantic Street interchanges and the SR-65 mainline between the I-80 junction and Blue Oaks Boulevard were analyzed in the a.m. and p.m. peak hours. The existing volumes were obtained from Caltrans database<sup>1</sup> for 2008 conditions (the most recent data available). The volumes for Existing Plus Approved Condition were calculated by adding the traffic generated by cumulative projects to the existing traffic volumes. The volumes for 2030 without and with Dominguez conditions was developed by adding the growth between 2008 and 2030 obtained from the travel demand model (2030 model volumes – 2008 model volumes) to the existing traffic volumes. The Caltrans LOS standard for its facilities is LOS E.

As shown in Table W, in existing conditions, current capacity on SR-65 between I-80 and Galleria Boulevard/Stanford Ranch Road will not serve baseline demand at an acceptable LOS in the p.m. peak hour. For this segment which operates at unacceptable LOS, the increase in traffic volume with the project would be less than 1.7 percent. Since the project contributes less than 5 percent of the total traffic, the project does not have a significant impact along this segment of the freeway mainline.

Caltrans has long-term plans to increase capacity to accommodate impacts anticipated from cumulative regional traffic growth, including traffic coming from projects in Rocklin, and is collecting moneys from various sources to help fund required improvements. For example, the Caltrans I-80 freeway improvement project<sup>2</sup> between Riverside Avenue/Auburn Boulevard and SR-65 proposes to increase freeway capacity by adding a high-occupancy vehicle (HOV) lane and auxiliary lanes. Based on information provided on the Caltrans website, the eastbound and westbound HOV lanes from Sac Co/Placer Co line to Eureka Road is scheduled for completion in the fall 2010. The westbound HOV lane from Eureka Road to past Hwy 65 is scheduled for completion in the winter 2011. The eastbound HOV lane from past Hwy 65 to Eureka Road is currently not funded and therefore no construction timeline is given. Hence, for the Existing plus Approved Projects (Baseline) conditions, the I-80 mainline between Atlantic Street and SR-65 was analyzed as a ten-lane (mainline) freeway, and the freeway (I-80) mainline segment between SR-65 and Horseshoe Bar Road interchange was analyzed as a future six-lane freeway. In the existing plus approved projects condition, the capacity on two segments along SR-65 between I-80 and Galleria Boulevard and between Galleria Boulevard and Pleasant Grove Boulevard would not serve baseline demand at an acceptable LOS in the a.m. and p.m. peak hour. For these segments which operate at unacceptable LOS, the increase in traffic volume with the project would be less than 1.6 percent. Since the project contributes less than 5 percent of the total traffic, the project does not have a significant impact along these segments of the freeway mainline.

The 2030 without and with project conditions were analyzed for both the without and with Dominguez Road scenarios. All freeway mainline segments along I-80 are projected to operate at LOS E or better in 2030 (for both the without and with Dominguez Road extension scenarios) with

1

http://traffic-counts.dot.ca.gov/2008all/2008AADT.xls

Freeway Improvement Project on Interstate 80 from 1.1 km West of the Sacramento/Placer County Line to 1.56 km East of the Route 65 Connector in Placer County, Caltrans, April 2003.

http://www.dot.ca.gov/dist3/projects/SacPla80/

the future ten-lane freeway for the segment between Atlantic Street and SR-65. Also, all freeway segments along SR-65 are projected to operate at LOS E or better in 2030 with the future six-lane freeway except for the northbound segment on SR-65 between I-80 and Galleria Boulevard/Stanford Ranch Road, which will not serve future demand at an acceptable LOS in both the a.m. and p.m. peak hours. In both, 2030 without Dominguez and 2030 with Dominguez conditions, the SR-65 between I-80 and Galleria Boulevard/Stanford Ranch Road is projected to operate at unacceptable LOS without the project. For these segments which operate at unacceptable LOS, the increase in traffic volume with the project would be less than 1.2 percent. Since the project contributes less than 5 percent of the total traffic, the project does not have a significant impact along these segments of the freeway mainline. The HCS Plus worksheets are provided in Appendices K, L, and M.

Even though the segments of the freeway mainline along SR-65 between I-80 and Galleria Boulevard/Stanford Ranch Road and between Galleria Boulevard and Pleasant Grove Boulevard are projected to operate at unacceptable LOS in baseline (both segments) and cumulative (one segment) conditions, for both without and with project scenarios, the project contributes less than 5 percent of the total traffic and hence the impacts associated with the project are considered to be **less than significant**.

# 11.B. Driveway Throat Length

As shown on the project site plan (Figure 2), the main project access driveway on Sierra College Boulevard will form the east leg of the I-80 eastbound off-ramp intersection. The main access drive is approximately 300 ft in length and terminates at a roundabout on site. Vehicles entering the project could make a right turn from the access drive into Village 1 (approximately 250 ft from Sierra College Boulevard); however, left turns will be prohibited along the access drive.

Most of the inbound project traffic will use the roundabout to access the Home Depot and Walmart stores and the retail buildings located on the north end of the site. However, some traffic would make a right turn off the access drive into Village 1. To determine whether adequate throat distance is provided, LSA consulted the *Access Management Manual*, published by the Transportation Research Board. According to Table 10-8 in the *Access Management Manual*, the minimum throat length recommended for a driveway with three egress lanes is 200 ft. Approximately 250 ft is provided from Sierra College Boulevard to the first right-turn opportunity into Village 1. This distance would exceed the recommendation in the *Access Management Manual*. As a result, no stacking of vehicles from the internal right turn to Sierra College Boulevard is expected.

### 11.C. Right Turns from Unsignalized Driveway

The geometrics shown on the project site plan for Sierra College Boulevard and the project driveways include the planned improvements to the I-80/Sierra College Boulevard interchange as well as the improvements to Sierra College Boulevard along the project frontage. The project site plan includes one unsignalized driveway located approximately halfway between the I-80 eastbound off-ramp and the Dominguez Road extension. The unsignalized driveway would allow right turns in and out only onto Sierra College Boulevard. Northbound Sierra College Boulevard at the driveway location is made up of five lanes. The number 1, 2, and 3 lanes provide northbound through movement. The number 4 lane provides northbound movement through the I-80 eastbound off-ramp intersection and

becomes a "trap" lane onto the I-80 eastbound on-ramp. The number 5 lane is a right-turn-only lane into Rocklin Crossings at the signalized I-80 eastbound off-ramp driveway.

Because of the width of Sierra College Boulevard at the unsignalized driveway, outbound vehicles could have difficulty turning onto the northbound Sierra College Boulevard through lanes, as those vehicles would need to cross both the right-turn lane into Rocklin Crossings and the freeway trap lane. To determine whether vehicles would be restricted from turning out of the driveway into the through lanes by heavy northbound through traffic, an operational analysis of this driveway location was prepared using Synchro 7. Synchro allows the user to model the expected traffic operations of a corridor rather than just a single intersection. The unsignalized driveway was modeled along with the two adjacent signalized intersections to determine whether adequate gaps would be caused by the traffic signals to allow egress from the driveway. The unsignalized operations analysis is provided in Appendix J.

Since a queuing analysis cannot be conducted at an unsignalized location a gap analysis was conducted. The unsignalized LOS worksheets indicate the proportion of time that the westbound right-turn movement is not blocked by vehicles traveling northbound on Sierra College Boulevard as well as the capacity of the right-turn movement considering the total conflicting flow rate. In both the a.m. and p.m. peak hours, the capacity of the right-turn movement exceeds the demand for right turns (capacity of 723 vs. demand of 12 in the a.m. peak hour, capacity of 974 vs. demand of 40 in the p.m. peak hour, and capacity of 1007 vs. demand of 51 in the Saturday midday peak hour). According to the calculations, the westbound right turn would be unblocked 98 percent of the time during the a.m. peak hour, 96 percent of the time during the p.m. peak hour, and 95 percent of the time during the Saturday midday peak hour. As a result, sufficient gaps in the traffic stream will occur along Sierra College Boulevard to allow right turns from the unsignalized driveway to the northbound through lanes.

**Table W: Freeway Segment Level of Service Summary** 

								Exis	sting					
		Number			Exis	ting					sting P	lus Proje		
_		of Lanes	*7 1	AM	LOC	¥7.1	PM	T OC	¥7.1	AM	1.00	¥7.1	PM	T 00
Freeway I-80 EB	Segment	4	Volume	Density			Density		Volume		LOS C		Density	LOS D
1-80 EB	Atlantic Street to Taylor Road  Taylor Road to RTE 65	4 4	4,520 3,515	18.5 14.4	C B	6,682 5,197	28.8 21.3	D C	4,549 3,560	18.6 14.6	В	6,777 5,339	29.4 21.9	С
	RTE 65 to Rocklin Road	3	2,787	15.2	В	4,813	27.2	D	2,854	15.6	В	5,027	28.9	D
	Rocklin Road to Sierra College Boulevard	3	2,670	14.6	В	4,610	25.8	C	2,757	15.0	В	4,887	27.8	D
	Sierra College Boulevard to Horseshoe Bar Road	3	2,494	13.6	В	4,306	23.7	С	2,540	13.8	В	4,412	24.4	С
RTE 65 NB	I-80 to Galleria Boulevard	2	3,662	36.2	Е	4,092	>45	F	3,684	36.6	Е	4,163	>45	F
	Galleria Boulevard to Pleasant Grove Boulevard	2	3,083	27.3	D	3,446	32.3	D	3,101	27.5	D	3,501	33.2	D
	Pleasant Grove Boulevard to Blue Oaks Boulevard	2	2,544	21.8	C	2,843	24.7	C	2,554	21.9	C	2,875	25.0	C
I-80 WB	Atlantic Street to Taylor Road	4	5,930	24.7	С	5,405	22.2	C	5,970	24.8	C	5,496	22.6	C
	Taylor Road to RTE 65 RTE 65 to Rocklin Road	3	4,612 4,433	18.9 24.6	C	4,204 3,746	17.2 20.4	B C	4,672	19.1 25.1	C	4,340	17.7 21.6	B C
	Rocklin Road to Sierra College Boulevard	3	4,433	23.4	C	3,746	19.6	C	4,523 4,363	24.1	C	3,951 3,853	21.0	C
	Sierra College Boulevard to Horseshoe Bar Road	3	3,966	21.7	C	3,352	18.3	C	4,001	21.9	C	3,463	18.9	C
RTE 65 SB	I-80 to Galleria Boulevard	3	3,207	18.2	$\frac{c}{c}$	3,280	18.7	C	3,237	18.4	C	3,348	19.0	C
KIE 05 5B	Galleria Boulevard to Pleasant Grove Boulevard	2	2,701	23.3	C	2,762	23.9	C	2,724	23.5	C	2,815	24.4	C
	Pleasant Grove Boulevard to Blue Oaks Boulevard	2	2,228	19.0	C	2,279	19.4	C	2,241	19.1	C	2,309	19.7	C
								Bas	eline	1	ı	1		
		Number		Exist	ing Plu	ıs Appro	ved		Ex	isting Plu	ıs App	roved Pl	us Projec	et
		of Lanes		AM			PM			AM			PM	
Freeway	Segment			Density			Density			Density			Density	
I-80 EB	Atlantic Street to Taylor Road	5	5,850	24.3	C	6,947	30.5	D	5,880	24.4	C	7,042	31.2	D
	Taylor Road to RTE 65 RTE 65 to Rocklin Road	5	4,710	19.3	C	5,197 5,113	21.3 29.7	C D	4,755 3,730	19.4 20.3	C	5,339 5,327	21.9 31.6	C D
	R1E 65 to Rocklin Road  Rocklin Road to Sierra College Boulevard	3	3,663 3,458	18.8	C	5,113	29.7	D	3,730	19.3	C	5,327	31.6	D
	Sierra College Boulevard to Horseshoe Bar Road	3	2,916	15.9	В	4,802	29.2	D	2,962	19.3	В	4,907	28.0	D
RTE 65 NB	I-80 to Galleria Boulevard	2	2,916 4,776	>45	F	4,802	>45	F	4,798	>45	F	5,027	>45	F
KIE 05 ND	Galleria Boulevard to Pleasant Grove Boulevard	2	4,770	>45	F	4,385	>45	F	4,116	>45	F	4,440	>45	F
	Pleasant Grove Boulevard to Blue Oaks Boulevard	2	3,408	31.7	D D	3,846	40.2	Е	3,418	31.9	D	3,878	41.0	Е
	I leasant Grove Boulevard to Blue Oaks Boulevard	2	3,400	31.7	D	3,040	40.2	ь	3,410	31.9	D	3,676	41.0	ь
I-80 WB	Atlantic Street to Taylor Road	5	6,126	25.7	С	6,585	28.2	D	6,166	25.9	С	6,676	28.8	D
	Taylor Road to RTE 65	5	4,848	19.8	C	5,282	21.7	С	4,908	20.1	С	5,418	22.3	С
	RTE 65 to Rocklin Road	3	4,766	26.9	D	4,734	26.6	D	4,856	27.5	D	4,938	28.2	D
	Rocklin Road to Sierra College Boulevard	3	4,701	26.5	D	4,547	25.3	С	4,817	27.3	D	4,812	27.2	D
	Sierra College Boulevard to Horseshoe Bar Road	3	4,418	24.5	С	3,988	21.8	С	4,453	24.7	С	4,098	22.5	С
RTE 65 SB	I-80 to Galleria Boulevard	3	3,847	22.0	С	4,284	24.8	С	3,877	22.2	С	4,352	25.3	С
	Galleria Boulevard to Pleasant Grove Boulevard	2	3,588	34.8	D	3,859	40.6	Е	3,612	35.2	Е	3,912	41.9	Е
	Pleasant Grove Boulevard to Blue Oaks Boulevard	2	3,132	27.9	D	3,184	28.6	D	3,145	28.1	D	3,215	29.0	D
								mingu	ez Road	Extensio				
		Number			030 No	Project					30 Wit	h Projec		
Emanyov	Comment	of Lanes	Volume	AM Density	LOS	Volume	PM Density	LOS	Volume	AM Density	LOS	Volumo	PM Density	LOS
Freeway I-80 EB	Segment Atlantic Street to Taylor Road	5			LUS		·			Density	LOS	Volume	·	
1-00 LD			1 136	26.0	C	7 235		C	7 766	26.1	D	7 330	24.3	C
	Taylor Road to RTE 65	5	7,736 6,385	26.0	C	7,235 4,886	24.0 16.0	C B	7,766 6,430	26.1 21.1	D C	7,330 5,029	24.3 16.4	C B
	-		6,385 4,856	26.0 20.9 27.5		7,235 4,886 5,331	16.0 31.7		7,766 6,430 4,923	26.1 21.1 28.1	D C D	7,330 5,029 5,545	24.3 16.4 33.9	
	Taylor Road to RTE 65	5	6,385	20.9	С	4,886	16.0	В	6,430	21.1	С	5,029	16.4	В
	Taylor Road to RTE 65 RTE 65 to Rocklin Road	5	6,385 4,856	20.9 27.5	C D	4,886 5,331	16.0 31.7	B D	6,430 4,923	21.1 28.1	C D	5,029 5,545	16.4 33.9	B D
RTE 65 NB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard	5 3 3	6,385 4,856 4,506	20.9 27.5 25.0	C D C	4,886 5,331 5,414	16.0 31.7 32.5	B D D	6,430 4,923 4,594	21.1 28.1 25.7	C D C	5,029 5,545 5,690	16.4 33.9 35.6	B D E
RTE 65 NB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road	5 3 3 3	6,385 4,856 4,506 3,477	20.9 27.5 25.0 18.9	C D C	4,886 5,331 5,414 5,409	16.0 31.7 32.5 32.5	B D D	6,430 4,923 4,594 3,524	21.1 28.1 25.7 19.2	C D C	5,029 5,545 5,690 5,514	16.4 33.9 35.6 33.6	B D E D
RTE 65 NB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard	5 3 3 3 3	6,385 4,856 4,506 3,477 6,356	20.9 27.5 25.0 18.9 >45	C D C C F	4,886 5,331 5,414 5,409 6,127	16.0 31.7 32.5 32.5 >45	B D D D F	6,430 4,923 4,594 3,524 6,379	21.1 28.1 25.7 19.2 >45	C D C C F	5,029 5,545 5,690 5,514 6,198	16.4 33.9 35.6 33.6 >45	B D E D F
	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard	5 3 3 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642	20.9 27.5 25.0 18.9 >45 36.8 27.5	C D C C F E	4,886 5,331 5,414 5,409 6,127 5,681 5,258	16.0 31.7 32.5 32.5 >45 38.8 33.3	B D D F E D	6,430 4,923 4,594 3,524 6,379 5,558 4,652	21.1 28.1 25.7 19.2 >45 37.0 27.5	C D C F E D	5,029 5,545 5,690 5,514 6,198 5,736 5,290	16.4 33.9 35.6 33.6 >45 39.7 33.7	B D E D F E D
RTE 65 NB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road	5 3 3 3 3 3 3 5	6,385 4,856 4,506 3,477 6,356 5,541 4,642	20.9 27.5 25.0 18.9 >45 36.8 27.5	C D C C F E D C C	4,886 5,331 5,414 5,409 6,127 5,681 5,258	16.0 31.7 32.5 32.5 >45 38.8 33.3	B D D F E D	6,430 4,923 4,594 3,524 6,379 5,558 4,652	21.1 28.1 25.7 19.2 >45 37.0 27.5	C D C C F E D C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290	16.4 33.9 35.6 33.6 >45 39.7 33.7	B D E D F E D D O D
	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65	5 3 3 3 3 3 3 5 5	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128	20.9 27.5 25.0 18.9 >45 36.8 27.5 20.8 16.8	C C C F E D C C	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0	B D D D F E D C	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0	C D C C F D C C B	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833	16.4 33.9 35.6 33.6 >45 39.7 33.7 28.5 22.5	B D E D F C
	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road	5 3 3 3 3 3 3 5 5 5	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154	20.9 27.5 25.0 18.9 >45 36.8 27.5 20.8 16.8 30.0	C D C C F E D C B D	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2	B D D D F E D C E	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0 17.0 30.8	C D C C F E D C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155	16.4 33.9 35.6 33.6 >45 39.7 33.7 28.5 22.5 42.5	B D E D F E D C C
	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard	5 3 3 3 3 3 3 5 5 5 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238	20.9 27.5 25.0 18.9 >45 36.8 27.5 20.8 16.8 30.0 30.8	C C C F E D C B D D	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3	B D D D F E D C E E	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0 17.0 30.8 31.9	C D C C F D D C B D D	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927	16.4 33.9 35.6 33.6 >45 39.7 33.7 28.5 22.5 42.5 38.8	B D E D F E D C E E E
I-80 WB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road	5 3 3 3 3 3 3 5 5 5 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034	20.9 27.5 25.0 18.9 >45 36.8 27.5 20.8 16.8 30.0 30.8 29.0	C C C F E D C C D D D D	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1	B D D D F E D C E E D	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0 17.0 30.8 31.9 29.3	C D C F E D C B D D D	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902	16.4 33.9 35.6 33.6 >45 39.7 33.7 28.5 22.5 42.5 38.8 27.9	B D E D F E D C E E D D C D C D D C D D D D D D D
	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard	5 3 3 3 3 3 3 5 5 5 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739	20.9 27.5 25.0 18.9 >45 36.8 27.5 20.8 16.8 30.0 30.8 29.0 28.3	C D C F E D D D D D	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5	B D D D F E D C E E	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0 17.0 30.8 31.9 29.3 28.5	C D C C F D D C B D D	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729	16.4 33.9 35.6 33.6 >45 39.7 33.7 28.5 22.5 42.5 38.8 27.9 39.6	B D E D F E D C E E D C E E E D
I-80 WB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard	5 3 3 3 3 3 3 5 5 5 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034	20.9 27.5 25.0 18.9 >45 36.8 27.5 20.8 16.8 30.0 30.8 29.0	C C C F E D C C D D D D	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1	B D D D F E D C E E D E	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0 17.0 30.8 31.9 29.3	C D C C B D D D D D	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902	16.4 33.9 35.6 33.6 >45 39.7 33.7 28.5 22.5 42.5 38.8 27.9	B D E D F E D C E E D D C D C D D C D D D D D D D
I-80 WB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard	5 3 3 3 3 3 3 5 5 5 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842	20.9 27.5 25.0 18.9 >45 36.8 27.5 20.8 16.8 30.0 30.8 29.0 28.3 29.2	C C C F E D D D D D D D	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1	B D D D F E D C E E D D D D D D D D D D D D D D D	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9	C D C F E D D D D D D D	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437	16.4 33.9 35.6 33.6 >45 39.7 33.7 28.5 22.5 42.5 38.8 27.9 39.6 35.4	B D E D C E D C E E E D E E E
I-80 WB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard	5 3 3 3 3 3 3 5 5 5 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842	20.9 27.5 25.0 18.9 >45 36.8 27.5 20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8	C D C C F E D D C D D C C C	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1 With Don	B D D D F E D C E E D D D D D D D D D D D D D D D	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9 Extension	C D C C F E D D C D D C C C C C C C C C C C C C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437	16.4 33.9 35.6 33.6 >45 39.7 33.7 28.5 22.5 42.5 38.8 27.9 39.6 35.4	B D E D C E D C E E E D E E E
I-80 WB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard	5 3 3 3 3 3 3 5 5 5 3 3 3 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419	20.9 27.5 25.0 18.9 >45 36.8 27.5 20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8	C D C C F E D C B D D D C C O S O S O S O S O S O S O S O S O S	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1 With Don	B D D D F E D C E E D D D Tingue	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 <b>z</b> Road E	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9 Extension	C D C C F D D D D D C C 030 No	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488	16.4 33.9 35.6 33.6 >45 39.7 33.7 28.5 22.5 42.5 38.8 27.9 39.6 35.4	B D E D C E D C E E E D E E E
I-80 WB  RTE 65 SB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard Pleasant Grove Boulevard Segment	5 3 3 3 3 3 3 5 5 5 3 3 3 3 3 Number of Lanes	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419	20.9 27.5 25.0 18.9 >45 36.8 27.5  20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8  AM  Density	C D C C F E D C B D D D C C O30 No	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457 Volume	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1 With Don	B D D D F E D C E E D D D T D T T T T T T T T T T T T T	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 <b>Z Road E</b>	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9 Extension 2 AM	C D C C F E D D D D D C C C C C C C C C C C C C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488 Volume	16.4 33.9 35.6 33.6 >45 39.7 33.7  28.5 22.5 42.5 38.8 27.9 39.6 35.4 26.3  PM  Density	B D E D F E D C E E C E C LOS
I-80 WB RTE 65 SB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Segment Atlantic Street to Taylor Road	5 3 3 3 3 3 3 5 5 5 3 3 3 3 3 Number of Lanes	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419 Volume 7,719	20.9 27.5 25.0 18.9 >45 36.8 27.5  20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8  20 AM  Density 25.9	C D C C F E D C B D D D C C O30 No	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457 Volume 7,238	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1 With Don	B D D D F E D C E E D D D iningue C	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 Z Road E	21.1 28.1 25.7 19.2 >45 37.0 27.5 21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9 Extension 2 AM Density 26.0	C D C C F E D D D D D C C C C C C C C C C C C C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488 Project Volume 7,333	16.4 33.9 35.6 33.6 >45 39.7 33.7  28.5 22.5 42.5 38.8 27.9 39.6 35.4 26.3  PM Density 24.3	B D E D C E D C E E C C LOS
I-80 WB  RTE 65 SB  Freeway	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Segment Atlantic Street to Taylor Road Taylor Road to RTE 65	5 3 3 3 3 3 3 3 5 5 5 3 3 3 3 Number of Lanes	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419 Volume 7,719 6,431	20.9 27.5 25.0 18.9 >45 36.8 27.5  20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8  AM Density 25.9 21.1	C D C C F E D C B D D D C C S S S S S S S S S S S S S S S	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457 Volume 7,238 4,898	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1 With Don  PM Density 24.0 16.0	B D D D F E D C E E D D Tingue:	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 <b>Volume</b> 7,749 6,476	21.1 28.1 25.7 19.2 >45 37.0 27.5  21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9  Extension 2 AM Density 26.0 21.2	C D C C F E D D D D D C C C C C C C C C C C C C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488 Project Volume 7,333 5,041	16.4 33.9 35.6 33.6 >45 39.7 33.7  28.5 22.5 42.5 38.8 27.9 39.6 35.4 26.3  PM Density 24.3 16.5	B D E D C E D C E E C C LOS
I-80 WB  RTE 65 SB  Freeway	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Pleasant Grove Boulevard Segment Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road	5 3 3 3 3 3 3 3 5 5 5 3 3 3 3 Number of Lanes 5 5 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419 Volume 7,719 6,431 4,933	20.9 27.5 25.0 18.9 >45 36.8 27.5  20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8  AM Density 25.9 21.1 28.2	C D C F E D D D D D C C C C C C D C C D	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457 Volume 7,238 4,898 5,329	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1 Vith Don  PM Density 24.0 16.0 31.7	B D D D F E D C E E D D D Tingue:	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 <b>Volume</b> 7,749 6,476 5,000	21.1 28.1 25.7 19.2 >45 37.0 27.5  21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9 Extension 2 AM Density 26.0 21.2 28.7	C D C C B D D D D C C C C C C C C C C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488 Volume 7,333 5,041 5,543	16.4 33.9 35.6 33.6 >45 39.7 33.7  28.5 22.5 42.5 38.8 27.9 39.6 35.4 26.3  PM Density 24.3 16.5 33.9	B D E D C E E D C E E C C C B D
I-80 WB  RTE 65 SB  Freeway	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Pleasant Grove Boulevard Segment Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard	5 3 3 3 3 3 3 3 5 5 5 3 3 3 3 Number of Lanes  5 5 3 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419 Volume 7,719 6,431 4,933 4,591	20.9 27.5 25.0 18.9 >45 36.8 27.5  20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8  Pensity 25.9 21.1 28.2 25.6	C D C C F E D D D D C O30 No	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457 Volume 7,238 4,898 5,329 5,404	16.0 31.7 32.5 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1 Vith Don  PM Density 24.0 16.0 31.7 32.4	B D D D F E D C E E D D D Tingues	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 Z Road E Volume 7,749 6,476 5,000 4,679	21.1 28.1 25.7 19.2 >45 37.0 27.5  21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9 Extension 2 AM Density 26.0 21.2 28.7 26.2	C D C C B D D D C C D C C D D D D C C D D D D	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488 Volume 7,333 5,041 5,543 5,680	16.4 33.9 35.6 33.6 >45 39.7 33.7  28.5 22.5 42.5 38.8 27.9 39.6 35.4 26.3  PM Density 24.3 16.5 33.9 35.5	B D E D C E E D E C C E E D E C C B D E E C
I-80 WB  RTE 65 SB  Freeway I-80 EB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard  Segment Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road	5 3 3 3 3 3 3 3 5 5 5 3 3 3 3 Number of Lanes  5 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419 Volume 7,719 6,431 4,933 4,591 3,501	20.9 27.5 25.0 18.9 >45 36.8 27.5  20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8  Density 25.9 21.1 28.2 25.6 19.1	C D C C F E D D D D C O S O S O S O C C C C C C C C C C	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457 Volume 7,238 4,898 5,329 5,404 5,395	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1 Vith Don PM Density 24.0 16.0 31.7 32.4 32.3	B D D D F E D C E E D D D ininguez	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 <b>Volume</b> 7,749 6,476 5,000 4,679 3,548	21.1 28.1 25.7 19.2 >45 37.0 27.5  21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9 Extension 2 AM Density 26.0 21.2 28.7 26.2 19.3	C D C C B D D D C C D D C C D D C C C D D C C D C C D C C C D C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488 Project Volume 7,333 5,041 5,543 5,680 5,500	16.4 33.9 35.6 33.6 >45 39.7 33.7  28.5 22.5 42.5 38.8 27.9 39.6 35.4 26.3  PM Density 24.3 16.5 33.9 35.5 33.4	B D E D C E E D C E E D E C C E D C C D C D
I-80 WB  RTE 65 SB  Freeway I-80 EB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard  Segment Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard	5 3 3 3 3 3 3 3 3 3 3 3 3 3 Number of Lanes 5 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419 Volume 7,719 6,431 4,933 4,591 3,501 6,347	20.9 27.5 25.0 18.9 >45 36.8 27.5  20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8  Density 25.9 21.1 28.2 25.6 19.1 >45	C D C B D D D D C C C C C C C C C C C C	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457 Volume 7,238 4,898 5,329 5,404 5,395 6,117	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1 Vith Don  PM Density 24.0 16.0 31.7 32.4 32.3 >45	B D D D F E D C E E D D D D iningue   LOS B D D F	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 <b>Volume</b> 7,749 6,476 5,000 4,679 3,548 6,370	21.1 28.1 25.7 19.2 >45 37.0 27.5  21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9 Extension 2 AM Density 26.0 21.2 28.7 26.2 19.3 >45	C D C C B D D D C C D D C C D D C C F F F F C C D D C C F F C C C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488 <b>Volume</b> 7,333 5,041 5,543 5,680 5,500 6,188	16.4 33.9 35.6 33.6 >45 39.7 33.7  28.5 22.5 42.5 38.8 27.9 39.6 35.4 26.3  PM Density 24.3 16.5 33.9 35.5 33.4 >45	B D E D F E D C E E C C C B D C F F F F F F F F
I-80 WB  RTE 65 SB  Freeway I-80 EB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard  Segment Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard	5 3 3 3 3 3 3 3 3 3 3 3 3 Number of Lanes  5 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419 Volume 7,719 6,431 4,933 4,591 3,501 6,347 5,535	20.9 27.5 25.0 18.9 >45 36.8 27.5  20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8  Density 25.9 21.1 28.2 25.6 19.1 >45 36.7	C D C B D D D D C C C C C C C C C C C C	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,661 5,384 4,457 Volume 7,238 4,898 5,329 5,404 5,395 6,117 5,674	16.0 31.7 32.5 32.5 >45 38.8 33.3  28.0 22.0 39.2 35.3 27.1 38.5 26.1  With Don  PM Density 24.0 16.0 31.7 32.4 32.3 >45 38.7	B D D D F E D C E E D D D ininguez	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 <b>Volume</b> 7,749 6,476 5,000 4,679 3,548 6,370 5,552	21.1 28.1 25.7 19.2 >45 37.0 27.5  21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9  Extension 2 AM Density 26.0 21.2 28.7 26.2 19.3 >45 37.0	C D C F E D D D C C D D C C F E E D C C D D C C D D C C C F E E C C D D C C C C D D C C C C C C C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488 Volume 7,333 5,041 5,543 5,680 5,500 6,188 5,729	16.4 33.9 35.6 33.6 >45 39.7 33.7  28.5 22.5 42.5 38.8 27.9 39.6 35.4 26.3  PM Density 24.3 16.5 33.9 35.5 33.4 >45 39.6	B D E D C E E D C E E C C C B D E C F E C C E E E C C E E E C E E E E E
I-80 WB  RTE 65 SB  Freeway I-80 EB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard  Segment Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard	5 3 3 3 3 3 3 3 3 3 3 3 3 3 Number of Lanes 5 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419 Volume 7,719 6,431 4,933 4,591 3,501 6,347	20.9 27.5 25.0 18.9 >45 36.8 27.5  20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8  Density 25.9 21.1 28.2 25.6 19.1 >45	C D C B D D D D C C C C C C C C C C C C	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457 Volume 7,238 4,898 5,329 5,404 5,395 6,117	16.0 31.7 32.5 32.5 >45 38.8 33.3 28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1 Vith Don  PM Density 24.0 16.0 31.7 32.4 32.3 >45	B D D D F E D C E E D D D D iningue   LOS B D D F	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 <b>Volume</b> 7,749 6,476 5,000 4,679 3,548 6,370	21.1 28.1 25.7 19.2 >45 37.0 27.5  21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9 Extension 2 AM Density 26.0 21.2 28.7 26.2 19.3 >45	C D C C B D D D C C D D C C D D C C F F F F C C D D C C F F C C C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488 <b>Volume</b> 7,333 5,041 5,543 5,680 5,500 6,188	16.4 33.9 35.6 33.6 >45 39.7 33.7  28.5 22.5 42.5 38.8 27.9 39.6 35.4 26.3  PM Density 24.3 16.5 33.9 35.5 33.4 >45	B D E D C E E D C E E C C B D C F F F F F F F F F F F F F F F F F F
I-80 WB  RTE 65 SB  Freeway I-80 EB	Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard to Pleasant Grove Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Pleasant Grove Boulevard to Blue Oaks Boulevard Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard Pleasant Grove Boulevard Pleasant Grove Boulevard  Segment Atlantic Street to Taylor Road Taylor Road to RTE 65 RTE 65 to Rocklin Road Rocklin Road to Sierra College Boulevard Sierra College Boulevard to Blue Oaks Boulevard Pleasant Grove Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard to Horseshoe Bar Road I-80 to Galleria Boulevard to Pleasant Grove Boulevard Galleria Boulevard to Pleasant Grove Boulevard	5 3 3 3 3 3 3 3 3 3 3 3 3 Number of Lanes  5 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	6,385 4,856 4,506 3,477 6,356 5,541 4,642 6,367 5,128 5,154 5,238 5,034 4,739 4,842 4,419 Volume 7,719 6,431 4,933 4,591 3,501 6,347 5,535 4,643	20.9 27.5 25.0 18.9 >45 36.8 27.5  20.8 16.8 30.0 30.8 29.0 28.3 29.2 25.8  Density 25.9 21.1 28.2 25.6 19.1 >45 36.7	C D C B D D D D D C C C C C C C C C C C	4,886 5,331 5,414 5,409 6,127 5,681 5,258 8,193 6,697 5,951 5,662 4,791 5,661 5,384 4,457  Volume 7,238 4,898 5,329 5,404 5,395 6,117 5,674 5,250	16.0 31.7 32.5 32.5 >45 38.8 33.3  28.0 22.0 39.2 35.3 27.1 38.5 34.8 26.1  With Don  PM Density 24.0 16.0 31.7 32.4 32.3 >45 38.7 33.2	B D D D F E D C E E D D D ininguez	6,430 4,923 4,594 3,524 6,379 5,558 4,652 6,407 5,187 5,244 5,354 5,068 4,769 4,866 4,432 Volume 7,749 6,476 5,000 4,679 3,548 6,370 5,552 4,653	21.1 28.1 25.7 19.2 >45 37.0 27.5  21.0 17.0 30.8 31.9 29.3 28.5 29.4 25.9  Extension 2 AM Density 26.0 21.2 28.7 26.2 19.3 >45 37.0 27.6	C D C E D D C C D D C C F E D D C C F E D D C C D D C C F E D D C C C F E D D C C F E D D C C F E D D C C F F E D D C C F F E D D C C F F E D D C C F F E D D C C F F E D C C F F E D C C F F E D C C F F E D C C F F E D C C F F E D C C F F E D C C F F E D C C F F E D C C F F E D C C F F E D C C F F E D C C F F E D C C C F F E D C C C F F E D C C C F F E D C C C F F E D C C C C C C C C C C C C C C C C C C	5,029 5,545 5,690 5,514 6,198 5,736 5,290 8,283 6,833 6,155 5,927 4,902 5,729 5,437 4,488 Volume 7,333 5,041 5,543 5,500 6,188 5,729 5,282	16.4 33.9 35.6 33.6 >45 39.7 33.7  28.5 22.5 42.5 38.8 27.9 39.6 35.4 26.3  PM Density 24.3 16.5 33.9 35.5 33.4 >45 39.6 33.6	B D E D C E E D C E E D C E E D F E C F E C E E C E E E C E E E E E E E
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Notes:

☐ Exceeds level of service criteria
☐(Shade) = Significant Impact

# 12. MITIGATION MEASURES

This report provides an analysis of the circulation impacts associated with development of the Rocklin Crossings project. Mitigation measures for all project impacts have been identified and are summarized below.

# 12.A. Existing Plus Approved Projects (Baseline) Plus Project

The following improvements would mitigate the impacts of the project in the existing plus approved projects (baseline) plus project conditions:

- Rocklin Road/Pacific Street. Addition of project traffic would result in the LOS at this intersection deteriorating from LOS C to LOS D, during the Saturday peak hour in the existing plus approved projects condition. Adding a northbound right-turn overlap phase would mitigate the project impact at this location.
- Sierra College Boulevard/Rocklin Road. Addition of project traffic would result in the LOS at this intersection deteriorating from LOS C to LOS D during the p.m. peak and Saturday peak hours in the existing plus approved projects condition. Adding a westbound through lane (resulting in two through lanes) would mitigate the project impact at this location.
- Sierra College Boulevard/King Road (Loomis). The project would add traffic to this already-deficient location, which is operating at LOS D during the p.m. peak hour in the existing plus approved projects condition. Adding a westbound right-turn lane by restriping the westbound approach would mitigate the project impact at this location. Because the Town of Loomis controls what occurs at the intersection, however, the City conservatively concludes that, at the time of action by its City Council, the impact would be treated as significant and unavoidable, given that the City has no control over Loomis and thus cannot take for granted that the improvements contemplated by the mitigation will get implemented.

Table X shows the mitigated LOS at the study area locations.

# 12.B. 2030 plus Project Without Dominguez Road

The following improvements would mitigate the impacts of the project in the 2030 plus project without Dominguez Road conditions.

• Rocklin Road/I-80 Westbound Ramps. The project would add significant traffic to this location, which is projected to operate at an acceptable LOS D during the a.m. peak hour. The City has completed a feasibility study that identified three alternatives for improving the intersection of Rocklin Road/I-80 westbound ramps. One of the alternatives provides a flyover from westbound Rocklin Road to the I-80 westbound on ramp. Once the selected (preferred) interchange design is implemented it will mitigate the impact at this location. Payment of the City's traffic fee as the means of funding the project's fair share to the City's cost for implementing one of the identified three alternatives included in the feasibility study completed by the City for improving the intersection of Rocklin Road/I-80 westbound ramps. However, implementation requires the selection of a final design option, review and approval of Caltrans of the improvement plans, acquisition of right-of-way, and construction of the project

improvements. Until such time as the improvement design selection process is complete and Caltrans has approved the interchange reconstruction improvements, the City conservatively concludes that, at the time of action by its City Council, the impact would be treated as **significant and unavoidable.** 

- Sierra College Boulevard/Taylor Road (Loomis). The project would add traffic to this location, which is projected to operate at LOS C during the p.m. peak hour and Saturday peak hour in the 2030 no project without Dominguez Road scenario. Adding a westbound left-turn lane (resulting in dual left-turn lanes) and adding an eastbound right-turn overlap phase would mitigate the project's contribution to traffic at this location. The dual westbound left-turn lanes can be accommodated within the existing right-of-way by restriping the exclusive westbound through and right-turn lanes to a through/right-turn lane. To mitigate the project's contribution to traffic at this intersection, the project shall participate on a fair-share basis in the improvements at this intersection. Because the Town of Loomis controls what occurs at the intersection, however, and because the City is uncertain as to whether the Town would be willing to cooperate in construction of the contemplated improvement within a reasonable period of time (i.e., prior to the issuance of occupancy permits), the City conservatively concludes that, at the time of action by the City Council, the impact would be treated as **significant and unavoidable**, given that the City has no control over the Town of Loomis and thus cannot assume that the improvements contemplated by the mitigation will be implemented. Consistent with CEQA Guidelines Section 15091, Subdivision (a)(2), however, the City concludes that the Town of Loomis can and should cooperate with the City in implementing the mitigation.
- Barton Road/Rocklin Road (Loomis). The proposed project would add traffic to this location and degrade it to an unacceptable LOS during the a.m. peak hour. The intersection is forecast to meet the peak-hour traffic signal warrant in the 2030 no project without Dominguez Road scenario. The intersection would continue to meet the peak-hour traffic signal warrant with the addition of project traffic. Signalization of this intersection would result in a satisfactory LOS. To mitigate the project's contribution to traffic at this intersection, the project should participate on a fair-share basis in the installation of a traffic signal at Barton Road/Rocklin Road. Because the Town of Loomis controls what occurs at the intersection, however, and because the City is uncertain as to whether the Town would be willing to cooperate in construction of the contemplated improvement within a reasonable period of time, the City conservatively concludes that, at the time of action by the City Council, the impact would be treated as significant and unavoidable, given that the City has no control over the Town of Loomis and thus cannot assume that the improvements contemplated by the mitigation will be implemented. Consistent with CEQA Guidelines Section 15091, Subdivision (a)(2), however, the City concludes that the Town of Loomis can and should cooperate with the City in implementing the mitigation.
- Sierra College Boulevard/English Colony Way (Placer County). This intersection would operate at an unsatisfactory LOS during the p.m. peak hour and Saturday midday peak hour in the 2030 no project condition. The intersection is forecast to meet the peak-hour traffic signal warrant in the 2030 no project without Dominguez Road scenario. The intersection would continue to meet the peak-hour traffic signal warrant with the addition of project traffic. Signalization of this intersection would mitigate the project impact at this location. To mitigate the project's contribution to traffic at this intersection, the project shall participate on a fair-share basis in the installation of a signal at this intersection Because the County controls what occurs at the intersection, however, and because the City is uncertain as to whether the County's CIP will

ensure that any fair-share payment will actually result in construction of the contemplated improvement within a reasonable period of time, the City conservatively concludes that, at the time of action by the City Council, the impact would be treated as **significant and unavoidable**, given that the City has no control over the County and thus cannot assume that the improvements contemplated by the mitigation will be implemented. Consistent with CEQA Guidelines Section 15091, Subdivision (a)(2), however, the City concludes that the County can and should cooperate with the City in implementing the mitigation.

Table Y shows the mitigated LOS at the study area locations.

# 12.C. 2030 plus Project with Dominguez Road

The following improvements would mitigate the impacts of the project in the 2030 plus project with Dominguez Road conditions.

- Sierra College Boulevard/Dominguez Road. The proposed extension of Dominguez Road will create a deficiency during the Saturday midday peak hour at this intersection in the 2030 no project with Dominguez Road scenario. The proposed intersection striping will not be sufficient to accommodate project traffic in the 2030 plus project with Dominguez Road scenario. However, if the currently proposed lane configuration were striped to accommodate dual left-turn lanes, two through lanes, and a shared through/right-turn lane in the southbound direction and a left turn lane, a through lane, a shared through/right turn lane and an exclusive right turn lane in the eastbound direction at the time of its construction, this intersection would be mitigated. This configuration can exist in the same right-of-way currently planned for this intersection. The payment of City's traffic impact mitigation fee will mitigate the project's cumulative impact.
- Sierra College Boulevard/English Colony Way (Placer County). This intersection would operate at unsatisfactory LOS during the p.m. peak hour and Saturday midday peak hour in the 2030 no project condition. Addition of the project traffic would further degrade the intersection operation. The project adds more than 5 percent of the total traffic at this unsignalized intersection in the Saturday midday peak hour thus exceeding the threshold of significance. The intersection is forecast to meet the peak-hour traffic signal warrant in the 2030 no project with Dominguez Road scenario. The intersection would continue to meet the peak-hour traffic signal warrant with the addition of project traffic. Signalization of this intersection would mitigate the project impact at this location. To mitigate the project's contribution to traffic at this intersection, the project shall participate on a fair-share basis in the installation of a signal at this intersection Because the County controls what occurs at the intersection, however, and because the City is uncertain as to whether the County's CIP will ensure that any fair-share payment will actually result in construction of the contemplated improvement within a reasonable period of time, the City conservatively concludes that, at the time of action by the City Council, the impact would be treated as significant and unavoidable, given that the City has no control over the County and thus cannot assume that the improvements contemplated by the mitigation will be implemented. Consistent with CEQA Guidelines Section 15091, Subdivision (a)(2), however, the City concludes that the County can and should cooperate with the City in implementing the mitigation.

Table Z shows the mitigated LOS at the study area locations.

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

		Existing	Plus Approved Plus	Project	Condition		Existing 1	Plus App	roved Plus Project (	Existing Plus Approved Plus Project Condition - With mitigation							
	AM Peak Ho	ur	PM Peak Ho	ur	Saturday		AM Peak Hour		PM Peak Hour		Saturday						
Intersection	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	В	0.718	C	0.557	Α					
2 Rocklin Road/Granite Drive	0.545	A	0.822	D	0.687	В	0.545	A	0.822	D	0.687	В					
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	С	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 <sup>1</sup>	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	В	16.3 sec	C	14.6 sec	В	13.1 sec	В	16.3 sec	C	14.6 sec	В					
7 Sierra College Boulevard/Taylor Road <sup>1</sup> (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 <sup>1</sup> (Loomis)	18.1 sec	В	16.7 sec	В	16.8 sec	В	18.1 sec	В	16.7 sec	В	16.8 sec	В					
9 Sierra College Boulevard/Granite Drive	0.606	В	0.763	C	0.807	D	0.606	В	0.763	C	0.807	D					
10 Sierra College Boulevard/I-80 Westbound Ramps	20.0 sec	C	28.6 sec	C	34.7 sec	C	20.0 sec	C	28.6 sec	C	34.7 sec	C					
11 Sierra College Boulevard/I-80 Eastbound Ramps	13.1 sec	В	26.2 sec	C	36.1 sec	D	13.1 sec	В	26.2 sec	C	36.1 sec	D					
12 Sierra College Boulevard/Dominguez Road	-	-	-	-	-	-	-	-	-	-	-	-					
13 Sierra College Boulevard/Rocklin Road 1	0.791	С	0.836	D	0.809	D	0.665	В	0.787	C	0.659	В					
14 Taylor Road/Horseshoe Bar Road <sup>1</sup> (Loomis)	37.2 sec	D	44.5 sec	D	31.1 sec	C	37.2 sec	D	44.5 sec	D	31.1 sec	С					
15 Horseshoe Bar Road/I-80 Westbound Ramps <sup>1</sup> (Loomis)	19.1 sec	В	21.2 sec	C	22.4 sec	C	19.1 sec	В	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* (Loomis)	10.7 sec	В	11.2 sec	В	11.5 sec	В	10.7 sec	В	11.2 sec	В	11.5 sec	В					
18 Barton Road/Rocklin Road* (Loomis)	11.0 sec	В	13.2 sec	В	12.7 sec	В	11.0 sec	В	13.2 sec	В	12.7 sec	В					
19 Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	23.1 sec	С	41.7 sec	D	26.8 sec	С	18.8 sec	В	27.7 sec	C	21.4 sec	C					
20 Sierra College Boulevard/English Colony Way* 1 (Placer County)	11.7 sec	В	24.0 sec	С	18.8 sec	С	11.7 sec	В	24.0 sec	С	18.8 sec	С					
21 Taylor Road/King Road <sup>1</sup> (Loomis)	35.2 sec	D	32.1 sec	С	27.9 sec	С	35.2 sec	D	32.1 sec	С	27.9 sec	C					

<sup>\*</sup> Indicates unsignalized intersection

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

<sup>☐</sup> Mitigated condition

<sup>(</sup>Shade) = Significant Impact

Table Y: 2030 Plus Project without Dominguez Road Condition Peak Hour Intersection Level of Service Summary - With Mitigation

	203	0 Plus Pr	oject without Domii	iguez Ro	ad Condition		2030 Plus Pr	oject wit	2030 Plus Project without Dominguez Road Condition - With Mitigation							
	AM Peak Ho	ur	PM Peak Ho	ur	Saturday		AM Peak Ho	ur	PM Peak Ho	ur	Saturday					
Intersection	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	Е	1.246	F	1.213	F	0.942	Е				
2 Rocklin Road/Granite Drive	0.885	D	0.864	D	0.678	В	0.885	D	0.864	D	0.678	В				
3 Rocklin Road/I-80 Westbound Ramps	56.4 sec	Е	35.9 sec	D	26.9 sec	С	24.4 sec	C	13.5 sec	В	11.5 sec	В				
4 Rocklin Road/I-80 Eastbound Ramps	70.4 sec	Е	53.0 sec	D	22.4 sec	С	35.2 sec	D	31.8 sec	C	22.7 sec	C				
5 Dominguez Road/Pacific Street <sup>1</sup>	1.001	F	0.872	D	0.619	В	1.001	F	0.872	D	0.619	В				
6 Dominguez Road/Granite Drive* 1	12.2 sec	В	16.8 sec	C	11.0 sec	В	12.2 sec	В	16.8 sec	C	11.0 sec	В				
7 Sierra College Boulevard/Taylor Road <sup>1</sup> (Loomis)	57.9 sec	E	37.6 sec	D	37.7 sec	D	50.5 sec	D	34.5 sec	С	32.2 sec	C				
8 Sierra College Boulevard/Brace Road <sup>1</sup> (Loomis)	24.0 sec	С	28.3 sec	С	22.1 sec	С	24.0 sec	С	28.3 sec	C	22.1 sec	C				
9 Sierra College Boulevard/Granite Drive	0.948	E	0.784	C	0.673	В	0.948	E	0.784	С	0.673	В				
10 Sierra College Boulevard/I-80 Westbound Ramps	54.9 sec	D	48.8 sec	D	45.5 sec	D	54.9 sec	D	48.8 sec	D	45.5 sec	D				
11 Sierra College Boulevard/I-80 Eastbound Ramps	26.7 sec	C	52.7 sec	D	19.6 sec	В	26.7 sec	C	52.7 sec	D	19.6 sec	В				
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 <sup>1</sup> (Loomis)	19.0 sec	В	20.1 sec	C	21.6 sec	C	19.0 sec	В	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	Е	71.9 sec	F	141.9 sec	F	38.5 sec	E				
17 Barton Road/Brace Road* 1.2 (Loomis)	15.2 sec	С	18.3 sec	C	15.1 sec	С	15.2 sec	С	18.3 sec	C	15.1 sec	С				
18 Barton Road/Rocklin Road* 1,2 (Loomis)	27.0 sec	D	16.5 sec	С	13.5 sec	В	31.3 sec	С	22.7 sec	С	25.6 sec	С				
19 Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	20.3 sec	С	19.9 sec	В	19.3 sec	В	20.3 sec	С	19.9 sec	В	19.3 sec	В				
20 Sierra College Boulevard/English Colony Way* 1,2 (Placer County)	17.7 sec	С	105.3 sec	F	38.7 sec	Е	16.3 sec	В	18.0 sec	В	14.1 sec	В				
21 Taylor Road/King Road <sup>1</sup> (Loomis)	37.2 sec	D	31.3 sec	С	28.5 sec	С	37.2 sec	D	31.3 sec	С	28.5 sec	С				

- \* Indicates unsignalized intersection
- LOS C required for these intersections. LOS D acceptable for all other intersections.
- <sup>2</sup> Peak Hour volumes meet Signal Warrant #3 of the MUTCD
- \* Delay exceeds 1000 seconds
- Mitigated condition
- (Shade) = Significant Impact

Table Z: 2030 Plus Project with Dominguez Road Condition Peak Hour Intersection Level of Service Summary - With Mitigation

	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	
Intersection	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	В	0.862	D	0.843	D	0.651	В
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	Е	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	В	0.901	E	0.882	D	0.639	В
6 Dominguez Road/Granite Drive* 1	0.481	A	0.552	A	0.600	В	0.481	A	0.552	A	0.600	В
7 Sierra College Boulevard/Taylor Road <sup>1</sup> (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	В	0.527	A	0.787	C	0.642	В	0.527	Α
10 Sierra College Boulevard/I-80 Westbound Ramps	51.7 sec	D	40.7 sec	D	45.9 sec	D	51.7 sec	D	40.7 sec	D	45.9 sec	D
11 Sierra College Boulevard/I-80 Eastbound Ramps	29.5 sec	C	50.1 sec	D	17.8 sec	В	29.5 sec	C	50.1 sec	D	17.8 sec	В
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 <sup>1</sup>	1.425	F	1.182	F	0.971	E	1.425	F	1.182	F	0.971	Е
14 Taylor Road/Horseshoe Bar Road <sup>1</sup> (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 <sup>1</sup> (Loomis)	19.0 sec	В	20.2 sec	C	21.7 sec	C	19.0 sec	В	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	Е
17 Barton Road/Brace Road* 1,2 (Loomis)	14.7 sec	В	18.4 sec	C	15.1 sec	C	14.7 sec	В	18.4 sec	C	15.1 sec	C
18 Barton Road/Rocklin Road* 1,2 (Loomis)	34.3 sec	D	17.3 sec	С	13.3 sec	В	34.3 sec	D	17.3 sec	С	13.3 sec	В
19 Sierra College Boulevard/King Road <sup>1</sup> (Loomis)	20.1 sec	С	19.9 sec	В	19.7 sec	В	20.1 sec	C	19.9 sec	В	19.7 sec	В
20 Sierra College Boulevard/English Colony Way* 1,2 (Placer County)	17.6 sec	С	105.6 sec	F	35.4 sec	Е	16.4 sec	В	17.9 sec	В	14.3 sec	В
21 Taylor Road/King Road <sup>1</sup> (Loomis)	37.1 sec	D	31.3 sec	С	28.5 sec	С	37.1 sec	D	31.3 sec	С	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
- <sup>1</sup> LOS C required for these intersections. LOS D acceptable for all other intersections.
- Peak Hour volumes meet Signal Warrant #3 of the MUTCD
- \* Delay exceeds 1000 seconds
- Mitigated condition
- (Shade) = Significant Impact

## APPENDIX A TRAFFIC COUNTS

# APPENDIX B EXISTING LOS WORKSHEETS

## APPENDIX C EXISTING PLUS PROJECT LOS WORKSHEETS

# APPENDIX D APPROVED PROJECTS LIST

# APPENDIX E EXISTING PLUS APPROVED PROJECTS LOS WORKSHEETS

### **APPENDIX F**

### EXISTING PLUS APPROVED PROJECTS PLUS PROJECT LOS WORKSHEETS

### **APPENDIX G**

### 2030 NO PROJECT WITHOUT DOMINGUEZ ROAD TRAFFIC VOLUME DEVELOPMENT AND LOS WORKSHEETS

### **APPENDIX H**

### 2030 PLUS PROJECT WITHOUT DOMINGUEZ ROAD LOS WORKSHEETS

### **APPENDIX I**

### 2030 NO PROJECT WITH DOMINGUEZ ROAD TRAFFIC VOLUME DEVELOPMENT AND LOS WORKSHEETS

### **APPENDIX J**

### 2030 PLUS PROJECT WITH DOMINGUEZ ROAD LOS WORKSHEETS

LSA ASSOCIATES, INC.

OCTOBER 2010

TRAFFIC IMPACT ANALYSIS

ROCKLIN CROSSINGS

#### **APPENDIX K**

### EXISTING PLUS APPROVED PROJECTS AND EXISTING PLUS APPROVED PROJECTS PLUS PROJECT

### FREEWAY SEGMENTS - HCS PLUS ANALYSIS

### APPENDIX L

## 2030 WITHOUT DOMINGUEZ ROAD (WITHOUT AND PLUS PROJECT)

### FREEWAY SEGMENTS - HCS PLUS ANALYSIS

### **APPENDIX M**

### 2030 WITH DOMINGUEZ ROAD (WITHOUT AND PLUS PROJECT)

### FREEWAY SEGMENTS - HCS PLUS ANALYSIS