

**To:** Jack Varozza, P.E., QSD/P  
Senior Engineer, City of Roseville

**From:** Stephen Dillon, P.E.

**Re:** *Campo Street Abandonment*  
Traffic Evaluation  
Roseville, California

**Date:** July 31, 2025

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The purpose of this memorandum is to document the transportation analysis completed for the Campo Street Abandonment (the “proposed project” or “project”) located within the existing Roseville High School (“RHS”) campus, between Coronado Avenue and Sierra Boulevard, in Roseville, California. This memorandum evaluates the weekday AM (drop-off) and School-PM (pick-up) peak-hours under Existing (2025) conditions.

The primary conclusions from this evaluation are as follows:

- The project, which would have the effect of diverting extracurricular event (i.e. Roseville High School football game) traffic from Campo Street to the adjacent neighborhood network, is not anticipated to significantly alter the adjacent roadways’ typical existing daily operations.
- The existing drop-off/pick-up pattern along Alta Vista Avenue, Sierra Boulevard, Las Flores Avenue, and Coronado Avenue presents a variety of driver behaviors, including parking in bike lanes and u-turns.
- Prevailing vehicle speeds along Sierra Boulevard currently exceed the posted 30 MPH speed limit.
- As an outcome of this evaluation, we recommend that the Roseville Joint Union High School District, in coordination with the City of Roseville, develop a plan for targeted enforcement intended to address existing driver behavior within the Historic Sierra Vista community proximate to RHS, independent of the project.

## Project Understanding

Kimley-Horn understands that the Roseville Joint Union High School District (“RJUHSD”, “School District”, or “District”) is proposing that the City of Roseville (the “City”) abandon the existing segment of Campo Street between Coronado Avenue and Sierra Boulevard and relinquish the facility to the School District (**Exhibit 1**). The project segment of Campo Street is understood<sup>1</sup> and observed to already be closed to through traffic on weekdays during Roseville High School operating hours. The project segment is open to through traffic outside of Roseville High School operating hours. This traffic evaluation has been requested in response to the following concerns/comments provided by the proximate Historic Sierra Vista community regarding the project:

- The project will increase traffic volumes on Sierra Boulevard, Las Flores Avenue, and Alta Vista Avenue without Campo Street
- The project will contribute to increased traffic speeds on Sierra Boulevard, Las Flores Avenue, and Alta Vista Avenue without Campo Street
- The project will affect drop-off/pick-up operations at the Alta Vista Avenue and Sierra Boulevard intersection

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<sup>1</sup> Email correspondence with Jack Varozza, City of Roseville, December 4, 2024.

The primary purposes of this analysis are to evaluate the potential effects of the proposed project on traffic operations along Sierra Boulevard, Las Flores Avenue, and Alta Vista Avenue, and on drop-off/pick-up operations at the Alta Vista Avenue and Sierra Boulevard intersection.

## Data Collection

Kimley-Horn manually collected (via traffic count subconsultant) daily directional roadway segment traffic counts on Tuesday, March 18, 2025, to establish directional weekday roadway segment traffic volumes at the following study segments (**Exhibit 1**):

1. Campo Street, between Coronado Avenue and Sierra Boulevard
2. Las Flores Avenue, between Coronado Avenue and Sierra Boulevard
3. Las Flores Avenue, between Alta Vista Avenue and Sierra Boulevard
4. Sierra Boulevard, between Sequoia Street and Mariposa Street (includes speed data)
5. Sierra Boulevard, between Las Flores Avenue and Alta Vista Avenue
6. Alta Vista Avenue, between Las Flores Avenue and Sierra Boulevard (includes speed data)
7. Campo Street, north of Sierra Boulevard

The following data was collected from the City<sup>2</sup> to aid in completing this evaluation:

- 2024 Roseville High School football game ticket data (**Attachment A**)

Kimley-Horn completed a field visit on Tuesday, March 18, 2025, to observe study facility lane configurations, vehicle storage lengths, existing traffic control, speed limits, lane utilization, pedestrian activity, and other readily apparent features relevant to the Scope of Services. The field visit included observations between 8-9 AM and 2:45-3:45 PM regarding drop-off and pick-up operations, trip distribution, vehicle dwell times, vehicle occupancy, and parking behavior that could be anticipated to translate to the proposed project condition.

## Assessment of Proposed Project

### *Evening Event Scenario*

A reasonably anticipated evening event scenario was established using 2024 Roseville High School football ticket data (including home and visitor fan splits) provided by the City<sup>2</sup>. The ticket data was supplemented with vehicle occupancy data from FHWA<sup>3</sup> to approximate the number of vehicles a typical game night might generate based on the number of home and visitor fans attending the event. Additional assumptions were made regarding the percentages of home and visitor fans who could be expected to overlap in attending both the Junior Varsity (JV) and Varsity football games which are understood to occur on the same evening. The anticipated number of vehicles produced by a typical football event and relevant assumptions are summarized in **Table 1**.

### *Trip Distribution*

Directional roadway segment counts were used to establish a general distribution of trips accessing the high school parking lot located north of Sierra Boulevard. Directional roadway segment counts between 8:00-8:30 AM were supplemented by observed vehicle turning movements at the intersection of Las Flores Avenue and Sierra Boulevard between 8:10-8:30 AM on Tuesday, March 18, 2025. This data establishes a directional pattern of high school-bound trips during the peak-period for students arriving on campus. The distribution of trips was developed based on AM observations as it is assumed that all trips accessing the high school during this period will be traveling from “home.”

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<sup>2</sup> Email correspondence with Jack Varozza, City of Roseville, January 16, 2025.

<sup>3</sup> Chapter 5: Event Operations Planning, [Managing Travel for Planned Special Events](#), FHWA, February 1, 2017.

**Table 1 – Football Event Vehicle Generation**

Maximum 2024 Attendance*	Home %*	Home Fans	Home Vehicle Occupancy**	Estimated Event Vehicles				
				Possible Home	Home JV (35%)	JV:Varsity Overlap (40%)	Home Varsity (65%)	Total Home
1,550	65%	1,007	2.8	360	126	-50	234	310
	Visitor %*	Visitor Fans	Visitor Vehicle Occupancy**	Possible Visitor	Visitor JV (20%)	JV:Varsity Overlap (80%)	Visitor Varsity (80%)	Total Visitor
	35%	543	2.2	247	49	-39	198	208

\*Attendance data provided by City of Roseville and RJUHSD

\*\*Event Vehicle Occupancy data provided by FHWA

Directional roadway segment counts were also used to establish a distribution of trips leaving the high school from the high school parking lot located north of Sierra Boulevard. Directional roadway segment counts between 2:45-3:30 PM were used to consider a directional egress pattern from the high school during the peak-period for students leaving campus. While the PM distribution is a useful reference point, it presents more variance than the AM distribution as not all trips leaving the high school during the PM peak can be assumed to travel “home.” As such, it is expected that the AM peak-period home-based trip behavior would be generally consistent with inbound and outbound travel patterns for events occurring outside of Roseville High School operating hours.

As the traffic counts were gathered and observed while the Campo Street project segment was temporarily closed to vehicle traffic during the high school day, it is reasonably assumed that the same distribution will generally apply should Campo Street be permanently closed. Thus, it is reasonable to assume that home fan football game attendees would follow a trip distribution comparable to the one identified for the Weekday AM peak period. It is also assumed that visitor fans may be more widely distributed across the local network depending on their origins. The project trip distribution for home and visitor fans is provided in **Exhibit 2**.

### Study Facilities and Analysis Methodology

A roadway segment operations analysis (volume thresholds) was conducted for a weekday for the following scenarios:

- A. Existing (2025) Conditions
- B. Existing (2025) plus Project Conditions

The roadway segment analysis was completed for the following roadway segments:

1. Campo Street, between Coronado Avenue and Sierra Boulevard
2. Las Flores Avenue, between Coronado Avenue and Sierra Boulevard
3. Las Flores Avenue, between Alta Vista Avenue and Sierra Boulevard
4. Sierra Boulevard, between Sequioa Street and Mariposa Street
5. Sierra Boulevard, between Las Flores Avenue and Alta Vista Avenue
6. Alta Vista Avenue, between Las Flores Avenue and Sierra Boulevard

### Level of Service (LOS) Definitions

The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A, which represents minimal delay, to F, which represents heavy delay and a facility that is operating at or near its functional capacity.

Roadway segment Levels of Service for this study were determined using daily traffic volumes. In the absence of comparable references from the City or Placer County, roadway segment volume thresholds from Sacramento County<sup>4</sup> were used to provide a planning level assessment of the project study facilities. The study facility roadways are classified as “Residential collector with frontage.” **Table 2** presents roadway segment LOS thresholds as classified by facility type.

**Table 2 – Roadway Segment Level of Service Criteria**

Facility Type	# of Lanes	Maximum Volume for Given Service Level				
		LOS A	LOS B	LOS C	LOS D	LOS E
Residential	2	600	1,200	2,000	3,000	4,500
Residential collector with frontage	2	1,600	3,200	4,800	6,400	8,000
Residential collector without frontage	2	6,000	7,000	8,000	9,000	10,000

Source: *Transportation Analysis Guidelines*, County of Sacramento, September 10, 2020.

Daily operations were determined for the scenarios listed above. **Exhibit 3** shows weekday volumes under Existing (2025) and Existing (2025) plus Project conditions. Study facility traffic count data sheets are provided in **Attachment B**.

## Analysis Results

### *Existing Drop-off/Pick-up Operations*

The analysis documented existing neighborhood circulation on Tuesday, March 18, 2025, surrounding drop-off and pick-up activities within the Historic Sierra Vista community during a typical weekday with Roseville High School classes in session. The existing circulation conditions were observed as follows:

#### Drop-off

- The peak period was observed to be from approximately 8:10 to 8:25 AM. The neighborhood was significantly less busy after 8:35 AM.
- Seven (7) drop-offs were observed within the immediate vicinity of the Alta Vista Avenue and Sierra Boulevard intersection.
- Four (4) vehicles made u-turns on Sierra Boulevard in advance of Alta Vista Avenue after dropping off students.
- Most vehicles passing through the Sierra Boulevard and Alta Vista Avenue intersection appeared to be students destined for the parking area behind Roseville High School.
- 26 drop-offs were observed on the segment of Las Flores Avenue between Sierra Boulevard and Coronado Avenue.
- Five (5) vehicles made u-turns on Las Flores Avenue between Sierra Boulevard and Coronado Avenue.

<sup>4</sup> *Transportation Analysis Guidelines*, County of Sacramento, September 10, 2020.

## Pick-up

- The peak period was observed to be from approximately 3:15 to 3:35 PM.
- Vehicles started queueing along the Alta Vista Avenue curbs at 2:50 PM.
- Vehicles started queueing along the Las Flores Avenue curbs at 3:15 PM.
- Traffic within the neighborhood is predominantly inflow to the parking area behind Roseville High School until 3:20 PM.
- Six (6) vehicles were observed queueing within the bike lane along the south side of Sierra Boulevard between Las Flores Avenue and Alta Vista Avenue from 3:06 and 3:23 PM.
- The local pattern was observed to shift to predominantly egressing students/vehicles around 3:25 PM.
- The north and south sides of Sierra Boulevard between Las Flores Avenue and Alta Vista Avenue are popular pick-up locations.
- 15 U-turns were observed on Sierra Boulevard between Las Flores Avenue and Alta Vista Avenue.
- Las Flores Avenue between Sierra Boulevard and Coronado Avenue is a popular pick-up location.

## Roadway Segment Operations

The analysis evaluated the potential effects of rerouted event traffic from the project on local roadway operations within the Historic Sierra Vista community. “Plus Project” roadway segment performance was evaluated by layering rerouted event trips established in **Table 1** on top of typical weekday traffic volumes according to the established trip distribution. **Table 3** summarizes the neighborhood roadway segment Level of Service under Existing (2025) and Existing (2025) plus Project conditions

**Table 3 – Neighborhood Roadway Segment LOS**

ID	Location	Facility Type	# of Lanes	Existing (2025)		Existing (2025) plus Project	
				Daily Volume	LOS	Daily Volume	LOS
1	Campo Street, between Coronado Avenue and Sierra Boulevard	Residential collector with frontage	2	1,934	B	2,141	B
2	Las Flores Avenue, between Coronado Avenue and Sierra Boulevard	Residential collector with frontage	2	1,215	A	1,422	A
3	Las Flores Avenue, between Alta Vista Avenue and Sierra Boulevard	Residential collector with frontage	2	473	A	473	A
4	Sierra Boulevard, between Sequioa Street and Mariposa Street	Residential collector with frontage	2	1,632	B	2,098	B
5	Sierra Boulevard, between Las Flores Avenue and Alta Vista Avenue	Residential collector with frontage	2	1,083	A	1,756	B
6	Alta Vista Avenue, between Las Flores Avenue and Sierra Boulevard	Residential collector with frontage	2	624	A	987	A

As indicated in **Table 3**, the study roadway segments operate at LOS A and LOS B in the Existing (2025) and Existing (2025) plus Project scenarios. All roadway segments exhibit sufficient capacity to accommodate the additional vehicles that would be reasonably anticipated during an evening after-school event without access to Campo Street between Sierra Boulevard and Las Flores Avenue.

## Roadway Segment Speeds

The traffic data collected on Tuesday, March 18, 2025, captured directional vehicle speed data for the following roadway segments:

- Sierra Boulevard, between Sequioa Street and Mariposa Street
- Alta Vista Avenue, between Las Flores Avenue and Sierra Boulevard

The observed posted speed limit along Sierra Boulevard was 30 MPH. **Table 4** presents the Average, Prevailing (85<sup>th</sup>-percentile), and 95<sup>th</sup>-percentile documented speeds for each roadway segment. Rerouted event traffic related to the project would not be anticipated to significantly alter the existing condition.

**Table 4 – Roadway Segment Speeds**

ID	Location	Posted Speed (MPH)	Average Speed (MPH)	85th % Speed (MPH)	95th % Speed (MPH)
4	Sierra Boulevard, between Sequioa Street and Mariposa Street	30	30	38	42
6	Alta Vista Avenue, between Las Flores Avenue and Sierra Boulevard	-	16	25	29

## Traffic Management Plan (TMP) Strategies

Should the project proceed, RJUHSD may consider implementing traffic management strategies in coordination with the City to lessen the effects of “large” extracurricular events on the local Historic Sierra Vista community, beyond the level to which the community is already affected on a daily basis during normal school activities. Traffic control measures for the pre-event and post-event time periods are intended to facilitate the following:

- Limiting the number of vehicles that circulate looking for parking
- Limiting vehicle congestion before and after events by directing traffic appropriately to/from RHS via Alta Vista Avenue, Sierra Boulevard, and Las Flores Avenue
- Enhanced public safety for attendees of events held at RHS and residents of Historic Sierra Vista

RJUHS D may consider placing Traffic Control Officers (TCOs) at key intersections proximate to RHS to manage “event surge”, attendees and public responses to modified/event-specific traffic patterns. TCOs may consist of RJUHSD staff and/or private contractors. RJUHSD should collaboratively assess and adjust the TCOs’ roles, responsibilities, and staffing needs in coordination with the City based on observations from the first-year of strategy implementation.

Special event loading zones may be considered for pre-event drop off and post-event pick up activity for a variety of vehicular travel modes outside of private automobiles. These activities are anticipated to primarily consist of transportation network companies (TNCs) and the general public. It is recommended that these loading zones be located along Berry Street to lessen impacts within Historic Sierra Vista.

RHS has approximately 180 marked parking spaces in the primary on-site event parking area between the football and baseball fields. The number of venue attendees that can be served within the main parking area will fluctuate depending on factors such as average vehicle occupancy, the duration of an event, and the arrival profile for an event. RJUHSD should collaborate with the City to establish appropriate thresholds for closing and reopening the main on-site parking area that preserve utility to the venue while reducing the propensity of inefficient circulation within and in the vicinity of this primary parking facility. To limit the effects of events on the surrounding neighborhood, to the extent possible attendees from the east should be directed to access RHS via Yosemite Street and Sierra Boulevard.

RJUHSD may consider facilitating additional parking for “large” events. These events should be identified in advance during regularly scheduled meetings between RJUHSD and the City. The primary locations for additional parking may be the Tiger Way RHS parking lot, the Tiger Way Independence High School parking lot, and the RHS Berry Lot.

RHS is neighbored by the Historic Sierra Vista community to the immediate west. As RHS hosts “large” events, a dynamic may develop where attendees familiar with the surrounding area may park in the residential development adjacent to the main parking area and enter the venue on foot. The City should monitor complaints/feedback from these adjacent residents regarding off-site parking adversely affecting living conditions and violating existing parking restrictions currently in place along Alta Vista Avenue, Sierra Boulevard, and Las Flores Avenue.

All stakeholders involved (RJUHSD and the City) should meet in advance of upcoming scheduled events at RHS to ensure that appropriate TMP measures are being considered in advance of all event sizes. This regular coordination will enable all stakeholders to properly allocate available resources and provide sufficient notice to both affected members of the general public and potential attendees.

## Conclusions

The following are the primary conclusions based on the analyses discussed herein:

- *The existing Trip Distribution reflects dominant usage of Sierra Boulevard* – Traffic data and field observations from Tuesday, March 18, 2025, indicate that Sierra Boulevard is the primary route for vehicles accessing the RHS parking lot via Campo Street. This finding is consistent with expectations based on the existing RHS student attendance boundaries.
- *The prevailing drop-off/pick-up conditions proximate to RHS vary* – Vehicles arriving along Alta Vista Avenue, Sierra Boulevard, and Las Flores Avenue exhibit a wide variety of driver behaviors. There are observed instances of parking in bike lanes and u-turns along these roadways during the AM drop-off and PM pick-up periods.
- *The neighborhood roadway segments are not expected to operate beyond capacity assuming permanent closure of Campo Street* – The assumed addition of project event trips on the roadway segments proximate to Campo Street is not anticipated to result in the neighborhood roads operating beyond their functional capacity.
- *The prevailing roadway segment speeds collected are higher than posted* – The prevailing Daily, AM Peak, and PM Peak speeds measured on Sierra Boulevard are higher than posted speed limits.
- *RJUHSD may consider implementing TMP strategies during larger events* – RJUHSD should consider drawing from the TMP strategies provided in this memorandum to facilitate orderly access to and from the site during large events. RJUHSD should collaborate with the City to ensure that desirable strategies intended to handle “event surge” and minimize the effects of closing Campo Street are implemented as appropriate.

## Attachments

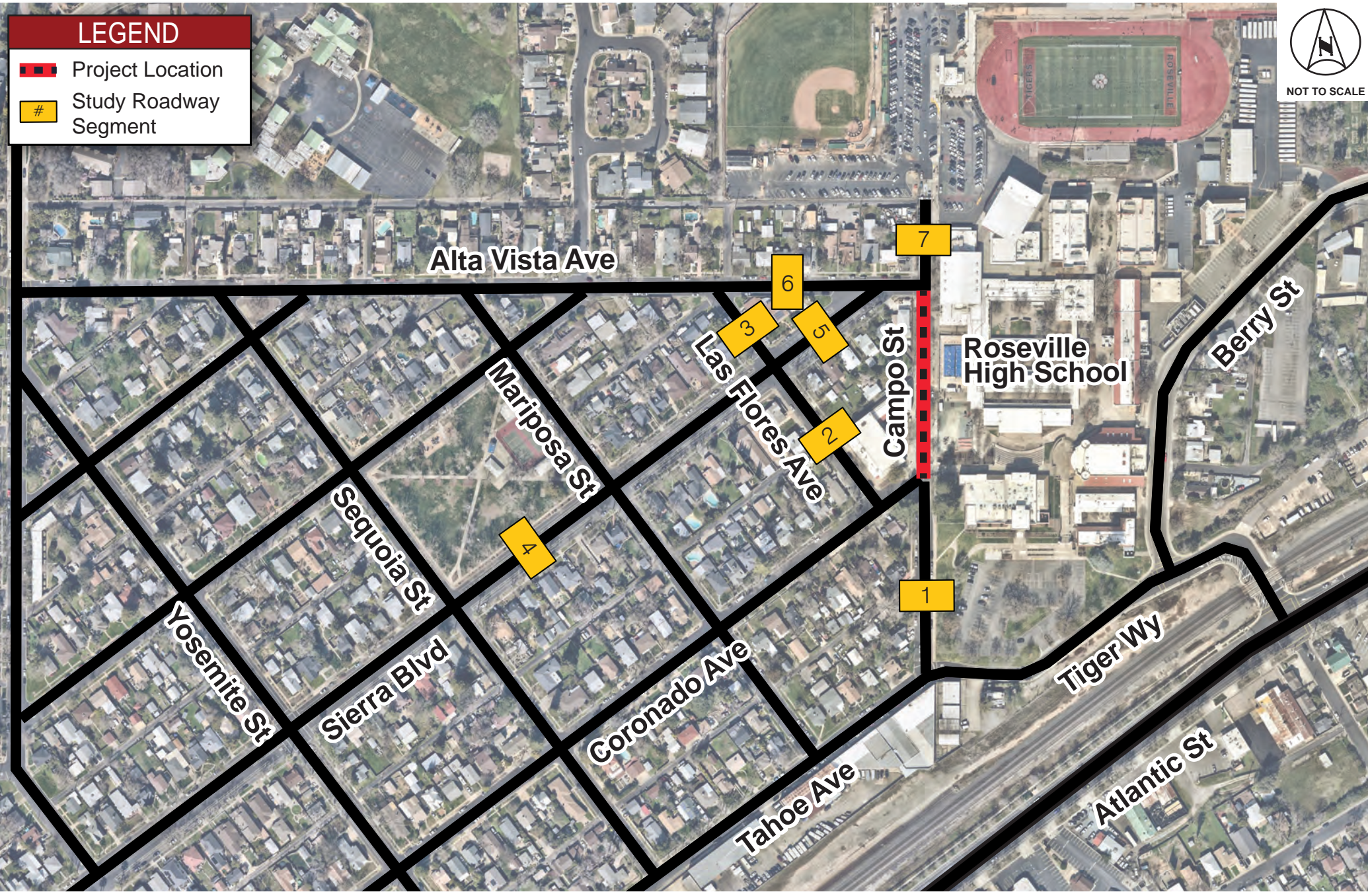
**Exhibit 1** – Project Vicinity Map

**Exhibit 2** – Project Trip Distribution

**Exhibit 3** – Existing (2025) and Existing (2025) plus Project Daily Segment Traffic Volumes

**Attachment A** – 2024 Roseville High School Football Game Ticket Data

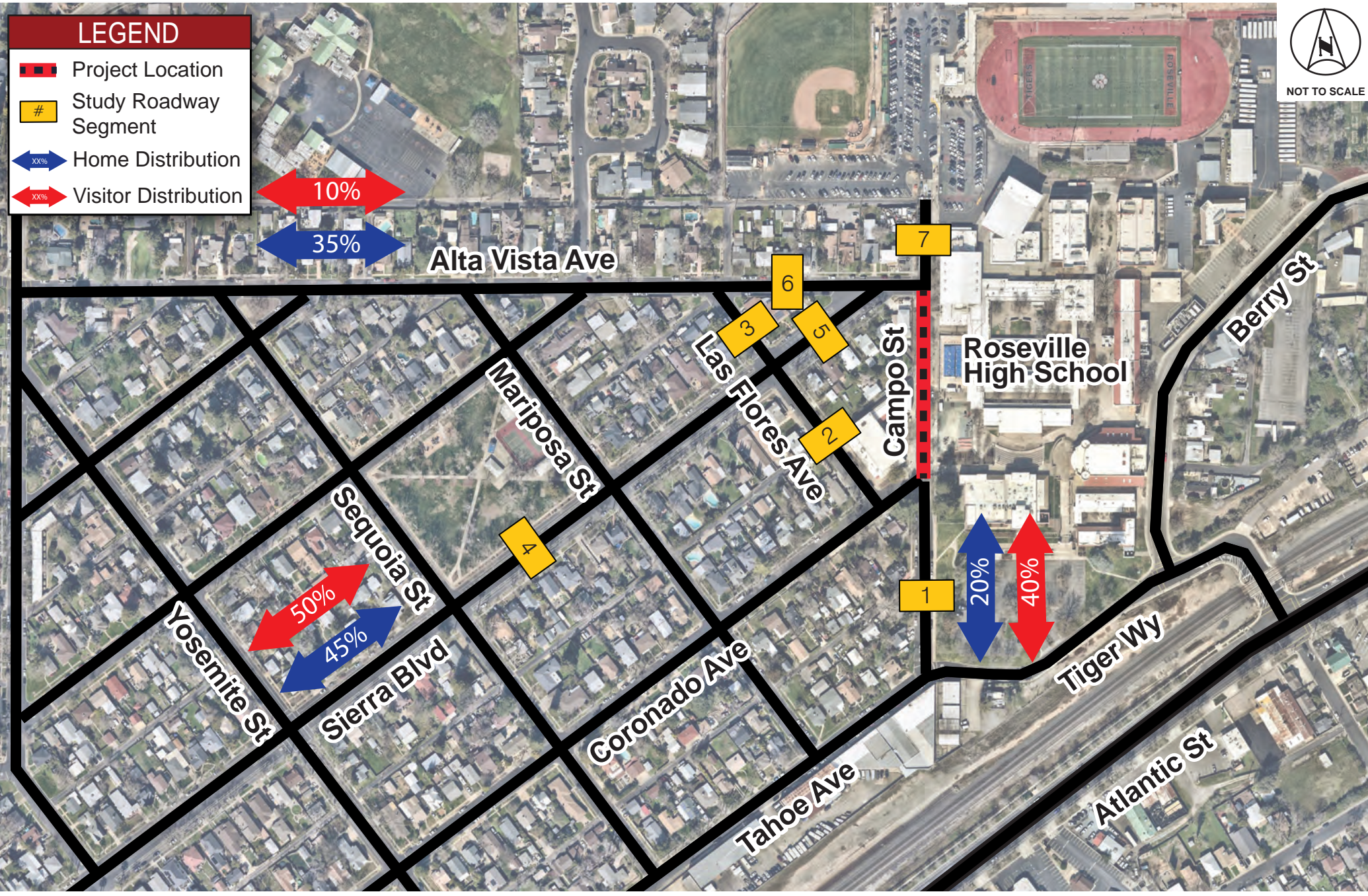
**Attachment B** – Traffic Count Data Sheets



**LEGEND**

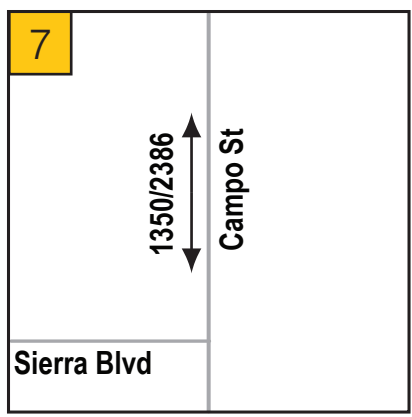
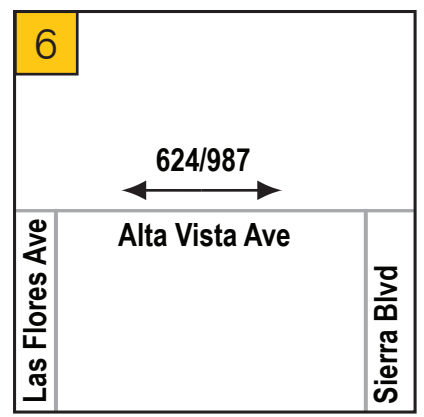
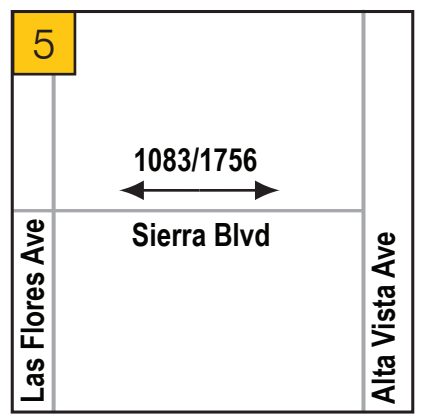
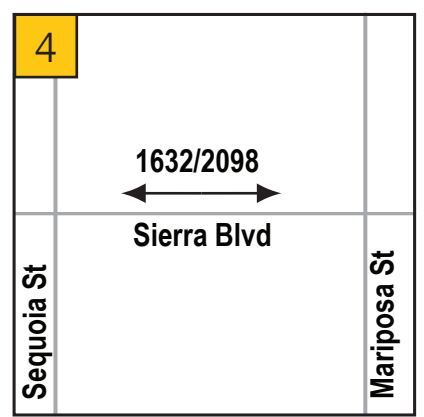
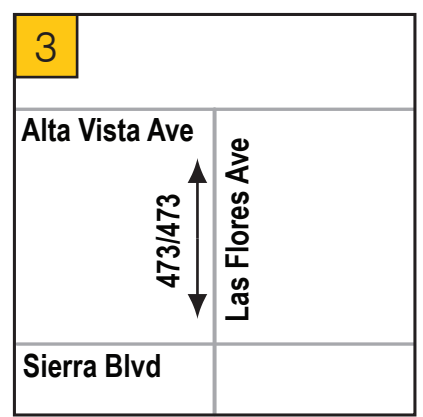
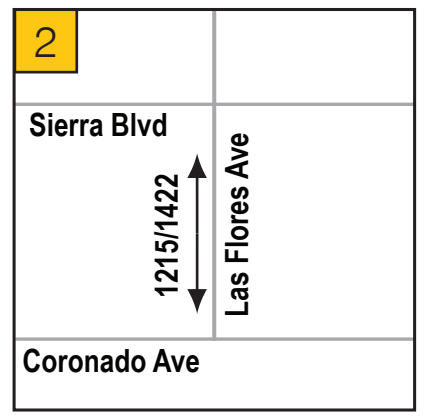
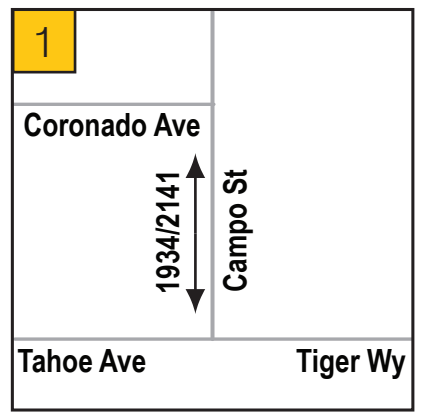
- Project Location
- Study Roadway Segment







NOT TO SCALE



**LEGEND**

- Project Location
- Study Roadway Segment
- xx/yy Existing/Existing+Project Daily Traffic Volumes

**Attachment A**

2024 Roseville High School Football Game Ticket Data

----- Forwarded message -----

From: **Wilson, Jason** <[jwilson@rjuhsd.us](mailto:jwilson@rjuhsd.us)>

Date: Thu, Jan 9, 2025 at 1:04 PM

Subject: Football Attendance

To: Scott Davis <[scdavis@rjuhsd.us](mailto:scdavis@rjuhsd.us)>

Cc: Ashley Serin <[aserin@rjuhsd.us](mailto:aserin@rjuhsd.us)>

Good afternoon Scott,

Here are the numbers of tickets sold for each football event:

Date	Total Tickets	Type	H/V %	Home	Visitor
8/29/24	236	Freshman	65/35	153	83
8/30/2024	1271	JV/Varsity	65/35	826	445
9/19/2024	239	Freshman	65/35	155	84
9/20/2024	1235	JV/Varsity	65/35	802	433
10/10/2024	189	Freshman	70/30	132	57
10/11/2024	1130	JV/Varsity	70/30	791	339
10/24/2024	197	Freshman	60/40	118	79
10/25/2024	1290	JV/Varsity	60/40	774	516
11/1/2024	1542	Fr/JV/Varsity	60/40	925	617

These are estimates as we do not have exact home and visitor numbers. I also believe these are more on the high side. I would argue that most of our gates are more like a 70/30 split with our rivals being more like 65/35 or 60/40, like in the case of hosting Woodcreek

JW

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Jason Wilson  
Assistant Principal  
Athletics Administrator  
Roseville High School  
(916) 782-3753

"I lead to foster meaningful life experiences and develop lasting relationships with our students and staff through respect, integrity, and resiliency."

**Attachment B**

Traffic Count Data Sheets

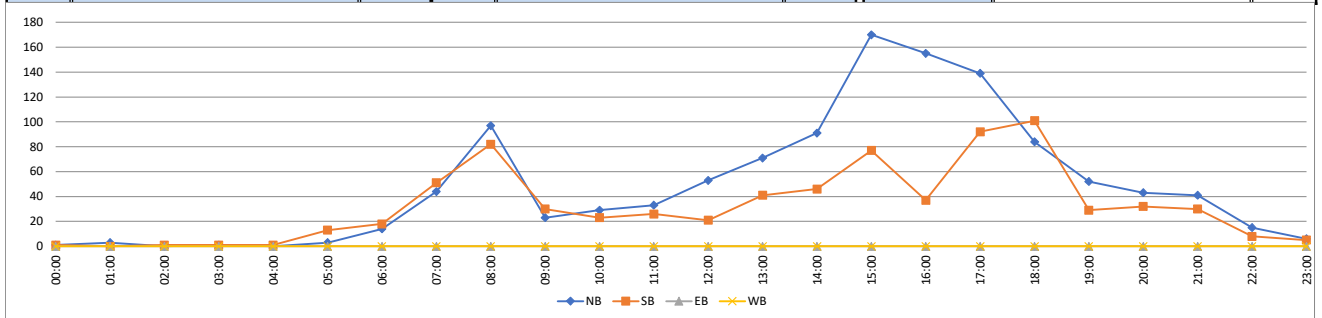
# VOLUME

## Campo St S/O Coronado Ave

Day: Tuesday  
Date: 3/18/2025

City: Roseville  
Project #: CA25\_070070\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						1,168	766	0	0	1,934							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	11	3			14	00:00	01:00	1	1		2
0:15	0	0			0	12:15	14	7			21	01:00	02:00	3	0		3
0:30	0	0			0	12:30	16	7			23	02:00	03:00	0	1		1
0:45	1	1			2	12:45	12	4			16	03:00	04:00	1	1		2
1:00	2	0			2	13:00	12	10			22	04:00	05:00	0	1		1
1:15	1	0			1	13:15	19	11			30	05:00	06:00	3	13		16
1:30	0	0			0	13:30	19	12			31	06:00	07:00	14	18		32
1:45	0	0			0	13:45	21	8			29	07:00	08:00	44	51		95
2:00	0	0			0	14:00	16	20			36	08:00	09:00	97	82		179
2:15	0	0			0	14:15	21	9			30	09:00	10:00	23	30		53
2:30	0	0			0	14:30	28	8			36	10:00	11:00	29	23		52
2:45	0	1			1	14:45	26	9			35	11:00	12:00	33	26		59
3:00	0	0			0	15:00	31	4			35	12:00	13:00	53	21		74
3:15	0	0			0	15:15	47	35			82	13:00	14:00	71	41		112
3:30	1	1			2	15:30	57	23			80	14:00	15:00	91	46		137
3:45	0	0			0	15:45	35	15			50	15:00	16:00	170	77		247
4:00	0	0			0	16:00	56	10			66	16:00	17:00	155	37		192
4:15	0	0			0	16:15	33	6			39	17:00	18:00	139	92		231
4:30	0	0			0	16:30	29	9			38	18:00	19:00	84	101		185
4:45	0	1			1	16:45	37	12			49	19:00	20:00	52	29		81
5:00	0	0			0	17:00	32	10			42	20:00	21:00	43	32		75
5:15	2	4			6	17:15	37	22			59	21:00	22:00	41	30		71
5:30	0	4			4	17:30	33	20			53	22:00	23:00	15	8		23
5:45	1	5			6	17:45	37	40			77	23:00	00:00	6	5		11
6:00	2	1			3	18:00	28	52			80	STATISTICS					
6:15	4	7			11	18:15	19	17			36		NB	SB	EB	WB	TOTAL
6:30	1	4			5	18:30	15	23			38	Peak Period	00:00	to	12:00		
6:45	7	6			13	18:45	22	9			31	Volume	248	247			495
7:00	12	10			22	19:00	10	9			19	Peak Hour	7:45	7:45			7:45
7:15	15	10			25	19:15	13	6			19	Peak Volume	100	94			194
7:30	7	12			19	19:30	15	9			24	Peak Hour Factor	0.610	0.734			0.664
7:45	10	19			29	19:45	14	5			19	Peak Period	12:00	to	00:00		
8:00	41	32			73	20:00	15	3			18	Volume	920	519			1439
8:15	36	26			62	20:15	11	6			17	Peak Hour	15:15	17:15			15:15
8:30	13	17			30	20:30	11	22			33	Peak Volume	195	134			278
8:45	7	7			14	20:45	6	1			7	Peak Hour Factor	0.855	0.644			0.848
9:00	4	10			14	21:00	19	7			26	Peak Period	07:00	to	09:00		
9:15	4	6			10	21:15	13	12			25	Volume	141	133			274
9:30	9	7			16	21:30	3	6			9	Peak Hour	7:45	7:45			7:45
9:45	6	7			13	21:45	6	5			11	Peak Volume	100	94			194
10:00	9	6			15	22:00	6	3			9	Peak Hour Factor	0.610	0.734			0.664
10:15	6	5			11	22:15	6	1			7	Peak Period	16:00	to	18:00		
10:30	6	5			11	22:30	2	1			3	Volume	294	129			423
10:45	8	7			15	22:45	1	3			4	Peak Hour	16:00	17:00			17:00
11:00	7	8			15	23:00	6	4			10	Peak Volume	155	92			231
11:15	6	7			13	23:15	0	1			1	Peak Hour Factor	0.692	0.575			0.750
11:30	12	7			19	23:30	0	0			0						
11:45	8	4			12	23:45	0	0			0						
<b>TOTALS</b>	<b>248</b>	<b>247</b>	<b>0</b>	<b>0</b>	<b>495</b>	<b>TOTALS</b>	<b>920</b>	<b>519</b>	<b>0</b>	<b>0</b>	<b>1439</b>						
<b>SPLIT %</b>	<b>50%</b>	<b>50%</b>	<b>0%</b>	<b>0%</b>	<b>26%</b>	<b>SPLIT %</b>	<b>64%</b>	<b>36%</b>	<b>0%</b>	<b>0%</b>	<b>74%</b>						



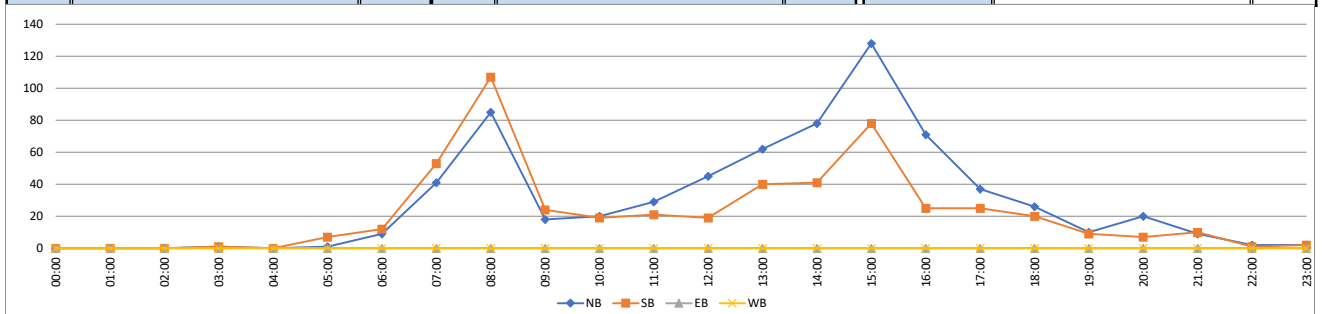
# VOLUME

## Las Flores Ave Bet Coronado Ave & Sierra Blvd

Day: Tuesday  
Date: 3/18/2025

City: Roseville  
Project #: CA25\_070070\_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS																																																																																																																																										
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<b>SPLIT %</b>	<b>46%</b>	<b>54%</b>	<b>0%</b>	<b>0%</b>	<b>37%</b>	<b>SPLIT %</b>	<b>64%</b>	<b>36%</b>	<b>0%</b>	<b>0%</b>	<b>63%</b>																																																																																																																																										



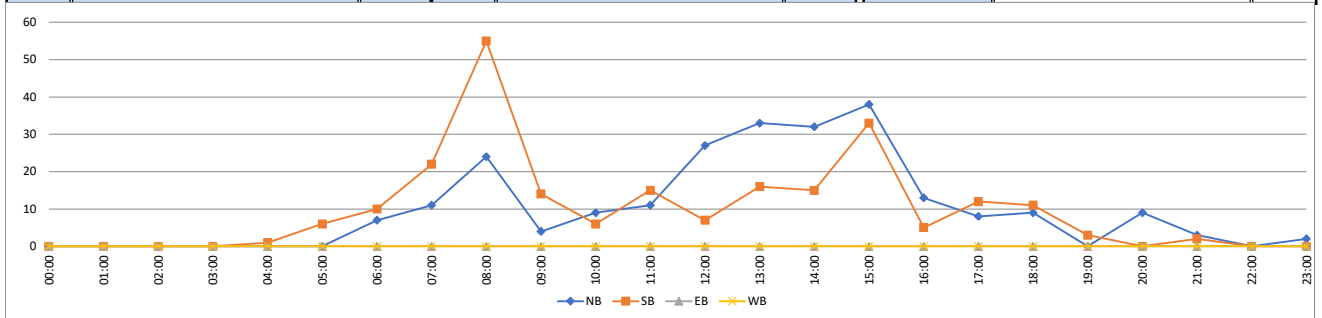
# VOLUME

## Las Flores Ave Bet Sierra Blvd & Alta Vista Ave

Day: Tuesday  
Date: 3/18/2025

City: Roseville  
Project #: CA25\_070070\_003

DAILY TOTALS					NB	SB	EB	WB	Total	DAILY TOTALS																																																																																																																																										
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Peak Hour	15:15	15:00																																																																																																																																																		
Peak Volume	43	33																																																																																																																																																		
Peak Hour Factor	0.566	0.485																																																																																																																																																		
Peak Period	07:00 to 09:00																																																																																																																																																			
Volume	35	77																																																																																																																																																		
Peak Hour	7:30	7:45																																																																																																																																																		
Peak Volume	27	64																																																																																																																																																		
Peak Hour Factor	0.614	0.571																																																																																																																																																		
Peak Period	16:00 to 18:00																																																																																																																																																			
Volume	21	17																																																																																																																																																		
Peak Hour	16:00	17:00																																																																																																																																																		
Peak Volume	13	12																																																																																																																																																		
Peak Hour Factor	0.325	0.600																																																																																																																																																		
6:15	3	3			6	18:15	0	3			3																																																																																																																																									
6:30	1	2			3	18:30	0	2			2																																																																																																																																									
6:45	2	3			5	18:45	2	3			5																																																																																																																																									
7:00	1	3			4	19:00	0	1			1																																																																																																																																									
7:15	1	3			4	19:15	0	0			0																																																																																																																																									
7:30	5	7			12	19:30	0	1			1																																																																																																																																									
7:45	4	9			13	19:45	0	1			1																																																																																																																																									
8:00	7	19			26	20:00	2	0			2																																																																																																																																									
8:15	11	28			39	20:15	2	0			2																																																																																																																																									
8:30	2	8			10	20:30	4	0			4																																																																																																																																									
8:45	4	0			4	20:45	1	0			1																																																																																																																																									
9:00	0	6			6	21:00	2	0			2																																																																																																																																									
9:15	0	2			2	21:15	1	2			3																																																																																																																																									
9:30	2	3			5	21:30	0	0			0																																																																																																																																									
9:45	2	3			5	21:45	0	0			0																																																																																																																																									
10:00	3	2			5	22:00	0	0			0																																																																																																																																									
10:15	2	1			3	22:15	0	0			0																																																																																																																																									
10:30	2	2			4	22:30	0	0			0																																																																																																																																									
10:45	2	1			3	22:45	0	0			0																																																																																																																																									
11:00	1	5			6	23:00	1	0			1																																																																																																																																									
11:15	4	4			8	23:15	0	0			0																																																																																																																																									
11:30	4	5			9	23:30	0	0			0																																																																																																																																									
11:45	2	1			3	23:45	1	0			1																																																																																																																																									
<b>TOTALS</b>	<b>66</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>TOTALS</b>	<b>174</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>278</b>																																																																																																																																									
<b>SPLIT %</b>	<b>34%</b>	<b>66%</b>	<b>0%</b>	<b>0%</b>	<b>41%</b>	<b>SPLIT %</b>	<b>63%</b>	<b>37%</b>	<b>0%</b>	<b>0%</b>	<b>59%</b>																																																																																																																																									



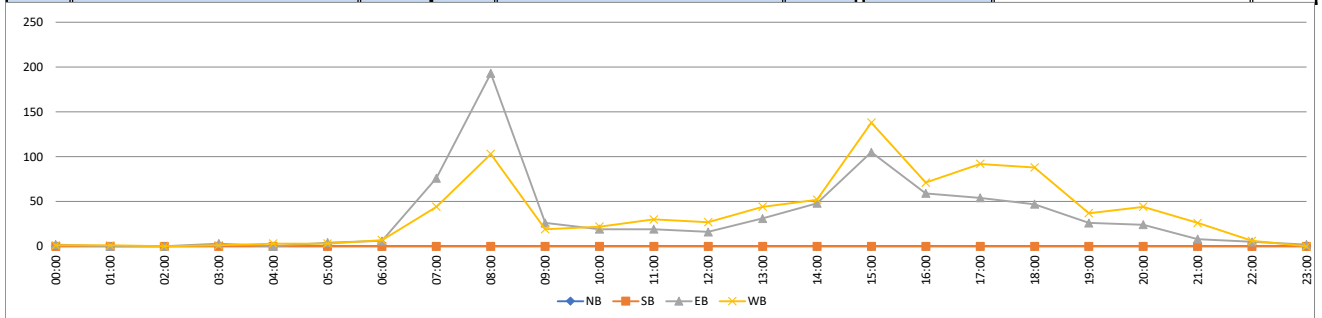
# VOLUME

## Sierra Blvd Bet Sequoia St & Mariposa St

Day: Tuesday  
Date: 3/18/2025

City: Roseville  
Project #: CA25\_070070\_004

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	773	859	1,632							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	0	1	12:00			8	5	13	00:00 01:00			2	1	3
0:15			1	0	1	12:15			3	5	8	01:00 02:00			0	1	1
0:30			0	0	0	12:30			3	12	15	02:00 03:00			0	0	0
0:45			0	1	1	12:45			2	5	7	03:00 04:00			3	1	4
1:00			0	0	0	13:00			6	6	12	04:00 05:00			0	3	3
1:15			0	0	0	13:15			9	14	23	05:00 06:00			4	3	7
1:30			0	0	0	13:30			5	10	15	06:00 07:00			6	7	13
1:45			0	1	1	13:45			11	14	25	07:00 08:00			76	44	120
2:00			0	0	0	14:00			10	21	31	08:00 09:00			193	103	296
2:15			0	0	0	14:15			11	9	20	09:00 10:00			26	19	45
2:30			0	0	0	14:30			7	10	17	10:00 11:00			19	22	41
2:45			0	0	0	14:45			20	12	32	11:00 12:00			19	30	49
3:00			0	0	0	15:00			28	10	38	12:00 13:00			16	27	43
3:15			0	0	0	15:15			35	70	105	13:00 14:00			31	44	75
3:30			2	1	3	15:30			22	43	65	14:00 15:00			48	52	100
3:45			1	0	1	15:45			20	15	35	15:00 16:00			105	138	243
4:00			0	1	1	16:00			20	21	41	16:00 17:00			59	71	130
4:15			0	1	1	16:15			11	22	33	17:00 18:00			54	92	146
4:30			0	0	0	16:30			15	15	30	18:00 19:00			47	88	135
4:45			0	1	1	16:45			13	13	26	19:00 20:00			26	37	63
5:00			0	0	0	17:00			9	14	23	20:00 21:00			24	44	68
5:15			1	2	3	17:15			20	31	51	21:00 22:00			8	26	34
5:30			1	1	2	17:30			14	18	32	22:00 23:00			5	6	11
5:45			2	0	2	17:45			11	29	40	23:00 00:00			2	0	2
6:00			0	1	1	18:00			11	31	42	<b>STATISTICS</b>					
6:15			0	0	0	18:15			10	14	24		NB	SB	EB	WB	TOTAL
6:30			4	3	7	18:30			13	26	39	Peak Period	00:00	to	12:00		
6:45			2	3	5	18:45			13	17	30	Volume			348	234	582
7:00			18	7	25	19:00			7	14	21	Peak Hour			7:45	7:45	7:45
7:15			9	15	24	19:15			10	7	17	Peak Volume			226	112	338
7:30			15	9	24	19:30			4	8	12	Peak Hour Factor			0.665	0.528	0.612
7:45			34	13	47	19:45			5	8	13	Peak Period	12:00	to	00:00		
8:00			83	30	113	20:00			7	7	14	Volume			425	625	1050
8:15			85	53	138	20:15			7	14	21	Peak Hour			14:45	15:15	15:15
8:30			24	16	40	20:30			3	14	17	Peak Volume			105	149	246
8:45			1	4	5	20:45			7	9	16	Peak Hour Factor			0.750	0.532	0.586
9:00			9	2	11	21:00			3	10	13	Peak Period	07:00	to	09:00		
9:15			4	8	12	21:15			2	10	12	Volume			269	147	416
9:30			6	2	8	21:30			1	2	3	Peak Hour			7:45	7:45	7:45
9:45			7	7	14	21:45			2	4	6	Peak Volume			226	112	338
10:00			7	3	10	22:00			0	3	3	Peak Hour Factor			0.665	0.528	0.612
10:15			3	6	9	22:15			2	2	4	Peak Period	16:00	to	18:00		
10:30			3	6	9	22:30			1	0	1	Volume			113	163	276
10:45			6	7	13	22:45			2	1	3	Peak Hour			16:00	17:00	17:00
11:00			6	4	10	23:00			1	0	1	Peak Volume			59	92	146
11:15			4	5	9	23:15			0	0	0	Peak Hour Factor			0.738	0.742	0.716
11:30			4	16	20	23:30			0	0	0						
11:45			5	5	10	23:45			1	0	1						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>348</b>	<b>234</b>	<b>582</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>425</b>	<b>625</b>	<b>1050</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>60%</b>	<b>40%</b>	<b>36%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>40%</b>	<b>60%</b>	<b>64%</b>						





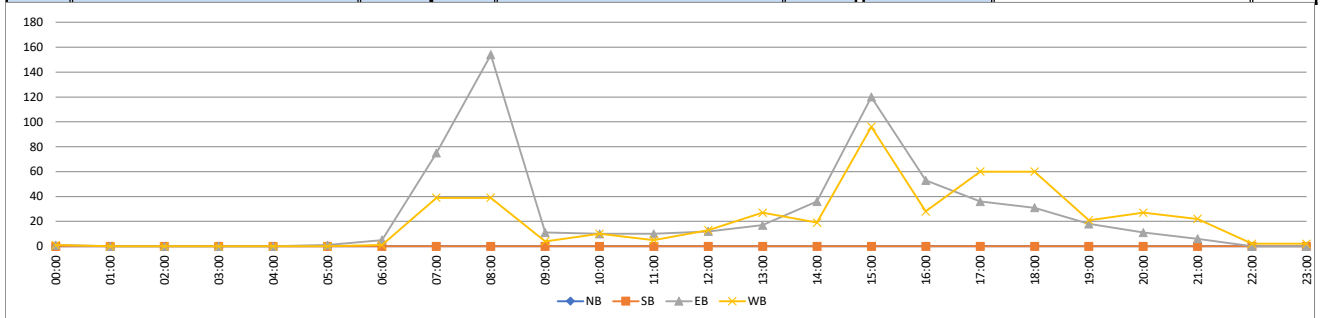
# VOLUME

## Sierra Blvd Bet Las Flores Ave & Alta Vista Ave

Day: Tuesday  
Date: 3/18/2025

City: Roseville  
Project #: CA25\_070070\_005

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	607	476	1,083							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			5	3	8	00:00 01:00			1	1	2
0:15			1	0	1	12:15			4	6	10	01:00 02:00			0	0	0
0:30			0	0	0	12:30			2	3	5	02:00 03:00			0	0	0
0:45			0	1	1	12:45			1	1	2	03:00 04:00			0	0	0
1:00			0	0	0	13:00			2	4	6	04:00 05:00			0	0	0
1:15			0	0	0	13:15			4	4	8	05:00 06:00			1	0	1
1:30			0	0	0	13:30			5	5	10	06:00 07:00			5	1	6
1:45			0	0	0	13:45			6	14	20	07:00 08:00			75	39	114
2:00			0	0	0	14:00			1	12	13	08:00 09:00			154	39	193
2:15			0	0	0	14:15			8	1	9	09:00 10:00			11	4	15
2:30			0	0	0	14:30			12	4	16	10:00 11:00			10	10	20
2:45			0	0	0	14:45			15	2	17	11:00 12:00			10	5	15
3:00			0	0	0	15:00			25	3	28	12:00 13:00			12	13	25
3:15			0	0	0	15:15			30	48	78	13:00 14:00			17	27	44
3:30			0	0	0	15:30			34	33	67	14:00 15:00			36	19	55
3:45			0	0	0	15:45			31	12	43	15:00 16:00			120	96	216
4:00			0	0	0	16:00			37	10	47	16:00 17:00			53	28	81
4:15			0	0	0	16:15			4	9	13	17:00 18:00			36	60	96
4:30			0	0	0	16:30			5	5	10	18:00 19:00			31	60	91
4:45			0	0	0	16:45			7	4	11	19:00 20:00			18	21	39
5:00			0	0	0	17:00			8	7	15	20:00 21:00			11	27	38
5:15			1	0	1	17:15			9	17	26	21:00 22:00			6	22	28
5:30			0	0	0	17:30			11	12	23	22:00 23:00			0	2	2
5:45			0	0	0	17:45			8	24	32	23:00 00:00			0	2	2
6:00			0	1	1	18:00			5	21	26	STATISTICS					
6:15			0	0	0	18:15			6	8	14		NB	SB	EB	WB	TOTAL
6:30			1	0	1	18:30			9	21	30	Peak Period	00:00 to 12:00				
6:45			4	0	4	18:45			11	10	21	Volume			267	99	366
7:00			26	9	35	19:00			8	9	17	Peak Hour			7:45	7:45	7:45
7:15			19	18	37	19:15			6	4	10	Peak Volume			179	48	227
7:30			5	2	7	19:30			1	2	3	Peak Hour Factor			0.589	0.571	0.585
7:45			25	10	35	19:45			3	6	9	Peak Period	12:00 to 00:00				
8:00			67	14	81	20:00			3	5	8	Volume			340	377	717
8:15			76	21	97	20:15			2	6	8	Peak Hour			15:15	15:15	15:15
8:30			11	3	14	20:30			1	12	13	Peak Volume			132	103	235
8:45			0	1	1	20:45			5	4	9	Peak Hour Factor			0.892	0.536	0.753
9:00			5	2	7	21:00			4	11	15	Peak Period	07:00 to 09:00				
9:15			2	1	3	21:15			1	8	9	Volume			229	78	307
9:30			2	0	2	21:30			1	1	2	Peak Hour			7:45	7:45	7:45
9:45			2	1	3	21:45			0	2	2	Peak Volume			179	48	227
10:00			2	3	5	22:00			0	1	1	Peak Hour Factor			0.589	0.571	0.585
10:15			4	3	7	22:15			0	1	1	Peak Period	16:00 to 18:00				
10:30			2	2	4	22:30			0	0	0	Volume			89	88	177
10:45			2	2	4	22:45			0	0	0	Peak Hour			16:00	17:00	17:00
11:00			1	1	2	23:00			0	2	2	Peak Volume			53	60	96
11:15			4	2	6	23:15			0	0	0	Peak Hour Factor			0.358	0.625	0.750
11:30			2	0	2	23:30			0	0	0						
11:45			3	2	5	23:45			0	0	0						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>267</b>	<b>99</b>	<b>366</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>340</b>	<b>377</b>	<b>717</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>73%</b>	<b>27%</b>	<b>34%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>47%</b>	<b>53%</b>	<b>66%</b>						



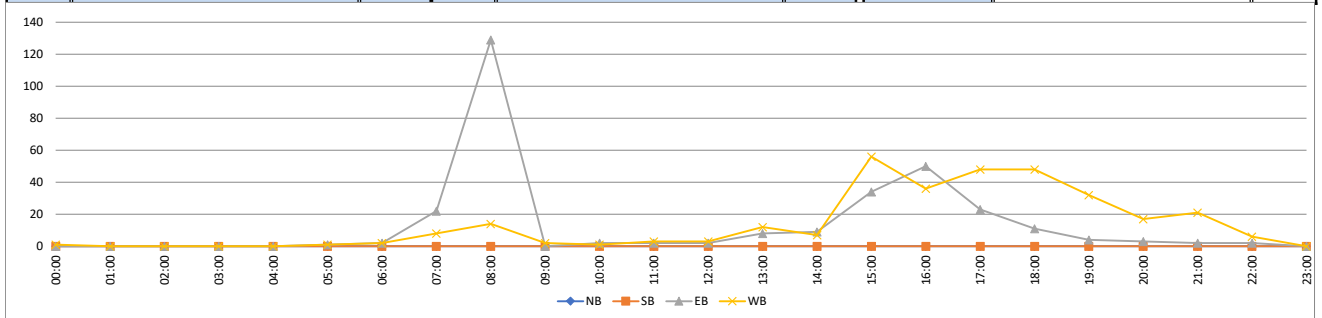
# VOLUME

## Alta Vista Ave Bet Las Flores Ave & Sierra Blvd

Day: Tuesday  
Date: 3/18/2025

City: Roseville  
Project #: CA25\_070070\_006

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	306	318	624							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			1	0	1	00:00 01:00			0	1	1
0:15			0	0	0	12:15			0	1	1	01:00 02:00			0	0	0
0:30			0	1	1	12:30			1	2	3	02:00 03:00			0	0	0
0:45			0	0	0	12:45			0	0	0	03:00 04:00			0	0	0
1:00			0	0	0	13:00			0	1	1	04:00 05:00			0	0	0
1:15			0	0	0	13:15			1	1	2	05:00 06:00			1	1	2
1:30			0	0	0	13:30			4	0	4	06:00 07:00			2	2	4
1:45			0	0	0	13:45			3	10	13	07:00 08:00			22	8	30
2:00			0	0	0	14:00			0	3	3	08:00 09:00			129	14	143
2:15			0	0	0	14:15			0	0	0	09:00 10:00			0	2	2
2:30			0	0	0	14:30			7	2	9	10:00 11:00			2	1	3
2:45			0	0	0	14:45			2	2	4	11:00 12:00			2	3	5
3:00			0	0	0	15:00			3	3	6	12:00 13:00			2	3	5
3:15			0	0	0	15:15			18	37	55	13:00 14:00			8	12	20
3:30			0	0	0	15:30			6	13	19	14:00 15:00			9	7	16
3:45			0	0	0	15:45			7	3	10	15:00 16:00			34	56	90
4:00			0	0	0	16:00			9	3	12	16:00 17:00			50	36	86
4:15			0	0	0	16:15			5	6	11	17:00 18:00			23	48	71
4:30			0	0	0	16:30			23	15	38	18:00 19:00			11	48	59
4:45			0	0	0	16:45			13	12	25	19:00 20:00			4	32	36
5:00			0	0	0	17:00			11	11	22	20:00 21:00			3	17	20
5:15			1	0	1	17:15			3	16	19	21:00 22:00			2	21	23
5:30			0	0	0	17:30			6	8	14	22:00 23:00			2	6	8
5:45			0	1	1	17:45			3	13	16	23:00 00:00			0	0	0
6:00			0	0	0	18:00			6	15	21	STATISTICS					
6:15			1	1	2	18:15			0	8	8		NB	SB	EB	WB	TOTAL
6:30			0	0	0	18:30			0	10	10	Peak Period	00:00	to	12:00		
6:45			1	1	2	18:45			5	15	20	Volume			158	32	190
7:00			6	2	8	19:00			2	13	15	Peak Hour			7:45	7:30	7:45
7:15			6	4	10	19:15			0	6	6	Peak Volume			138	16	154
7:30			1	0	1	19:30			1	8	9	Peak Hour Factor			0.500	0.571	0.507
7:45			9	2	11	19:45			1	5	6	Peak Period	12:00	to	00:00		
8:00			58	7	65	20:00			1	4	5	Volume			148	286	434
8:15			69	7	76	20:15			1	3	4	Peak Hour			16:15	15:00	16:30
8:30			2	0	2	20:30			1	8	9	Peak Volume			52	56	104
8:45			0	0	0	20:45			0	2	2	Peak Hour Factor			0.565	0.378	0.684
9:00			0	2	2	21:00			1	12	13	Peak Period	07:00	to	09:00		
9:15			0	0	0	21:15			0	6	6	Volume			151	22	173
9:30			0	0	0	21:30			1	1	2	Peak Hour			7:45	7:30	7:45
9:45			0	0	0	21:45			0	2	2	Peak Volume			138	16	154
10:00			0	0	0	22:00			1	2	3	Peak Hour Factor			0.500	0.571	0.507
10:15			1	0	1	22:15			0	2	2	Peak Period	16:00	to	18:00		
10:30			0	1	1	22:30			0	2	2	Volume			73	84	157
10:45			1	0	1	22:45			1	0	1	Peak Hour			16:15	16:30	16:30
11:00			0	1	1	23:00			0	0	0	Peak Volume			52	54	104
11:15			0	2	2	23:15			0	0	0	Peak Hour Factor			0.565	0.844	0.684
11:30			0	0	0	23:30			0	0	0						
11:45			2	0	2	23:45			0	0	0						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>158</b>	<b>32</b>	<b>190</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>286</b>	<b>434</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>83%</b>	<b>17%</b>	<b>30%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>34%</b>	<b>66%</b>	<b>70%</b>						





# VOLUME

## Campo St N/O Sierra Blvd/Alta Vista Ave

Day: Tuesday  
Date: 3/18/2025

City: Roseville  
Project #: CA25\_070070\_007

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS																																																																																																																																										
						782	568	0	0	1,350																																																																																																																																											
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